

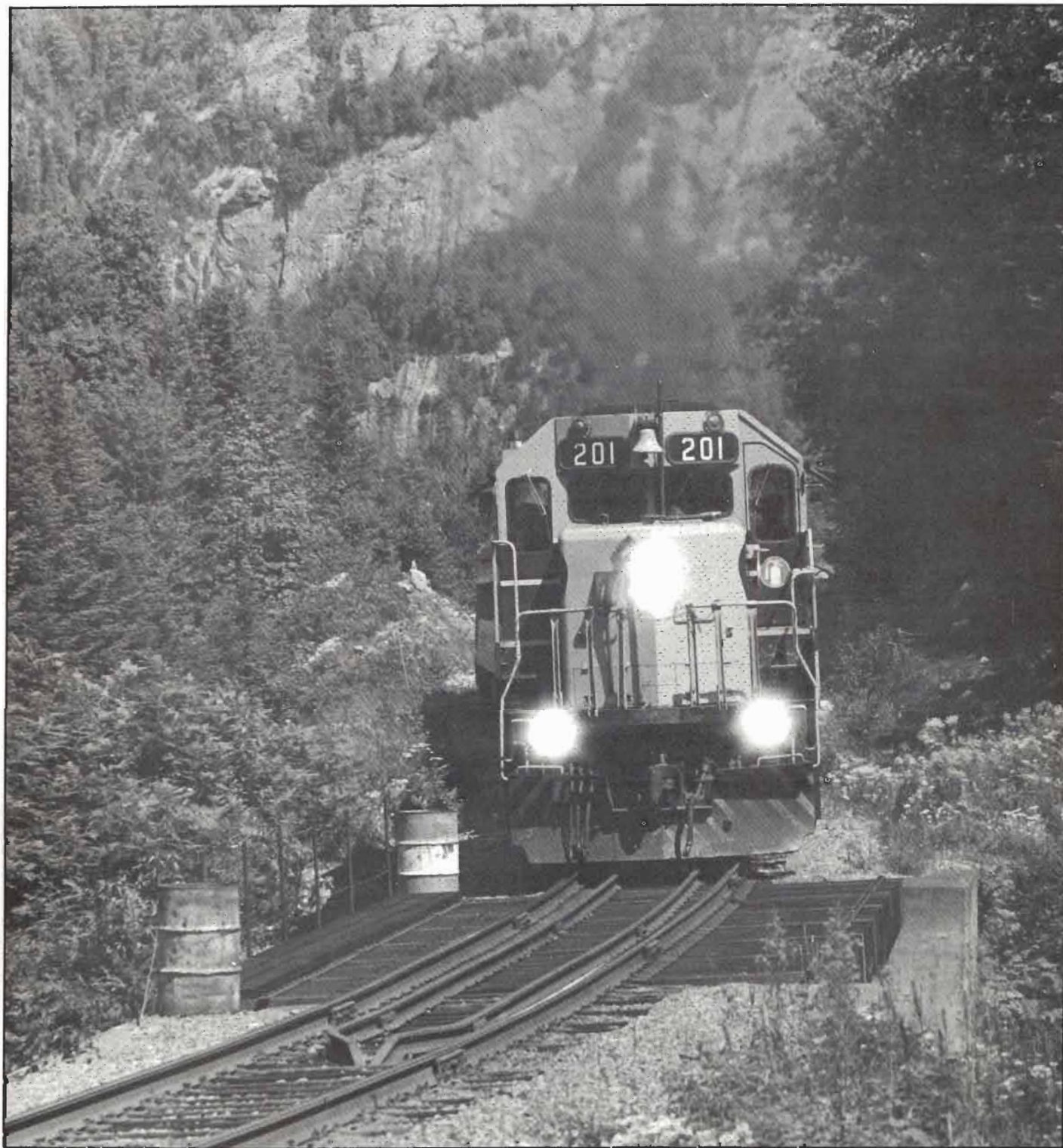


April 1994 \$3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

Surprise Creek Bridge
Saskatchewan Memories
A Perverse Joke



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: Membership Chairman, Bytown Railway Society Inc., 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. 9502 = expiry with the February 1995 issue). Notice of expiry will be inserted in 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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We will gladly accept articles in WordPerfect or ASCII text file format on an IBM-compatible 5 1/4" or 3 1/2" disk. Please include a printed copy.

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

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

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TRAIN

Tourist Railway Association Inc.

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MEETINGS

A **regular meeting** is held on the first Tuesday of the month, September to June, in the Red Cross Auditorium, 1800 Alta Vista Drive, Ottawa at 19:30. Coffee and donuts will be available for a small fee. On **Tuesday, April 5** - David Strong will take us on an illustrated tour of railways in Mexico.

An **informal slide night** is held on the third Tuesday of the month, September to June, at the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30. **Tuesday, April 19** - Bring out your slides, be they current ones or oldies. Share your experiences, memories and skills.

Equipment restoration/maintenance takes place every Saturday at the rear of the National Museum of Science and Technology. There is always plenty to keep one busy year round. Come out and lend a hand.

NEW! Locomotive Cards: North Kildonan Publications has produced **Railfan '94 Canada - 1994 Locomotive Roster Series Collector Cards**. As in the 1992 and 1993 mostly diesel sets, there are 76 cards in 2 1/2" x 3 1/2" format. Each card features a black and white photograph with sepia toning, along with background information. The just-released set is available from the Society's "Sales Desk" at \$19.95 each plus \$3.00 shipping, plus \$1.61 when shipped to a Canadian address. Ontario residents please add \$1.60 PST. U.S. orders in U.S. funds to cover extra postage costs.

Wanted: Ray Andrus is looking for photographs of the Turbo Train in either its CN or VIA livery. Either colour or black and white is sought. Ray will reimburse expenses. Please contact Ray at 42 Hope Street North, Port Hope, ON, L1A 2N5.

Station drawing/photo sought: Jacques B. Morel wishes to obtain a drawing or photographs of a small branch line station called "Town Hall" that was located in Mattawa, Ontario. It burned down in 1947. If you can help please contact Jacques at 154 Morningside Drive, Pennsville, NJ, USA 08070.

Can you spare a ...? Canadian Tire coupons are eagerly sought to help defray the Society's restoration expenses. Kindly forward them to our address. We wish to thank the many members who have forwarded coupons - the Society has recently purchased a large tool box and a heat gun, all 'paid' for with Canadian Tire coupons.

On the Cover: Algoma Central GP38-2 Nos. 201 and 204 lift 14 passenger cars of Train No. 3 at mile 110, four miles from its destination at Agawa Canyon, on August 18, 1993. The units are in Run 8 as they struggle on the grade out of the Agawa. Photo by Michael Shufelt.

Press date for this issue was March 15
Deadline for the May issue is April 12

Information Line



RAILWAY MERGER PLANS FINALIZED: CN North America and CP Rail System have received an important go-ahead from Transport Minister Doug Young to continue developing plans for a joint mainline east of Winnipeg. Under the plan, CN and CP would combine all eastern assets and employees over the next year or 18 months into a new holding company.

Speaking to a business audience in Quebec City on February 15, CN North America president and chief executive Paul Tellier said that negotiations are now taking place on such details as definition of territory, identification of transferable assets, allocation of ownership and the management structure of the company. On the latter point, there is some disagreement. CN feels that it should have control because it is the larger of the two while CP wants an "equal partnership."

Tellier defined the proposed network as stretching from Halifax to Winnipeg and from Toronto to Chicago. (*The Globe and Mail*, 01/02/94, thanks to Scott Anthony, *The Ottawa Citizen*, 08/02/94 and *Journal of Commerce*, 16/02/94)

SHORT LIST OF BIDDERS FOR CENTRAL VERMONT RAILWAY INC.: Canadian National has announced a short list of bidders for its subsidiary Central Vermont Railway Inc. Six parties submitted bids in early February with the three finalists including: RailTex Inc.; CSF Acquisition Group of Morrisville, Vermont; and Oakes Development of St. Louis Park, Minnesota. Also in the running is a Central Vermont management group.

Not on the list is the Providence & Worcester Railroad. The P&W recently made a public offer for the line. The bid included \$20.8 million in stock and \$9 million in payments for employees who could lose their jobs in a takeover. P&W wanted the CV in order to gain access to Canada from New York and is a strategic move designed to head-off any competitive advantage that may go to Guilford Industries if it acquires the Canadian Atlantic Railway from CP Rail System.

P&W's public announcement of its bid served to ruffle more than a few feathers in the industry as there had been an understanding that all submissions to CN would be done in the utmost confidence. (*Journal of Commerce*, 08/02/94 and *The Financial Post*, 23/02/94)

MAJOR JOB CUTS ANNOUNCED: Hard on the heels of announcing a buy-out package for 1,600 workers at its Transcona Shops in Winnipeg on February 5, Canadian National announced a variety of additional job cuts in western Canada.

On February 15, the company announced the elimination of 71 jobs in the Province of Manitoba. Affected will be clerks, labourers and steam cleaners employed at Symington Yard (Winnipeg), Transcona Shops and The Pas.

This was followed a week later with news that another 722 jobs would be trimmed and that the company would close its maintenance shop at Prince George, British Columbia, by mid-July of this year. CN is also looking for a private company to take over its work-equipment maintenance facility in Capreol, Ontario, affecting 125 positions.

Closure of the Prince George and Capreol facilities would leave CN with three work-equipment maintenance shops located in Edmonton (Alberta), Winnipeg (Manitoba) and Joffre (Quebec).

At the same time, CN announced that it was laying off 93 track maintenance workers across Saskatchewan. (*Winnipeg Free Press*, 05/02/94, thanks to Jim Lewis, *Canadian Press*, 15/02/94 and 23/02/94)

RASH OF DERAILMENTS SPARKS ATTENTION OF TRANSPORT CANADA: Canadian National's track record in northern Ontario is not so good lately. At least that appears to be behind a Transport Canada decision to examine the situation more closely. Since January 16, there have been four derailments on the northern mainline. Various unions

attribute the causes to poor maintenance, but CN has denied the allegations. Indeed the company has stated that it, too, is puzzled by the situation as this portion of line experiences very few incidents. (*Canadian Press*, 16/02/94)

SARNIA TUNNEL MAY LEAD TO INCREASED CONTAINER TRAFFIC THROUGH HALIFAX: New Jersey-based Atlantic Container Line hopes to make Halifax its gateway to the U.S. industrial heartland. Presently the company ships mostly through Montreal but construction of the new tunnel and the present improvement in terminal facilities in Halifax are making the Atlantic port a more logical choice. The opening of the new Sarnia Tunnel will give Canadian National through double-stack access from the Atlantic Seaboard to the U.S. mid-west. Atlantic Container presently ships 50,000 containers through Halifax on an annual basis. (*The Gazette*, 02/03/94, thanks to Willie Radford)

LINE UPGRADING EXCEEDS BUDGET: The cost of upgrading the commuter rail service over Canadian National's Mont-Royal and Montfort Subdivisions has increased from a projected \$227 million to \$278 million. The news was disclosed by the Quebec Minister of Transport. As reported in previous issues of *Branchline*, the electrified line features the oldest operating main line locomotives in North America. The modernization of the line should be completed within two years. (*Journal de Montréal*, 02/03/94)

HAMILTON STATION COULD BECOME MUSEUM: A campaign is developing to convert Canadian National's now-closed Hamilton Station into a museum focusing on Hamilton's industrial heritage. Credit for the idea goes to former alderman Reg Wheeler who chairs a committee to consider future uses for the facility. Wheeler wants the project under way in time for the city's sesquicentennial in 1996. The idea has also received the blessing of the sesquicentennial committee. The building is still owned by Canadian National and has been designated under the Railway Stations Protection Act. (*Hamilton Spectator*, 26/02/94 thanks to Clive Spate)

RESIDENTS OF NORTHERN MANITOBA BLAST CANADIAN NATIONAL AND VIA RAIL OVER EMPLOYMENT CUTS: Residents of northern Manitoba are worried that VIA Rail Canada and Canadian National are threatening the economic life of their region. Recently, two Liberal Members of Parliament held public meetings in a variety of communities including Churchill, Thompson, and Winnipeg. The meetings were convened to look at VIA Rail's latest employment cuts in Manitoba. Ironically, on the day of the hearing in Winnipeg, eight VIA workers were laid off, prompting union officials to call for the removal of the presidents of Canadian National and VIA Rail.

Canadian National was also criticized for its decision to remove a number of section men from communities along its Wekusko, Thicket and Herchmer Subdivisions (The Pas to Churchill). According to Thicket Portage councillor Joe Sinclair, "In our communities where there's 90 per cent unemployment, the loss of three men who depended for years on working for CN is a tremendous impact." (*Winnipeg Free Press*, 05/03/94, thanks to Jim Lewis)

SHIPPER FEAR EASTERN CN-CP RAIL MONOPOLY: The heads of CN and CP have not been able to convince major shippers they have nothing to fear from an eastern rail merger. In fact the merger arguments marshalled by CN's Paul Tellier and CP's Barry Scott at a forum sponsored by the Canadian Industrial Transportation League (CITL) may have strengthened the resolve of shippers to fight the creation of a single railway east of Winnipeg, being dubbed Newco.

"At the end of the day, our policy is going to favour an alternative to a rail merger - whatever it is - because a monopoly provider of rail transportation in eastern Canada simply will not function for eastern industry," said Maria Rehner, president of the CITL.

Tellier said concerns about the competitive implications of a single eastern rail carrier are overstated. Trucks, controlling 70% of intercity freight revenue in the east, and U.S. railways will continue to provide competition to Newco. "Either we cut our losses in the east or we will

stop investing. If we stop investing, the quality of service is going to go down ... There will be more derailments. We will have to run our trains at a lower speed. That's the alternative."

Transport Minister Douglas Young is on record as saying the federal government is prepared to entertain an eastern rail merger and is in the process of devising an integrated surface transportation policy for Canada. With the railways expected to reach an agreement in principle on a rail merger in the east sometime this spring, Young is bound to feel increasing pressure from shipper groups to foster a less dramatic solution to the rail crisis. (*Financial Post*, 12/03/94)

FUNDS RAISED: GT Finance Company, a U.S. subsidiary of Canadian National Railways, has raised \$200 million in U.S. funds through a private transaction in the U.S. capital market. The funds will be used to finance the construction of the new international tunnel between Sarnia and Port Huron. (*Canadian Press*, 05/03/94)

RAIL SHARE OFFERING MOOTED: CN chief executive Paul Tellier said CN and CP would initially hold all shares in "Newco", the standalone company that would acquire the eastern rail assets and associated debt of both carriers. But he said: "If you want to assure as rapidly as possible that Newco is viable ... I think it would make sense for Newco to give itself the objective of being made public once it has ... two or three years of success."

Barry Scott, CP Rail System chairman and chief executive, said a public share issue by Newco may not be necessary but the new company should be structured to give it such an option. (*The Gazette*, 09/03/94, thanks to Jeff Geldner)

ALBERTA SELLS RAILWAY TO CN: The Alberta government has sold the Alberta Resources Railway Company to Canadian National Railways for \$33.1 million. For the money, CN gets a 521 kilometre right-of-way from Swan Landing, west of Hinton, to Grande Prairie, and all track structures, bridges, signals, communication equipment and repair and maintenance facilities. (*Canadian Press*, 10/03/94, thanks to Dale Whitmee)



SHORT LINE FIRM EYES LYNDONVILLE SUBDIVISION: CSF Acquisitions Inc., operators of short lines in Florida and New England, are talking with Canadian Pacific about acquiring the Lyndonville Subdivision, which runs from Newport to Wells River, Vermont. CSF claims that the 62-mile segment of track "could be" profitable. The Lyndonville Subdivision is one of several which CP wants to sell in eastern Canada. (*Journal of Commerce*, 08/02/94)

CANADIAN ATLANTIC RAILWAY, ICC CALLS FOR ENVIRONMENTAL ASSESSMENT ON SALE OF ASSETS IN MAINE: The Interstate Commerce Commission has ordered an environmental assessment on the proposed sale of the Canadian Atlantic Railway's Mattawamkeag Subdivision. The affected portion runs from the Canada/U.S. border to Mattawamkeag, Maine. CP is negotiating the sale with Guildford Transportation. The assessment could take between 6 and 8 months to carry out. Canadian Pacific has already been given permission to abandon the remaining Canadian portions of the CAR in January of 1995.

Meetings were held in Bangor, Maine, on March 15 and 16 to discuss the situation and to decide whether a full-blown environmental impact assessment is required. (*Canadian Press*, 14/02/94 and 23/02/94)

"RAGING GRANNIES" WANT TO DOUBLE TRACK THE E&N: A Nanaimo seniors group is mounting a campaign to upgrade Vancouver Island's Esquimalt and Nanaimo Railway as opposed to boosting highways in the area. As reported in the March issue of *Branchline*, the long-term future of CP Rail's Esquimalt and Nanaimo Railway is in jeopardy, a victim of plunging freight volumes and a marginal passenger service. Meanwhile, the population density of the surrounding area is increasing almost exponentially, causing a strain on area highways. For environmental and budget reasons, advocacy groups are calling for an upgrade of the E&N as opposed to building new roads.

