

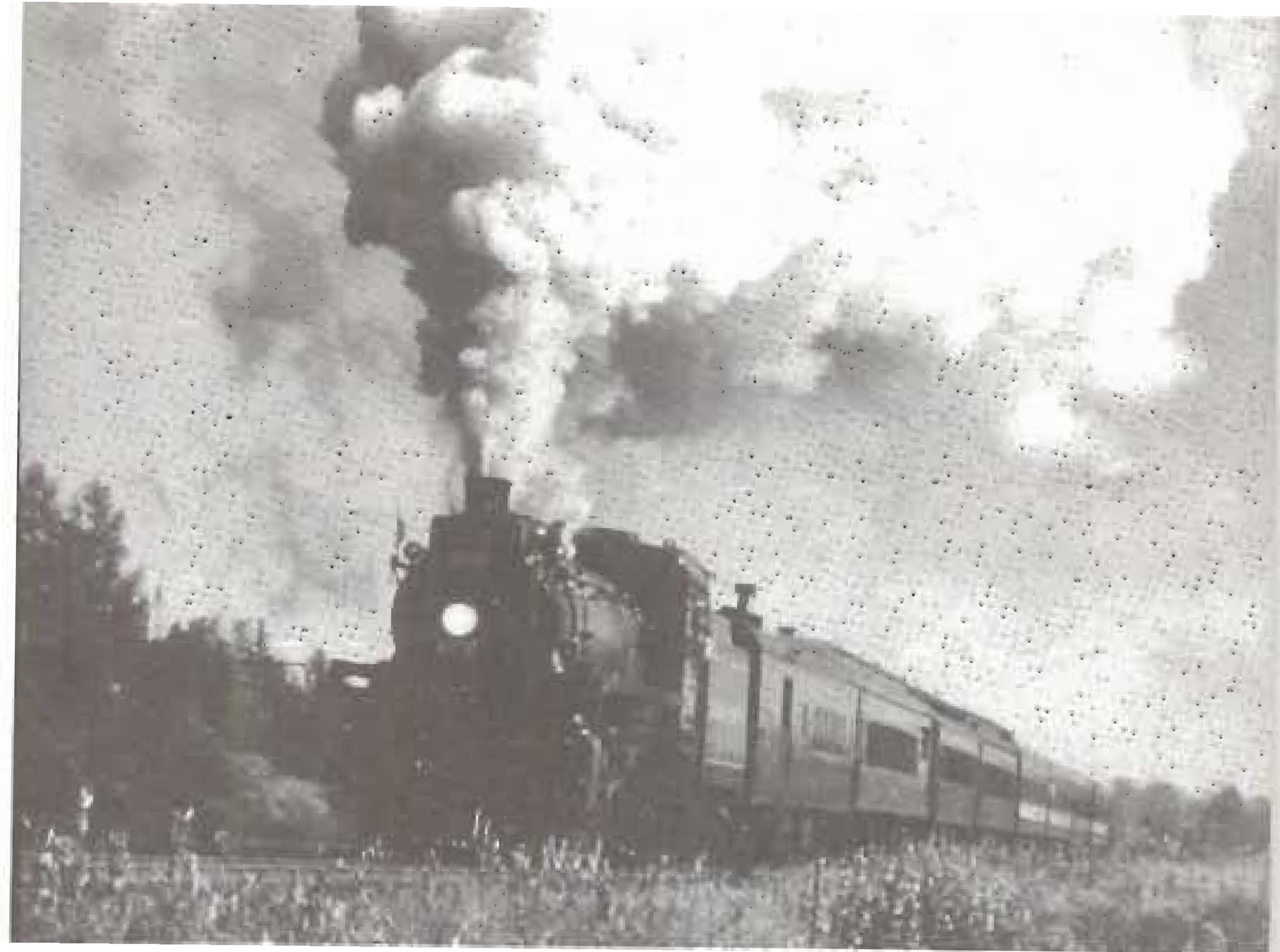


November 1987

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# Branchline

CANADA'S RAIL NEWSMAGAZINE





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**BRANCHLINE** is published by 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. Membership for 1987 is \$20.00.

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**ON SHEET:** Our feature articles this month include: a recap of our most successful excursion to Pembroke; a brief look at the former New York & Ottawa; a study of the end of steam on CN; a perspective on line rationalization; and a locomotive "chase" in Alberta.

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

**NOVEMBER 3** - Leslie Buck of the National Research Council's Systems Laboratory will provide details of the human factors related to the February 8, 1986 head-on collision between VIA's "Super Continental" and CN freight train no. 413 at Hinton, Alberta. David Stremes will be providing coffee and doughnuts.

**NOVEMBER 17** - Our usual 'third Tuesday of the month informal slide night'. Bring out those slides from yesterday and yesteryear.

It is also that time of the year when the Publications Committee is on the lookout for a cover photo for the 1988 **Canadian Trackside Guide**. The Committee is looking for a striking colour shot of a Canadian locomotive(s) in a vertical format with a clear sky, and with sharp contrast. Why not bring out a few candidates to the November 17 meeting?

**FIRST ANNUAL PHOTO CONTEST:** Don't forget the first annual **Branchline** photo contest. Deadline is November 15. Details are on Page 10.

**WAS YOUR OCTOBER BRANCHLINE MISSING FOUR PAGES?:** We have had a few reports of missing pages 5, 6, 19, and 20 in the October **Branchline**. Please let us know if your copy was short and we will forward a replacement sheet with the December issue.

**ERRATUM:** In last month's issue, it was mentioned that the CP Rail siding that served Adams and Kennedy Lumber in Ottawa had been lifted. The siding in fact served D. Kemp Edwards Limited.

**WRONG STATION:** During our Society's excursion to Pembroke on October 4, a few members proceeded to the CP Rail station to photograph the arrival of the westbound "CANADIAN". Upon arrival they were greeted by many camera-toting bystanders. Sure enough, the bystanders were patiently waiting for no. 1201, not realizing that the BRS excursion was operating on the CN line and had arrived at the CN station on the other side of town. Much of the confusion was caused by a slip-up in the local paper that earlier in the week heralded the upcoming arrival of no. 1201 at the CP station - obviously many readers did not see the correction two days later.

