



BRANCHLINE

Volume 25, No. 2

February 1986



THIS IS HOW Britannia Station looked circa 1900 on CP's Carleton Place Subdivision. The station was located on the northeast side of the Britannia Road crossing about a quarter mile east of the park. Note the trolley poles at the far left which belonged to the Ottawa Electric Railway line to the park. Also showing faintly in the distance is the pedestrian overpass which permitted OER passengers to cross the CP tracks in safety. Photo courtesy Canadian Pacific Corporate Archives

BRANCHLINE

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OTTAWA, ONTARIO, CANADA K1N 8V1

VOLUME 25, NUMBER 2

FEBRUARY 1986

IN THIS ISSUE

BRANCHLINE is the newsletter of the Bytown Railway Society, a non-profit organization incorporated under Federal Government statute to promote an interest in railways and railway history, with particular emphasis upon the National Capital Region. The Society is affiliated with the Canadian Railroad Historical Association. Membership fee for 1986 is \$17.00.

BRITANNIA	PG. 4
THE TERMINUS	5
LAST INTERCITY TRAIN	8
CTC DECISIONS	11
ALONG THE RIGHT OF WAY	13
INFORMATION LINE	17
MOTIVE POWER SCENE	19

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 Bytown Railway Society. Any information contained in **BRANCHLINE** may be copied or used for other publications on the understanding that the author and **BRANCHLINE** are credited.

Articles, news items, letters, and photographs are welcomed and should be sent to any of the names to the right.

**DEADLINE FOR THE MARCH
ISSUE IS FEBRUARY 15.**

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Colin Churcher - Computer Graphics John Frayne - Membership Records
Bob Meldrum - Address Labels Marthe and Jack Scott - Distribution

ANY MISSING PAGES? - We have learned that some copies of the December, 1985 **BRANCHLINE** were missing pages 5 and 6, while others were missing pages 9 and 10. If your copy was affected, please let us know and we will send along a photocopy of the missing sheet.

GREMLINS!! - We managed to leave out a part of Duncan duFresne's article in the January, 1986 **BRANCHLINE!** Starting at line 5 on page 5, the text should have read:

'my skill with, and knowledge of this machine was necessary. I was needed by my employer. I felt that I was a privileged character to be one of those who were fortunate enough to have the experience denied so many others. I still feel that way. I'm just glad I'm not doing it for my livelihood anymore'. Our apologies.

RESTORATION - Work continues every Saturday morning at 09:00 on the Museum's locomotives in the engine pavilion. As well, restoration continues at Thurso every Saturday on our 79-year old former CPR Business Car #27 and our 73-year old former CP caboose 436436. Don't be bashful - come out and lend a hand.

Please remember B.R.S. when you make a cash purchase at Canadian Tire - your Society eagerly seeks Canadian Tire money to assist with the purchase of material, paint, etc. for its many restoration projects. If you can't make it to the meetings, kindly drop your excess 'CTC' money in the mail c/o our address.

NOTICE OF MEETINGS

Meetings are held in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30 the first and third Tuesday of each month (except July and August).

Febraruy 4 - Several of the Society's more noted photographers will conduct a symposium on 35 mm railway photgraphy. As usual, John Clark will be providing refreshments.

PLEASE NOTE - Our usual 'third Tuesday of the Month informal slide night' will NOT take place in February because

HERITAGE WEEK LECTURE SERIES

A series of lectures, sponsored by CN Rail, CP Rail, and our Society will take place during Heritage Week in the auditorium at the National Museum of Science and Technology as follows:

Sunday, Febraury 16, at 14:00 - Omer Lavallee of CP Rail will talk on 'After Craigellachie' - the challenges that faced the CPR and how they were met.

Monday, Febraury 17, at 19:30 - Dr. Ken McKenzie of CN Rail will talk on the formation of Canadian National - 1902 to 1923.

Tuesday, February 18, at 19:30 - Duncan duFresne of our Society will reminisce about his days on CPR steam locomotives.

Thursday, February 20, at 19:30 - Colin Churcher of our Society will talk on railway archeology in the Ottawa area.

Friday, February 21, at 19:30 - Dr. Ken McKenzie will lead a panel discussion related to the sources and resources for the study of the history of the Canadian National Railway.

YOUR EXECUTIVE FOR 1986

Congratulations to the following who were elected at the Annual General Meeting on January 7:

President	- Paul Bown	Director	- Jacques Beaubien Jr.
Vice-President	- Colin Churcher	Director	- Joe Toscas
Treasurer	- Michael Iveson	Director	- Helen Tucker
Secretary	- John Tasseron		

HAVE YOU RENEWED YOUR MEMBERSHIP?

Hopefully, after all the Christmas activities (and expenses), you have taken a few moments to renew your membership. If you can't make it to the Febraury 4 meeting (where Membership Chairman John Frayne will gladly relieve you of \$17.00), just drop a cheque, along with details of your name and address, into the mail addressed to the Membership Chairman, Bytown Railway Society, P.O. Box 141, Ottawa, Ont. K1N 8V1. Thank you.

COMING SOON

The 1986 TRACKSIDE GUIDE should be available by mid-February. New sections this year include cabooses and auxiliary cranes, and the preserved section has been greatly expanded. And for the 'detail freaks', the serial numbers for all locomotives on CN Rail, CP Rail, BC Rail and VIA Rail Canada have been listed for the first time. If you 'listen in', the radio frequencies for many of the railroads are also listed. The 212-page GUIDE will retail at \$8.50 (same as for the 1985 issue), and \$9.95 postpaid.

POSTSCRIPT ... to our story on Page 8 regarding the last intercity passenger train to leave Windsor Station. The last run of the Montreal to New York City "Adirondack" (on January 12) was powered by Amtrak F40PH #344. The first New York City to Montreal "Adirondack" to arrive at Central Station (also January 12) was powered by sister #337. (Bill Dickie)

THE LORD BE WITH YOU ... Most people doze off during the sermon at church. Not our Managing Editor, however. He was recently caught passing the time by reviewing a section of the 'about to go to press' 1986 TRACKSIDE GUIDE!
(Philip Jago)

BRITANNIA

by Michael Iveson

Prompted by my article last year on the Westboro station, your News Editor turned up the cover photo of the CPR Britannia station which then encouraged me to write a brief historical sketch of Britannia and how it related to the railway.

Because of the narrowing of the Ottawa River at the Deschenes Rapids and its importance as a trans-shipment point around these rapids, the area became one of the first townships where land was granted to the children of the United Empire Loyalists in the early 1800's.

In 1820, the Richmond Road from Bytown to Richmond was forced through this area while one year earlier, the well known Captain John Lebreton, recognizing the potential of the area near the rapids, acquired property to establish mills. In 1826, he built a grist mill and subsequently a large sawmill.

Fearing competition from Aylmer (Quebec), directly opposite Britannia, a group of Bytown business people incorporated the Bytown and Britannia Railroad in 1848 to build a line between Bytown and Britannia and to operate a steamship service on the Ottawa River above the Deschenes Rapids. The line came to nothing because of an economic depression.

In 1870, the Canada Central (formerly the Brockville & Ottawa), built a line from Bytown to Carleton Junction (Carleton Place) and opened a flag station at Britannia. This subsequently became Canadian Pacific's Carleton Place Subdivision. As an interesting note to this construction, when the Britannia Road was surveyed at about this time, the CCR refused to move the station, hence the jog in the road which, incidentally, still remains to this day.

At the time of construction, the Canada Central planned to build a spur to the mills. This spur was not completed due to a downturn in the economy.

In the 1880's, with competition from the mills at Skead's Mills (Westboro) and Lebreton Flats to the east, the mills at Britannia gradually closed and the area became a recreation and cottage area for the residents of Ottawa.

Again faced by competition from the Quebec side, this time by the Hull Electric Railway and its very successful Queen's Park beyond Aylmer, the business people in Ottawa, particularly Ahearn and Soper, the principals of the Ottawa Electric Railway (OER), decided to extend their car line to an area just west of the village and build a recreation park on the Ottawa River to add funds to the coffers of the OER.

In 1896, the Ottawa and Aylmer Railroad and Bridge Company was incorporated to build a line from Holland Avenue to Britannia, then across the Deschenes Rapids, then in a north westerly direction to the community of Fort Coulonge. The residents of Britannia opposed the line, feeling that the service provided by the CPR was adequate and who would want more trains disturbing the peace of the village. The proposal came to nothing.

Again in 1896, another railway was planned to service the upper area of Britannia, (Carling and Richmond Road). This was called the Ottawa and St. Lawrence Railway, but nothing came of this proposal either.