A spokesperson for the seniors claims that an enhanced passenger rail system could be in place for a mere \$250 million! The price tag would include a double track between Victoria and Campbell River, 30 new cars and six locomotives. The century old E&N line terminates in Courtenay, 225 kilometres north-west of Victoria, while Campbell River is another 50 kilometres to the north-west. (*Canadian Press*, 18/02/94, and Dale Whitmee)



NO NEW MONEY FOR VIA, LIBERALS CONTINUE TORY BUDGET SLASHING TREND:

What a difference from one side of the House of Commons to the other. While in opposition the federal Liberals decried Conservative budget cuts to the VIA Rail subsidies, speaking fondly and eloquently of the importance of a passenger rail system to the national fabric. At the same time, prominent party members, now in strategic cabinet positions, gave the allusion that the endless parade of fiscal and human resource cuts would be stopped and new life would be breathed into the corporation. Indeed, the March 1994 issue of *Branchline* even made allusion to the fact that VIA's budget might be re-examined.

But that was then and this is now - to use a tired cliché. On March 10, Transport Minister Doug Young signalled that there would be no special considerations for VIA Rail. Essentially the Tory plan to cut the crown corporation's government subsidy by \$150 million in two stages, beginning next year, will not be reversed.

According to Young, VIA faces a "very, very troubled future." Indeed, he indicated that the company may be having trouble coping with its existing budget, let alone talking about new cuts.

In making his statement, Young appeared to have little sympathy for VIA, stating essentially that the priorities of Government and voters lie more with preserving Canada's social safety net than with rail transportation. Said the Minister, "The national dream today is ... to protect the integrity of social programs like the Canada Pension Plan and medicare.... Railroads to me are just another way of moving people and goods. They don't get my heart going pitty-pat or anything like that."

Young's remarks were in line with an earlier pronouncement on February 26 when he announced that the government was conducting an overall review of surface transport policy. Details of this are listed elsewhere in this issue of "Information Line".

Predictably, Transport 2000 has denounced the Government's approach. According to Bob Evans, president of the transport lobby group, the cuts mean "slow death for VIA."

Ironically, Young's remarks come shortly after a picture was published of he and his family on board a VIA train between Ottawa and Montreal as they headed home for Bathurst, New Brunswick, for the Christmas period. Although Young declined to be interviewed formally, *Vialogue* Editor Bernie Goedhard did pen the following: "Mr. Young and his wife were gracious enough to agree to our request [for a photo] because he likes the train...." Elsewhere in the note it is indicated that "Mr. Young was willing to go on record about his family's love of train travel." What an interesting turn of events and how quickly matters of the head can replace those of the heart.

Meanwhile, as reported in the March issue of *Branchline*, VIA has announced that its revenue rose by 7 per cent in 1993 in spite of system-wide flat ridership. There were notable exceptions to the ridership trend, including the run between Montreal and Quebec City and the "Canadian". Both experienced increases. VIA attributed the change in Montreal/Quebec service to a reduced trip time and a more frequent schedule. The combination of both factors boosted ridership by 20% and revenue by 35%, said VIA.

Somehow or other, the company may have to resort to illegal measures if it is to get its revenue up to the level required when the cuts go through. If not, the system map could be severely re-drawn! Who will bet that it will be the latter as opposed to the former? (Philip B. Jago, background information from *Globe and Mail*, 01/02/94, thanks to Harold Lake; *Vialogue*, January/February 1994, and *The Toronto Star*, 11/03/94 thanks to Paul Bloxham)

AIRLINE RESERVATION SYSTEM ESTABLISHED: VIA Rail Canada has scored a first in the passenger rail business. The company has made its Reservia system compatible with airline reservation systems. Now travel agents can access VIA's corridor services through the Apollo by Gemini (ApG) and Sabre computerized reservation systems.

Computer logistics aside, the move has made VIA an airline in figurative terms. Because of the vagaries of Gemini and Sabre, VIA has had to change its prices to reflect airline pricing.

This has meant new definitions of passengers - the elimination of the infant travelling for free feature if a seat is occupied for instance. As well, the student fare has been redefined, becoming a youth fare.

As well, VIA has had to adopt the three character airline destination code which patrons of flight commonly see on their bags.

The change will make it easier for travel agents to make VIA bookings - currently a difficult process as many will attest to.

According to VIA vice-president Christine Keon Sirsly, "VIA will be the first scheduled rail carrier operating as a scheduled air carrier! Nowhere in the world does a rail carrier show up on an airline schedule."

This airline feature, said Keon Sirsly, means that, "when the travel agent calls up the screen, VIA shows first on the basis of price. If the agent says 'Give me the best availability Montreal-Toronto,' we might appear on the third screen because we're slower than the airlines. But if you say 'Give me the best fare,' we show up first."

Said Keon Sirsly, "We did everything they told us to do to turn ourselves into an airline. Our 'plane' just happens to take four hours to Toronto instead of one...."

Now that its tickets can be booked on Gemini and Sabre, VIA expects annual revenue to jump \$25% to almost \$200 million within 12 months, thanks to greater availability and smoother distribution of its product. Keon Sirsly said a significant portion of the new revenue will "drop to the bottom line" and help reduce VIA's dependence on federal subsidies.

At the moment, the system will only cover the Windsor to Quebec City corridor where VIA generated 70% of its revenues last year. Later in 1994, it will be extended to the transcontinental runs.

VIA's Marketing representatives have been removed from cities like Ottawa and Quebec City. The representatives now work by telephone out of Toronto and Montreal for the entire Quebec City-Windsor corridor, however, they visit various cities periodically. (Vialogue, January/February 1994, Financial Post, 08/03/94, and the Ottawa Citizen, 11/03/94)

P.S. I hope that VIA's new computer reservation service is getting better reviews in the east than in Winnipeg. On March 7, a representative from VIA was on a Winnipeg radio station. The radio broadcaster started asking questions such as, "who really cares about trains anymore?", "why don't they just go to the station?", and "why would anyone want to take the train?" The VIA representative was quick to point out that the new reservation system was a benefit for travellers in the corridor and for travellers around the world. (Zak Pritchard)

NEW MARKETING INITIATIVES: The prospect of further budget cuts notwithstanding, VIA Rail Canada is emerging as an increasingly stronger transportation entity, at least in central Canada.

In the "Corridor", the company appears to be on a roll, if the number of sold-out trains experienced by your Branchline News Editor, is any indication, and the momentum from this is generating a number of good ideas within VIA's marketing department.

For instance, having made the airline conversion, VIA's marketing group has outlined a further number of exciting initiatives for 1994 including:

- a frequent user program, similar to the kind used by airlines, to encourage repeat customers;
- Office on Rails - a test proposal for a dedicated business car, with at-seat electrical outlets to allow for lap top computers; a conference area on board; and a fax machine. This is to be tested on Trains 66/67 "Metropolis", from April through summer 1994;
- new business products in the corridor to attract business travellers who are now avoiding VIA 1 because their employers frown on first-class travel for business trips;
- a second Montreal-Toronto express train in the fall;
- improved coach product through the Rockies;
- a tour group product focus.

As a business traveller, the idea of a rolling office is especially appealing. There have been some embarrassing moments when I have been "caught out" by a dead battery in a lap top. Oh for an outlet! I still wear the embarrassment of one time when a complete save of a document could only be accomplished by spending time on the floor with the portable P.C. plugged into the outlet in the vicinity of the wheel chair tie down. With all the electricity up front, surely some of it could be spared for the occasional computer. As a final note, how about putting the icing on the cake and naming the club cars? (Philip B. Jago, with information courtesy of Vialogue, January/February 1994)

OTHER INDUSTRY NEWS

LOOKING TO BOOST RIDERSHIP: John Wallace, President of the Ontario Northland Transportation Commission (ONTC), would like to boost ridership on the company's passenger trains and buses. According to Wallace, ONTC will "be studying the inter-relationship between the rail and bus we're trying to package [fares and structures] so that they are complementing each other and not competing against each other."

Wallace is also hopeful that the ONTC may benefit from the CN/CP Ottawa Valley agreement through maintenance contracts to its main shops at North Bay, Ontario. "We stand the opportunity for becoming the railway yard for the trains as they come in here if the new co-production (CN-CP) company selects to use us and CP elects to close their railway yard at the waterfront." (North Bay Nugget, 04/02/94)

BRAKE PROBLEMS RESULT IN TRAIN CANCELLATIONS: GO Transit was forced to cancel some runs on February 14 because of safety inspections on its bi-level cars. The previous week, two trains had each lost a brake disc from their coach wheels and GO decided to look at the whole fleet. Crews worked round the clock but couldn't get all 331 cars checked-out by February 14. According to GO spokesperson Tom Henry, "We may be over-reacting, but we'd rather err on the side of caution." The problem has been blamed on cold weather. The extreme cold may have caused the bolts on some of the discs to shrink and work themselves loose. (Toronto Star, 14/02/94 and 15/02/94)

RAIL LINE TRIUMPHS OVER PIPE LINE: Plans to build a \$150 million US pipeline between the towns of North Pole and Anchorage, Alaska, have been cancelled following MAPCO Alaska Petroleum Inc.'s approval of a long-term deal with the Alaska Railroad. Presently, the ARR handles an average of 50 carloads a day of petroleum products. (Journal of Commerce, 02/02/94)

CLAYTOR CONCOURSE: Amtrak has renamed the train concourse at Washington Union Station, "Claytor Concourse". Amtrak did this to honour outgoing president W. Graham Claytor, Jr. who retired at the age of 81 years after 11 years at the head of Amtrak. Mr. Claytor retired on December 6 but was honoured at a testimonial dinner on February 13. (Journal of Commerce, 14/02/94)

TIME RUNNING OUT FOR WATERFORD TOURIST TRAIN: Efforts to develop a tourist train operation between Waterford and Scotland, Ontario, may prove unsuccessful. For several years, the Waterford and Northern Railway Company has been endeavouring to purchase a portion of Canadian Pacific's former Waterford Subdivision, in order to operate a tourist train.

On February 18, Canadian Pacific announced that it would no longer be dealing with the Waterford and Northern. According to a spokesperson for CP, the company may dismantle the line. "We only left it there because we were trying to accommodate [the] tourist railway," said David Borch, director of regional carriers at CP.

The project, first announced in 1988, is alleged to have been fraught with problems. Over the years, the proponents have received private sector and federal and provincial funding. The money was used for studies as well as to put a deposit on the line.

The status of the deposit is also in question. The Waterford and Northern wants it back from CP. It appears, however, that CP may not be that quick to part with the sum, estimated to be in the

neighbourhood of \$75,000. Lawyers for both sides are now looking at the issue.

In spite of the gloomy prospects, a local group is trying to give the project one last try. It is too early to tell if they can succeed. (*The Brantford Expositor*, 19/02/94, thanks to Rick Mannen)

QNS&L LOCKS OUT EMPLOYEES: In mid-February, the Quebec North Shore and Labrador Railway locked out all 500 of its employees because of an impasse over contract talks. The railway is being operated by management personnel with assistance from retirees. The union had earlier voted down a proposed new contract by a margin of 91%, provoking QNS&L's owner, the Iron Ore Company of Canada, into the lockout.

During the lockout, the company continued to operate its regular passenger service from Sept-Iles to Schefferville and Labrador City. (*Le Soleil*, 22/02/94)

TRANSPORT 2000 WANTS MORATORIUM ON RAIL ISSUES: Transport 2000 Quebec has called on the federal government to place a moratorium on rail line closings. According to Normand Parisien, president of the group, "The Minister [of Transport] has to issue a moratorium of one year on the rail abandonment projects presently before the National Transportation Agency."

The group has argued that the moratorium should remain in effect until a basic national rail network has been decided upon. (*Le Devoir*, 23/02/94)

FEDS ANNOUNCE REVIEW OF SURFACE TRANSPORT: Doug Young, Federal Minister of Transport, has announced that the government is launching a comprehensive review of Canada's surface transportation system.

"The aim of the government, as it set out in the budget documents, is to establish a national, integrated transportation system, and in order to do that, we're going to have to make sure all components are cost-effective, said Young.

According to Young, all transport modes would be subject to the review. He also hinted that some tough choices might have to be made. Young also mentioned that VIA Rail could be especially hard hit since it must be able to reduce its current annual federal subsidy by more than \$200 million in 18 months.

Young also appeared to pour cold water on any ideas about calling a moratorium on rail line abandonments. Indeed, he spoke of some "dramatic changes" ahead for the industry, saying that "I believe that we're going to see a lot more abandonments."

Young expressed concern about current Ontario labour legislation which provides succession rights for employees of lines that could be candidates for short line operators. The short line companies have indicated that they will forgo further activities in Ontario until the situation is changed. This could spell the end of many marginally economic lines in the province. (*The Financial Post*, 26/02/94, thanks to Bruce Chapman)

ALGOMA CENTRAL EMPLOYEES VOTE FOR NEW DEAL: Employees of the Algoma Central Railway have voted overwhelmingly in favour of a proposed restructuring deal which would see ownership of the line transferred to Wisconsin Central Limited. The deal calls for a 50% reduction in the labour force - almost 300 people are affected. The deal must be approved by the federal and provincial governments, the National Transportation Agency and the Board of Directors of Algoma Central. (*Canadian Press*, 01/03/94)

SAFETY BOARD IS TOO PASSIVE: A special review of the Transportation Safety Board of Canada claims that the federal body must become more aggressive and open. According to the review, the safety board, now three years old, is reluctant to press for changes in government regulations and activity. It is also stifled by internal bureaucracy and is excessively secretive. Board staff were criticized for displaying "less involvement ... with the impact of their work on the larger community than we would have expected, concentrating instead on report production as an end in itself. The culture ... seems to regard public attention as undesirable or improper." (*Canadian Press*, 01/03/94)

DOFASCO SELLS RAIL CAR UNIT: Further to the March issue of *Branchline*, Dofasco Inc. has sold its rail car manufacturing facility in Hamilton. The company, National Steel Car, has been purchased by a Canadian investment management firm known as 2970422 Canada Inc. The deal is worth an estimated \$15 million to \$20 million. National Steel Car is the largest rail car manufacturer in Canada. The company will continue to operate under the National Steel Car name. Presently National Steel Car has orders for 3,000 freight cars on its books - about two-thirds of these coming from the United States. (*Financial Post*, 02/03/94 and *Hamilton Spectator*, 02/03/94, thanks to Clive Spate)

IMPROVEMENTS ANNOUNCED FOR TORONTO'S UNION STATION: The governments of Canada and Ontario have announced they will jointly spend \$72 million towards the upgrading of track, signals and platforms at Toronto Union Station. The run-through terminal, without doubt the busiest in Canada, handles the daily traffic of GO Transit, VIA Rail Canada, Amtrak, and Ontario Northland. The track and signalling improvements at the station should speed up train handling. The Union Station project is part of a \$200 million joint project to upgrade road, rail and runways. Other work will be done to improve level crossings in 14 cities throughout Ontario. (*Canadian Press*, 04/03/94)

QUEBEC BANS HEAVY TRUCKS FROM SECONDARY ROADS, WILL THIS MEAN ADDITIONAL TRAFFIC FOR RAILWAYS? The Province of Quebec has announced that it will most likely ban heavy transport trucks from secondary roads in the province. If the government follows through on the announcement, it could have positive repercussions for remaining branch lines in the province. Quebec wants to do this in order to reduce premature road deterioration and boost safety. (*La Presse*, 04/03/94)

GROUP WANTS TO BUILD RAIL BRIDGE ACROSS HARBOUR IN OWEN SOUND: The group wanting to re-construct Canadian National's former Southampton Subdivision has approached the City of Owen Sound to secure an agreement in principle for the construction of a railway drawbridge across the city's inner harbour in order to develop an interchange with CP Rail System's Owen Sound Subdivision.

The drawbridge is needed in order to maintain access to Owen Sound Harbour by ferry boats belonging to the Ontario Northland Transportation Commission.

The City of Owen Sound is interested in the project but is demanding more details. (*The Owen Sound Sun Times*, 08/03/94, thanks to Ron Vanderburgh)

CB&CNS BOOSTS RAILTEX NET: RailTex, which operates 23 freight railways, including two in Canada, reported a net income increase of 34% to \$3.63 million US for the year ended December 31 on revenues that jumped 52% to \$59.85 million US.

RailTex said its fourth-quarter results were strengthened by revenues and earnings from its newest acquisition, the 400-kilometre Cape Breton & Central Nova Scotia Railway (CB&CNS) which was purchased from CN North America on October 1, 1993. RailTex chief executive Bruce Flohr said the CB&CNS "had an exceptionally smooth startup and is shaping up as a very strong performer for 1994." (*Financial Post*, 07/03/94)

SKYTRAIN EXTENSION: BC Transit's 4.3-kilometre SkyTrain extension from Scott Road to Whalley will begin on March 28. The extension includes the addition of three new stations located on or near King George Highway - Gateway (108th Avenue), Surrey (102 Avenue) and King George (100 Avenue). The extension brings the total length of the SkyTrain guideway to 28.8 kilometres. The estimated travel time from the Central Station near 102nd Avenue to downtown Vancouver is 35 minutes, 10 minutes less than the existing bus-SkyTrain route and nearly half the time of a car trip. (*Vancouver Sun*, 10/03/94, thanks to Dale Whitmee)

MODEL RAILWAY FORMS PART OF DIVORCE SETTLEMENT: A British model railroader has been forced to include his entire O Scale model railroad collection as part of a divorce settlement. The collection is worth the equivalent of \$39,000 Cdn. The modeller is 70 while his estranged wife is a mere 44. (*Hamilton/Burlington Spectator*, 30/12/93, thanks to Clive Spate) ☐

The Collapse of the Surprise Creek Bridge

*[The following article originally appeared in the August 23 and August 30, 1990, editions of the **Revelstoke Review** and was written by Ruby Nobba who authors a heritage column for the paper. Thanks to Sam Gaw for providing it PBJ]*

The last week of January 1929 was perhaps the most calamitous in the whole history of the Canadian Pacific Railway. The sky was clear and bright and the air bitterly cold. The telegraph wires hummed and the snow crackled underfoot.