#### DEADLINE FOR THE DECEMBER ISSUE IS NOVEMBER 7.

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**ON THE COVER:** The Museum of Science and Technology's ex-Canadian Pacific 4-6-2 no. 1201 storms over CN's Beachburg Subdivision a mile east of Pontiac, Quebec, on October 4, 1987. Behind her drawbar are 600 happy passengers in eight coaches.  
- Photo by Douglas N.W. Smith.

**INSET:** No. 1201 'shows her stuff' on a runpast through the fall foliage at Norway Bay, Quebec.  
- Photo by John Stewart.



# Autumn Valley Steam

BY PHILIP B. JAGO

Some ten months of intensive planning came to a successful conclusion on Sunday October 4, 1987, as CN Engineer and BRS member Mark Merriman backed Locomotive 1201 (ex-CP 4-6-2 No. 1201, now belonging to the National Museum of Science and Technology) and her 8-car train into the Museum's spur during the dwindling autumn daylight.

First conceived in 1985 and stymied by the inability to secure insurance coverage in Canada, the venture involved careful co-ordination amongst a variety of parties and authorities including the Bytown Railway Society, VIA Rail Canada, Inc., Canadian National's St. Lawrence Region, the National Museum of Science and Technology, Darling, Gamble, and Leeder Insurance Limited of Brockville, Ontario, the fire departments in Bristol Township and Pembroke, Drummond Fuels (Ottawa) Limited, and Imperial Oil in Pembroke.

Along the way, all organizations gained a new respect and understanding of each other. The railways, especially, somewhat astonished by the knowledge of operating procedures demonstrated by BRS, came to the realization that a private organization could successfully stage a mainline passenger train excursion, even using steam; while members of BRS finally began to appreciate the intricate network of issues, demands, and constraints involved in actually operating a railway excursion train.

Thanks to the experience, BRS's regard for the personnel at the National Museum of Science and Technology, especially the former Curator of Industrial Technology, John Corby, and his assistant Ian Jackson, has risen to a new high, one that knows no limit when the time is taken to think of the headaches and problems which must have been faced by these two individuals during the almost 15 years in which they have been associated with operating the Museum's steam excursion trains. To put it succinctly, it's no breeze!

In spite of the many months of intense planning and consultation, the whole project nearly came unglued some 120 hours prior to departure time when it appeared that the insurance agreement had somehow been derailed by parties in the United States. While the BRS anxiously marked time, lost sleep, devised counter strategies, and turned to the "All Mighty" - literally, the enterprise was put back on the rails through the valiant efforts of BRS's insurance representative in Canada, Tony Leeder of Brockville, Ontario.

With less than 96 hours to go, Leeder was able to salvage the agreement by dint of fast talking and an aggressive campaign that went all the way through to the office of the President of the insurance company, having the reconfirmed agreement sent electronically to CN during the late afternoon of October 1, approximately 60 hours prior to departure.

As tension mounted, CN's legal department gave its final blessing and the trip became a reality at approximately 08:15 on October 2,

1987, some 49 hours prior to scheduled departure. Ironically, approximately 30 minutes later, a fire in CN's headquarters sent the staff onto the street for a couple of hours where they marked time until being let back into the building temporarily before being sent home for the rest of the day. One shudders at the thought of what would have happened had the legal blessing not been received early on that Friday morning.

With final approvals secured, the BRS team swung into action like a well-oiled machine as approximately 25 members swarmed over the property of the National Museum of Science and Technology on October 3, cleaning, scrubbing, and polishing the locomotive and the Museum's four vintage coaches.

The rest became somewhat anti-climatic. The 1201, under steam in anticipation of her date with destiny on October 4, was used to shuffle cars at the museum prior to the arrival of 4 leased cars from VIA Rail Canada. Deadheaded to Ottawa from Toronto and Montreal in the consists of the "Cavalier" (No. 48) and the "Canadian" (No. 1), the gleaming blue and yellow ex-CN coaching stock were dropped off by a CN switcher at approximately 13:15.

Shortly thereafter 1201 was fueled under the watchful eyes of Drummond Fuels (Ottawa) Limited, manoeuvred into place for some publicity shots involving her and Drummond's truck, and put to bed for the duration of the afternoon.

Fired up again during the evening of October 3, to make sure that she would be good and hot for the following morning, the engine was posed for the benefit of a small number of appreciative followers who seized the opportunity to do a little night photography.

In one sense, there is little to be said about the trip itself. The weather was perfect - sunny, clear, and cold. The locomotive did everything it was supposed to do and then some. Delays in getting the train orders, in addition to a burned-out signal light at Bells Junction, resulted in the loss of some 40 minutes from the planned schedule. To salvage the time Engineer Merriman had her doing a mile-a-minute as she stormed up the Ottawa Valley, a speed which she maintained effortlessly in spite of the 8 car consist. Her designer, H.B. Bowen, would, no doubt, have been proud.

Merriman's efforts at salvaging the schedule notwithstanding, it was necessary to eliminate one of the three planned runpasts of the day (Clarendon, Quebec) in order to adhere in any way at all to the operating schedule. The other two runpasts, however, were judged to be quite successful, occurring at Norway Bay, Quebec, (this also included a stop to top the tank with some 5000 gallons of water), and Beachburg, Ontario, to the delight of the 600 passengers as well as many locals.

A huge crowd was on hand at Pembroke to



welcome the train, thereby further delaying the schedule. In spite of it all, however, the special, fuelled and watered, managed to depart town only about 30 minutes down.

Two stops were made on the return leg. One involved a meet at Beachburg, Ontario, with Freight No. 337, where the special took the hole in deference to the long drag. The other was again at Norway Bay, Quebec, where the watering rituals were performed once more.

While at Norway Bay, the CN crews finally had the chance to respond in a suitable manner to a woman who has been highballing trains through the community for longer than a lot of them have been alive. Miss Margaret Easy (known affectionately as "Maggie") was given a cab ride home from the water stop, and let off in her driveway. Easy's modest

farm home is located on a long curve (Maggie's Curve, according to Engineer Merriman) just below Norway Bay and she's out at all hours of the day or night to highball the CN freights through the "Valley".

With Norway Bay behind us, Engineer Merriman hooked up the engine and treated the passengers to a fast ride back to town, arriving only 40 minutes down.