In the late 1890's, with service on the CPR deteriorating and the OER proposal looking more promising, the Britannia village residents petitioned the OER to extend the electric railway to their community. They were successful and the first electric car arrived in Britannia on April 25, 1900. The full story of the OER and Britannia Park will be saved for another time.

The October 27, 1912 CPR timetable shows no trains stopping at Britannia except the evening local for Brockville. The April 30, 1922 version shows no trains stopping but a new station at Westboro, (with a day operator).

There was a passing siding at Britannia from its inception, lasting until abandonment on July 31, 1966. In contrast, Westboro never had a passing siding.

Today, as you bike along the Ottawa River Bikeway, take note of the widening of the path just east of Britannia Road. This is the passing siding. Also, take note of the jog in the Britannia road and remember the unwillingness of the CCR to move their station. Some things prevail.

THE TERMINUS

With the rush and press of producing our December and January issues, we almost let a very important date in the annals of 'local' rail history slip through the cracks. Thanks to Doug Smith, however, this was not to be. During the course of a discussion with him on the current vagaries of VIA, we were also reminded of the fact that the 125th anniversary of regular passenger and freight service over the Brockville and Ottawa Railway from the railway's terminus took place this past December 31st. Given your News Editor's insatiable interest in the fortunes of this line and its famous tunnel, it would have been nothing short of scandalous to let the date go by without some form of acknowledgement. Sensing this, Doug volunteered to the breach and was able to dig up the following fascinating description of the B&O's station, terminal, and wharf facilities in Brockville. It has also been possible to find an 1874 drawing of the facilities and an early photograph.

"At last we have the passenger cars arriving at, and taking their departure from, the river terminus. Brown, Row & Co., have completed their contract on the tunnel section, and only wait the payment of the percentage retained while the work was progressing. A very neat, comfortable, and at the same time commodious station house and freight house has been erected at the wharf, as well as a good platform. All these indicate that steady progress has been made, and now the town possesses a railroad terminus in full working order both in front and rear. (The B&O harbourfront and The G.T.R. facility, now CN, respectively ... Ed.)

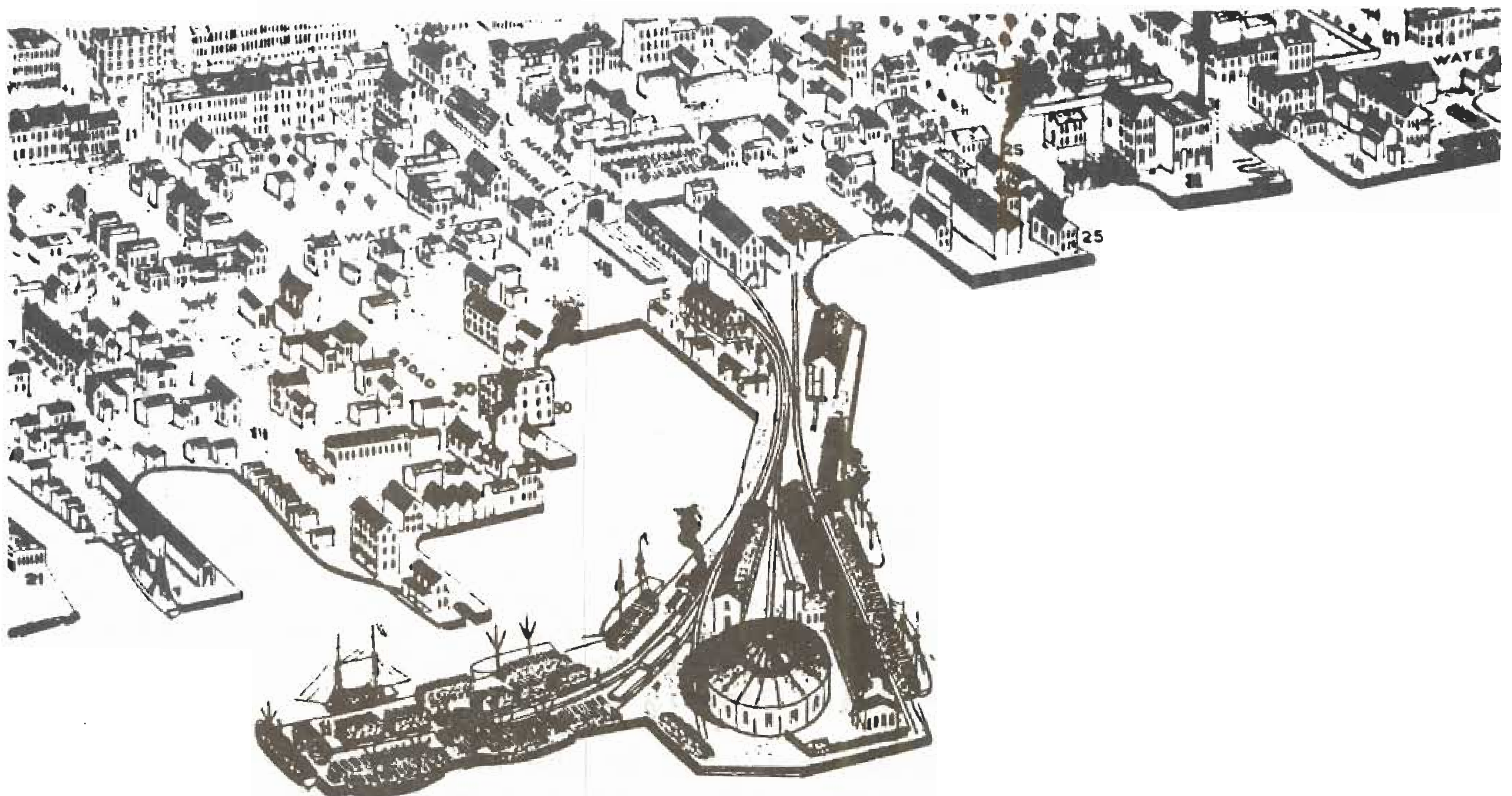
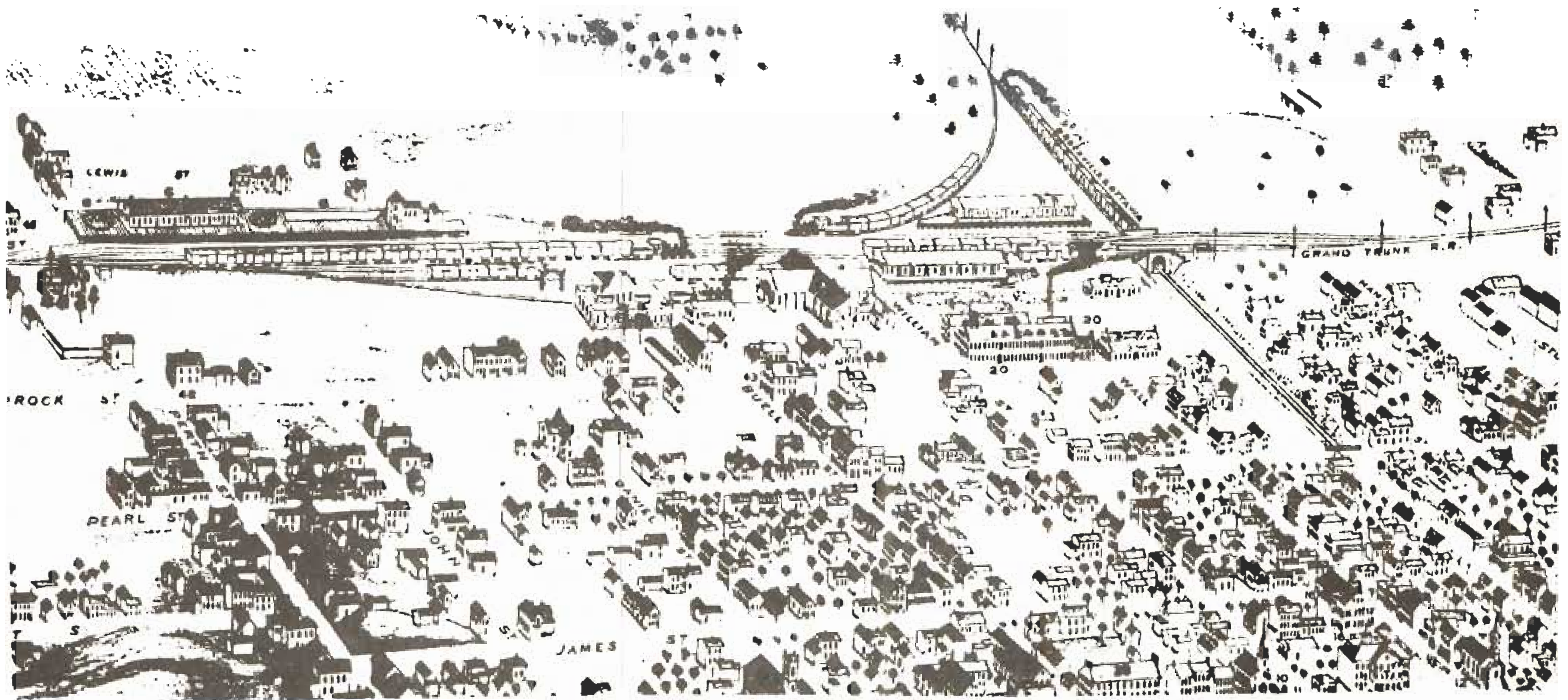
Walk on a little way down the wharf. Here, upon what used to be the 'Block House Island' stands the best engine house in Canada. We believe no one will dispute that assertion. It was built by Mr. J.C. Foster, well known as a talented contractor. The engine house is circular in form, with substantial walls, and a roof as beautiful as it is light and durable.