The temperature was the coldest ever experienced, going down to -30 degrees F. in Revelstoke and -40 degrees in Rogers Pass and the Beaver Valley.

Just after 5 pm, on Sunday, January 27, 1929, an eastbound and a westbound freight collided head-on, on the main line at Laurretta, about 17 miles east of Revelstoke. Because of the curve in the track, visibility was poor and both crews believed the other train was on the siding.

Pete McDougall was engineer on Extra West 5776, with fireman Henry O'Shay, and headend brakeman Orville Thompson. Engineer on Eastbound 5777 was Mac Stevens, with fireman Blysack and head-end brakeman Alfred Abrahamson. Thompson and Abrahamson both lost their lives in the accident. Thompson was at the switch and Abrahamson was trapped in the engine cab.

For the information in the following story we are indebted to Walter Pafford. Mr. Pafford's fully researched account of events leading up to and following the collapse of Surprise Creek Bridge is in the Museum Archives [Revelstoke] where anyone who wishes to, may read it.

During the days of steam a pusher station was maintained at Beavermouth, as all trains required extra power to climb the steep grade up the east slope of the Selkirk Mountains to Glacier. In the 1920s the engines used for this purpose were the 5700s (2-10-0).

Depending on tonnage, pusher engines were added in front of the regular engine; behind the caboose; and one or two in the middle of the train. One of the pushers in the middle would be removed at Stoney Creek where the grade decreased from over two per cent to one per cent.

The others were removed at Glacier and all returned 'light' to Beavermouth. Passenger trains required only one pusher and it was coupled on as the lead engine.

On the fateful morning of January 28, 1929, passenger train No. 3 arrived at Beavermouth with engineer Ben Keegan and engine 5158 (2-8-2), to find that someone had forgotten to call the pusher

engine crew.

Engineer Doug Fraser and fireman Bill Alison responded quickly to the S.A.P. call, and after all equipment checks were made and train orders read, No. 3 proceeded with pusher 5779. As the train passed over the west mainline switch leaving Beavermouth, the water glass shattered on 5779, causing another few minutes delay while it was replaced and tested.

When starting up after a routine stop at Sturdee, the oil firing valve on 5158 had seized and could not be opened. Investigation revealed a partial collapse of the brickwork in the front firewall. Temporary repairs were impossible so the Sturdee operator sent a message to Beavermouth to send another pusher.

The 5158 was moved onto a storage track and 5779 coupled to the train to keep up steam and oil pressure; and to hold the passenger train on the grade. When engineer Charlie Colk and fireman Cliff Stoodley, answered the emergency call with their pusher 5787, Colk discovered that the boiler had developed some significant leaks and declined to accept the call. (Engine crews in those days were assigned to specific engines.)

The crew and engine that were 'sent out' at Beavermouth were engineer Bert Woodland and fireman Jeff Griffiths with pusher engine 5767. The engine was made ready while the crew prepared for duty. After the regulation checking of the engine and reading of the train orders, 5767 set off for the Sturdee.

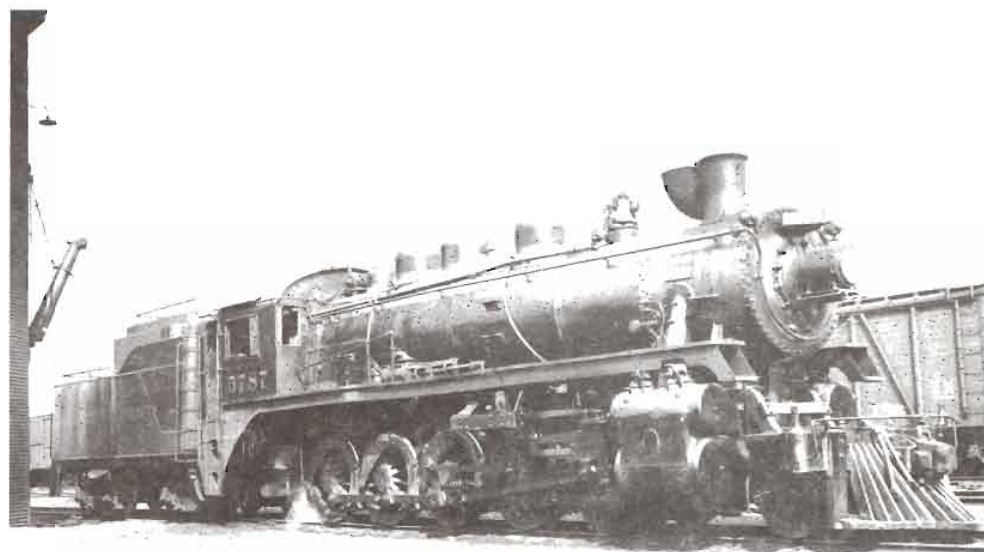
The operator at Beavermouth contacted the dispatcher in Revelstoke to have a Revelstoke engine meet passenger No. 3 at Glacier and relieve the two pushers so they could return to Beavermouth. It just so happened that a Revelstoke pusher was enroute to Glacier on an eastbound train. Its crew was instructed to turn it around at Glacier and bring No. 3 to Revelstoke.

As a result of the two hour delay at Sturdee, in -40 degree temperature, the journals (axle bearings) on each coach, and all lubrication, had chilled to a very low temperature making the train's progress up the steep grade to Stoney Creek very slow.

From Stoney Creek on through the Connaught Tunnel, where the grade was only one per cent, the going was much easier and the speed improved significantly. On the double track in Connaught Tunnel they met a passenger train powered by Engine 5790. At Glacier, pushers 5779 and 5767 were cut off and moved onto a storage track.

After No. 3 had left, powered by the relief engines from Revelstoke, the two pushers pulled out onto the mainline and stopped in front of Glacier Station. Although not normal procedure, engineer Woodland, for some unknown reason, said that he would wait there for the train orders authorizing their return to Beavermouth.

Fifteen-year-old Decapod 5787 pauses beside the water tank at Revelstoke, B.C. circa 1934. She was scrapped in September 1957. Paterson-George Collection.



Seven months from retirement, 2-10-0 5779 is switching at Coquitlam, B.C., on February 22, 1956. Paterson-George Collection.



On hearing Woodland's remark, Fraser had Alison uncouple 5779, move it east on the mainline, then west through the yard to the turn-table (sic) where they turned the engine, then moved it onto a clear yard track to await 5767. Woodland took 5767 from the station, turned it, and coupled it on behind 5779.

These movements at Glacier had a definite bearing on what happened in the next short while! Normally both engines would have proceeded to the turntable together and the most westerly engine (5767) would have turned first, making it the lead engine on the return to Beavermouth.

Did fate have a hand in the abnormal turning procedure that morning? Many people believed something to do with the sequence of events at the Beavermouth pusher station.

After the train orders, which were addressed to 5779, were read aloud by both engine crews, and regulation tests were completed, "Extra 5779 East" left Glacier. One of the train orders received restricted train movements to 10 miles per hour over Surprise Creek bridge.

A STOP signal brought them up to a halt at Stoney Creek where each engineer received another set of orders containing restriction identical to those received at Glacier. They proceeded down grade and onto the 455-foot long Surprise Creek bridge at a controlled speed of six miles per hour.

Fraser and Alison were both aware of creaking noises as they crossed the bridge, but that was nothing unusual, especially in extremely cold weather. Just as 5779 was moving off the bridge, Fraser heard a loud crash and felt a severe tug at the rear of his locomotive. He automatically pulled the main throttle wide open. 5779 seemed to hesitate for a moment, then pull hard and leap forward.

When Fraser judged both engines would be off the bridge, he closed the throttle and set the emergency brake, bringing them to an abrupt stop. Looking back, Fraser and Alison could see nothing but clouds of steam.

Fraser left the cab, and going along the side of his engine he discovered that the trailing tender truck was missing, and the rear portion of the tender was resting on the ground. Engine 5767 had completely vanished!

Approaching the edge of the ravine the two men saw, through a break in the clouds of steam, that the east flanking span of the bridge had collapsed and 5767 was lying on its side a considerable distance down the east side of the ravine. Back at 5779, Fraser sent Alison on foot to Sturdee to have the operator report the accident to the dispatcher in Revelstoke; then he opened valves to drain the boiler and tender to protect 5779 from frost damage.

He then took a flagging kit and set off down the east side of the ravine. Although the steam had subsided somewhat the heat was so intense that he could not get closer than 30 feet to the engine. He called out for Woodland and Griffiths although he knew they could not have survived that crash. By superhuman efforts he

got the rest of the way down and up the other side of the ravine to the track. There he set fuses as he trudged the three miles to Stoney Creek. By that time he was cold, hungry, and exhausted. He was taken by work train to Revelstoke where he rested at his home until the CPR investigation and the coroner's inquest.

At Superintendent Fraine's request, Alison and the operator Bick Halliday, returned to Surprise Creek. Alison noticed that the remaining portion of the bridge was leaning slightly, and creaking. He instructed Halliday to remain at track level and to warn him if danger developed, while he climbed down to investigate the wreck.

He found Woodland's body in the snow a few feet from the engine. Griffiths's body was in the badly damaged cab, wedged between twisted pipes. Alison continued, following Fraser's footsteps through the deep snow, up to track level. He was satisfied then that Fraser would have made it to Stoney Creek so he retraced his steps to Sturdee and reported the results of his investigation of the accident.

A pusher engine, manned by Colk and Stoodley, arrived at Sturdee to pick up 5158 and take it to Beavermouth for the necessary repairs. Alison returned to Beavermouth with them.

The accident was reported at 7:45 am. At 8:00 am and 8:05 am, the auxiliaries (mobile wreck clearing crews and equipment) from Revelstoke and Field were ordered to the scene. They both left at 9:00 am. The Revelstoke auxiliary was at Lauretta clearing the wreck of the previous day's head-on collision.

Passenger trains were detoured via Calgary, Edmonton and Kamloops; freight trains via Calgary, Crowsnest, Penticton, Princeton and Spence's Bridge. The distances were almost doubled.

In preparation for the coming of the 5900 (2-10-4) Selkirk locomotives in the summer of 1929, Stoney Creek Bridge had been reinforced by two steel spans which were identical to the original ones; and plans were well in hand for a new bridge to be built at Surprise Creek in the spring.

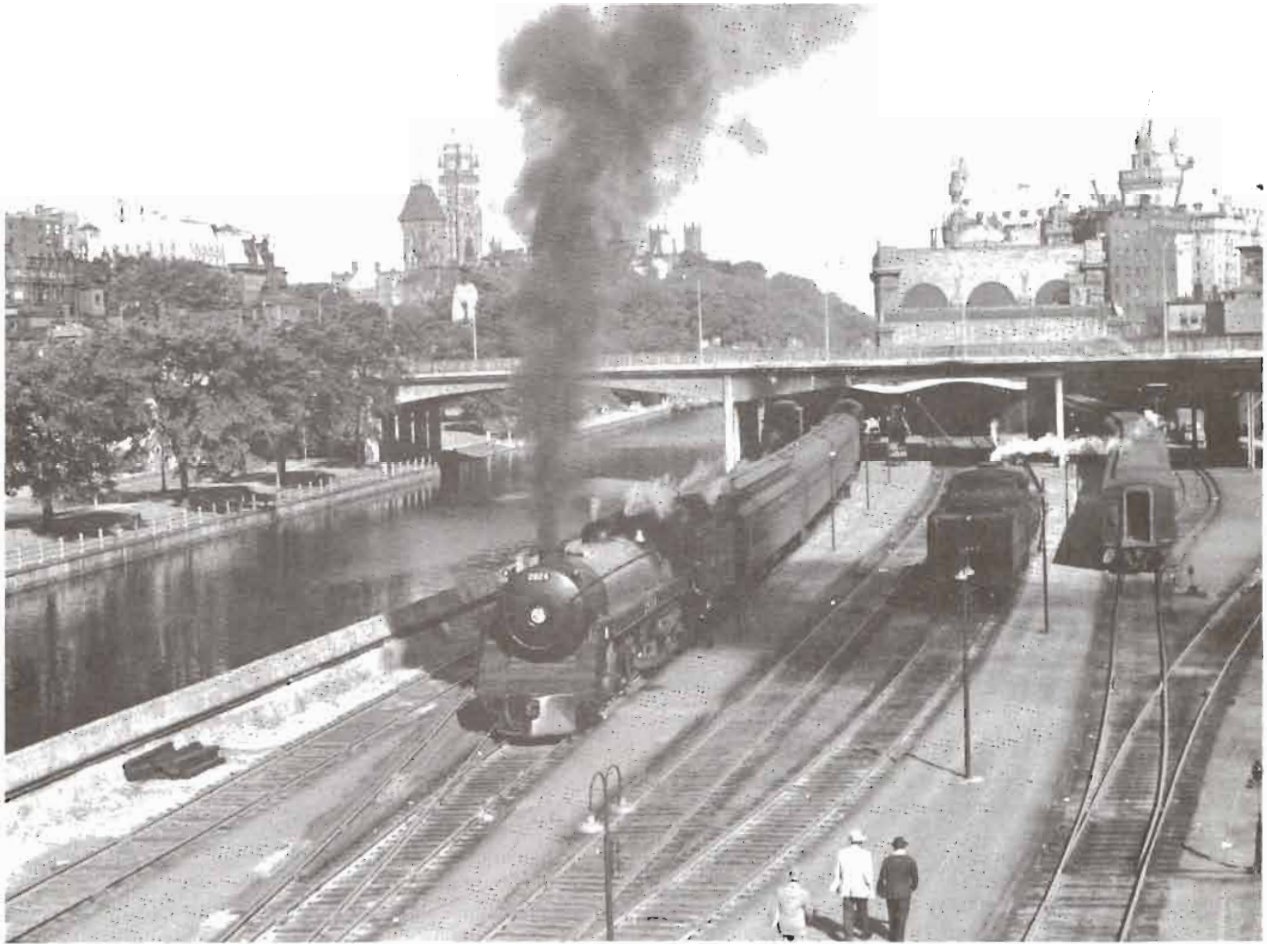
The steel had been fabricated and was in storage; and the concrete piers had been erected in 1928. The new bridge was to follow the alignment of the wooden Howe truss bridge erected during railway construction in the spring of 1885, and would be 416 feet long, or 49 feet shorter than the one which collapsed and which had been built in 1896.

The two bridge companies involved advised against patching up the collapsed structure, and recommended construction of the new bridge instead. The work commenced on January 31 and the bridge was completed on February 17, working around the clock.

Traffic began to roll at 3:30 pm on February 17 and the fireman on one of the pusher engines was Bill Alison. It was then that he realized what a miraculous escape he and Doug Fraser had had.

Engine 5767 was brought out of the ravine in three sections. It was reconstructed and remained in service until 1956. ☐

Ottawa Memories



By the length and direction of the shadows I'd say it's just before 08:00 on a sunny summer morning. Photographer David McQueen took this memorable picture from the Laurier Avenue Bridge in Ottawa in 1953. The train, without a doubt, is Canadian Pacific's No. 502, the morning "businessman's train" to Montreal standing on Track 2 of Ottawa Union Station (CD). As usual, No. 502 has a Royal Hudson for power, in this case the polished 2824. She'll cover the 111.4 miles to Windsor Station in 2 hours and 5 minutes and make three stops along the way (Vankleek Hill, Montreal West and Westmount). Her consist is 8 or 9 cars, mostly heavyweights, with a heavyweight buffet-parlour car bringing up the rear.

Compare this time and weight performance with what VIA is doing in the mid-1990s! Some progress! This relatively light train will allow the 2824 to really "show her stuff" as a premier passenger locomotive. She will accelerate smartly in the 0-30 mph range and much more briskly after that up to her maximum permissible speed of 90 mph - and beyond on a good day!

The other locomotive backing out of Track 4 is CP's heavy Pacific No. 2463. She came in about an hour earlier on Train No. 34 from Toronto and, as Track 4 at CD was "blind end", she was trapped up against the glass wall separating the concourse from the train shed until all the passengers, baggage, express and mail were off loaded. Then there is a further wait for her "draft" (empty cars) to be hauled away by the CN yard engine to the "coach yard" for maintenance. Finally, 2463 can back out into the sunlight and wait, one more time, for 502's departure so that she can get onto Track 2, pick up "the staff" (electric staff block signal

system), and make her way over to the shop at Ottawa West via Hull and Hull West, and two crossings of the Ottawa River. No. 2463's crew are not perturbed in the least by all this delay - they're making easy money! And they won't be in any hurry covering the four miles to Ottawa West. Want to see how slow a fast Pacific can go? Just watch these fellows.

Just a closing note about the overall scene. The old (1912) Ottawa Union Station is still standing, although somewhat altered, and finds use as the Government of Canada Conference Centre. The brick building to the right of the station, the National Building, is long gone as are sundry other buildings below on Besserer Street. Of course, the entire railway facility is gone as are, sadly, the 2824 and the 2463. The Rideau Canal is still there, however, missing in the photograph is the National Arts Centre which is now located on the far side of the canal just north of the MacKenzie King Bridge (over the 4th and 5th cars of 502's train). NAC construction did not begin until the mid-1960s, about the same time that the station was closed. The Chateau-style Chateau Laurier Hotel looms high above the station in the background, and it still does. The station and hotel were built at the same time by the Grand Trunk Railway. A tunnel under Rideau Street connected the hotel and station. Both the station and hotel were taken over by the newly-formed CNR in circa 1923. Today the hotel is owned and operated by C.P. Hotels after approximately 60 years of CN operation. [comments by Duncan du Fresne, with thanks to David McQueen for the fine photograph] ☐

Old Memories Die Hard II "The Almost Railfan - Part II"

In the last Tid Bits we left our story with the agonies endured on a hand bomber that wouldn't steam. Let's start off Part II with a twist.