Within a couple of hours of the arrival and the necessary yarding of the train, BRS personnel were finally able to relax and toast the occasion with a little bubbly.

The final comment of the day belongs to the Museum's Ian Jackson, who opined that "for a bunch of rank amateurs, [BRS] put on one hell of a professional show!"

#### THE CONSIST

OWNER	NO./NAME	TYPE	YEAR	HISTORY
NMST	1201	4-6-2	1944	nee CP #1201 (last locomotive built in CP Shops)
NMST	3051	Combination	1936	ex-CP Work Car #411691; nee CP #3051
NMST	MIDWAY	Coach/Obs.	1923	ex-CP Coach #1720; exx-CP Work Car #411723; nee CP Coach #1437
NMST	SAND POINT	Coach	1925	ex-Ontario Northland #1210; nee Louisville & Nashville #2011
NMST	MICMAC	Coach	1929	nee CP #1303
VIA	5522	Coach	1954	nee CN #5522
VIA	5562	Coach	1954	nee CN #5562
VIA	3253	Snack/Coach	1954	nee CN #5579 (snack bar added in 1983)
VIA	5586	Coach	1954	nee CN #5586

#### IT'S A TEAM EFFORT, but ---

The BRS, your Society, has just reached yet another milestone. On October 4, 1987, a BRS organized excursion train roared through the Ottawa Valley from Ottawa to Pembroke and return. Not just any excursion train, but an eight car, sold out, steam powered one! If you were not there, under those blue skies and cool temperatures, then you missed one of the best excursions ever.

But how does an event like this happen? My guess is that it starts with a dream. Beyond that it gets serious and the hard work starts. The hard work goes on for months. The dream takes only a few moments. The dozen or so people who put this most spectacular of trips together brought to the BRS organizing committee a wide variety of skills, knowledge and experience, to say nothing of enthusiasm and a willingness to 'pitch in' and work. We are indeed fortunate in the BRS to not only have the necessary talent to call upon within our ranks, but are able to bring all these people together when we need them to put on a 'class act'.

Getting everyone together, making the best use of the talent you've got is the function of the 'chief organizer'. It may be a team effort, but someone has to mastermind that effort. Someone has to carry the can. Our someone in BRS is Philip Jago. Phil had the dream - several years ago. His infectious enthusiasm inspired others. It snowballed and there was no looking back. If you think it

was easy, it wasn't. If you think there weren't any sleepless nights, think again. If you think there were no frustrations, you're wrong. But Phil hung in there and in the end produced an Autumn Steam spectacular.

Thanks Phil for a job well done. My congratulations!

(Duncan duFresne, Vice-President, BRS)

#### TEAM EFFORT SHOWS CLUB VIBRANCY

BRS's recent exploits with locomotive 1201 would not have been possible but for the tremendous efforts of a group of individuals possessing a variety of diverse but mutually complimentary talents.

Indeed, the whole project graphically underlines the observation by John Coleman in last month's Branchline about "BRS's ability to attract and make good use of the latent talent and interests of its members."

A hearty vote of thanks and an acknowledgement for a job well done in the design, development, and orchestration of this venture go to the following: Jacques Beaubien Jr., Paul Bown, Duncan duFresne, Ray Farand, Don Gaw, Rollie Lafleur, Earl Roberts, Neil Robertson, Doug Smith, Dave Stremes, and John Tasseron.

Their efforts, some behind the scenes and out of the public eye, have served to put this society on the map as being, dare we say it, the best rail enthusiast organization in Canada! (Philip B. Jago)



# A Perspective on Line Rationalization

[The following are excerpts from a paper presented to the Roads and Transportation Association of Canada in Saskatoon, Saskatchewan, on September 14, 1987 by R.A. Teoli, CP Rail Vice-President, Marketing and Sales, Intermodal Freight Systems. Our thanks to CP Rail News Summary, 25-09-87]

The new National Transportation Act sets out some new rules for line rationalization. But first, the problem. Quite simply, CP Rail and CN Rail today have too many unused or little-used lines. Essentially, the problem dates back to the days when railways were, for the most part, the only way to move people and goods in much of Canada. Throughout the late-1800s and well into the 1900s, railways tried to outdo each other in an all-out bid for future land settlement and traffic. There was a massive Prairie branchline push in the years prior to 1930. In Eastern Canada, developmental line building was combined with the consolidation of many small railways.

Then in the 1930s, trucks began to offer new service flexibility. They started to affect the two-way flows of railway traffic, reducing the viability of many rail lines. Farm, mine and forest products continued to move out by rail but trucks began whittling away at inbound manufactured goods and foodstuffs.

The need to adapt Canada's railway network to changing economic demand came increasingly into focus after 1945. Growth of modal competition escalated with the development of new truck technologies and widespread public funding of highways, like the Trans-Canada Highway. The St. Lawrence Seaway also took a big chunk of outward-bound bulk commodity business. Pipelines too played a role, especially in the switch from coal - moved by rail - to oil and gas as a domestic heating source.

All of this competition led to major developments in the way railways serve Canadian industries. These developments included Intermodal Services (trailer on flatcar and, later, container on flatcar), and new rail-truck transfer systems for such products as potash, lumber and automobiles. The latter allowed the railways to keep a lot of the long-haul traffic with pickup and delivery handled by truck. Bulk traffic also benefitted from the use of unit trains and solid trains.

Intermodal Services and rail-truck transfers were part of a 'rail-plus' approach by which the railway integrates its services with those of trucks and other modes. Such services mean shippers no longer require private sidings to be served by CP Rail. CP Rail - and CN Rail too - have had to take a broader approach to transportation to survive competitive pressures. The railway is becoming less a main and branch-line network and more a core system which connects major hubs and transfer centres. That core is where most of the railway's work is done.

It's the modern way to run a railroad; and most importantly, it is the type of service shippers favour.

The new National Transportation Act, like the one before it, unfortunately refers to rail line "abandonment", a word which implies the idea of a railway abandoning communities and shippers. "Rationalization" isn't a great word either but it does convey the idea of efficiency, which is what service approaches like Intermodal Services and rail-truck transfer are all about.