The building is 156 feet in circumference, and contains a turntable and ten pits for engines. From the bottom of the turntable to the top of the dome the distance is one hundred feet. The roof is supported by twenty trusses abutting into a circle in the centre of the roof, from whence also a flood of light enters to light the building, in addition to numerous windows in the walls. The dome is very ornamental, and is surmounted by a small locomotive. The roof is covered with tin protected by fire-proof paint. In preparing for the turntable and pits, about 600 yards of rock were excavated, and the whole cost is something less than \$20,000, including turntable and other fixings, about \$8,000 less than the Grand Trunk Engine House, we believe. Mr Foster's foreman, Mr John Cameron, superintended the work. All in all, the company have a first rate building, and the town a most imposing ornament, for which the contractors are deserving of public thanks.

Now that matters have progressed so well here, we think some little attention should be paid to the extension of the Brockville and Ottawa railroad to the rear, (the Ottawa River, as at this point in time, the line only extended as far as Almonte with a branch to Perth ... Ed). No doubt the position of the Grand Trunk Railroad has done much to retard the sale of bonds by Mr. Watson, who has been for some time in England, but it is a pity that a good paying road such as ours is, and must continue to be, should suffer in consequence of the corruptions and extravagance of the Grand Trunk. The traffic would be enormously increased if the road could only be carried to Roddy's Bay." (Brockville Recorder, January 10, 1861)

In addition to the buildings mentioned in the preceding account, the site also boasted two wood sheds, and a water tank inside the shop facility. Work on the shop and station was initiated in 1860 and included the laying of "permanent" track through the tunnel (which handled its first revenue loads on May 17, 1861) and the construction of a permanent bridge to effect a crossing beneath the Grand Trunk. Of stone arch construction, this bridge is still in service.

Time does not permit a full exploration of the construction of the B&O. Nevertheless, questions that come readily to mind are the arrangements for shop, engine terminal, and station facilities at Brockville prior to the opening of the wharf complex. Were arrangements concluded with the Grand Trunk or were temporary facilities constructed somewhere in the north end of the community? These, and other such themes are worthy of considerable future research. (Douglas N.W. Smith, Philip B. Jago)



A bird's eye view of Brockville, circa 1874. Above, the crossing beneath the Grand Trunk Railway. Below, the waterfront yard and engine facilities. Source, Adrien G. Ten Cate and H. Christina MacNaughton, eds. "BROCKVILLE, A PICTORIAL HISTORY", Kingston, Hanson & Edgar Limited, 1972. pp.241-242.



PHOTO PAGE

Looking west, the yards and terminal facilities in Brockville of the Brockville and Ottawa Railroad during the 1860's. Photo courtesy Public Archives of Canada, No. C 7066.

In this circa-1947 view, when Dorval and Malton were sleepy villages and not sprawling airports, Windsor Station's passenger service reached all points in Canada and many in the United States. Beneath the tower of the 1913 addition to the station, CP 0-8-0 #6935 switches a rake of cars. Sandwiched between the locomotive and CP mail and express cars are venerable baggage cars and coaches of the Delaware & Hudson. Who in 1947 would have expected the D&H, come Amtrak, service to be the last intercity trains to serve this CP bastion. Photo courtesy of Canadian Pacific Corporate Archives.



LAST INTERCITY PASSENGER TRAIN FROM WINDSOR STATION

by Douglas N.W. Smith

During its first decade, the Canadian Pacific Railway not only completed its celebrated transcontinental line to Vancouver but it also developed its network of major lines in eastern Canada. When the CPR syndicate took over the faltering transcontinental railway project from the Dominion government, the designated eastern terminus was Callander (now known as Bonfield), a point in the wilds of northern Ontario, which was not fated to benefit greatly from this honour.

Having taken over the project in February, 1881, CP swallowed the Canada Central Railway in June of that year, thereby effectively extending its lines to Ottawa and Brockville. In May, 1882, in order to extend its reach to Montreal, the company took over the western lines of the grandiloquently titled, but unprofitable, Quebec, Montreal, Ottawa & Occidental Railway from the Quebec government. Finding the QMO&O station at Hochelaga Street too far from Montreal's business district, construction rapidly started on a new terminus some 1.5 miles to the southwest at Dalhousie Square. CP moved into the new terminal in December, 1882 and it was from this station that the first transcontinental passenger train departed on June 28, 1886.

CP maintained its pace of construction in the west to build up feeder lines to the transcontinental line. Two lines figured prominently in the events leading up to the construction of Windsor Station in Montreal. The Ontario & Quebec Railway completed its direct line from Toronto to Montreal via Winchester in 1887. Work began on the Short Line from Montreal to the Maritimes in 1886 with the Atlantic & North Western Railway building the portion from Montreal to Sherbrooke. This included the trackage between what is now Montreal West and Windsor Station which was completed in 1888.

The decision to build a new CP terminal is attributed to CP's General Manager William C. Van Horne. Access lines to the Dalhousie Square Station were geared to trains operating over the former QMO&O lines from Quebec City and, via the North Shore line (Lachute Subdivision), from Ottawa. Trains from the O&Q and A&NW faced circuitous detours around Mount Royal to reach the station, thus placing CP at a competitive disadvantage with the Grand Trunk in the battles for passengers and freight in central Canada. The decision to move was also prompted by the fact that the business district was moving inexorably from the east end of the city towards Dominion Square.

Van Horne decreed that the new station be built on Windsor Street, hence its name. Such a location would give CP a direct route to the west and south, reflect the rising stature of the corporation, and provide suitable facilities for the company, which were then located at Place d'Armes. For those readers wondering, Windsor Street has not but disappeared but been renamed Peel Street.

Van Horne was a noted amateur architect and during the first thirty years of the CPR's existence, most stations and hotels would bear his imprint and those of his proteges. In 1886, he solicited a design for the new station from Bruce Price, a New York City architect who was a leading designer of hotels and residential complexes.

Van Horne rejected Price's first, second, and third designs as being too expensive. These plans featured an eight story tower equalling about one-half the frontage of the station. The earliest of the designs also bore a distinct resemblance to CP's Chateau Frontenac hotel in Quebec City, which was designed by Price in 1892.

Submitted in 1888, the fourth design was accepted. The massive tower of the earlier designs was eliminated, leaving but a small protrudance which today houses CP's corporate archivist, his staff, and sundry CPR relics. This design featured the "Romanesque" style which had been popularized by H.H. Richardson of Boston in the early 1880s. It should be noted in passing that one of Richardson's many commissions had been the designing of new stations for the Boston & Albany Railroad. Others have described the new facility as "Norman", reflecting the French Canadian character of Montreal.

Construction of the building took approximately one year. The speed of the work was attributed to the use of a new six-derrick system devised by the

builders, William Davis and Sons of Ottawa. CP's office staff moved into the building on February 1, 1889 and passenger service commenced with the arrival of the overnight joint CP-Boston & Maine train from Boston.

Indicative of the small scale of passenger operations at the time was the station's abbreviated 500 foot by 87 foot train shed which encompassed only four tracks. Ever the promoter, Van Horne had a sign with six-foot high letters erected to proclaim: "BEATS ALL CREATION-THE NEW CPR STATION". In spite of the speed of construction, however, the opening failed to beat the rival Grand Trunk who had completed their new Bonaventure Station in January of that year.

Windsor Station grew by leaps and bounds to keep up with demand for office space and passenger facilities. The original structure now takes up less than 10% of the space eventually occupied by the complex. Extensions were made in 1900, 1906, 1913, 1952, and 1954. The most significant for the passenger was the 1913 addition which was designed by the firm of Taylor, Watts and Painter. This phase saw the completion of the building along Windsor Street to Saint Antoine Street and included a massive tower. As well, the 1889 train shed was demolished and replaced by a train shed of the then new Bush design. The highlight of the addition was the construction of that trademark of the great city station, the glass roofed concourse. The expanded scale of passenger business since the station's opening in 1889 can be measured by the statistics of the new train shed which covered 4.4 acres over 11 tracks.