One of the fireman I got to know, and admire, was a little Scotsman named Sandy Hood. Now Sandy was an inventive chap who, like all other firemen, bailed coal into the fireboxes of small (2100-series) and large (2515-2600 series) 2-8-0s. But unlike the other fellows, Sandy had "invented" a (almost) portable "stoker" that he carried around from engine to engine. His stoker was nothing more than an 8" or 10" diameter heavy gauge sheet metal tube with an inverted "vee" steel plate on the end that went into the firebox. This plate covered the opening in the triangle around the tube and the open Butterfly firebox doors. Inside the "door end" of the tube was a sort of "distributing plate" just like a real stoker, except that this one was mounted on the upper part of the tube, not the lower, and was fairly light in weight, not a casting as on the real thing. At the back end of the tube, which was located on the steel apron between engine and tender of the open cab engines, was the single steam jet which fed steam from the left hand turret on the boiler into the steel tube via a steam hose. A single valve controlled the amount of steam passing up the tube. A three legged milking stool, and a ballpeen hammer and a small trowel-like shovel completed the "stoker".

While this device was only useable when the engine was working at a more or less steady pace over the road, as, in addition to the steam jet, it also required the vacuum in the firebox, it sure saved a lot of shovelling. When standing or switching Sandy simply removed the tube and laid it crosswise on the tender in front of the coal gates. A quick disconnect fitting took care of the steam hose. The engine was now fired in the normal manner with the scoop.

What's with this three legged stool, hammer and trowel, you ask? Well, the stool was placed on the tender and was the spot where Sandy sat to fire the engine. The hammer broke up the larger lumps of coal, and the little trowel was used to push the coal into the tube. The head end brakeman kept a lookout on the left hand side of the cab and looked after "the waterworks" while Sandy sat at deck level to fire the engine. I'm sure this whole business broke a number of rules, but no one in authority seemed to mind. The fact of the matter is it was wartime, the railway was extremely busy, these guys were professional railroaders and Sandy showed a whole lot of initiative. Most everyone admired the guy.

One of the engines I rode with Sandy, and he let me fire it with his stoker, was one of CN's 2800-series 2-8-0s with the Southern valve gear. It turned out to be the only engine I was ever on that was equipped with the Southern gear, a valve gear that never gained a lot of favour in Canada.

How about a few shop track memories. The ash pit at the CN Humboldt, Saskatchewan, engine facility was a pretty primitive affair. No endless steel belt conveyor here. The pit was nothing more than a rectangular concrete box in the ground with a ramp at one end running up to ground level, and located between the double shop tracks. The outer rail of each track ran along the outer edge of the concrete box while the inner rails were supported on steel posts coming up from the bottom of the pit. Ash and cinders from engines were simply dropped into the concrete box below. When it started to get too full a contracted "drayman" was summoned, he backed his team of horses and wagon down the ramp into the pit, and began shovelling. Each time the wagon was full he hauled it out and, again, shovelled the stuff off the wagon. Repeat as required! Who said coal burning steam locomotives were not labour intensive? The main difference between steam locomotives and diesels is that with steam many people had jobs; when the diesel hit the scene most of those who had jobs because of steam now had none.



CN Pacific No. 5547 is hurrying train No. 9 across the prairie, approximately ten miles west of Humboldt, Saskatchewan. The 9-car train is made up of six "head end" cars and three passenger carrying cars, likely two coaches and a parlour car. Note the white stains on the 5547's tender from the numerous blowdowns of her boiler to get rid of the sediment which results from the hard prairie water and the water treatment chemicals. Photo by the author.

Canadian National's class N-5-b 2743, a former Grand Trunk Pacific Railway 2-8-0 built by the Montreal Locomotive Works in 1912, pulls into the west end of the Humboldt, Saskatchewan, yard with a drag from Saskatoon in the late-1940s. The 2743 has long since gone to glory, and so have those old stock cars. Photo by the author.



The stationary boiler fireman in the shop was a rather big man who was quiet and mild mannered. He, like everyone else, got used to seeing me hanging around the place and chose, one day, to give me a piece of philosophical advice: "go to school and come up with a white collar on". (I didn't take his advice - at least not right away). I never did fire those stationary boilers and that same man used to get a little upset if I started up that single cylinder steam engine that drove the overhead shaft that was belted to the lathe and other machine tools. His concern was that I was using up "his" steam and he didn't want to put one more lump of coal than absolutely necessary into the firebox - so, kid, don't waste steam! The shop's machinist had taught me how to start that engine which invariably required turning the large flywheel by hand to get the engine's valve off centre. Being that I was such a little guy and not having the physical "oomph" needed to turn the thing, I developed a technique whereby I would just crack open the throttle valve and climb onto the rim of the flywheel with my feet on the spokes and sort of "twist start" it,

being more than just a little bit careful to jump off before the thing got going and launched me into space as the steam took over. The machinist took a shine to me and as I (obviously) wasn't going to stay in school any longer than I could get away with, and as I was seemingly obsessed with motive power, he made an attempt to teach me something about steam locomotive maintenance at an outlying shop facility. His influence had an effect on me to the extent that I did apply to C.N. in Montreal to begin work as a machinist apprentice at the Pointe St. Charles Shop. My timing wasn't too good, however, for World War II was just ending and returning military personnel were getting first dibs on these jobs. I ended up working for "brand X" (C.P.R.) instead.

Many other memories in Humboldt come to mind. There was a huge "ice house" alongside a siding that was located midway between Aunt Hilda's house and the yard in town. I used to hang around the place with another Duncan, Duncan Cameron. He and I, on a hot summer day, used to get into the ice house to cool off



It is unfortunate that my Uncle Gordon, who undoubtedly took this picture, did not have something better than a box camera. Taken on May 12, 1921, in the Humboldt, Saskatchewan, yard, in the shadow of the Saskatchewan Elevator Company's local grain elevator, one can see wooden box cars of Canadian Northern, Canadian Government, Grand Trunk Pacific, Duluth Winnipeg & Pacific, and Canadian National. Photo: Author's collection.



Photographs such as this were very common years ago when someone was retiring. In this view we see a group of C.N. Humboldt operating people on hand to wish my uncle, Gordon Benner (standing under the "1" in M-1-b on the side of the cab) well on the occasion of his retirement from C.N. circa 1950. On my uncle's right is Ivan Howell, a long time fellow switchman. On Gordon's left is Harold Hayes, another long time colleague who was the yard foreman. To Harold's left is engineer Frank Hillman, and to Frank's left is yardmaster Hank Hildebrand. With his arms draped over the shoulders of two fellow "rails" under the 2032's running board is fireman Jim Marshall. The young lady, third from right, is the "callgirl" (as opposed to the "callboy"). It was her duty to go around town to crewmen without telephones and notify them of the time they were required for duty. Not having a telephone was hardly uncommon back then. The 2032, a 2-8-0 built in 1908 for the Canadian Northern, didn't have much time left either - she was cut up in 1954 (see Tid Bits, March 1992 *Branchline*, Page 10). Photo: Author's collection.

by sitting on the great piles of ice blocks covered by several feet of sawdust. We would, of course, uncover some ice and suck on small pieces as neither of us could afford to go to the "cafe" for a "pop", and a milk shake was a very special treat that only came along on special occasions. Ice from the icehouse was dumped into the hatches of reefer cars on the adjacent siding.

Just east of the icehouse was "Orlebar". Orlebar was nothing more than the identification of a switch in the joint use (CN/CP) track through town where CP's line from Prince Albert ("PA" to the locals) connected with CN. Orlebar was almost right across the road from my Aunt's house and there was a C.P. way freight by there in both directions daily except Sunday, as well as C.P.'s two passenger trains. Now you must remember that Humboldt was a C.N. town and although C.P. had running rights through the place on C.N.'s tracks, they were frowned on and weren't really welcome on town. People, C.N. people, might ask you if you knew why C.P. scheduled its two passenger trains through Humboldt at 5 A.M. (northbound) and midnight (southbound) each day? Of course the answer was that C.P. was ashamed to show its face in town in daylight! Nevertheless, C.P.'s two way freights did pass through during daylight hours. How well I remember being awakened at 5 A.M. as C.P.'s G2 Pacific would pull up to Orlebar, wait a moment for the brakeman to unlock the switch, and then pull smartly onto C.P.'s own tracks. Her loud exhaust carrying on the still morning air would die as she stopped long enough for the brakeman to line the switch back for the C.N. main, and then she'd whistle off as she "got out of town". The two wayfreights were hauled by, what else?, C.P. ubiquitous D10 class 4-6-0s. I remember the 1032 and the 1036 on there, complete with wooden water car behind their tenders. C.P. carried their days supply of water along with them (C.N. did not), treated water of course. That high alkaline water found on the prairies was avoided this way.

And speaking of D10s, I often rode on them from the C.P. freight shed, located on main street in town, out to the east end of their freight shed siding so that I could shorten the walk out to the house and enjoy the short ride. Back then these D10s still had great big "Johnson" bar reverse levers in their cabs. Although power reverse mechanisms were being retrofitted to this and other

older classes of power, these engines were still being reversed manually. One can only admire the shape that these enginemen must have been in, in wayfreight service, to reverse those engines umpteen times a day, manually. I am still in awe at those boys who endured prairie winters, low temperatures, howling wind and all, in open cab engines, hand fired, with manual reverse gears. In summer the opposite was true as daytime temperatures frequently passed the 100°F mark. These guys were a real tough bunch of railroaders!

C.P., by the way, was known all across the prairies as the "Chinese Pacific", especially by C.N. railroaders. This was, of course, a direct reference to the great numbers of Chinese labourers who were brought to Canada by C.P. to build the C.P.

Older members of the Society will remember Addy (Addison) Schwalm. Addy is still a member but one who doesn't get out too much any more. Addy is the one who took photographs of just about every (if not every) steam engine on both C.P. and C.N.'s rosters and many of his photographs have been published in *Branchline* and in other publications. When Addy was a young lad he lived in Humboldt and was known to my Aunt and Uncle, and many other C.N. railroaders that I became acquainted with. Addy's father, Robert, was a C.N. locomotive engineer there and ran the sort of power I'm alluding to in this story. Small world isn't it? I'm sure Addy is going to enjoy these vignettes of the rail scene in the town he left so long ago before "adopting" Ottawa as his home.

Another little incident I've never forgotten occurred one evening in the C.N. yard at Melfort, Saskatchewan. I had ridden over from Humboldt to Melfort on either the engine or caboose of some extra, and while the crew was making up their train for the return to Humboldt I made myself busy by taking on the job of cleaning the caboose. Our engine, a 2-8-0 (was there anything else?) got hold of the caboose and kicked it convincingly into one of the yard tracks off the lead, with me aboard, alone, and standing in the doorway on the rear platform. I thought it rather queer that right after the kick the engine stopped on the lead at a point where all the crew could gawk at me on the end of the van. What I hadn't realized was that the last car of our return train wasn't very far away and that the van was just about to



The B & B (Bridge and Building) gang is in Humboldt to build the ice house which Duncan Cameron and I used to cool off in on hot summer days. This photograph was probably taken a year or so after the end of World War I. Note the all wood B & B gang work train which consists of, from left to right: Canadian Northern tool car, dining car, office car, and bunk car. The two flats at the far end are loaded with various sizes of timber used in the construction of the ice house. Note that every car in the consist is riding on Simplex Archbar trucks. Photo: Author's collection.

make contact with those standing cars in what amounted to, to say the least, a very rough coupling. No wonder all the guys were watching, and about to start killing themselves laughing, for as the coupling was made the caboose stopped dead. The broom I was holding onto remained on the platform while I, now airborne, took off for the interior of the caboose, not knowing what had hit me or how far I was going to "fly". Obviously the boys were just a playful bunch of railroaders who were having a little fun at my expense. They didn't get me a second time! It's called experience, and I was learning young and fast.

I spent my summers in Humboldt from 1938 until the end of the war in 1945 (I've been back a couple of times since). I managed to get into lots of other things besides the railway while I was there. I certainly learned how to handle a team of horses, how to cut "prairie wool" with a Frost and Wood (made in Smiths Falls, Ontario) mower, how to run a steel wheeled tractor, and how to drive a Model "T" Ford. I was on friendly terms with the engineer at Sask. Power's power house which contained two large ancient diesel engines that generated the town's electricity (no "grid" network back in those years), and discovered that was a great place for a mechanically inclined kid to hang around. There were a number of other places that I frequented but, without a doubt, the railway was the place I liked most.

Had diesel locomotives and changing times and conditions not intervened, I suppose I would have spent the rest of my working life on the railway, but (thankfully) I didn't. I suppose I'm telling stories out of school, but Earl Roberts, the **Branchline** editor, a onetime C.P. employee at the Glen Yard in Montreal who also expected a long and lucrative career with C.P. was affected by the same changing conditions, to wit, a strike by the Company's locomotive firemen in the mid-1950s. Guess who, as a principal witness for the BofLF&E, was one of those firemen who gave testimony in the Supreme Court hearings over the issue of firemen on diesel electric units? You get one guess, just as you got about who shovelled coal ahead in the tender of the 2-8-0. Yup, my actions and that of the BofLF&E changed Earl's course in his working life as well. It's a small world isn't it? If I've learned one thing, it's that life does take some weird twists and turns as we go down its (rail) road and you better be prepared to alter course as changing times and conditions dictate.

As you can see my summers "out west" in those formative years were quite active, and I have little trouble remembering these and many other incidents that took place in and around the town of Humboldt, most of which were related one way or another to the railway. It was a great place for a city kid to spend an entire summer, dressed in overalls, and getting an education the hard way. I hope you, the reader, have enjoyed reading these little vignettes as much as I have enjoyed relating them to you. ☎

Book Review

Nicholas Morant's Canadian Pacific, by John Franklin Garden, published by Footprint Publishing, 1991. 454 pages, suggested price \$79.95, ISBN 0-9691621-3-8.

To the railfan, the name Nicholas Morant is one that is likely well-known. Certainly, if his name doesn't leap to mind, then the magnificent images he has created of the Canadian Pacific Railway will quickly come into focus. Nicholas Morant was the CPR photographer between 1929 and 1981, a half-century of excellence in which Morant created many of the most enduring icons of Canadian railway history.

This book documents Morant's career with the CPR. The photographs are chosen to concentrate on those which have not been previously published. Many of these show Morant, and his wife, at work. Others are flawed in either content or technique, which would prevent them from use in publicity but now makes them interesting to view in hindsight. Others are excellent photographs which simply weren't needed.

Morant stored and catalogued these unused and out-take photographs as they were made, an act of foresight which has now made this book possible. Interspersed with the photographs from Morant's archives are examples of the 'cream of the crop' - pictures from the Canadian Pacific Corporate Archives. Many of these are widely known, such as the photographs taken at Mile 113.0 of the Laggan Subdivision. This gentle S-curve is widely known as Morant's curve, a tribute to the outstanding photographs he made at this site.

The photographs are presented as an east-to-west journey across Canada. As a result, successive pages in the book will show a 50-year snapshot of a location in Canada detailing the transition from steam to diesel, from CPR to CP Rail, from train order to CTC, and from GP9 to SD40. The book concentrates on Western Canada, in particular, the Laggan Subdivision from Calgary to Field.

This is not meant as a slight to Eastern Canada, but results from the fact that Morant lived in Banff throughout most of his career. This combined with the fact there is arguably more scenery along the right-of-way in the mountains than elsewhere in Canada, has resulted in western photographs dominating Morant's portfolio.

The text in this book is a well-paced mix of history, biography, anecdotes, and descriptions of the photographs. The text also provides relevant details of railway operation. The author is a locomotive engineer who apparently understands the railfan's interest in railway practice and has taken the time to research details of railway operation and include them in the text as appropriate.

The author has also taken time to explain some technical details about the making of the photographs, although detail found in a photographic magazine (such as film stock used, exposure details and lens) are, with a few exceptions, not presented. Nevertheless, the author does provide us with some illuminating stories about the making of these photographs.

For instance, to keep a small boy's attention focused out the window of a coach for a publicity shot, Morant had one of his assistants pretend to saw off another assistant's head, out of the view of the camera, but in full view of the wide-eyed young man. In another story, we are told about the irate passenger who missed his dental appointment because he inadvertently boarded a train which was being run specifically so Morant could photograph it.

Together with the text, there are also accompanying maps for some of the locales, as well as pictures of Morant at work showing the vantage points used for some of his most famous shots. This will permit the interested amateur to try his or her hand at replicating these photographs.

Reproducing Morant's work may be easier said than done. As a photographer myself, I have marvelled about the composition of Morant's work. Certainly trains move very quickly and one has to be pretty good with instantaneous viewfinder composition to get the desired photograph. Looking at his photographs, one gets the feeling that he stopped the train exactly where he wanted it and then tripped the shutter. As it turns out, this is exactly how his photographs were made. Morant had the authority to arrange to have any train stop on his order.