To the casual observer, it may not look expensive to keep a branch line in operation that isn't needed. But it is - especially when you consider that CP Rail today supports a network on which 54 per cent of the track accounts for only three per cent of its workload. Unfortunately, the costs of maintaining an unused or rarely-used line are overlooked. Also overlooked is the fact that the railway, unlike the trucker, is bearing the full cost of maintaining the "rail" roadway, costs which have a serious impact on railway viability.

If a line is used occasionally, there is the expense of maintaining switches, clearing snow, and coping with the deforming forces of ground frost and spring thaws. Even running minimal railway services necessitates costs that don't change much with volume.

CP Rail has put a great deal of thought into the repercussions than can possibly result from line abandonments. Railway cost considerations are only one. To the degree we can, we try to retain traffic through the use of alternative services - intermodal services, like trailer-on-flatcar and domestic container services, or through the use of rail-truck transfer facilities. The railway looks closely at the possibility for development of future conventional railway business in the area. If we apply to abandon, it means we think it unlikely that there is any reasonable prospect for conventional rail traffic - as distinct from intermodal services. In the event of abandonment, the railway is prepared to make lines or rights of way available to third parties.

The harsh reality is that low-density lines drain away railway assets needed to improve mainline operations and to invest in more intermodal and specialized transfer facilities to serve off-line communities.

Railway plant rationalization made slow progress under the National Transportation Act of 1967. Under the NTA of 1967, it was not possible to sell a line of railway outside the abandonment process. A line had to be ordered abandoned before another party could step in to buy it. The idea of developing short-line or regional railways - a concept popular in the U.S. since 1980 - had not been contemplated.

The NTA of 1967 specified that a railway could only apply to the Canadian Transport Commission to abandon a line that lost money in the prior year. The CTC would analyze



financial data for the line, make a determination for itself if the line were uneconomic, and consider representations from interested parties - with or without public hearings. Generally, it would then either order the line abandoned, or order operation of the line continued with the railway receiving compensation of related losses.

Like the NTA of 1967, the new Act allows the abandonment of lines which are "uneconomic" but it also allows for the abandonment of lines which are "economic". Where there is no opposition to an abandonment application, the agency will order abandonment. Where there is opposition to the abandonment of an "uneconomic" line, Cabinet may delay the abandonment for up to five years on appeal from a shipper, municipal or provincial government, if it feels the abandonment would be contrary to the public interest. Where there is opposition to the abandonment of an "economic" line, the agency itself must decide whether retention of the line is required in the public interest. If the new agency finds that there are public-interest reasons for keeping the line, it will order that it be kept in operation. If it finds the public interest is not at stake, abandonment will be granted. A general Cabinet appeal applies to all decisions of the new regulatory agency just as in the past.

In the case of an abandonment, the new Act introduces a new provision designed to assist in the improvement or provision of alternative transportation. This involves payments by the federal government to third parties - shippers, or provincial governments, for example. The amount of funding is limited to the total estimated actual loss of the line, and we understand it only becomes available if the line is abandoned. Grain-dependent branch lines and main lines do not qualify for this transitional funding.

Another new feature of the new Act is that it allows a railway to sell a line without applying for abandonment. Buyer and seller are free to determine the conditions and terms of sale. These provisions appear to make it much simpler to sell regional lines to potential "short line" operators. Under the new Act, a buyer will have the option of operating under provincial authority, if the lines are wholly within one province.

The new Act provides that VIA Rail Canada can acquire a line to which an abandonment order applies at an agreed price, or failing agreement, at net salvage price.

Unfortunately, there are some political restraints associated with line rationalization. For the next five years, the railways will be allowed to abandon only up to four per cent of their track in any given year. This is an obvious hobble to our ability to cut costs and restructure our system in response to market forces.

To sum up, railway plant rationalization is essential if CP Rail is to maintain a modern, cost-effective system. As the railways move into a new era of greater competition, the continued existence of

unused or little-used rail lines puts them at a disadvantage with their modal competitors. The trucking industry is seeking authority to operate larger and heavier trucks. Efficiencies already in place have helped the industry extend the range of vehicles to the point where they now compete with rail at distances of up to more than 700 miles. Ranges of up to 1,200 miles or more can be expected with proposed new vehicle weights and dimensions, and greater uniformity of trucking regulations.

If railways are going to stay competitive, they can no longer use rail as they did in the 1950s or 1960s, let alone sustain a network of track based on the needs of 50 years ago. Changing transportation technology and infrastructure have made a large part of the railway network obsolete.

With more than 100 short-line or regional railroads in operation in the U.S. today and the new Act facilitating their development in Canada, the growth of short line railways in Canada may be one of the more significant positive outcomes of regulatory reform in Canada. CP Rail has set up a new unit in Winnipeg with responsibility for identifying candidate lines for the establishment of short lines and regional railways, as well as competent candidate operators for them.

CP Rail recognizes that if shippers can't get their products to market at a lower price than their competitors, business will go out the window. At CP Rail, our goal is to help our customers compete more successfully in an era of intensified competition. To do that, we need to rationalize our system and make the best use of new, low-cost technology.

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**CENTRALIZATION:** CN is considering centralizing its system of regional train operations into a new information centre in Toronto. The move would result in the abandonment of 13 or 14 regional centres across the country. From 70 to 100 positions in Montreal alone could be transferred to Toronto or eliminated. Before a decision is made, CN will conduct a feasibility study and present the proposal to the CTC for approval. (Montreal La Presse, 21-08-87, thanks to Bruce Chapman)

**3,000,000th CONCRETE TIE INSTALLED:** Canadian National placed its three millionth concrete tie on September 2 at Kawene, Ontario, 120 miles west of Thunder Bay. The three millionth tie represents over 1800 kilometres of track laid on concrete ties in western Canada since the program began in 1975.

Mainstay of the installation program is the \$1.8 million P-811, a piece of machinery that replaces old and/or lays new track at a rate of 600 ties per hour.

Placement of the three millionth tie at Kawene brings to near conclusion the upgrading of CN's most important line into Thunder Bay. The prairie region's "South Line" - comprising the Sprague, Fort Frances and Kashabowie Subdivisions - carries virtually all of CN's Lakehead-bound bulk commodity traffic. (The Western Producer, 17-09-87, thanks to Addie Schwalm)



# Farewell to Steam

## THE DIESELIZATION OF CNR MOTIVE POWER

[The following, written by Richard Brown of the Government Records Division of the Public Archives of Canada, originally appeared in the July-August 1987 edition of the *Archivist* and is reproduced courtesy of the Archives.]