Over the years, in addition to CP, Windsor Station has hosted the trains of various other railways. The first was the St. Lawrence & Adirondack, a New York Central subsidiary. The St.L&A diverted its Montreal-New York trains from the Grand Trunk's Bonaventure facility to Windsor Station on August 16, 1892. By the early 1900s, the NYC had also initiated commuter service between Montreal and nearby Valleyfield. NYC service lasted until the 1950s. Through service between Montreal and Utica (New York) ended on April 26, 1953. This left an operation between Malone (New York) and Montreal, which also included the Valleyfield commuter service. All NYC passenger activity terminated in May of 1957.

The next foreign carrier to enter Windsor Station was the Rutland Railroad. The Rutland's line to Canada involved construction of a massive causeway across Lake Champlain, acquisition of trackage rights over the Quebec Southern Railway from Noyan to Iberville (Quebec) and over CP from Iberville to Windsor Station. Through service from Montreal to New York and Boston began on January 7, 1901.

The Delaware & Hudson was the next railroad to enter Windsor Station. Prior to October 1, 1917, the D&H operated its Montreal-New York trains over trackage rights on the Grand Trunk from Rouses Point to Bonaventure Station. As of October 1 of that year, the D&H began operating over the Napierville Junction Railway (a D&H subsidiary) with trackage rights from Delson (Quebec) to Windsor Station. Simultaneously, the Rutland quit Windsor Station and arranged trackage rights over the GTR from Rouses Point to Bonaventure Station. The D&H remained a fixture at Windsor Station until its last runs on April 30, 1971. The advent of Amtrak on that day meant the end of all international rail passenger services.

Surprisingly, on August 5, 1974, Montreal-New York City rail service over the D&H was restored by Amtrak. Consequently, the agreement between the D&H and CP was dusted off and once again foreign cars were seen in Windsor Station.

We would also be remiss not to mention that the station also hosted Canadian National rolling stock and motive power on a regular basis as it served as the Montreal terminal for the Quebec City-Montreal and Toronto-Montreal "Pool Trains" between 1933 and 1965.

The restoration of the former D&H service was the only good piece of news for the patrons of the facility over the last two decades. CP's own passenger business eroded rapidly during the 1970s. On October 28, 1978, the fleet standard bearer, "THE CANADIAN", departed Windsor Station for the last time prior to VIA Rail's assumption of the service. Next, the commuter service, which could trace its antecedents to an 1889 summer-only service between Montreal and nearby Vaudreuil, left CP's hands for those of the Montreal Urban Community Transportation Commission. The last run under CP auspices took place on September 20, 1982. VIA Rail's last intercity service to use the station,

the Montreal/Trois-Rivières/Quebec City trains made their final departure on April 28, 1984.

As the passenger service dwindled, CP made plans to demolish Windsor Station and build a mega-office complex on its land holdings in downtown Montreal. In anticipation of this, the platform tracks were moved some 400 feet to the west of the station in 1973. The waiting room was relocated to smaller quarters and the restaurant closed. Public protest over the loss of this historic structure and the uncertain political situation in Quebec in the mid-1970s, saw the project cancelled. Since that time, CP has undertaken the modernization of its offices in the building, thereby retaining this landmark structure to brighten Montreal's increasingly bleak skyline of faceless glass monoliths.

The curtain fell on the last intercity train service on January 12, 1986 with the early afternoon departure of Amtrak's "Adirondack" for New York City. That same evening, the train's Montreal-bound counterpart would terminate in CN's Central Station, forsaking the rough track of the Napierville Junction Railway, for the CN line from Rouses Point. This step has consolidated Amtrak's Montreal services in one location and reduced the cost of their operations in Canada.

After almost 97 years of service, Windsor Station will be used only by passengers whose destination is no more than 40 miles from its bumping posts. Still, unlike most railway buildings approaching their 100th anniversary, Windsor Station remains, actively fulfilling its original functions as CP's head office building and as a facility for the rail traveller. Like so many other CP ventures, this magnificent structure can be said to be done well in every way.

STEAMTOWN UPDATE

by Paul Bown

The consolidation of Steamtown's collection at Scranton, Pennsylvania was recently completed with the final move of rolling stock departing their former site at Riverside (Bellows Falls), Vermont on January 14, 1986. All locomotives have made the move, as has most of the equipment. What little is left at Riverside will be offered to the Vermont Historical Society - anything not acquired by them will be sold or scrapped.

Several of the locomotives, and much of the other equipment, were not moved on their own wheels. For example, ex-Norwood & St. Lawrence 2-6-0 #210 and ex-Lowville & Beaver River 2-8-0 #1923 were loaded on flat cars for the move, obviously costing a great deal of money.

The consolidation of the equipment at Scranton has given the Steamtown Foundation the opportunity to evaluate their collection. As a result, some moves are being made to trade-off duplicate wheel arrangements to obtain a more rounded collection, and at the same time give more representation from American railways, rather than from Canadian railways.

A tentative list of some of the trades 'in the works' is as follows - some may and others may not be achieved:

a) ex-CN 4-6-0 #1395 may go to the Boone & Scenic Valley Railroad in Iowa. They own a Norfolk & Western 4-8-0, presently at the Ohio Railway Museum. The Iowa group feels that the 4-8-0 is too heavy for their line, so they have hired an expert from the Strasburg Railroad to evaluate both #1395 and the 4-8-0 to determine which would be more appropriate. If the 4-8-0 is deemed to be too heavy for their line, it will move to Scranton and #1395 will travel to the Boone & Scenic Valley.

b) ex-CN 4-6-0 #1551, which has been under restoration by Steamtown for several years to make it operational (all the necessary parts are on hand), has been traded to a Mr. Jacobson for an operating 0-6-0, the identity of which I am not aware.

c) ex-Lackawanna 2-6-0 #565, at Scranton but owned by Don Ball, has been sold to someone in or near Toronto. This is the only engine at Scranton that is representative of Steamtown's Scranton ex-Lackawanna location. To keep #565 at Scranton, Steamtown has traded their ex-CN 2-6-0 #96 for #565. The 96 is

presently at Binghamton, New York for the winter, and will move to the Toronto area via Niagara Falls in the spring. We would appreciate any information you the readers could provide regarding where this engine is going.

d) Steamtown would also like to acquire ex-CP G5 4-6-2s nos. 1238 and 1286 presently owned by the bankrupt Alleghany Central in Covington, Virginia. If these engines can be acquired, Steamtown would have a pool of five identical locomotives (they presently have nos. 1246, 1278, and 1293), and this would go a long way towards alleviating mechanical and parts problems.

As for operations at Scranton, Steamtown was forced to run their trains with diesels through most of their 1985 season, due to ex-CP G5 4-6-2 #1246 suffering firebox damage, and ex-CPR G3 4-6-2 #2317 blowing a cylinder head just after returning to service after being converted back to a coal burner. No. 2317's cylinder damage was repaired in time for the Railfans weekend in November, 1985 and #1246's firebox has been repaired.

A recent inspection of #2317 to obtain a tube extension revealed other problems. When the grease cellars were dropped it was discovered that three driving boxes were cracked - these will be repaired over the winter, however, this will delay work on ex-CP G5 4-6-2 #1293. It was hoped to have #1293 ready for service in 1986.

With two steam locomotives ready for service, and the collection now moved to Scranton, a visit to Steamtown's new site is well worthwhile. The Lackawanna station is now a Hilton hotel (THE LACKAWANNA HILTON) - the decor is magnificent, the location for a railfan is superb, and reasonable weekend packages are available.

CTC DECISIONS

BENCH DECISION SAVES P.E.I. LINE: The Railway Transport Committee (RTC) has denied a Canadian National application for permission to abandon the operation of the Kensington Subdivision from Linkletter (mileage 19.45) to Tignish (mileage 84.61). Losses for the line between 1981 and 1984 range from \$486,954 to \$763,431. The decision to retain the line was welcomed by local potato farmers who had lobbied strongly for its retention. The decision will be reviewed in three years. (14-11-85)

EQUIPMENT RESTRICTIONS: The RTC has granted a request from the Algoma Central Railway to forgo the installation of journal roller bearings from a total of 163 cars which are held in captive service on the railway. These cars are not to be used for interchange and are stencilled accordingly. (19-11-85)

CROSSING IMPROVEMENTS: Canadian Pacific has been ordered to improve its protective devices and track circuits at mileages 106.24 (Montee Bigras), 107.28 (Chemin Industriel), 109.73 (Boulevard Lorrain), and 111.40 (Boulevard Labrosse), of the Lachute Subdivision in Gatineau (Quebec). The order is in response to a request from the municipal council following an unusual spate of crossing accidents. (02-12-85)

CONRAIL ACQUIRES LINE IN QUEBEC: After several years of deliberation, which was complicated by the transfer of the Canada Southern Railway in south western Ontario to CN and CP, the Consolidated Rail Corporation (Conrail) has received official CTC permission to acquire the leasehold and stock interests in the St. Lawrence and Adirondack Railway Company (see also the article on Windsor Station on Page 8).