I heartily endorse this book as 'must have' for any railfan who has ever tried to capture his or her passion on film. There is ample opportunity with this book to learn from a master while enjoying some breathtaking images from the past. (Reviewed by Nigel Salway)

A Perverse Joke

By Don Grove

In the book **Railway Stratford** by Dean Robinson, page 123 there is a picture of CN heavy Pacific 5284 on the turntable at Stratford, Ontario. The 5284 was the regular engine on Train No. 28, a passenger train which ran from Goderich to Toronto. No. 28 would leave Goderich at 05:40, with a light Pacific of the 5500-series, for the 45-mile run to Stratford, arriving there at 07:05.

The conductor and trainmen on No. 28 were from Toronto while the engineer and fireman were from Stratford. At Stratford, the light Pacific would be cut off and sent to the shop. A heavy Pacific with a Stratford head end crew would then take the train on the 88-mile run to Toronto Union Station. At the same time, cars would be added to the train and express and passengers exchanged with London to Owen Sound passenger train No. 168.

On the morning of January 30, 1956, Train No. 28 (engine No. 5284) hit Train No. 27 (Mountain-Type Engine No. 6036) head-on at Acton, Ontario. No. 27 was standing on the mainline in front of the station, loading passengers and express. Acton is 35 miles south-west of Toronto on today's Guelph Subdivision which was then known as the Brampton Subdivision. This was a regular timetable meet for these two trains and No. 28 had been instructed by train order to take the siding at Acton.

The regular engineer on No. 28 claimed that he was blinded by steam and blowing snow and missed his reference points for the siding switch at Acton. During the subsequent investigation, the trainman claimed that he had whistled for the meet on the communicating signal, Rule 16m, two short and a long whistle, as required by Rule 90.

When the trainman realized that No. 28 was going to overrun the switch, he pulled the air and put the train in emergency. In spite of this, however, No. 28 slid into the 6036 at

a fair speed. The crash derailed both engines, causing considerable damage and requiring both to be hauled back to Stratford for repairs.

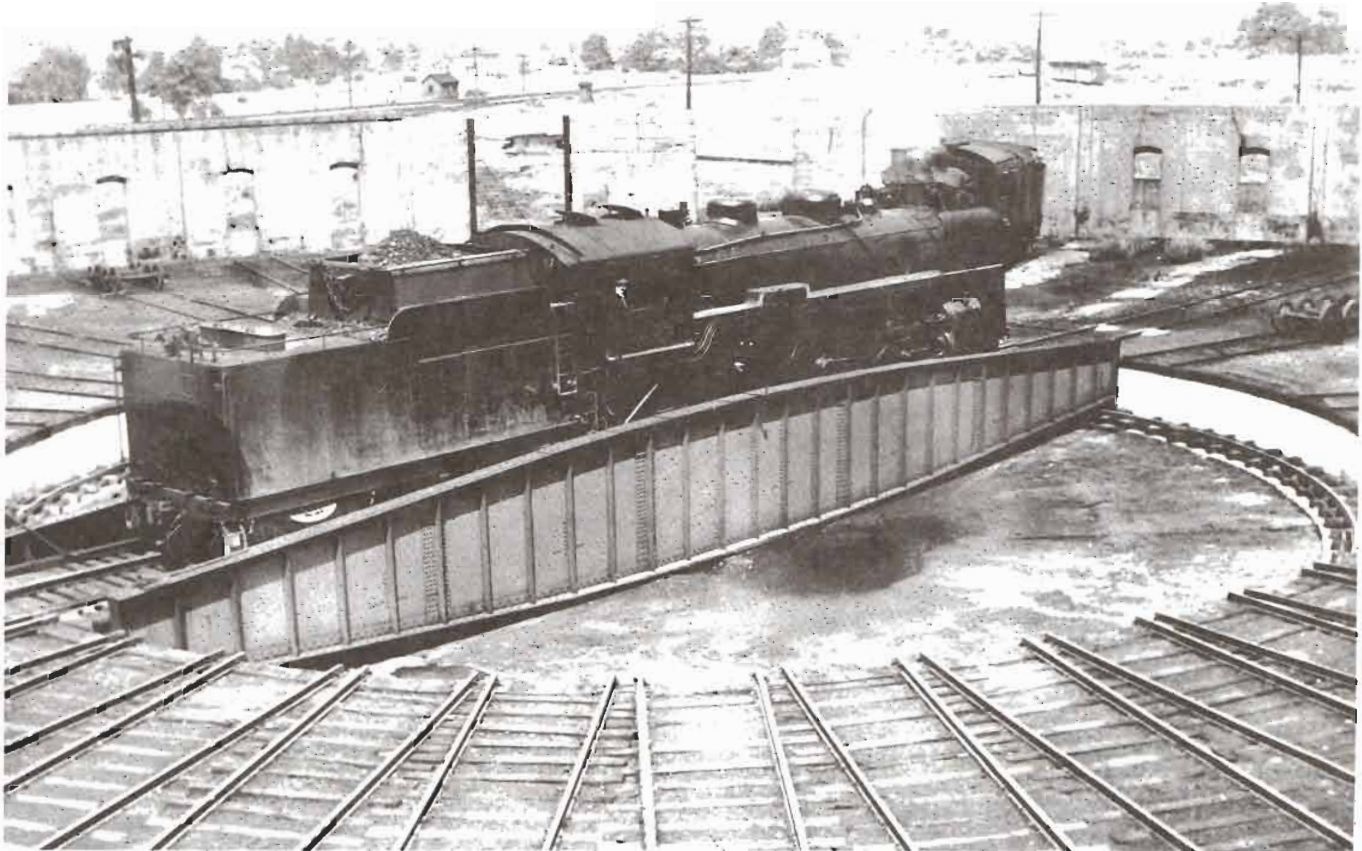
Now, engines normally taken to Stratford for repairs were held in the freight yard until they could take their turn in the shop. For some reason, the 5284 was taken into the big shops and stored on a track adjacent to the Running Shed which was where rebuilt engines were fired up for their test runs. The 5284 languished on the track, which ran parallel to St. David Street, for what seemed like several months.

In the two years during which I worked out of Stratford, I had never before seen any other engines stored on this track. Perhaps this was some kind of a perverse joke as the engineer lived on Kent Lane, which is a small street running off St. David Street and just a few doors from where the 5284 was stored.

This must have been a terrible blow for the engineer. Every time he stepped out of his front door, he could see the 5284 and be reminded of the accident.

At the time of the accident, the engineer was close to retirement age and took his pension shortly before the accident investigation. Had he not retired, he would likely have been fired as it was the normal practice at that time for the railways to fire any engineer involved in such an accident. In most cases, however, they were returned to service after a year off, without any loss of seniority.

Engine 5284 sustained the most serious damage. Because of a broken frame, she was not repaired and was finally scrapped in July of 1957. The 6036 was returned to service, however, and was scrapped in July of 1958. ☐



Early Morning Memories

Images at Ottawa Station Prompt Memories of 'Train of Tomorrow'

By BOB MELDRUM



General Motors E7A No. 765 - "The Train of Tomorrow", on display at the Canadian National Exhibition in Toronto, Ontario, in August 1949. Paterson-George Collection.

Each work morning, as my bus transports me past the Ottawa railway station, I am transported back in time. It took me several days to realize why. Then it dawned on me.

Sitting in the yard at the station are three for CP "Park" series dome observation cars. Trailing off in the distance are six Budd Cars (RDCs) whose radiators in the morning mist also look like domes.

My mind keeps seeing a complete train in which every car has a dome. Only once before in my life have I ever seen a train like this.

Stratford, Ontario, October 20, 1949. I started school at Shakespeare Public School. All the elementary schools in Stratford are named after Shakespearean characters - but the two in the area where I was born were named after the man and his wife, Anne Hathaway.

The school was one block south of the CN tracks, leading from Stratford to London (Guelph Subdivision). The nearest crossing to the school was Victoria Street. It had double tracks - one the passenger lead to the station and the other the freight lead to the yards and roundhouse.

Trains coming into Stratford from the east usually changed off their heavier motive power before proceeding. Because of the track configuration, both the arriving and departing engines had to proceed down to a switch west of Victoria Street and then back up several city blocks either to reach the station or even further if going to the roundhouse. Eastbound locomotives had a switch just east of Downie Street which allowed them to position themselves at the east end of the station, which was quite a bit

easier.

You can imagine how much I loved this Victoria Street crossing. The locale was further improved by this gorgeous little blonde whose parents lived right next to the crossing. I am pleased to say that I had good taste because she later, as a teenager, went on to win several beauty contests.

Now, on October 20, 1949, Stratford was a city dedicated to steam locomotives. The big repair shops were undergoing expansion to deal with the wear and tear on equipment occasioned by World War Two. Then General Motors brought "The Train of Tomorrow" to Stratford. It sat at the station for a day and my Dad, who worked at the CN shops, went over while there was good light to get black and white photos of it. There it sits in the album, with its four domed cars and E7A locomotive out in front. My Dad even took a picture of the rear car with its door open for the public to walk through. It carried a big "Train of Tomorrow" sign more like the name on the stern of a ship. The rear car did not have the sharpness of the CPR "Park" cars but was more blunt.

Anyway, it is this train which I remember as I pass Ottawa Station each morning. I can still remember the morning of October 21, 1949. I left home early to be able to walk to school with this blond who had captured my eight-year-old heart. Even better, though, was the sight as I was able to witness "The Train of Tomorrow" gliding out of town, towards London.

This has got me to wondering. Whatever happened to the train? What cities in Canada did it visit? Did it influence CP's decision to buy Budd-built equipment for "The Canadian"? ☐

Busy Winter for Restoration at Canadian Railway Museum New Shop a God-Send

The December 1993 issue of **Branchline** included some mention of the restoration activities planned for the new shop building at the Canadian Railway Museum in Delson-St. Constant, Quebec. As the rays of an unseasonably warm and sunny respite from one of the colder winters work to evaporate Mother Nature's flaky-while calling card, the time seems right for an update, of sorts.

Ports Canada S-3 No. 1002 still has quite a few parts from its engine block scattered about its running boards. All that has happened is the replacement of worn floorboards in the cab as well as a coat of interior paint.

Like other work at the shop, work on this piece of equipment was delayed during November as the engine and volunteers were kept busy unloading three gondola loads of streetcar rail which was removed from the remains of the former Notre-Dame Street viaduct on the eastern side of downtown Montreal.

The viaduct, long closed as unsafe, is in the final stages of demolition. The City of Montreal donated the rail, the contractor donated the rail removal work, CP donated the transportation and the Port of Montreal donated a siding to load the gondola cars with the rail. Also thrown-in as part of the bargain were a quantity of street lamps still adorned with trolley-wire brackets.

Streetcar MTC No. 1959 is undergoing greater repairs than expected. During routine maintenance, it was found to have a cracked bearing in its front truck. A replacement will probably be taken from the trucks under sister car MTC 1953 (initially under the 1959). Re-assembly of the motorman's compartment is expected to be finished by the end of February.

Motor Flat MTC No. 3151 never made it to the shop, in spite of my earlier article. This was essentially a one-man restoration job, tragically stopped by the death of Ed Lambert from a massive heart attack last November. A long-time volunteer, Ed's traction

knowledge, amiable attitude and willingness to lend a hand will be sorely missed.

CN Trailer No. 15767 (Brill, 1926) is THE project of the winter. The main focus of the work is the roof, with other jobs as noted in the December issue to be done as time permits. In two work days, all of the roof covering was removed as was half the roof itself. The covering, a non-railroad-applied canvas affair, double on the left side, single on the right, was for the most part secured with industrial staples. The canvas was so brittle that it was easily removed with straight-edged shovels.

The canvas off, attention was turned to the sheathing. That portion under the single ply canvas was essentially unsalvageable owing to water damage. The rest of the roof, quite brittle with age, soon followed. All that remains are the curved ends. Indeed, the car now bears a striking resemblance to the Aloha Airlines 737 which lost a portion of its roof several years ago while attempting to land in Hawaii.

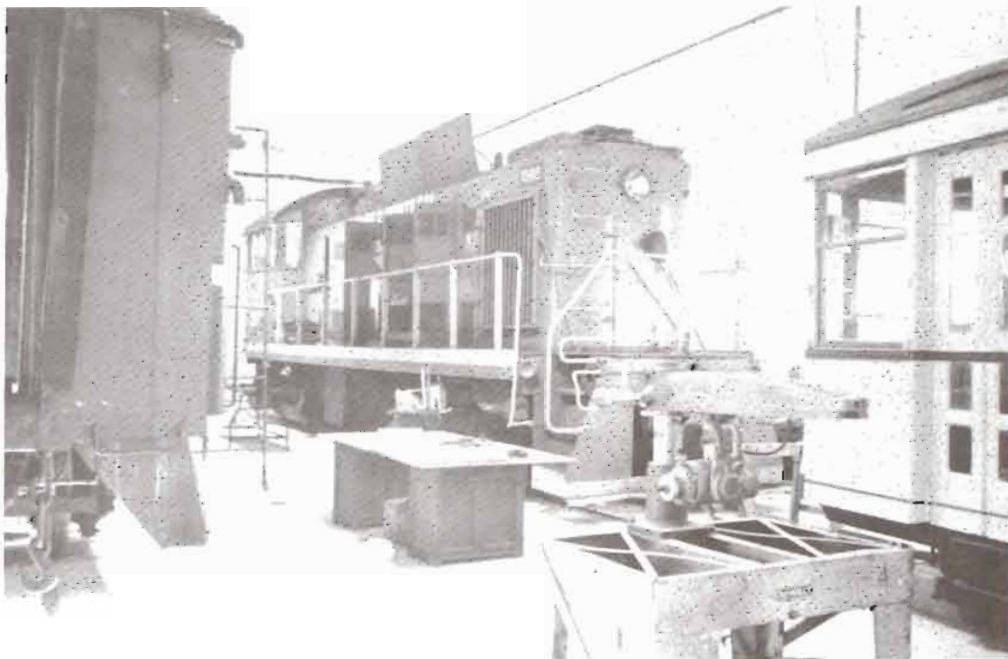
As we removed the roof decking, we encountered the insulation. In this case, it consisted of canvas panels stuffed with horsehair. The material was unsalvageable and was removed and disposed of. Curiously, the baggage section contains no insulation.

Making the car 'topless' has provided us with some interesting facts on some of its less well-known features. When the car arrived at the CRM, it had no interior lights. At the time, the decision was made to install something appropriate at a later date. Thanks to the roof job, the location of the lights has now been determined. This was done by tracing the path of the metal conduit linking the various fixtures.

In the December article, it was mentioned that we feared that some of the structural members of the roof would have to be replaced. Happily, it turns out, this is not a problem. The members are steel, not wood. The wood decking is attached to wood furring strips located on either side of the steel roof ribs.

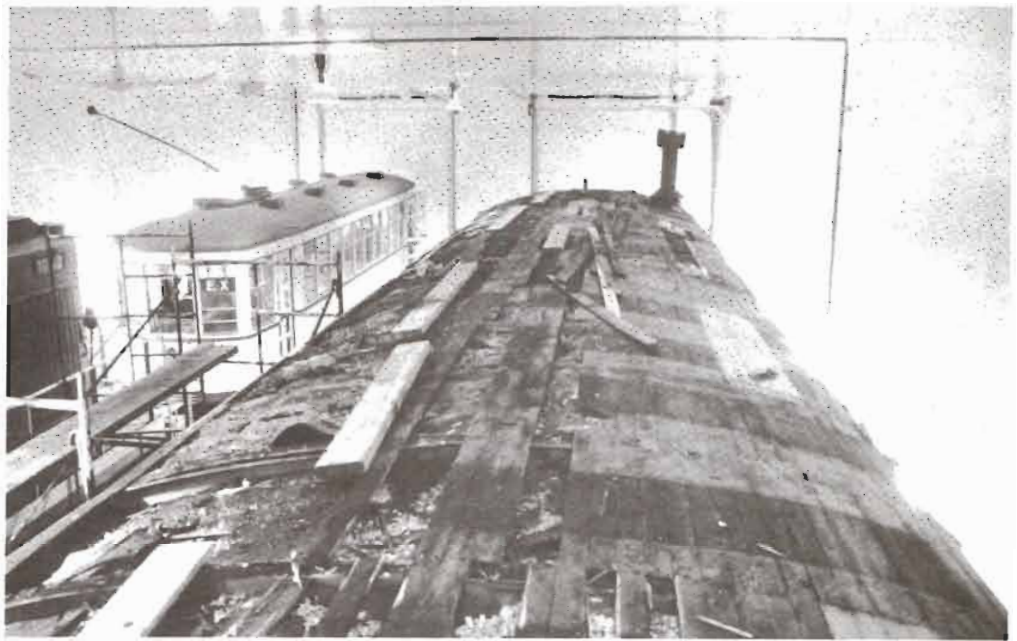
As of this writing, the CRM awaits delivery of 3/8" by 2½ x 8' tongue and groove to close things in. During this phase, a decision will be made on whether and how to insulate the roof.

The decision on a final covering is also up in the air. The



Former Ports Canada S-3 No. 1002 undergoes repairs in the Canadian Railway Museum's new shop in February 1994. Photo by John Godfrey.

The roofing material has been removed from former CN trailer 15767. To the left is former Montreal Transportation Commission streetcar 1959 and former Ports Canada S-3 No. 1002. Photo by John Godfrey.



choice rests between the traditional white lead and canvas approach or a rubberized membrane. The latter is more costly but has a longer lifespan. It is indistinguishable to the real eye when viewed from ground level and has been successfully used at both the Strasburg and North Conway tourist railway operations.