In the year 1950, few railwaymen anticipated the rate at which steam-powered locomotives would disappear from the landscape of Canadian rail transportation. Post-war austerity and the vigour of competition from the trucking industry had required critical railroading adjustments, and in the interests of economy and efficiency, both major Canadian railways were already busy experimenting with alternative means of motive power, principally mainline road diesels. The Canadian Pacific Railway had accepted delivery of its first diesel road locomotive in February 1949, and in that year used diesel locomotives for its overnight Montreal to Boston service. At Canadian National, North American pioneer in the adaptation of the diesel engine to railway traction, road freight diesels were operating in pairs along the Grand Trunk Western between Chicago and Port Huron and along the CNR mainline between Montreal and Toronto. A policy to dieselize lines on Prince Edward Island was in place, and the diesel-electric locomotive had become standard equipment for switching purposes in main terminals. Two demonstrator diesel locomotives, one loaned by General Motors Diesel Limited, the other by the Montreal Locomotive Works, were operating in passenger service between Montreal and Winnipeg as part of an experiment in performance and fuel costs. Despite these innovations, however, a complete dieselization of the railway still appeared to be some twenty years off, at least according to the most up-to-date CNR studies. As then transportation engineer P.O. Mathewson reported to CNR president Donald Gordon, there was little possibility of the purchase of any further steam power for the railway, but "it would be unsafe to make a generalization as to how far the diesel-electric road locomotives will displace existing steam locomotive equipment in the reasonably foreseeable future."

Just ten years later, on April 25, 1960, CN 6043 [4-8-2] made the last scheduled steam run on the system from La Pas (sic) to Winnipeg, Manitoba. As of December 31, 1960, all remaining steam locomotives were struck from the company's records, and within a year most had been dismantled. The 2,445 steam driven engines listed on the 1950 CNR locomotive roster were gone.

From a corporate perspective, what transpired during this remarkable technological transformation is partially revealed by the presidential office files of Donald Gordon which are currently in the custody of the Government Archives Division under Record Group 30 (Records of the Canadian National Railways). It is here,

principally in volumes 13093 and 13094, that we are able to chart the progress of CN dieselization through the 1950s, beginning with the formulation and implementation of the 'Five-Year Program.' A product of Gordon's single-minded determination to have 'a program in respect of dieselization' and the views of the Research and Development and Operating Departments as represented in their comprehensive four-part study, *The Economics of Dieselization*, the program initially called for the displacement of approximately 350 steam locomotives through the purchase of 270 diesel units over and above those already on order as of October 31, 1950, together with a concurrent reduction in coal purchases of 1,855,000 tons (28.4% of the coal used on the system). The program was tentatively scheduled for completion in 1956. Soon after its inception, however, recommendations to accelerate diesel acquisition 'on the basis of economics' were advanced by the Operating Department. In purely financial terms, the rate of return on the capital investment had proved to be more than satisfactory, while the system itself had demonstrated repeatedly an operational capacity to absorb dieselization at a greater rate. Simply stated, it made sound economic sense to accelerate the program, bearing in mind the need for more detailed planning as dieselization progressed.

By 1956, the issue was no longer merely the absorption of dieselization but 'complete dieselization.' Factors favouring complete conversion to diesel power and a consideration of its timing were submitted to Gordon by the headquarters Diesel Committee headed by vice-presidents S.W. Fairweather (Research and Development) and S.F. Dingle (Operation), largely based on information gathered by the Office of the System Transportation Engineer. A research paper was produced, entitled 'An Economic Study of Complete Dieselization on the Canadian National Railways,' which proposed a new five-year period to achieve system dieselization. One major change in the program was adopted aside from the acceleration: where diesels were formerly introduced progressively in the region of greatest operating savings regardless of territory, there would now be dieselization on a successive territorial basis, starting with the Atlantic Region. Only two years would pass before Dingle would advise Donald Gordon: 'You will be interested to know that as of this date the Atlantic Region is completely dieselized and there will be no further steam power operated in that territory' (April 14, 1958).

Such comprehensive technology change wrought at such bewildering speed had of course far-reaching economic, sociological, demographic and political consequences, some aspects of which are touched upon by the Gordon presidential papers. Of special



interest in this regard is the interdepartmental correspondence on the subject of public relations, and especially a study prepared by the Department of Public Relations in 1952, entitled 'Dieselization: The Public Relations Aspects.' Comprising thirty pages, this document assesses from a senior management perspective many of the more sensitive issues that attended dieselization: the effect of layoffs and the redeployment of human resources, shop closures and their potential effect on the community at large, the economic depression of the maritime coal industry, 'fear and unrest,' labour union, etc. A complete public relations campaign was mounted 'to offset negative public thinking with positive company action in order to convince personnel and public alike that in approaching the problem, management has given as much

consideration to the humanities as to the economics involved.' Yet as dieselization forged ahead, the 'human factor,' as Gordon called it, would remain an issue, a problem to counter-balance the economic success of the CNR program.

Perhaps in the final analysis it would be well to remember that dieselization was as much a social-human process as it was a process of technology. Nearly everyone was affected in some way, and for those Canadians whose economic welfare was intimately connected with the steam locomotive, the fabric of life was irrevocably changed. Oftentimes we look back upon the age of steam with fond remembrance and something approaching reverence. It may now be time to place the hardware of railway motive power in its historical background by exploring the sociology of dieselization.

## The Great Locomotive Chase

BY ROBERT F.M. MCINNIS

Ever wonder about some of those listings in the **Canadian Trackside Guide**? Often they raise more questions than they answer. Many readers may wonder how the editors do it. How do they keep up with the changes? How do they know about the rarer ones? The obscure ones?

Some of the most exciting questions for me are: what do some of these more obscure listings mean?; what do the locomotives listed look like?; what condition are they in?; how and where are they stored?

Take for instance Part 3 preserved equipment and the listing at Sedgewick/Lougheed. Listed as 90 km SE of Camrose, Alberta, is a 1919 BLW 2-6-2, number 69. Now that is a fairly large and rare creature to be located in an obscure part of Alberta. What does it mean?