The line consists of a combination of roughly 57 miles of owned and leased trackage between Malone (New York) and Adirondack Junction (Quebec), on the south shore of the St. Lawrence River across from greater Montreal. The St. L&A owns the line between Malone (New York) and Valleyfield (Quebec) and then leases 12.76 miles of track between Valleyfield and neighbouring Beauharnois from Canadian National. It then owns the 14.5 mile section from Beauharnois to Adirondack Junction. Conrail then has trackage rights over Canadian Pacific into both St. Luc Yard and Windsor Station. Prior to 1982, the company also had a line between Malone (mileage 0.0) and the international border (mileage

10.25). This was abandoned and the agreement for running rights concluded with CN.

From a corporate perspective, the St.L&A was leased to the New York Central Railroad on November 2, 1936 for a period of 999 years, effective January 1, 1937. (03-12-85)

TRACKAGE ABANDONED: Canadian Pacific has received permission to abandon the balance of the Victoria Street Spur in Kitchener (Ontario) from mileage 13.4 of the Waterloo Subdivision between "chainage 9+25 and 42+00". The affected line has been without revenue shippers for some time. (10-12-85)

SPUR GONE: Canadian National has received permission to abandon operation of a portion of the Milton Town Spur (Ontario) between mileage 0.55 and mileage 1.34 with headblock at mileage 33.58 of the Halton Subdivision. As in the Waterloo Spur case, the line is currently unused. (10-12-85)

PUBLIC HEARING RE-SCHEDULED: On January 28, 1986, the RTC reconvened its public hearing of September 26, 1985, to review a Canadian Pacific application to abandon a portion of the Shore Line Subdivision (New Brunswick) between mileage 10.0 and Lepreau (mileage 22.5). (20-12-85)

AMENDMENT TO DECISION RESPECTING MANIWAKI SUB. ABANDONMENT: In the wake of an agreement between various government bodies in the Ottawa-Hull region and CP Rail concerning the status of the Maniwaki Subdivision between Laman and Wakefield (Quebec), the RTC has amended its order with respect to the abandonment of the line. Pending the conclusion of a successful agreement between all concerned, the abandonment of the Laman to Wakefield section has been adjusted to June 1, 1986. The date for the abandonment of the Wakefield to Maniwaki section still remains, however, as December 31, 1985. (20-12-85)

DESERONTO SPUR IN JEOPARDY: The RTC has served notice that it will be determining whether it is necessary to conduct a public hearing into a Canadian National application to abandon its Deseronto Spur (Ontario) between Napanee (mileage 1.50) and Deseronto (mileage 6.36). The line is located at mileage 199.08 of the Kingston Subdivision. No traffic has been handled on the line since 1980. (A full history of the trackage appears in Donald Wilson's excellent work "LOST HORIZONS" on the Rathbuns and the Bay of Quinte Railway.) (09-01-86)

Just Ask the Conductor: (The following was written by J.W. Day, the CN operator at Sydney Mines, Nova Scotia. Members Don Gaw and Rolly Lafleur will be especially interested!)

To explain the inexplicable, people call on God - as in: "Only God knows", or "It must be God's will", or "It's in God's hands now" . . .

But I have found, while riding the train, that when the inexplicable happens, people go over God's head and ask the all-powerful conductor. This poor mortal is asked to answer more questions and do more out-of-the-ordinary things for passengers than anyone would dare ask of God.

Who else would stop in the middle of a work day to help herd a farmer's cows, sheep or horses back inside their grazing fence? Who else would delay his "All-Aboard" call a little for the completion of a passenger's goodbye kiss? Who else would stand up to the big, hairy, beer-drinking sports fans on their way to that big game and keep them quiet for the comfort of other passengers?

In the last issue of Vialogue you asked how we would explain train delays to our passengers ("Take up the challenge", p. 6). Well, I couldn't. I don't think there is any human being that could. I don't think God could.

But don't be dismayed. There is someone with all the answers.

Just ask the conductor . . . (Vialogue, November 1985)

You Know They're Hooked When . . . your two-year-old son would rather watch train videos than the Saturday morning cartoons! (Paul Bown)

ALONG THE RIGHT OF WAY

WITH YOUR EDITORIAL STAFF

CNRAIL STRANGER ON VANCOUVER ISLAND: SW1200RS #1335 was assigned to Victoria, B.C. in December. Power on the island is usually GMD1 nos. 1000, 1002, and 1003. (Paul Smith)

OPERATING TIMETABLE SUPPLEMENT ISSUED: Effective January 12, CN's former Canada Southern line has been incorporated into the Great Lakes Region through the issuance of a timetable supplement. The line involved originates at Hewitt (Welland) in the east and reflects operations through to the 12th Street Yard in Detroit, Michigan. As well, the Leamington Subdivision has been added, and also the running rights operation over Chessie's line from Fonda to Chatham. (David Stremes)

WHO SAID SPADINA ROUNDHOUSE WAS EMPTY?: Over the Christmas holidays, Spadina Roundhouse in Toronto was used to house as many GP40-2L(W) units as it would hold, all the while patrolled 24 hours a day. The previous winter, several units were stored in National Steel Car's Hamilton plant. (David Stremes)

POWER TRANSFER: On January 5, Toronto-Sarnia Train #411 was headed by 13 diesels: GP40-2L(W) nos. 9562, 9531, 9512, 9458, 9583, 9526, 9509, 9592, GP40 #9312, F7Au #9167, GP9 #4417, GP9 #4230, and SW1200RS #1346. (David Kettle)

OOPS: On January 11, GP40-2L(W) nos. 9571 and 9435 (third and fourth units) and 30 cars of Train #428 derailed on the Lac St. Jean Subdivision near Lac Edouard. Lead units were sisters nos. 9506 and 9524. (Earl Roberts)

 STRANGERS IN OTTAWA: On December 16, brand-new GP38-2 nos. 3062 and 3063 operated on Montreal-Ottawa Trains nos. 85 and 86 before heading to their new home in Winnipeg. (Mike Tessier)

BRIDGE WORK: Crews were noted in -25 degree C. weather carrying out redecking work on the southern end of the Prince of Wales Bridge during the week of December 16. (Ray Farand)

LUCKY MOTORIST: On December 22, RS-23 #8027 collided with a car at Manotick Station on the little used Prescott Subdivision. Miraculously, the motorist walked away from his demolished car with only minor injuries. (Bruce Chapman)

LOTS OF UNITS: On December 21, Train #916 was headed by nine units: M-636 #4730, M-630 nos. 4569 and 4557, followed by leased former B&O GP40 nos. 3726, 3723, 3705, 3735, 3711, and 3719. The next day's Train #916 was headed by M-630 #4512, M-636 #4725, C-424 #4225, and M-630 #4565, followed by leased former B&O GP40 nos. 3722, 3734, 3700, 3704, 3728, and 3724. The 12 leased units were enroute to Brownville Junction, Maine for storage over the holidays. (Mike Tessier and Steve Waller)

LEASED UNITS HEADING TO STORAGE: On December 21, Train #501 through Smiths Falls was powered by SD40-2 #5732 and leased Algoma Central SD40-2s nos. 183 and 184. Upon arrival in Toronto, nos. 183 and 184 were stored for the holidays along with most of the leased former Conrail GP38's and former B&O GP40 units. (Mike Tessier)

MULTI-MILLION DOLLAR DERAILMENT: On December 31, the last 8 of the 12 units, and 36 of the 90 freight cars on Montreal-Toronto Train #505 derailed near Sharbot Lake, Ontario (mileage 32 of the Belleville Subdivision). Many of the derailed cars carried containers, some with toxic chemicals, with some landing in the adjacent Sucker Lake. A dyke was constructed to contain any of the toxic chemicals that might have leaked into the lake. As well, several thousand gallons of diesel fuel from ruptured fuel tanks on the units were sponged off the ice. During the first six days of the clean-up operation, Montreal-Toronto freight trains were rerouted over CP's Brockville Subdivision between Smiths Falls and Brockville and over CN's Kingston Subdivision between Brockville and Brighton, or over CN's Kingston Subdivision between Dorval and Brighton. While nobody was injured in the accident, damage was in the millions of dollars.