Until the wood sheathing arrives, time will be spent tightening up some rather loose windows and seats. There is also a damaged carrier iron on the baggage-end coupler which has to

be replaced.

During January and February, Montreal was in the grip of an incredible cold spell this winter. The new shop is appreciated, especially by those who remember winter activities at the CRM in the pre-shop era. Strange as it may seem, being able to work in shirt sleeves in January is a novelty that will take some time to adjust to. ☐



FROM THE PAST: Canadian National RDC-1 6108 and a RDC-4 pause at the former Canadian Northern depot at Stratton, Ontario (19 miles east of Rainy River) in August 1971. The 6108 was transferred to VIA Rail in 1978 and is presently stored. Stratton no longer appears as a station on CN's Fort Frances Subdivision. Photo by Charles W. Bohi.

Forty-five Railway Stations Receive Heritage Designation

In honour of Heritage Day (which took place on February 21), the Minister of Canadian Heritage announced the designation of 45 heritage railway stations, bringing to 131 the number of stations protected by the *Heritage Railway Stations Protection Act*. The new heritage railway stations are:

BRITISH COLUMBIA

Courtenay - former CPR station (now VIA)
Duncan - former CPR station (now VIA)
Kamloops - CNR station
Nelson - CPR station
Prince Rupert - CNR station
Qualicum Beach - former CPR station (now VIA)
Salmo - Burlington Northern Railway

ALBERTA

Jasper - CNR station

ONTARIO

Belleville - former Grand Trunk Railway station (now VIA)
Cartier - CPR station
Cobourg - former Grand Trunk Railway station (now VIA)
Cochrane - CNR/ONR station
Hornepayne - former CNR station
Huntsville - CNR station
Kenora - CPR station
North Bay - former Canadian Northern Railway station
North Bay - CPR station
Orillia - former Grand Trunk Railway station
Parry Sound - CPR station
Port Hope - former Grand Trunk Railway station (now VIA)
Prescott - former Grand Trunk Railway station (now VIA)
Schreiber - CPR station
Sioux Lookout - CNR/VIA station
Stratford - former CNR station (now VIA)
Sudbury - former CPR station (now VIA)
Thunder Bay - Union Station
Toronto - former CNR St. Clair West station
Unionville - CNR station
Woodstock - former CNR station

QUEBEC

Amqui - CNR station
Macamic - CNR station
Masson (Buckingham Jct.) - CP station
Mont-Joli - CNR station
Rimouski - CNR station
Sainte-Anne-de-la-Pérade - CP station
Saint-Pascal - CNR station
Sayabec - CNR station
Scotstown - CP station
Shawinigan - CPR station
Shawinigan - CNR station
Sherbrooke - CP station

NEW BRUNSWICK

Edmundston - CPR station
Grand Falls - former National Transcontinental Railway (CNR) station
Sackville - former Intercolonial Railway (CNR) station
Sussex - former Intercolonial Railway (CNR) station

National Transportation Agency News

CP APPLIES TO ABANDON LINE IN BRITISH COLUMBIA: CP applied to the NTA on February 7, 1994 for permission to abandon the Slocan Subdivision between mile 1.4 and mile 31.3. The line was constructed under the charter of the Columbia and Kootenay Railway and Navigation Company, was completed in 1897, and was vested absolutely in the Canadian Pacific Railway Company in 1956. Train service is handled on an as and when required basis, but there has been no traffic on this portion of the subdivision since September 14, 1993.

CP APPLIES TO ABANDON LINES IN QUEBEC: CP applied to the NTA on February 14, 1994 for permission to abandon the Vallée Subdivisions between mile 0.0 and mile 130.4, the Chaudière Subdivision from mile 0.0 to mile 78.5, the Lévis Subdivision from mile 0.0 to mile 27.5, and the Tring Subdivision from mile 0.0 to mile 1.0, all in the Province of Quebec. The Lévis Subdivision from mile 0.0 to mile 27.5, the Vallée Subdivision from mile 100.0 to mile 111.6, and the Chaudière Subdivision from mile 0.0 to mile 4.7 were constructed by the Lévis and Kennebec Railway Company in the 1870s. The Lévis and Kennebec Railway Company was purchased by the Quebec Central Railway in 1881. The remainder of these lines were constructed by the Quebec Central Railway Company between the mid-1870s and the early 1920s. The railway of the Quebec Central Railway Company was leased to Canadian Pacific Railway Company in 1912 for 999 years, effective January 1, 1913. There is currently no service on the Chaudière and Lévis Subdivisions, or north of Tring Junction on the Vallée Subdivision. Service on the Vallée Subdivision between Sherbrooke and Tring Junction is handled by a road switcher assignment out of Sherbrooke as required, generally once per week.

CP REQUESTS PAYMENT OF SUBSIDIES FOR CONTINUED OPERATIONS IN QUEBEC AND NEW BRUNSWICK: The Order-in-Council which delayed the effective date of the abandonment of CP's lines from Sherbrooke, Quebec to the Quebec-Maine border, and from the Maine-New Brunswick border to Saint John, New Brunswick (from the original date of August 23, 1994 to January 1, 1995), provided for payments for the continued operations of these lines. These payments would be made pursuant to section 178 and 179 of the National Transportation Act, which entitles railway companies to claim subsidies for actual losses attributable to **branch lines** but not **main lines**. CP has offered its reasons why the lines in question are branch lines, and the NTA is currently studying the matter.

CP APPLIES TO ABANDON LINE IN QUEBEC: CP applied to the NTA on February 17, 1994 for permission to abandon the portion of the Lachute Subdivision between mile 28.0 (near St-Augustin) and mile 90.1 (near Thurso). Traffic on the line between Ste-Thérèse and Marelle (mile 55.2) is handled by a wayfreight originating in Montreal, as required, but presently three times per week on average. There is presently no demand for service west of Marelle to Thurso.

CP APPLIES TO ABANDON SPUR IN ONTARIO: CP applied to the NTA on February 16, 1994 for permission to abandon the Scarborough Pit Spur, a 2.0 mile spur connecting to the Belleville Subdivision at mile 194.76.

CN APPLIES TO ABANDON SPURS IN ONTARIO: CN applied to the NTA on February 17, 1994 for permission to abandon a portion of the Rymal Spur, from Rymal (mile 6.5) to Caledonia (mile 15.9); a portion of the Fonthill Spur, from Thorold (mile 6.3) to Fonthill (mile 11.9); and the Petrolia Spur, from Petrolia (mile 0.0) to Petrolia Junction (mile 4.7).

CP FILES NOTICE OF INTENT TO ABANDON LINE IN SASKATCHEWAN: CP notified the NTA on February 28, 1994 that it intends to apply for permission to abandon a portion of the Prince Albert Subdivision, from mile 57.8 (near St-Benedict) to mile 94.4 (Northway).

Letters to the Editor



6400s IN NORTH BAY: John Mellow's interesting article in the [March] issue of *Branchline* brought to mind their somewhat frequent assignments to North Bay from Toronto on trains 47 and 46 during the mid-1950s.

A comparison in tender capacity between CN No. 6401 and Ontario Northland No. 1103 (4-8-4) can be seen in this photograph taken at North Bay. [signed ... J. Norman Lowe]

"OLD MEMORIES" CONCERNING TRAINS 9 & 10: The March "Tid Bits" is of particular interest to me because my father (CNR locomotive engineer - retired 1950) ran Trains 9 and 10 between Winnipeg and Dauphin in the late-1940s. It was a most desirable job being all in daylight. He left home Monday, Wednesday and Friday mornings. The engine crew slept in a hotel in Dauphin and returned Tuesday, Thursday and Saturday.

Dad had a brother in Calgary and we occasionally rode the sleeping car to visit him. I well remember passing through Humboldt where the trains stopped long enough for passengers to have a short walk. Ah ... air conditioning with ice ... it was fun to watch the men loading great blocks of ice into the boxes under the cars!

Evidently those of us who were the offspring of railway employees knew more about the railway than office workers who were employed in City Stations. Years after my father's retirement, a woman who worked at Winnipeg Station insisted that Calgary was on the CPR, not on CN. Of course, I retorted that Calgary was on the main line of the CPR, but was also on a branch of the CNR. She was adamant and so was I - as stated above, Dad operated the Winnipeg-Calgary train on the first leg of its journey. Judging from the expression on her face, she was not convinced.

The more articles and photographs there are of steam power, the better I like the magazine. [signed ... (Miss) L. MacNaughton]

SOME THOUGHTS RE THE FEBRUARY AND MARCH ISSUES: Regarding CN's proposed wage freeze (February, Page

3), Buzz Hargrove of the CAW says it's not acceptable to put the whole onus on the workers. Is it more acceptable to put it on the taxpayers as at present? And Tom Wood, also of the CAW, talks about taking employment security away from his members. Traffic is so light in the east, that many of his members are already on layoff. Some of these lines may be abandoned completely.

I asked EMD how it was that three of their 4,000 hp AC locomotives could replace five others, unless they had superior motors and adhesion, since five SD40-2s totalled 15,000 hp. Here is the answer:

Regarding the 4,000 hp AC locomotives, three of them (12,000 hp total) are replacing five SD40-2 locomotives (15,000 hp total) on the Burlington Northern. The reason this is done successfully is that the new AC locomotives have higher rated traction motors and a superior wheel slip control system. In an operation like this that tends to be adhesion limited, it is not necessary to replace horsepower one for one. The new AC units are about the same weight as the SD40-2 units, and the AC system has demonstrated inherently better adhesion than DC. There is

a relationship between horsepower and tractive effort. When the TE goes up, the continuous rated speed goes down unless the horsepower is increased proportionally. In operations where speed is more critical than adhesion, the horsepower needs to be about the same for AC or DC units.

Re advertising on the side of passenger cars (as proposed for the United Kingdom - March, Page 6), cars in the Netherlands carry advertising on their sides, as do so Bundesbahn cars.

As for the Direct Load Grain Terminal (March, Page 5), do the present "unit" trains (really a bunch of loose cars gathered up) carry only one grade of grain? If so, there must be a lot of switching since prairie elevators carry several grades. A ship would have to be waiting for each train; if not the train would have to be stored. Does the ship want the grade(s) of grain that the "unit" train brings? Can prairie elevators all clean their own grain? There are now four elevators (two on CN only) on the Vancouver waterfront. Is Mercury Terminal going to obsolete them all and be one gigantic terminal at Roberts Bank with hopper cars dumping directly into ships' holds, with no elevator? The Pools now earn revenue on elevating. Are they going to be owners of a facility that doesn't elevate? [signed ... Joe Howard]

NUMBER INCORRECT: The photo on Page 14 of the March *Branchline* likely shows Ontario Northland FP7A 1520 rather than 1501. The ONR shops did a quick job of readying the 1501 for hauling the lightweight ex-GO coaches after operating for several years on the TEE-equipped "Northlander". The rear of the locomotive where it was "faired" was returned to its as-built configuration, and the road number was changed from 1986 back to the original 1501. However, the paint scheme utilized when semi-permanently coupled to the TEE coaches was retained. The photo on Page 14 illustrates the standard 'non-TEE' scheme, thus the photo likely shows 1520, or possibly sister 1509, both now out of service. [signed ... Dave Lowther] ☐

Changing Time

Dealing with an Annual Nightmare

by GEORGE HORNER

The following article is prompted by your page 6 reference in the December 1993 issue of **Branchline** on how Amtrak dealt with changes between standard and daylight saving time.

Until 1974, Canadian National and Canadian Pacific always operated their trains on Standard Time, year round, never changing the clocks (with the exception of a example which I will list below). They dealt with the time change by changing their public schedules in the spring and the fall but keeping their operating timetables always on standard time.

The only exception to this practice was during World War II when Canada had what was called "Double Daylight Saving Time". During these times, the railways actually changed their clocks. Accompanying this article is a copy of a 1945 bulletin explaining how to cope with double daylight time.

By 1946, standard time was back and would continue that way until the Spring timetable taking effect at 03:00 Eastern Daylight Saving Time, April 28, 1974. Since that time, it has been a twice-a-year ritual to change the clocks in the spring and fall.

As mentioned in the December **Branchline**, the changing of timetables and schedules would sometimes become a train Despatcher's nightmare. Some Despatchers actually did book off at every "change of card" (an expression meaning when the new timetable takes effect).

Canadian
National
Railways

Office of the General Superintendent

Southern
Ontario
District

Bulletin W-412

Toronto, Ont. Sept. 22nd, 1945

To -

Officers and Employees - Southern Ontario District - Canadian National Railways
Officers and Employees - Niagara, St. Catharines and Toronto Railway
Officers and Employees - Oshawa Railway Company
Officers and Employees - Thousand Islands Railway Company

RETARDING OF STANDARD TIME

(1) At two o'clock 2.00 a.m. in each time zone, on Sunday September 30th, Standard Time will be retarded one hour, which retarded time will thereafter be the standard time for each time zone shown in the time table.

(2) All comparison and despatchers clocks, also the watches of all employees who are on duty at that time, must be put back from two o'clock 2.00 a.m. to one o'clock 1.00 a.m. at the time and date stated. All other clocks must be put back one hour as soon as possible thereafter, and the watches of all other employees must be similarly put back before assuming duty after the change has become effective.

(3) Employees who are required to use standard watches will, where practicable, have these watches so set by designated inspectors or other persons authorized for the purpose; otherwise, they are authorized to set them themselves, checking with each other at the time and with the train despatcher or comparison clock; ----- and having them again checked by a designated watch inspector as soon thereafter as practicable.

(4) All trains will come to a stop prior to 2.00 a.m. on present standard time, and since this change in standard time will result in regular trains then being one hour ahead of their schedule time, or an hour ahead of such "run-lates" as may be issued, ALL trains including EXTRA trains will remain where they are until 2.00 a.m. on NEW standard time so as to insure that there will be no misunderstanding.

(5) All trains will enter the furthest siding they can reach prior to 2.00 a.m. where communication with the despatchers can be had. At 2.00 a.m. watches will be put back to 1.00 a.m. as previously instructed; the conductor will compare time with the despatcher and then with the engineman and other members of the crew, but trains will not proceed until 2.00 a.m. NEW standard time, right, schedule or signal indication permitting.

NOTE - (a) "Where communication with despatcher can be had" includes train order offices regularly open at that time, all other train order offices (where the agent or operator will be on duty for the purpose) and any station where there is direct communication with the despatcher.

(b) Trains which are not clear of the main track must be protected in accordance with the rules.

R.C. JOHNSTON

General Superintendent

The Snow Plow

by DAVE HARTLEY

David Paul Hartley (Dave) was born May 30, 1903, in Mattoon, Illinois. He began his railroad career in Lucerne, B.C., working on Canadian Northern in 1919. He moved to Jasper, Alberta, in May 1920, and worked on locomotives (12 hours a day, 7 days a week from June to October 1920) for the Grand Trunk. Dave became a fireman in December 1920, at age 17, firing local freight from Jasper to Pocahontas and back. He became an engineer in 1946, and moved from freight to passenger in 1956 when he operated the Jasper to McBride, B.C. local. He later operated the regular passenger run to Blue River, B.C. Dave Hartley retired as senior engineer between Jasper and Vancouver on May 31, 1968. This story was taped two weeks before his 90th birthday.

This is a story about shortly after I started for the CN, and it was about sometime in March, 1921. I was working in the roundhouse in Jasper and was lighting up the locomotive fires and so on.

In the morning the locomotive foreman came around and said, "We have a call for a rotary snowplow out west, so you'd better get a fire in it." So I did. While I was working on the fire, he came along and said, "We're short of firemen and I need a fireman on this rotary, so you'd better get home and get anything you can because I want you to go out as a fireman on the plow."

I'd never fired a rotary snowplow. It had a steam boiler and a geared locomotive-type engine that turned the big wheel in front.

So I went home and got some stuff ready, some clothes and things, and came back down. When I got back down, he said, "No, I've changed my mind." He said, "I need an engineer for it, and the only engineer I've got is going as fireman on the little daily run to Pocahontas", which is about 27 miles east. And he said, "I think you'd better go relieve him on the Pocahontas thing, and I have a spare fireman that can go on the rotary." I said, "All right." and away I went.

We used to do some switching around Pocahontas and work around there in the afternoon, have dinner, and come back in the evening. There was a coal mine there.

So when I got back to the shops at Jasper, the hostler who moves engines around the shop came out and he saw me and he said, "Hey, you're lucky, eh?" I said, "What do you mean lucky?" He said, "Everybody is going to call you lucky. The fireman who went out on the job you were originally supposed to go on is dead!"

The rotary snowplow had backed up to get up steam, and another slide had come down on top of them and killed three men, including the fireman. ☎

The **Canadian Railway Atlas**, published by the Railway Association of Canada in 1991, is a 70-page, 8½" 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 from the Society for \$25 postpaid, plus \$1.75 GST if shipped to a Canadian address.

THE REGISTER BOOK

LINDSAY, ONTARIO: The Lindsay & District Model Engineers will hold its 20th Annual Lindsay Model Railway Show on **April 9** (11:00 to 17:00) and **April 10** (12:00 to 16:30) at Victoria Park Armory, 210 Kent Street West. Adults \$4; Seniors and Students \$2; Children \$1. Further information from Wayne Lamb (705) 324-9865 or Eric Potter (705) 328-3749, or P.O. Box 452, Lindsay, ON, K9V 4S5.