Or the Killam, Alberta, listing "70 km SE of Camrose, a Vulcan 0-4-0ST. What is that?

Or some of the 36" and 24" four-wheel mine locomotives preserved in places with names like Elko or Fernie, B.C. or Coleman, Alberta. What do they look like?

Other interesting listings are found in Part 2, the Industrial and Short Line section. Eg. what is the condition and fate of the two former CP engines listed at Rosebud-Skibstead? Under the listing it states that these units may be in the Hanna area.

Sheerness, where is that? What is it? What does the 3070 listed look like? Sheerness looks awfully remote on the map. What is there?

What of the 24" gauge overhead electric 8 ton units listed in southeastern British Columbia? Or the former CP Crestbrook Forest Industries (CFI) locomotives listed as derelict since 1980? All of the listings made me curious.

I began planning a trip with the idea of seeking out the more obscure and answering some of the questions which I posed. From

Edmonton, I could go east to Sedgewick and Lougheed, and to Killam. They are all quite close together on the map. To the south was Hanna and Sheerness, and I could check out many of the known listings on the way as well as photograph regular trains. My trip eventually took me well into British Columbia right up to Kelowna, on to Revelstoke and Golden, finally to Jasper and back home to Edmonton.

In Sedgewick the lady at the tourist bureau knew everyone in the area. She showed me a map listing the name of every resident and farm in the district. "It's here", she said, pointing to a square. "The only place with a private grain elevator. You can't miss it". I checked the roads. It was up there somewhere - to the north and east of Sedgewick, and straight north of Lougheed. Strange ... just like the **Trackside Guide** said.

Driving the dirt roads of your basic flat prairie, the elevator could be spotted easily enough. I simply followed the grid road until I reached it. The son of the owner, a Mr. Bergseth, offered to open the doors of the large curved-roofed corrugated steel barn. Sure enough, there inside in the dark and dust was a very large 2-6-2, balloon stack and all. The father had purchased it some years ago in Illinois where it had worked in a logging operation. In transporting it to Lougheed, all the brass fittings in the cab were stolen, however, it was reported as being in working order. Indeed, I learned that Tom Payne had been there looking at it with an eye to buying it for his Central Western Railway in Stettler.

In Killam I began my search by asking at the RCMP office. I saw no sign of an 0-4-0ST near the museum or beside the grain elevator or track. I was told to check at the John Deere dealership which in turn led to instructions to drive four miles east and look for a large shed on the left. It was easy enough. A caretaker came out and allowed



me to photograph the derelict engine, up to its wheels in grass. Other equipment was strewn about the property - old tractors, bulldozers, trucks, and a fairly old passenger car with no date or marking except for a steel plate reading American Car and Foundry Co. J & S Plant. The cab and tank of the locomotive lay in another part of the field with the words "American Railroad Equipment Association" painted on it.

I spotted a CP enclosed water tank preserved in a field at New Bridgen, Alberta, north of Oyen. Only a few houses exist there, and a long overgrown track bed was barely visible.

Hanna still has the CN roundhouse intact. It is currently owned by a local auction company. There are also two preserved cabooses in Hanna - former CN no. 78683 is at the museum, and former CN no. 79045 is a road side tourist information booth on Highway no. 9. Neither are listed in the 1987 *Trackside Guide*.

The CN office at Hanna was helpful in locating ex-Coleman Collieries no. DL-10 listed in the vicinity. I drove to where they indicated and there it was, at the end of a CN spur beside the road, derelict, ripped apart by vandals. It was painted a blue and yellow, in place of the maroon and yellow she carried as CP no. 13. Someone came along as I was photographing it and told me that DL-10 was being used for parts for sister no. 19 which had previously been working at Ram River and was now located in Rocky Mountain House. Another sister, no. 23, was lying in wreckage at the Skibstead property in Rosebud.

Sheerness was a long drive on a twisty road through shallow coulees off into nowhere. There was not even a road from Sheerness to the coal mine building, just a tire worn field road. The place was abandoned. The locomotive listed in the *Trackside Guide* (Manalta Coal diesel no. 3070 which started life as a steeplecab electric) was sitting there, painted a bright white with no markings. There was something spooky about the empty ATCO trailer office with its doors open, lights on, no desks, and long grass growing all about outside. I took a photograph and left. The ghostly engine and the hot prairie wind seemed ominous (foreboding).

Just before the national rail strike I was lucky enough to arrive in Coutts, Alberta, the crossing point to the United States, as two CP diesels were hauling a long train in to be picked up by four Burlington Northern engines sitting waiting near the grain elevators. Coutts has a soft quaint appearance. Pale green grain elevators, green grassy rolling fields, and the blue-green sweet grass hills off in the distance. A real dry, dusty, hot, prairie feel. The four green BN units added to the mood which was drastically upset when the bright red of the CP diesels descended upon the scene. Timing was perfect for unique photo opportunities.

Crossing southern Alberta on the Crowsnest route leads one to Blairmore, Coleman, and Crowsnest Pass. Here I encountered the first

of the preserved mining locomotives. They are very little, hardly qualifying as locomotives at all in the railfan sense of the word. In fact one was billed as "the largest piggy bank in the world". It looked more like an old fashioned basement hot water tank lying on its side with four wheels.

The electric mining locomotives look like large yellow erasers, flat with rounded ends, and wheels. Both kinds have been preserved in museums and along road ways throughout southeastern British Columbia. Modern versions are used underground in mines at Trail, Kimberly and Rosland.

The two Crestwood Forest Industries ex-CP diesel hydraulics (nee CP nos. 14 and 15) listed as Crestbrook (Canal Flats) and Elko both lie derelict at the back ends of their respective yards, still in their original CP maroon and grey.

All in all, it was a very fruitful trip.

#### NEW RELEASE

#### A STATUTORY HISTORY OF RAILWAYS IN CANADA 1836-1986

by Robert Dorman and Douglas E. Stoltz

500 pages, \$39.95 (Cdn.) postage paid from Canadian Institute of Guided Ground Transport, St. Lawrence Building, Room 128, Queen's University, Kingston, Ontario, K7L 3N6.  
ISBN 088911 268 1

When the *Statutory History of the Steam and Electric Railways of Canada* was published in 1938, it was hailed as the definitive source of information on the establishment of Canadian railway companies. Two generations of lawyers, historians, and railway buffs have used the original edition and the Addendum as a reference.