The units that derailed were (in order) SD40-2 #5743, SD40-2 #6047, SD40 #5537, SD40-2 #6011, SD40-2 #5918, SD40 #5546, SD40-2 #5736, and SD40-2 #6008,


with several, especially #6008, being extensively damaged. The first four units on the train (SD40 #5538, SD40-2 #5982, SD40-2 #5945, and SD40 #5551) were not damaged. The Toronto and Montreal auxiliaries spent more than two weeks cleaning up the mess with part-time assistance from the Sudbury crane. (Bruce Chapman, Colin Churcher, and Mike Tessier)

'BILLBOARD' UNIT: SD40-2 #5698, specially painted to advertise EXPO 86, was released from Ogden Shops in Calgary on December 20. She was noted leading SD40 nos. 5540, 5512, and 5503 on Train #928 out of Toronto on December 27; on December 29 she led M-636 #4728 and new GP38-2 nos. 3080 and 3077 on Train #500; on January 4 she led SD40 #5540 and M-630 #4563 on Train #904 into Montreal. She headed west the next day on Train #927. No. 5698 has a broad diagonal white band at the rear of the long hood which carries the words "EXPO 86 - Vancouver". The CP multi-mark has gone for the duration. By February, 1986, another five units will receive the same treatment. (Mark Walton, Steve Waller, and Mike Tessier)

HEADING HOME: On January 4, Montreal-Ottawa Train #85 included the National Research Council's former CP Dynamometer Car #62, deadheading home after testing on CP. (Mike Tessier)

NEW ARRIVAL: Noted at Glen Yard in Westmount, Quebec in January was former Amtrak coach #5476 which is to be converted to CP Track Geometry Car #64. The car was built by Pullman-Standard in 1954 as Florida East Coast "HOLLYWOOD", and later became Seaboard Air Line #6273, followed by Seaboard Coast Line #5476 and Amtrak #5476. (Bill Dickie and Bruce Chapman)

GRAIN HAUL: New GP38-2 nos. 3077 and 3080 hauled 70 cars of grain from the elevator at Prescott (Ontario) on January 16. (Bruce Chapman)

 OUCH: On November 4, a dump truck drove into the side of FP9A #6507 and F9B #6627 on the eastbound 'SUPER CONTINENTAL' at Fraser Mills, a few miles east of Vancouver. Both units were damaged and the train was annulled. In mid-December, #6627 was noted heading east through Ottawa in the middle of CN Train #308 enroute to Montreal for repairs. (Martin Berube and WCRA NEWS)

REVERSE MOVE: On December 11, Ottawa-Montreal Train #30 was halted at Michael Street in Ottawa when the conductor discovered that three passengers holding tickets for Ottawa-Toronto Train #41 had accidentally boarded his train. The train then backed up the mile-or-so to Ottawa Station so that the three confused passengers could head west rather than east. (Ross Carruthers)

STRANGE CONSIST: On December 18, Toronto-Ottawa LRC Train #40 was replaced by FP9A #6512 and four conventional cars. Bringing up the rear was deadheading RDC-1 #6129. The whole train left town as Train #34 to Montreal. (E. Roberts)

HELP NEEDED: On December 19, FPA-4 #6786 on Ottawa-Toronto Train #43 failed just clear of Ottawa Station. CN high-speed GP9 #4365 was summoned from Walkley Yard and the whole affair left town some 2 1/4 hours late. On the same day, Montreal-Ottawa Train #31 was replaced by buses, as was Ottawa-Montreal Train 36 which uses the equipment from Train #31. (Philip Jago)

STRANGER ON THE 'CANADIAN': On December 21, the 12-car 'CANADIAN' arrived in Vancouver powered by CP GP35 #5020, helping FP9A #6542, F9B #6626, and FP9A #6514. The 5020 had been added at Calgary, as the VIA units were not equipped with a pressure-maintaining brake system (FP9Au nos. 6300-6314, a few of the lower-numbered 6500 series FP9A units, and former CP 'FP' units 6550, 6553, 6557, 6566 and 6569 are so equipped). (John Cowan and Bruce Chapman)

HOLIDAY VARIATIONS: Leased CN GP40-2L(W) #9420 powered two round-trips between Toronto and Ottawa, arriving in Ottawa on Train #44 on December 24 and 26. Sister #9426 arrived on Train #44 on December 27. LRC #6922 pulled a steam generator and five or six cars on four round trips between Toronto and Ottawa, arriving in Ottawa on Train #44 on December 28 and 30, and January 1 and 3. Train #44 arriving on January 5 was powered by CN GP40-2 #9513 and VIA FPB-4 #6864. (Earl Roberts)

'SILENT' RDC: On December 27, a Toronto to London RDC was delayed 85 minutes as its bell and horn were rendered inoperative due to freezing. The bell was thawed out, and since the horn on the rear was operational, the RDC was turned around. (Mark Walton)

STEAM PROBLEMS: After November 1, the 'CANADIAN' between Montreal and Sudbury has included a steam generator car to back up the steam generator in the lone locomotive. Between December 15 and January 5, the four or five car 'CANADIAN' was powered by either two 'A' units or an 'A' and 'B' unit, thus providing 'insurance' power and heating capacity. An exception was on December 22 when leased CN GP40-2L(W) #9414 was the lone unit assigned to the westbound 'CANADIAN', towing a balky steam generator car that could not be readily fixed in Ottawa. As there was no spare steam generator car here, FPA-4 #6767, pointed east for Train #36 to Montreal, was 'borrowed' and the 'CANADIAN' left town almost two hours late. The steam generator car was repaired in time for Train #36's departure to Montreal. Guess it wasn't intended to have a CN GP40-2L(W) unit travel over CP's Chalk River Subdivision! However, GP40-2L(W) #9412 did operate from Montreal to Sudbury on the 'CANADIAN' on January 12, returning the next day on the eastbound 'CANADIAN'. (Ray Farand, Martin Berube, and Earl Roberts)

BACK-UP UNIT ON HAND: Over part of the holidays, FPA-2u #6758 was the back-up unit at Ottawa Station, however, on December 31 she was called upon to replace CP RS-18 #8785, which arrived in Ottawa on the eastbound 'CANADIAN' along with FPB-4 #6863. No. 8785 was substituting for FPA-4 #6774 which had had a minor derailment on the westbound 'CANADIAN' the previous day. (P.S. #6758 was removed from service early in January and retired). FP9A #6512 was moved to Ottawa as the replacement back-up unit. The westbound 'CANADIAN' arrived in Ottawa on January 6 powered by CN GP40-2L(W) 9423, which was replaced by #6512 - #9423 returned to Montreal on Train #36. Back-up power at Brockville was CN high-speed GP9 #4360. (Diane and Philip Jago)

HEAVY PASSENGER LOADS OVER HOLIDAYS: The 'ATLANTIC' between Montreal and Halifax operated most days over the holidays with an 'A-B-A' MLW power set and some 13 to 14 cars. The 'OCEAN' between Montreal and Moncton ran up to 14 cars powered by three CN GP40-2L(W) units and two steam generators. Also, the cars between Montreal and Gaspé, normally handled as part of the 'OCEAN' between Montreal and Matapédia, operated as a separate train, powered by two leased CN GP40-2L(W) units. Extra trains also operated on the Montreal-Toronto route most days over the holidays. (Doug Smith)

MORE CROSSING ENCOUNTERS: On January 8, the westbound 'CANADIAN' was broadsided by a tractor trailer at the Highway #17 crossing at Haley Station (near Renfrew), derailing and disabling Steam Generator Unit #15420 and damaging FPA-4 #6760 and the four passenger cars (Baggage-Coach #9301, Coach #120, Skyline Dome #500 and Sleeper 'ELGIN'). Miraculously, the truck driver survived the collision. CP M-636 #4723 and M-630 #4551 were sent from Smiths Falls to haul the passenger cars back to Ottawa from where VIA FPA-4 #6778 forwarded the cars to Montreal for repairs. The eastbound 'CANADIAN', which was running late, was turned at Sudbury, with the passengers bused from Sudbury to Montreal. As well, passengers off the derailed train were taken to Sudbury by bus. As a result of the derailment, CP freight Train #482 (powered by SD40-2 #5720, M-636 nos. 4735 and 4700, and new GP38-2 #3071) was detoured over CN's line from Pembroke to Ottawa, and then over CP's Lachute Subdivision to Montreal. Damaged FPA-4 #6760 was brought to Ottawa on January 10 by CP RS-18u #1811 and forwarded to Montreal on CP Train #86 on January 14. Steam Generator Unit #15420 was hauled to Montreal via Smiths Falls.