EXCURSION - BETHEL (MAINE) TO NORTON (VERMONT): Join the Massachusetts Bay Railroad Enthusiasts on **April 16** for a "rare mileage" excursion over part of the former Grand Trunk-CN mainline between Portland and Montreal. Consist will be St. Lawrence & Atlantic GP9 units and the restored cars of the "Sunday River Silver Bullet Ski Express". Ticket price of \$49 (US) includes transportation and box lunch. Order tickets from Mass Bay RRE, P.O. Box 1393, East Arlington, MA, 02174-0022.

KINGSTON, ONTARIO: The Kingston Division of the C.R.H.A. will hold its 5th Annual Rail O Rama on **April 23** (11:00 to 17:00) and **April 24** (10:00 to 16:00) at the Portsmouth Olympic Harbour, 53 Yonge Street. Adults \$3; Seniors \$2; Children six and over \$1. Further information from Gary Haggart, 109 Fairview Blvd., Kingston, ON, K7M 3B2, or call (613) 548-3294.

ST. THOMAS, ONTARIO: The Elgin County Railway Museum presents Railway Nostalgia Day at the former Michigan Central Railway Shops, Wellington Street between Ross and First Avenue on **May 1** from 10:00 to 17:00. See former CNR 4-6-4 5700 (nee 5703) and a former NYC sleeper under restoration. Train rides on the former London & Port Stanley, operating modular layouts, vendors, etc. Details from Charlie Beckett at (519) 631-0936.

BRAMPTON, ONTARIO: The Platelayers Society will hold The Great British Train Show on **May 28** (10:00 to 18:00) and **May 29** (10:00 to 17:00) at the Greenbriar Recreation Centre, 1100 Central Park Drive. Adults \$43; Seniors and Children \$2; Family of four \$10. The show will include layouts of British Outline with dealers displaying products of U.K. origin. Further information from Peter Scrimshaw (905) 458-8967 or Tony Griffiths (905) 792-7160.

ROCKWOOD, ONTARIO: The Halton County Radial Railway presents "Salute to Authors Day" on **July 10**, 10:00 to 17:00. Meet many writers who have recorded the history of transportation in Canada; bring your books to have them autographed by the author; ride lifesize vintage electric railway vehicles on a mile of scenic track (unlimited rides); see history coming alive by watching our members restore equipment. Further information from (519) 856-9802.

TOTTENHAM, ONTARIO: Take a train trip into yesteryear behind ex-CPR 4-4-0 No. 136 on the South Simcoe Railway, just 35 miles north of Toronto. Trains operate Sunday and holidays from May 22 to June 26; Sundays, Mondays and Tuesdays, July and August, including Friday, July 1; Sundays and holidays September 4 to October 10; Special fall colour days on September 26 and 27 and October 3 and 4. Departures from 10:00 to 16:00. Adults \$7.00; Seniors (65 and over), \$6.00; Students (12 to 18), \$6.00; Children (3 to 11) \$3.00; Family (2 adults and 3 children), \$18.00. For information, contact South Simcoe Railway, Box 186, Tottenham, Ontario, L0G 1W0, (905) 936-5185.

PORT STANLEY, ONTARIO: Ride over a scenic 7-mile portion of the former London & Port Stanley Railway between Port Stanley and St. Thomas. The train runs year round between Port Stanley and Union (daily operation in July and August; weekends at other times); and between Port Stanley and St. Thomas between May and October. For information on days of operation, schedule and fares, call (519) 782-3730.



Sperry Car 128 tests rail on th south track near mile 10.5 of CP Rail System's Kaministiquia Subdivision in the summer of 1993. Photo by Bryan Martyniuk.



During the summers, Great Canadian Railtour Company leases former Santa Fe B36-7 Nos. 7488 and 7498 for passenger service between Vancouver and Calgary/Jasper. On February 15, 1994, No. 7498 was at Bedford Park, Illinois, leased to Southern Pacific. Photo by Ken Lanovich.

Sign of things to come? Grand Trunk Western autorack 310036 is in fresh paint and displays 'CP Rail' on its flanks at Blue Island, Illinois, on February 7, 1994. Photo by Ken Lanovich.



DETOURING: CP
SD40-2 5994, CP
SD40-2 5960, SOO
SD40 6402 and SOO
SD60 6014 with an
empty potash train from
Seattle pause at Blaine,
Washington, on
February 6, 1994. The
detour was the result of
the longshoremen's
strike at British Columbia
ports. Photo by Kevin
Dunk.



Southern Railway of British Columbia operates a daily turn from Huntingdon to Chilliwack, B.C., where they interchange with CN North America. The train, powered by MP15DC 153 and SW900RS 909, is at Yarrow, B.C., (mile 55.2) returning to Huntingdon on December 20, 1993. Photo by Jim Johnston.

Along the Right of Way



PORTION OF NEWMARKET SUBDIVISION MAY BE ABANDONED:

CN North America has announced that it is considering the long term future of that portion of its Newmarket Subdivision between Bradford and Washago. According to a CN North America spokesperson, "We are taking a very close look at it because it appears to be uneconomical and is possibly a candidate for abandonment some time this year."

Local reaction to the news is one of panic. One shipper, Stepan Canada of Longford Mills, has suggested that loss of rail service would lead to a closure of the plant. "It would shut us down, bottom line," said Stepan comptroller Neil Parker. "If the tracks were pulled up at our location, it would force us to close our manufacturing facility." (The Barrie Examiner, 11/01/94)

COMPANY FIGHTS PROPOSED SPUR CLOSURE:

Interpipe Inc. of Glanbrook, Ontario, has vowed to fight a CN Rail attempt to abandon its Rymal Spur. The firm trades in pipe all over Canada and relies on the rail connection to ship its products. Interpipe says that the Rymal Spur was the reason that it moved to Glanbrook. Previously, it was located in Simcoe.

The Glanbrook line is part of the now defunct Hamilton and Lake Erie, built in 1873 and terminating in the Lake Erie community of Port Dover. Last year, only 21 carloads were handled over the spur. (The Hamilton Spectator, 03/02/94, thanks to Clive Spate)

ONTARIO VOWS TO FIGHT LINE CLOSURE:

The Province of Ontario has vowed to fight attempts by Canadian National to abandon its Graham Subdivision between Thunder Bay and Sioux Lookout. The Province has also gone on record as being opposed to any attempt to close railway track which affects northern communities and is quite concerned about talk of a merger of lines east of Thunder Bay. (Thunder Bay Chronicle-Journal, 09/02/94)

TENDER CALLS:

- Canac International has called for tenders for the construction of approximately 5,000 metres of railway track, including 22 turnouts, for a rail yard at St-Eustache to accommodate the 58-car fleet of multiple-unit cars to be utilized on the Montreal-Deux Montagnes commuter line commencing in 1995. As well, tenders have been called for the design and construction of a temporary maintenance building for rolling stock.
- CN North America has called for tenders for the sale and removal of railway track structures between mile 4.90 and 42.25 of the Chester Subdivision and mile 1.00 and 16.49 of the Oxford Subdivision, all in Nova Scotia. (Willie Radford)

PROTOTYPE TESTED:

On February 1, the Innoterminal prototype was tested on the Joliette Subdivision. The consist included Canac's ex-CN SW1200RS 1254 and CN business car 15112, followed by a 60-foot idler flat car separating the Innoterminal engine and three 48-foot container chassis. The Innoterminal equipment is to operate on woodchip trains 280 and 281 between St-Felicien and Donnacona, Quebec. (Martin Eric Racine)

MORE DERAILMENTS:

On the heels of three major derailments in northern Ontario, four more major derailments occurred in Ontario between mid-February and early-March:

- On February 12, 34 cars derailed at Wagaming, 10 miles east of Armstrong, Ontario. Some trains were detoured on CP Rail System between Thunder Bay and Sudbury.
- On February 17, 21 cars of a 45-car Detroit to Toronto Train 382 derailed at Newbury, approximately 40 miles west of London, Ontario. Most of the derailed cars were propane tankers containing propane residue, however, only three leaked and were fixed by tightening loose valves. Several homes were evacuated and VIA passengers were bussed between London and Windsor.
- On February 19, 13 cars of Train 218 derailed on the Redditt Subdivision. Trains were detoured on the Kinghorn Subdivision during the cleanup.
- On March 6, 21 cars derailed on an embankment in Markham on the York Subdivision, with several cars falling into a dairy's yard. While no dangerous chemicals leaked, several workers were affected by smells

from the dairy's property.

AVALANCHE DERAILS TRAIN:

On March 7, GP40-2L(W) Nos. 9616 and 9538 on Train 261 were knocked on their sides by an avalanche on the Robson Subdivision in Alberta. Fortunately, there were no injuries, other than to the locomotives which were littered with trees and other debris. During the cleanup another slide derailed the fifth car in the train. Until the danger of slides subsided, trains were routed via the Albreda Subdivision. At press time, both units were at Transcona Shops for repairs.

WANDERING 'BIG ALCOS':

M-636 2314 paid a visit to Edmonton on March 8, followed by sister 2324 on March 15. Rarely do these units venture west of Winnipeg. (James Brock)



SCRAPPED:

The three baggage cars and the three Fairbanks Morse Erie-built 'B' units (nee Pennsylvania) that formed the continuous welded rail plant in Smiths Falls, Ontario, have been scrapped. The 3-axle trucks from the 'B' units have been saved for the possible rebuild of former Delaware & Hudson PA-4 Nos. 16 and 18, which are both in derelict condition in Mexico. (Ross Harrison)

FIERY DERAILMENT CLOSES PORTAL SUBDIVISION:

Residents of Burlington, North Dakota, got a first-hand look at disaster in the wake of the derailment of 26 cars of 59-car CP Rail System freight train No. 580 (Coquitlam, B.C. to Chicago) on February 27. Following the 06:30 derailment, one of the cars, loaded with propane, ruptured and exploded into flames. The resulting fire caused serious burns to a boy and his father from a nearby mobile home which was consumed by the fireball. The incident caused the evacuation of almost 1,800 people within two miles of the accident while firefighters sprayed water on the flames to keep them from spreading to an empty toluene tank car - the residue of the flammable solvent remained a danger. Burlington is near Minot. During the cleanup, several trains were detoured via Winnipeg. (Bruce Chapman and Winnipeg Free Press, 28/02/94, thanks to Jim Lewis)

ABANDONMENT APPROVED:

The Bridge Line Division (Delaware & Hudson) has received permission to abandon that portion of its Adirondack Branch from North Creek to Corinth, New York.

The station at North Creek has been acquired by the North Creek Railway Depot Preservation Association. The historic station was where Theodore Roosevelt learned, on September 14, 1901, that he had become the president of the United States.

BUSINESS CARS ON THE MOVE:

On March 6, business cars "Lacombe" and "Assiniboine" were noted at Dorion, Quebec, on an empty grain train, headed by SD40-2 Nos. 5734 and 5660. (Willie Radford)



HIGH SPEED TEST:

On March 15, a 1-3-1 set of LRC equipment geared for 125 mph was utilized in high speed tests between mileages 85 and 97 of the Kingston Subdivision. Plans are being formulated for the installation of a gas turbine power plant in two LRC units.

ELSEWHERE

CLOSE CALL:

On February 16, twenty cars of an Ontario Northland freight derailed at Monteith, a small community immediately south of Porquis Jct., Ontario, spilling cars onto the front lawns of about a dozen homes. There were no injuries and the line was reopened within 48 hours.

SUPER-ELEVATION REMOVED:

RailTex's Cape Breton and Central Nova Scotia Railway surfaced over 120,000 feet of track in 65 curves last fall, at a cost of \$1.2 million. This was done to provide a safer, smoother roadbed, and to remove an excess of super-elevation required by previous passenger operations. (Cape Breton Post, 12/01/94, thanks to Ivan Smith)

LAND ACQUIRED:

The Smiths Falls Railway Museum has formally taken possession of about five acres of land in Smiths Falls, Ontario, adjacent to the former Canadian Northern Railway station, last used by VIA Rail in 1979 for the overnight Toronto-Ottawa passenger train. With the spring 1979 timetable changes, the overnight trains were shifted to the CP line between Smiths Falls and Brockville. At the time, CN's freight traffic through Smiths Falls was very light and the line was embargoed shortly after the removal of the passenger train. The Museum is seeking to acquire 3.5 miles of CN track still in place south of Smiths Falls towards Lombardy. (Ian Walker)

VANDALS CAUSE DERAILMENT:

On February 27, a 6 unit/15 car Southern Railway of British Columbia train derailed at Kennedy, mile 5.0 of the Fraser Valley Subdivision. The derailment resulted from vandals tampering with a switch. The cleanup took three days with damages approaching \$500,000. (Dale Whitmee)

EARTHQUAKE RELIEF:

The first 12 of 25 GO Transit bilevel coaches (Nos. 2010-2034) and 5 Auxiliary Power Control Units (Nos. 905-907, 910 and 911) to be leased to Metrolink for earthquake relief departed Toronto on March 3. The equipment will assist Metrolink in meeting passenger demand in the Los Angeles area as a result of collapsed freeways resulting from the January 17, 1994 earthquake. The lease term is for six months, with six-month renewal options to a maximum of two years.

The train departing Toronto enroute to Buffalo was powered by CN GP40-2(W) 9673 (ex-GO 706), followed by the five APCUs, and coaches 2034, 2033, 2022, 2032, 2012, 2028, 2030, 2016, 2015, 2018, 2013 and 2010. In mid-March, Conrail moved the equipment from Buffalo to Kansas City for furtherance by Union Pacific to Los Angeles.

At press time, the following bilevel coaches were to follow: 2011, 2014, 2017, 2019-2021, 2023-2027, 2029 and 2031. (Randall Stavenow and James Brown)

COMING SOON

The Muskeg Ltd.: the first 75 years of the GWWD, by Peter Lacey, will be available in May 1994 to coincide with the 75th anniversary of the Winnipeg Aqueduct. It is the first and (so far) the only complete history of the Greater Winnipeg Water District Railway. The 128-page hard covered book, with 90 photos and several maps and diagrams, is being offered at a pre-publication price of \$21.00 until April 30, 1994, and \$27.95 thereafter, plus a shipping charge of \$3.00.

The book covers: the years of hesitation before deciding to build the aqueduct (and the railway), the construction; the crisis that nearly caused the railway to be abandoned in the 1920s; the history since; full details about the railway including all-time rosters; accidents; and a couple of cab rides which give a modern day view of the railway operations.

Order your copy today from Anvil Crafts, P.O. Box 233, St. Vital Station, Winnipeg, Manitoba, R2M 4A5.

Directory of Railway Stations of Ontario, by Canadian Station News, will be available this spring. The book will include over 300 station listings including active, relocated and recently demolished structures, along with 70 photographs. Each listing gives a brief outline of the station structure, year built, and points of interest. Available at \$19.95 postpaid (including taxes) from Canadian Station News, P.O. Box 171, Cobourg, Ontario, K9A 4K5.

A SELECTION OF PASSENGER CONSISTS

12 Feb 94
VIA #95 - "General Brock"
at Toronto, Ontario

LRC-2 6912
HEP Coach 8109
HEP Coach 8126
HEP Coach 8117

09 Mar 94
VIA #601 - "Saguenay"
at Jonquière, Québec

FP9A 6311
FP9A 6307
Baggage 9624
Snack Coach 3215

27 Feb 94
VIA #685 - "International"
at Toronto, Ontario

VIA F40PH-2 6445
Amtrak Amfleet Cafe-
Coach 20000
Amtrak Horizon Coach 54022
Amtrak Amfleet Coach 44557
Amtrak Heritage Coach 4705
VIA HEP Coach 8100

(Coach 8100 utilized
between Toronto and
Sarnia)

27 Feb 94
VIA #73 - "Point Pelee"
at Paris, Ontario

F40PH-2 6442
SGU 15470
Club "Club St. Denis"
Cafe Coach 3203
Coach 5529
Coach 5581
Cafe Coach 3246
Coach 5537
Coach 5446
Cafe Coach 3237
Cafe Coach 3219

07 Mar 94
GO Transit #979
at Toronto, Ontario

GP40-M-2 724 *
APCU 903
Coach 2120
Coach 2436
Cab-Coach 205
Coach 2243
Coach 2439
Coach 2040
Coach 2448
Coach 2328
Coach 2079
Coach 2065
Coach 2143
Coach 2405
GP40-M-2 720 *

09 Mar 94
Amtrak #60 - "Montrealer"
at Montreal, Québec

F40PH 300
F40PH 348
Baggage 1211
Slumbercoach 2092 -
"Loch Argyle"
Sleeper 2995 -
"Pine Brook"
Lounge 3111
Amfleet II Coach 25050
Amfleet II Coach 25088

* In the March 1994 Branchline, these former Rock Island units were incorrectly reported as stored. They will be 'decommissioned' soon after F59PH Nos. 562-568 are delivered in late-March/early-April. (Our thanks to Paul Bloxham, James Gamble and Jeff Geldner)

A SAMPLE OF DIESEL LASHUPS

- January 27: CP #964 at South Edmonton, Alberta - SD40-2 6003, GP35 5004, GP30 5000, GP30 5001 and SD40-2 5759.
- February 13: CN #380 at Paris, Ontario - GP40-2L(W) 9607, SD40 5068, GP40-2L(W) 9538, and Helm Leasing SD45-2 Nos. 8957, 8963 and 8950 enroute to AMF for repairs and lease to Grand Trunk Western.
- February 13: CN #531 at Roberval, Québec - M-420(W) 3523 and GP9RM 4012.
- February 20: CP #409 at Toronto, Ontario - SD40-2 5820, SD40-2 5680, HLCX SD40-2 6369 (nee Milwaukee), SD40-2 5631, HLCX SD40 4057 (nee Missouri Pacific), SD40-2 5659, SD40-2 6010 and NRE SD40T-2m 5402 (nee Denver & Rio Grande Western).
- March 6: CN #392 at Scarborough, Ontario (detouring through Guildwood Station) - CN SD40-2(W) 5245 and Morrison Knudsen SD40M-2 9053.
- March 7: CN #413 at Scarborough, Ontario - SD50F 5449, M-636 2316 and M-420(W) 3509.