The new release includes post-1938 statutory citations, the 1986 status of railway companies and numerous revisions and additions to the pre-1938 citations.

Robert Dorman was a long-time employee of the Department of Marine who began the *Statutory History* as a labour of love. He was still keeping track of statutes as late as 1947 as the Department of Transport archivist. Douglas Stoltz, a long-time BRS member, was a student at Queen's University while researching this update. He has since served in the Parliamentary Library and the Faculty of Law at the University of Ottawa. He is currently with the Department of Justice.

**SERVICE CUTS:** VIA Rail will cut their three RDC round trips between Montreal and Trois-Rivieres, Quebec, down to one round trip, effective November 29, 1987. Train 159 will leave Trois-Rivieres at 0745 and arrive in Montreal at 0938. Train 164 will leave Montreal at 17:10 and arrive in Trois-Rivieres at 19:10. To be cancelled are Trains 160 to 163. (Bruce Chapman)



## The New York & Ottawa

BY PAUL J. BOWN

Thirty years have slipped by since the New York Central abandoned its line between Ottawa and Cornwall.

The line started as a lumber railroad in northern New York State. Formed as the Northern Adirondack Railroad Company on February 9, 1883, construction commenced on August 30, 1883 between Moira, New York, on the Ogdensburg and Lake Champlain Railroad (later the Rutland Railroad), and St. Regis Falls. The line was extended to Santa Clara in 1884, to Brandon in 1886, and terminated at Tupper Lake in 1889.

The line went bankrupt in 1895 and was re-incorporated as the Northern New York Railroad. The name was changed in 1897 to the New York and Ottawa as the line was extended northward towards Ottawa, Ontario. The collapse of the bridge under construction over the St. Lawrence River at Cornwall on September 6, 1898 delayed commencement of service to Ottawa until 1900.

The New York and Ottawa was taken over by the New York Central and Hudson River Railroad on December 12, 1906, and became the Ottawa division of that line.

The line between Moira and Tupper Lake was abandoned on May 6, 1937 and the track was removed shortly thereafter. The line between Ottawa and Cornwall was abandoned in 1957, partly due to bridge modifications necessitated by the construction of the St. Lawrence Seaway through Cornwall, which opened in 1959.

The August 1946 Official Guide listed one train daily (except Sunday) each way between Ottawa and Helena, New York, leaving Ottawa at 3:55 p.m. and arriving at Helena, 73 miles away, at 6:30 p.m. Cornwall and Ottawa were both listed as customs stops. Northbound, the train left Helena at 7:25 a.m. and arrived at the Mann Avenue station in Ottawa at 10:30 a.m. Major stations and flagstops (f) starting from Ottawa were Hawthorne (f), Ramsayville, Piperville (f), Edwards, Pana (f), Russell, Embrun, Cambridge (f), St. Albert, Chrysler, Berwick, Finch, Newington, Northfield, Harrison, Black River (f), Cornwall Junction, Cornwall, Uscon (Ontario - f), and Helena, New York.

Finch was the junction with CPR's Winchester Subdivision. Cornwall Junction was the junction with CNR's Kingston Subdivision.

Three of the NYC stations still remain. The former Berwick station is now a museum in Embrun; the former Embrun station is now a residence on the main street in Embrun; and the former Chrysler station serves as a storage shed near Chrysler.

The right-of-way is now owned by Bell Canada for a telecommunications route, and is quite visible between Ottawa and Finch.

**PLEASE LEND A HAND** - Restoration work continues every Saturday morning at the Museum of Science & Technology in Ottawa - we would be glad to see you.

## FIRST ANNUAL BRANCHLINE PHOTO CONTEST

DEADLINE - NOVEMBER 15, 1987

OPEN TO ALL MEMBERS AND FRIENDS OF THE BYTOWN RAILWAY SOCIETY

VALUABLE PRIZES: Grand prize - a two-year subscription to **Branchline**; Consolation - a one-year subscription.

RULES: Submit a maximum of one (1) 8"x10" black and white glossy photograph for each of the following categories:

- 1) Commuter trains;
- 2) Eastern Ontario/Western Quebec, prior to 1977;
- 3) Bridges and Tunnels;
- 4) Artistic.

The grand prize photo will be on the front cover of the January 1988, **Branchline**, while the consolation prize photos will be inside on the photo page. All other photos become the property of **Branchline** and may be used in future issues. All decisions of the judges are final.

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

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

## First Annual Safety Day

BY JOHN H. WEGNER

A rescheduled Safety Day Program was held at CN's MacMillan Yard in Toronto on September 20, 1987. The day was originally set for August 23, but deferred due to the national rail strike.

The day dawned overcast and dreary. A typical railfan weekend was in the offing as three BRS members left Pembroke (Ontario) in the early hours of September 20. Several stops were made enroute to Toronto to photograph passing freight trains, GO trains, and the rejuvenated Whitby station.

MacMillan Yard was decked out with displays and flashing lights. CN personnel were present to direct traffic and explain which tours were available. In inclement weather, the three BRS members attended a 25-minute guided tour of the Administration Building which included a look at the yard in miniature and a stop at the First Aid and Safety Room, with mention of public awareness of trains and the general rules one must obey for safe day to day travel. This was followed by a tour of the dispatching office where CTC and train order operations were explained. From there we made our way to 'computerland' and its daily function of keeping up with the comings and goings of all



trains, cars, and equipment within the vast yard.

Parked outside was MOBILE 1, the command post which is driven to rail-related accidents, along with displays of railway police equipment.

Three bus tours awaited us. GO Transit buses had been leased for the day for the following tours:

No. 1 provided a 25-minute tour of the yard, with CN personnel providing a running commentary on what we were looking at.

No. 2 took us to the car shops. We were provided with safety eyewear and hard hats for a walk through a roped-off area. The guide was most informative and fielded questions very well. A hi-rail crane demonstrated its abilities. Before reboarding the bus, the eyewear and hard hats were gathered up (to the chagrin of some who would like to have kept them). The time for this tour was approximately one hour.