On January 14, the westbound 'CANADIAN' was again the victim of a vehicle running into the train when a car hit FPA-4 #6768 at the Moodie Drive crossing in Bells Corners. Miraculously, the driver of the automobile was not seriously injured and the train was only delayed for 25 minutes. (Mike Tessier and Bruce Chapman)

HELPING HAND: LRC #6905 on Toronto-Ottawa Train #40 experienced frozen brakes at Brockville on January 14, and was helped into Ottawa by following train #44. The LRC set was hauled to Montreal the next morning by CN HR412(W) #2580 as a passenger extra. Train #34 to Montreal, which normally uses the equipment off Train #40, was covered by the equipment that had arrived from Montreal as Train #33 and was scheduled to become Train #45 to Toronto. Train #45's passengers were bused instead. (Philip Jago)

HELPING HAND: On January 15, Train #44 arrived behind CN GP40-2L(W) #9423 and VIA FPA-4 #6778. The two units operated on Train #49 to Brockville, Train

#48 back to Ottawa, and then Train #43 to Toronto. (Earl Roberts)

BAGGAGE CARS SOLD: Seven of the ten VIA Rail baggage cars leased to Amtrak early in 1985 have been purchased by Amtrak. Acquired were nos. 9634, 9638, 9641, 9643, 9651, 9652, and 9660 which now carry numbers in the 1000-1006 group. They are 'cleared' for speeds up to 105 mph. Returned and retired were nos. 9640, 9659, and 9669. (Thomas Higgins)

MOTHBALLED: All five Tempo Cafe-Bar-Lounge cars (nos. 340-344) are stored at VIA's Mimico Maintenance Base in Toronto. Now that alcoholic beverages can be served in coaches, these cars are no longer required for the service for which they were built. (David Stremes)

MISCELLANEOUS

COLOUR CHANGE COMING SOON: It appears that British Columbia Hydro's diesel units will soon be painted red, white, and blue in place of the traditional yellow and red. (WCRA NEWS)

BC RAIL UPDATE: Further to the January BRANCHLINE, the three units involved in the BC Rail derailment at mileage 63.4 of the Squamish Subdivision were SD40-2 nos. 751 and 761 (not #763 as reported) and M-630 #705. All three have been hauled back up the embankment and shipped to the Squamish Shops for repairs. Added to the list of damaged units are M-630 #721, SD40-2 #762, C-425 #810 and RS-10s #579 - they were damaged on December 22 when the three road units collided with the 579 which was switching at the north switch of the Squamish Yard (#579 was retired in January). Two days later, a northbound freight hit a broken rail near Onward, B.C. - the lead unit (SD40-2 #754) made it over the broken rail, however, the middle unit (M-630 #714), the trailing unit (M-630 #706), and 19 freight cars derailed into the ditch. (Paul Smith)

UP ON BLOCKS: E.B. Eddy's (Hull, Quebec) 50 Ton GE switcher has had her trucks shipped out for repair and is sitting on blocks. Their standby 25 Ton GE switcher has been pressed into service. (David Stremes and Bruce Ballantyne)

ON THE MOVE: Former CP Business Car #10 (now lettered 'JD5'), stored for some time in Oakville, Ont., has been moved to the Sandra Instant Coffee Limited plant in Ajax, Ont. where she now keeps company with former CN Business Car 'PACIFIC'. (David Stremes)

RAILS TO BE DE-ICED: The Toronto Transit Commission has ordered a de-icing vehicle for the Scarborough 'RT' line which will coat the third rail with anti-freeze. Several delays have been encountered due to ice buildup. (Mark Walton)

MORE 'B' UNITS IMPORTED: On December 15, former Milwaukee F7B #121B was noted on a flat car, accompanied by four trucks on another flat car, enroute through Toronto to North Bay, presumably to be converted to an Auxiliary Power Unit for Ontario Northland Railway passenger service. Another Milwaukee 'B' unit was noted the same day near Agincourt Yard, however, the number was not identified. (Steve Waller)

NOT ALL RENUMBERED YET: The January, February, March, 1986 issue of the Locomotive Newsmagazine EXTRA 2200 SOUTH includes an October, 1985 roster of SOO LINE units, including the renumbering of the recently merged Milwaukee units and most of the SOO units. The listing is of interest, as SOO LINE's SD40 and SD40-2 units operate in and out of Toronto on CP Trains nos. 500 and 501. Renumberings are:

MODEL	ORIGINAL NOS.	NEW SOO NOS.
SD40-2	MILW between 16 and 209	6300-6388
SD40	SOO 737-756	6600-6619
SD40-2	SOO 757-765, 767-781, 783-789	6620-6650
SD40-2	SOO 6601-6604, 6606-6623	6651-6672

Steve Waller noted several SOO units in Toronto in December, including nos. 737, 785, 6615, 6622, and 6623. Obviously not all 700 series units have been renumbered, and one wonders whether Steve saw SD40 #6615 (ex-752), or was it SD40-2 #6615 (soon to be #6664)? (Earl Roberts)

ERRATA: Further to the report on page 13 of the January, 1986 BRANCHLINE, the former CP sleeper acquired by the National Museum of Science and Technology was formerly the 'GRASSY'. The car was built in 1922 by National Steel Car and CPR as 12 section and 1 drawing room sleeper 'NOLAN', and was modified in 1952 to 14 section sleeper 'GRASSY'. It in turn was converted to work car #411288 in October, 1960. (Bruce Chapman)

THE INFORMATION LINE

STATION BEING RENOVATED: The Federal Government has awarded a \$339,631 contract for the renovation of the Dorion (Quebec) station on the Montreal-Rigaud commuter line. Work started on the project on November 1, 1985 and completion is scheduled for late spring, 1986. The station will be rebuilt with new materials to match the original architectural style. Coincident with the work, the old water tower base will be demolished to permit an enlarged parking lot. The Dorion station was known for many years as Dorion-Vaudreuil, however, the Montreal Urban Community Transportation Commission changed the name to Vaudreuil in the spring of 1985. Protests from Dorion council led to the station being designated as Dorion in late October, 1985. (THE CHRONICLE)

STATION TO BE REFURBISHED: The Brockville (Ontario) station will soon undergo a \$140,000 interior renovation. Included will be an expansion of the waiting room and renovations to the ticket office and washrooms. No funds were made available for exterior renovations. (Philip Jago)

WELL TRAVELLED STATION: The station at Agassiz (British Columbia) was recently donated to the town by CP Rail. The station was moved about half a mile for conversion to a museum, leaving VIA Rail's passengers stationless. A few weeks later a station appeared, complete with the station board "LUMSDEN". Where is Lumsden, you ask? Lumsden is on CN's Craik Subdivision, 18 miles north of Regina (Saskatchewan) and lost its passenger service on May 31, 1985 when the "SUPER CONTINENTAL" was reinstated. Shortly after the station's arrival in Agassiz, the correct station name was installed. (John Cowan)

EXHIBIT UNVEILED: An exhibit entitled "Gare de Palais Quebec Palais Station" will be displayed at Montreal's Central Station from January 9 to March 9, at Toronto Union Station from March 13 to May 10, and at Ottawa Station from May 15 to July 13. (John Godfrey)

TRACKAGE PRESERVED AS HISTORIC MONUMENT: Newfoundland's "Trinity Loop" has been preserved following the diligent efforts of retired Terra Transport trainman Clayton Cook and several local Newfoundland municipalities.

The two kilometer loop or spiral was once part of the now abandoned Bonavista branch and links Shoal Harbour with Bonavista. Though by no means as imposing as the famous spiral loops and tunnels on CP Rail's main line through the Rockies, the loop is the only one of its kind on CN.

The loop was constructed in 1911 after considerable difficulty was encountered in obtaining a suitable route between Trinity and Bonavista bays to the sea. A relatively straight route would have resulted in an impossible gradient.

By utilizing the loop, trains coming from Shoal Harbour to Bonavista would cross a bridge and proceed around the loop to emerge beneath the bridge and continue along the edge of a steep ravine down to the town of Trinity. (CN KEEPING TRACK, December, 1985, merci à Jacques Beaubien Jr.)

WILL GENERAL ELECTRIC BUILD LOCOMOTIVES IN CANADA?: A CN Rail official confirmed in December that General Electric is considering buying CN's Moncton, New Brunswick shops to manufacture locomotives. However, the official said that CN had not decided whether it will keep the Moncton repair shops operating or sell the facility to General Electric.

Moncton has been holding its collective breath as to what will happen to the shops ever since CN indicated that it was conducting an in-house survey of its repair operations with an eye to consolidating them. The results of the study are not expected to be known until sometime in 1986.