(Thanks to Paul Bloxham, James Gamble, Marc Giard and Glenn Roemer)

The Motive Power and Equipment Scene

Our thanks to Martin Boston, James Brown, Bruce Chapman, Paul Crozier Smith, Grant Ferguson, James Gamble, Al Howlett, George Matheson, Ray McDermott, Tempo Jr. and WCRA News.



DASH 9s ORDERED:

On February 15, CNNA announced an order for 18 General Electric Dash 9-44CW units for late-1994 delivery. The order is worth \$35 million and will benefit Canadian suppliers in Ontario, Quebec, Manitoba and Alberta. The 4,400 hp units will be numbered 2500-2517 and will be assigned to Calder Yard in Edmonton for heavy-haul traffic in western Canada. The units will have wide noses, but will have the standard carbody rather than the 'Draper Taper' carbody.

TEMPORARY NUMBERS:

Former Union Pacific SD40-2 Nos. 4090-4104 and 4106-4114 are scheduled for delivery commencing in late-March. At press time, plans are to temporarily renumber the units 6090-6104 and 6106-6114 to avoid conflict with the 4100-series GP9RM locomotives. The units will be cycled through AMF Technotransport, with some to receive Positive Traction Control, some to receive Positive Traction Control and dynamic brakes, and others to receive CLC microprocessors. Permanent numbers have not been finalized.

RETURNED TO SERVICE:

- M-636 2320 has received an engine transplant from sister 2337 which is pending retirement due to frame damage.

RETURNED TO SERVICE:

GMD1 Nos. 1904 and 1914 have been removed from storage at Thunder Bay and are being readied for service at Calder Yard in Edmonton.

CN STORED UNSERVICEABLE: (* added since last issue)

- SW1200RS 1282*, 1300*, 1314*, 1328* and 1334 (failures);
- M-636 2337 (frame damage);
- M-420(W) 3524 (engine damage);
- GP40-2L(W) 9427 (burned in derailment at Hornepayne, Ontario, on June 30, 1993 - stored at Transcona Shops in Winnipeg).

LEASED:

EMD Leasing GP40-M-2 Nos. 200 and 201 (ex-GO Transit 725 and 726) were leased to the Grand Trunk Western in February.



RELEASED:

- CN GP9RM 4015 on February 28 (main generator repairs);
- CN GP9RM 4020 on February 7 (frame repairs);
- CN GP9RM 4137 (main generator repairs);
- CN English Electric Boxcab 6723 (main generator repairs);
- CN GP9RM 'mother' 7257 on February 25 (cab repairs);
- CN GP40-2L(W) 9541 on February 11 (frame repairs);
- Helm Leasing's ex-CSXT GP38-2 2588 on February 15 - repainted and renumbered Southern Pacific 158;
- Helm Leasing SD40 6100 (nee BN 6305) on February 15 - destined to Chicago (was previously leased to CP Rail System);
- Helm Leasing SD40 3099 (ex-UP 3099) on February 28 - leased to CP Rail System;
- Helm Leasing's GP40H-2 667 (ex-CSXT 6831) on February 15. The unit was modified from passenger to freight configuration utilizing parts from former CSXT GP40 6662 and is awaiting lease.
- Helm Leasing's former GP40 Nos. 6769 and 6817 on March 15 upgraded to Kansas City Southern Dash-2 specifications and renumbered 4751 and 4752.
- Helm Leasing SD40 3007 (ex-UP) in mid-March - shipped to Metro East in East St. Louis, Missouri.

WORK IN PROGRESS at press time:

- CN GP9RMs 4112 and 7249 for main generator repair;
- Quebec North Shore & Labrador SD40-2 Nos. 232, 235, 239 and 240 undergoing major overhauls and the installation of a CLC microprocessor (to be renumbered 304-307 respectively);
- Helm Leasing's former CSXT GP40 Nos. 6514, 6520, 6536, 6728, 6731, 6748, 6768, 6787 and 6791, plus former UP 882 (ex-C&NW 5519, exx-CR 3031, nee NYC 3031) being upgraded to Kansas City Southern Dash-2 specifications (to be renumbered into the 4753-4762 group);
- Helm Leasing ex-CSXT GP38-2 2583 for overhaul - to be repainted and renumbered Southern Pacific 153.

WORK PENDING at press time:

- CNSW1200RS 1362 (cab fire damage - cab of CN SW1200RS 1211 to be utilized for repairs);
- CN HR616 2109 (crankshaft repair);
- CN M-420(W) 3537 (fire damage);
- CN GP9RM 4000 (main generator repair);
- CN SW1200RSu 7305 (main generator repair);
- Helm Leasing's ex-CSXT GP38-2 Nos. 2589 and 2592 for engine and truck repairs (to be repainted and renumbered Southern Pacific 159 and 162);
- Helm Leasing's former CSXT SD45-2 Nos. 8950, 8957, 8963, 8967 and 8970 to be repaired for lease to Grand Trunk Western. Units to be renumbered into the HATX 900-910 group.



'UN-RETIRED'

Thanks to a significant upswing in western coal and potash business, and a continuing motive power shortage, 34 recently-retired M-630 (4500s) and M-636 (4700s) units are being 'un-retired'. The announcement was made on March 15. Commencing mid-March, 19 units were to be returned to service at St. Luc Yard in Montreal at the rate of one per day. In addition, a part of the closed Angus Shops in Montreal is to be reactivated to return an additional 15 units, which require various repairs, to service.

At press time, 4573, 4704 and 4734 were in the St. Luc Shop, with 4563, 4572, 4706, 4707, 4708, 4709, 4713, 4716, 4723, 4736, 4739 and 4743 to follow. Numbers of the remaining 19 units were not available at press time. Major component failure will result in retirement (again).

As well, there are plans to return up to eight stored RS-23 units to service.

Welcome back!

RETURNED TO SERVICE:

- SW900 6712 has been removed from storage at Toronto and is being readied for service at Calgary, Alberta.
- RS-23 Nos. 8024, 8033 and 8045 have returned to service at St. Luc Yard.

UNITS STORED SERVICEABLE:

- CP GP35 5006, 5008, 5010-5013;
- CP RS-23 8013, 8015, 8016, 8021, 8029, 8031, 8034, 8040, 8043 and 8044.

UNITS STORED UNSERVICEABLE (* added since last issue):

- CP GP7u 1500 (accident);
- CP GP9u 1517 (accident);
- CP GP9u 'mother' 1602;
- CP RS-18u 1859* (freeze damage);
- CP C-424 4204*, 4206*, 4232* and 4244* (freeze damage);
- CP GP35 5005 (engine failure);
- CP SD40 5537 and 5562 (both for rebuild program);
- CP SW8 6700* and 6701* [both are being converted to slugs in Montreal];
- CP SW900 Slug 6713;
- CP RS-23 8018, 8020, 8022, 8030, 8032 and 8039 (failures);

- SOO SW1200 322, 325, 328, 1207, 1209, 1211, 1213, 1220-1222, 2122 and 2126;
- SOO GP9 404, 405, 412, 414, 2404, 2412, 2551, 2555, 4228-4230;
- SOO MP15DC 1543;
- SOO GP40 2015, 2025, 2033, 2035, 2045, 2046 and 2066;
- SOO SW9 2112-2115, 2117 and 2119;
- SOO GP38-2 4440 and 4507.

LEASED:

- GATX Leasing SD40-2 Nos. 3900-3904 (ex-UP 3900-3904; exx-MP 6000-6004; nee MP 3216-3220). Before entering CP service, the units were renumbered GATX 900-904.
- VIA F40PH-2 Nos. 6438, 6452, 6454 and 6458 were leased in early-March, mainly for service on Montreal-Toronto Intermodal Trains 928 and 929.
- Helm Leasing SD40 Nos. 3099 and 6200 were leased in early-March.

OFF LEASE:

- Helm Leasing SD40 Nos. 3093 and 4060 experienced failures and are undergoing repairs.

REDIRECTED:

In the last issue, it was reported that GP9u 1558 and SW1200RSs 8110 and 8122 were removed from storage at Thunder Bay for service at St. Luc Yard in Montreal. Due to a pressing need for yard power in Toronto, the three units were redirected to Toronto.

BCRAIL

RETIRED:

BC Rail has decided to retire RDC-1 No. BC 22 following damage sustained on December 3, 1993, when she and sister BC 21 hit a rockslide near Mount Currie, British Columbia. No. BC 22 was built in 1962 as Reading 9160 and was almost the last RDC produced by the Budd Company. She will be used as a parts supply for the remaining operating RDCs.

ELSEWHERE

CB&CNS NEWS:

- Cape Breton & Central Nova Scotia C-630M 2035 - "Sir Walter Scott" arrived dead at CN's Moncton Shop on February 22 after experiencing starter problems following a week of service on the Goderich-Exeter Railway. By early March she was in regular service on Cape Breton.
- In the March Branchline (Page 27), it was incorrectly stated that the lion on the CB&CNS C-630M units is gold. Not so - it is red!
- The CB&CNS has purchased CN flanger 56214.
- The CB&CNS is expected to purchase retired CN RS-18 Nos. 3627 and 3716 as replacements for the leased CN RSC-14 1750-series units. The 3627 was retired in late-1993; the 3716 was retired in 1985 and has seen periodic use as a switcher at CN's R&D Laboratory next to Taschereau Yard in Montreal. At press time, both units were being worked on at Moncton.

ADDITION TO FLEET:

Since its inception in April 1992, the Goderich-Exeter Railway roster has included three former Cartier Railway GP9 units (Nos. 177, 179 and 180, ex-Cartier Railway Nos. 51, 55 and 56). In early-March, sister 178 (ex-Cartier No. 53, nee Cartier No. 3), which had been in service on RailTex's Virginia & Southern, and later in Michigan, was transferred to the Goderich-Exeter. At press time, the four units were supplemented by leased Helm GP38 2034 (nee Penn Central 7788) and GATX GP40u 3080 (nee B&O 3722).

LEASE REPLACEMENT:

On February 25, Essex Terminal SW8 104 was delivered to General Motors plant in London, Ontario (where it was constructed in 1954), to replace leased CP SW1200RS 8123.

NEWS FROM GENERAL MOTORS IN LONDON:

- Southern Pacific GP60 9794, the last of an order for 25, departed the plant on January 28.
- By press time, some 30 of Burlington Northern's order for 350 SD70MAC units had been delivered.
- No. 9301, the first of 31 4,000 hp Model JT46C units (Class 90) for the Freight Rail Division of the State Rail Authority of New South Wales, was completed in February. (The GM licensee in Australia is building 58 3,000 hp Class 82 locomotives which were ordered at the same time as the 31 contracted to GM in London, but the licensee did not have the capacity to do both jobs).

- GO Transit's F59PH Nos. 562-568 will be delivered in late-March and early-April.

ON THE INDUSTRIAL SCENE

NEW HOME:

In late-February, former Bombardier ALCO S-1 No. 5 (serial 75676, built 5/48) was moved from storage in Ville St. Pierre, Quebec, to CN's Taschereau Yard enroute to Ivaco in L'Orignal, Ontario.

LEASED OUT:

Ontario Southland's recently acquired former Greater Winnipeg Water District GE 44-ton Nos. 100 and 101 have been leased to W.G. Thompson for service at their mills at Rodney and Blenheim, Ontario. The units replace Ontario Southland's NW2 No. 51 (nee TH&B 51) and SW9 No. L3 (nee C&O 5242) which will be moved to St. Thomas.

ON THE PRESERVED SCENE

REEFER DONATED TO KELOWNA HERITAGE SOCIETY:

CP Rail System has donated Canadian Pacific Reefer No. 450243 to the Kelowna (British Columbia) Heritage Society. The car, which still carries script lettering, will be placed on display at the restored Laurel Street fruit packing house there. The car will be used to interpret the shipment of fruit from packing houses in the Okanagan to world markets. ☐

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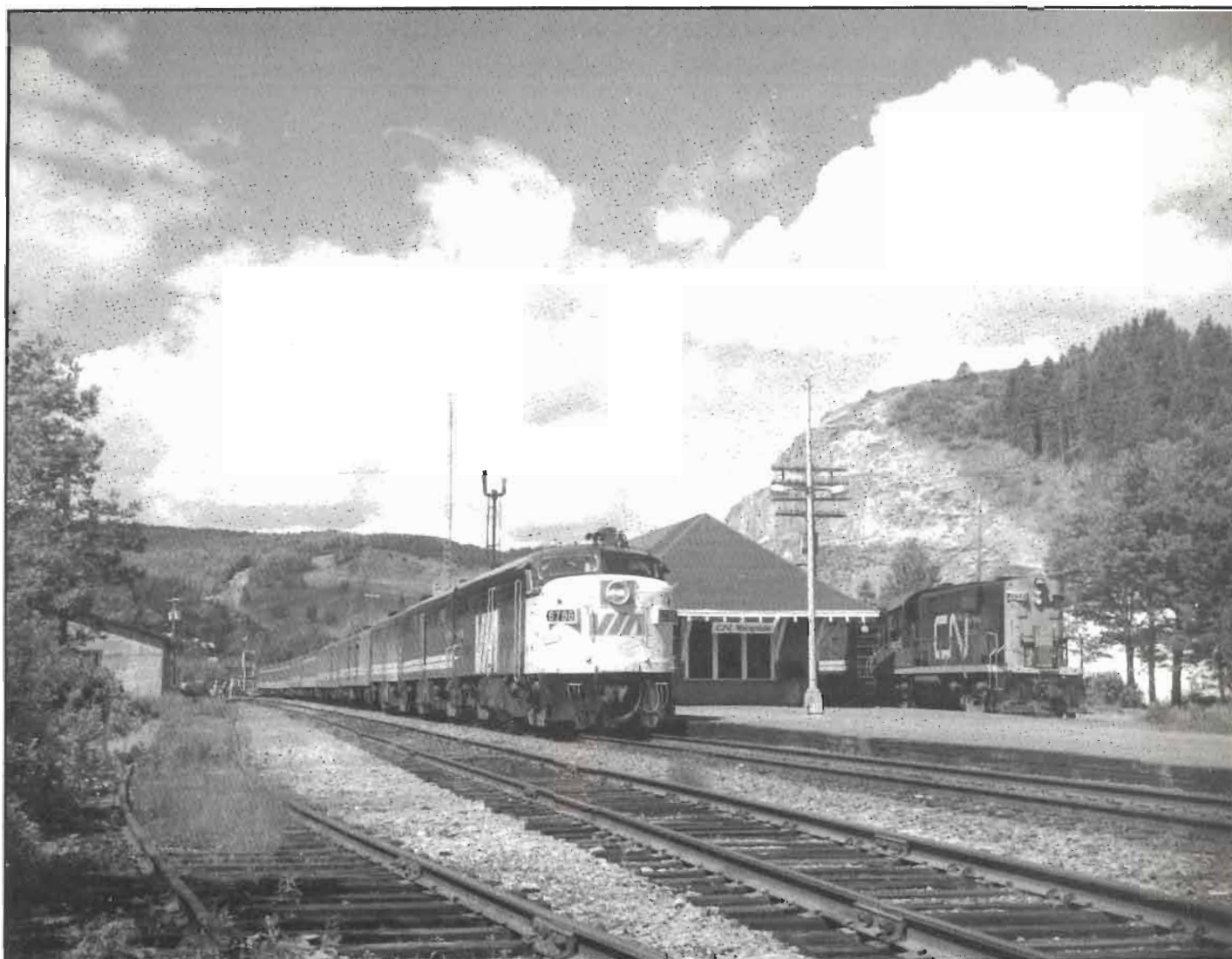
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CAN YOU HELP?

Larry Castle, 59 Glenfern Avenue, Hamilton, Ontario, L8P 2T6, is attempting to trace a person who was a victim of lost identification. Larry has a Canadian military service record which shows a person of the correct name leaving the army in Halifax, Nova Scotia, on October 26, 1940, as well as a Norwegian record which shows the same name sailing as a merchant seaman from Bayonne, New Jersey, on the afternoon of October 28, 1940.

Could such a trip (Halifax-New York/Bayonne) be made in two days in 1940, considering that leaving the military would probably have involved considerable paperwork, it was wartime, and involved a border crossing? Might someone have timetables that would show possible routings (rail and/or water), departure and arrival times? If you can help please contact Larry at the above address or on a computer-based fax machine at (905) 524-2732 (08:00-23:00).



REMEMBER WHEN?: VIA FPA-4 6786, FPB-2u 6859 and FPB-4 6864 head Train No. 12 - "Scotian" into the station at Matapedia, Québec, on July 4, 1979. CN RS-18 3655 waits at the back of the station with Matapedia-Gaspé Train No. 118. A few of Train 12's cars will be dropped off for Train No. 118 before No. 12 heads to Halifax. Photo by Kenneth S. MacDonald.

Bytown Railway Society Inc.

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OTTAWA, ONTARIO

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NOT BEND!**