In the meantime it appears that the S-13 switcher rebuild program has been suspended after only 12 of the intended 39 units were rebuilt into the 8700 series. (Thanks to Bruce Chapman)

NAME CHANGE: CN Marine is to become Marine Atlantic Inc., a full crown corporation operating 24 ships on nine ferry and coastal service routes. CN Marine was established in 1979 as a CN subsidiary. (Bruce Chapman)

TENDER CALL: Canadian Pacific has called for bids on a new ferry to replace the "TRAILER PRINCESS" on the Vancouver-Nanaimo, B.C. route. (Bruce Chapman)

PRICE BREAK WAS IMPLEMENTED: As referred to in the January, 1986 BRANCHLINE, Montreal commuters riding the MUCTC trains between Montreal West and Windsor Station, and between Val Royal and Central Station, now pay the same single ticket fare as those passengers travelling on the MUCTC's subway or buses. Previous to January 1, 1986, rail passengers within the Montreal core paid twice the subway and bus fare. (Mark Walton)

STEAM 'SANCTUARY': It is likely that the state of Pennsylvania is the best 'sanctuary' for working steam locomotives in the U.S.A. Steam operates on the Gettysburg Railroad, Rail Tours at Jim Thorpe, the Wanamaker, Kempton & Southern at Kempton, the New Hope Steam Railway, the East Broad Top at Orbisonia, Steamtown at Scranton, the Strasburg Railroad, as well as on the Blue Mountain & Reading (which includes ex-CP Royal Hudson #2839). In addition, ex-Reading 4-8-4 #2102, based in Pittsburgh, operated on four excursions in the fall of 1985. (THE 470, Monthly Newsletter of 470 Railroad Club, via Paul Bown)

TIME WILL TELL: The Vermont Department of Transportation claims that Super-trains could operate on a 3 hour, 20 minute schedule between Montreal and New York City! (Bruce Chapman)

BRITANNIA STATION, POSTSCRIPT, OTHER STATIONS:
The 1893 timetable shows a station called "SKEAD", 2.7 miles east of Britannia and 2.5 miles west of Ottawa (Broad Street Station). As mentioned in the article on Page 4 and my earlier story, this subsequently became Westboro. In this timetable and the 1907 version, a station is also indicated at Bells Corners. Both Skead and Bells Corners were unmanned and served as flag stations for the single Brockville local. (Michael Iveson)

DIESELS ARE FINE

by Frederick B. Guacci

'Tis the age of shiny steel and paint,
Where diesels roam and steamers ain't
The shriek of the whistle is gone forever,
Replaced by the air horn that will endeavour.

The action of the valve gear is remembered by most,
It turned the huge drivers in a plume of smoke,
The action of the valve gear in a diesel is unseen,
Unless you look inside I mean.

The only thing common is the gauge of the track,
And of course the exhaust still comes out of the stack,
The trackmen work faster with fewer a man,
Pounding in the spikes with a mechanical hand.

My memory of steam is from my mom and dad,
So now I work in a diesel cab,
Trains still go by through night and day,
Vacant of people along the way.

A single huge Northern can pull more cars than few,
Now the heavier the train the more diesels are M-Ued,
To shovel the coal was hard on the spine,
Enginemen today think diesels are fine.



THE MOTIVE POWER SCENE

WITH EARL ROBERTS



Special thanks this month go to Bruce Chapman, Colin Churcher, Ray Corley, and Paul Smith.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1985 TRACKSIDE GUIDE, eg. (p1-23).

CNRAIL REBUILT: S-13u #8711 (ex-#8502). It appears that plans to rebuild the 27 remaining 300, 8500 and 8600 series units into the 8700 series have been shelved.

CP Rail NEW ARRIVALS - (p1-29) New GP38-2s up to #3080 (of the 3041-3085 group) had been delivered by the end of 1985 with the last five of the order expected by the end of January. An additional 50 (3086-3135) will be delivered between March and May, 1986.

INTO SHOPS FOR REBUILD PROGRAM - QNS&L #204 (to emerge as CP #5400); GP9 8683. (GP9 nos. 8647 and 8695 will soon follow #8683).

RETIRED - 26 ALCO/MLW switchers, leaving only 20 of the original 222 units with the 539 engine block on the roster:

(p1-35) S-3 nos. 6509, 6527, 6529, 6537, 6545, 6549, 6552, 6568, 6580, 6588, 6592, and 6594;

(p1-35) S-10 nos. 6609 and 6612 (last of model);

(p1-36) S-2 nos. 7011, 7020, 7029, 7032, 7034, 7061, 7080, 7089, and 7090;

(p1-37) S-4 nos. 7099, 7017, and 7108.

OLD FRIEND GONE TO SCRAPPER: Retired S-3 #6538, a familiar sight in Ottawa, the last unit to operate on the Waltham Subdivision west of Wyman, and the last CP unit to carry the maroon and yellow paint scheme, has been sold to Sidbec Feruni (Contrecoeur, Quebec) for scrap. Joining her are sister #6524, and S-2 nos. 7027, 7052, 7057 and 7060. S-2 nos. 7050 and 7054, both retired in Winnipeg, were sold to General Scrap.

VIA BACK IN SERVICE - FP9A #6516, damaged in a crossing accident at Ste. Madeleine, Que. some years ago, has returned to service with the nose off retired CN F7Au #9162.

RETIRED -

(p1-43) RDC-1 no. 6117;

(p1-44) RDC-1 nos. 6144 and 9053; RDC-2 nos. 6209, 6210 and 9113;

(p1-45) RDC-3 no. 9020; RDC-4 nos. 6401, 6453, 6475, 9200, 9250, 9251;

(p1-46) FP9A nos. 6535 and 6537; F9B no. 6629;

(p1-47) FPA-2u nos. 6758 and 6759; FPB-2u nos. 6858 and 6859;

(p1-47) FPB-4 nos. 6866 and 6868.

(No. 6144 was badly damaged in a crossing accident on the Calgary-Edmonton route in July, 1985. No. 6758, which performed stand-by duty at Ottawa Station over the Christmas holidays, was retired in January, 1986. The balance have been out of service for more than a year, mainly due to accidents, mechanical failures, or fires).

BC RAIL INC.

END OF AN ERA: (p1-49) The last 244-engined MLW units on a major railroad in Canada were retired in January. Ending the era were RSC-3m nos. 562 and 565; RS-3 nos. 569, 570, 573, and 578; RS-10s nos. 579, 580, 585, and 586.

TORONTO TRANSIT COMMISSION

MORE RETIREMENTS - The TTC's fleet of FCC streetcars has dropped to 121 with the recent scrapping of 15 cars. Only 85 of the remaining cars are in service. Retired were:

(p5-6) Class A6 nos. 4317, 4384, 4390, and 4392;

(p5-6) Class A7 nos. 4429, 4437, and 4497;

(p5-7) Class A8 nos. 4506, 4510, 4523, 4531, 4533, 4535, 4538, and 4547.

LITTLE THINGS MAKE A BIG DIFFERENCE: Sometimes it's the little things that make a big difference. Take for instance CP Rail's efforts to reduce fuel consumption. Simply reducing the idling speed in a locomotive saves 10,000 litres of fuel per year. And shutting off main heaters in the unmanned locomotives in a train reduces fuel consumption in each unit by 8,200 litres per year.

CP Rail has almost completed two years of a five-year plan to modify its locomotives for the reduced idling speed and heating. In 1985, 45 units were equipped with a temperature sensor in the cooling system. Like a car's choke, it reduces the idling speed when temperature rises. Reduced heating is achieved by outfitting main heaters in the locomotive cab with a new type of shut-off switch. Auxiliary heaters keep the cab temperature just warm enough to protect sensitive equipment.

One side benefit of the reduced heating: less drain on locomotive batteries. (CP RAIL REPORT, December, 1985)

ROGERS PASS PROGRESS REPORT: Heavy snow has halted outside double tracking work for the season, however, work continues year-round inside the 14.7-km Mount Macdonald and the 1.85-km Mount Shaughnessy tunnels and on a vent shaft.

All five of the project's bridges have been completed, and grade reduction has been completed over an 11-km stretch of the surface route (maximum grade will be 1%). Preliminary work began on a 1.6-km long viaduct that will cling to the 40-degree slopes from west of Stoney Creek bridge to the east portal of the Mount Shaughnessy tunnel. Already, 24 of the viaduct's 45 support piers have been built and work on the remainder will begin in the spring of 1986. Installation of steel spans will begin early in 1987. As well, close to 5 km of retaining walls have been built to secure the steep slopes that bank the new line up the valley.

1986 activity will include the completion of the grade reduction over the entire surface route. Rail installation will begin in August and the railbed will be completed as far as the viaduct by November, 1986. (CP RAIL REPORT, December, 1985)

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