No. 3 was the highlight for most on the tour - a visit to the diesel shop. A walkthrough display was mounted by GO Transit. GO personnel were on hand to explain what GO Transit was all about, as we viewed a very clean diesel unit and passenger cars. The tour of the diesel shop included a stem to stern look at a 9900-series SD60F and a recently rebuilt 7300-series SW1200RS unit. Though this part of the tour was not guided, there were several CN employees on hand to field questions.

All in all, it was a really fine day, except for the weather. The crowd was likely reduced because of it. I would like to commend CN for a well thought out presentation. I look to a bigger and better show next year.

Throughout the day the safety awareness theme was in the forefront. Many 'freebees' were handed out to reinforce the message. I know I'll be back next year, just to see how CN changes their presentation.

Last, but not least, was a stop at the canteen - you can't miss on a hot dog and a drink for 25 cents.

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#### 50 YEARS AGO, EYES TO THE FUTURE

[The following originally appeared in the July 1937 issue of Canadian National Railways Magazine and is taken from the July/August 1987 issue of Canadian National's Keeping Track. Nos remerciements à Jacques Beaubien Jr.]

One of the most frequent questions put to railway officers is 'What are railway people doing to meet motor transport competition?'

There is nothing magic in railway transportation; if it cannot stand the trend of modern competition, and justify its existence, then it must pay the usual penalty of unsuccessful enterprise. Competition is the common experience of all business, and success will come to that industry which can produce what the public wants - make its expenses, and meet its competitors. That is the unalterable law of economics.

Today we are confronted with the fact that the principal portion of our transport

services are definitely and rigidly regulated, and the competing form - motor transport - is lacking proper and reasonable control, operating under artificial conditions; maintaining no logical rate structure; performing its services mostly on a pick-and-choose basis, using a donated road bed ... It has seriously threatened the railway position and has disarranged the national economy as related to land transportation. It has produced problems which are taxing the best brains of the country to solve.

The railways cannot develop any permanent policy except that of day-to-day expediency until some relief is obtained from the chaotic conditions which exist in the transport industry today. The need of the hour is action.

Now with regard to the present situation - What have we done, and what are we doing to meet competition?

We have adjusted ourselves with very little disturbance...to the new era of small inventories in merchandising, which is predicated on rapid deliveries by transportation agencies.

We have expedited deliveries by speeding up our less-than-carload services, and by adopting a system of handling package freight on passenger trains at freight rates. This, coupled with the pick-up and delivery service now in effect ... represents the most radical advance in railway practice of the last quarter of a century.

We of the Canadian National feel that the handling of package freight on passenger trains at freight rates is the most effective challenge, so far, to truck competition, and it gives you a service undreamed of a few years ago.

I have outlined what we propose to do; in the meantime, we are trying to adjust ourselves to changed and changing conditions. Gymnastically speaking, the railways have their ears to the ground, their eyes to the future, and their chins up in the air, all at the same time.

We of the Canadian National Railways will continue to render courteous and efficient service. We have nothing else to sell. We desire at all times to maintain pleasant and cordial relations with our patrons, and we are ready at all times to discuss with you your problems, needs and requirements; in turn, we solicit your active support, and frankly we need your business.

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**NEW TWIST TO BAGGAGE CARS:** As part of VIA Rail's head-end power conversion project, 17 baggage cars will be refitted to include self-service take-out counters. Thirty feet in each car will be reserved for galleys and fittings, with the rest used for baggage. The baggage/snack cars will go into use on the "CANADIAN" between Toronto and Vancouver, "SUPER CONTINENTAL" between Winnipeg and Vancouver, and "SKEENA" between Edmonton and Prince Rupert. Included in the program will be the 14 remaining 600-series stainless steel baggage cars. (John Cowan)



## Member Profile

This is another in a series of profiles to introduce the various personalities who make up the B.R.S. executive and committees to our Society members. Our aim is to give our readers a concise overview of what goes on behind the scenes and thereby stimulate an interest in wider participation by our members in Society activities. We hope you will recognize within these profiles areas which are of interest to you and that they will provide you with a means for expressing your interest. Remember, your Society needs new ideas in order to flourish!

### DUNCAN DUFRESNE - VICE-PRESIDENT

Duncan's BRS activities go back to the Society's inception when he became its first President, in 1969. Duncan was also co-founder of the former Ottawa Branch of the Canadian Railroad Historical Association which created the BRS.

Duncan has had a lifelong interest in railways. He was a Canadian Pacific employee for 12 years, leaving CP in 1957 as a locomotive fireman and "passed" engineman. His principal interest area is in the motive power field. He began his "schooling" around steam power (CN steam power at that) at an early age and eventually fired CP's little 400-series ten-wheelers on the Waltham branch (Quebec), the 2800-series Hudsons on the main line, and many others in between. He has been involved in many BRS activities over the years but prefers to be in an equipment restoration/operation role. He served in one capacity or another on every executive of the Ottawa Branch CRHA and BRS for 15 consecutive years before stepping down. Encouraged by members to run again for an executive position, he's back again for another term.

Since leaving CP, Duncan has been employed by the Federal Government's Department of Transport in the Air Traffic Services Branch. He became an air traffic controller in 1958 and has, for the past 18 years, served as an air traffic control automated systems development officer and operational requirements specialist.

His other interests include his patient and understanding wife, Joyce, their 36-foot diesel cruiser "Channel Island", seen regularly on the Rideau waterway, and their three adult children. Their son, Bruce, also a BRS member, was active in equipment restoration work until his vocation took him to New Orleans, Louisiana, where he is employed as a professional engineer.

## CTC Decisions



**SERVICE TO BE RETAINED:** The Railway Transport Committee has order the continued operation of Trains 120, 121, 122, 123, 124, 128, and 129 in the Toronto-North Bay-Kapuskasing corridor. The service is operated by VIA Rail over tracks belonging to Canadian National and Ontario Northland.

The order is an update to an earlier one released in September of 1982.

Although judged to be "uneconomic and ... likely to continue to be uneconomic", the service has been retained in the public interest under subsection 260(8) of the Railway Act. (28-08-87)

**PLANS APPROVED:** Canadian Pacific has received permission to carry out track changes along its Galt Subdivision (Ontario) to the west of Toronto.

The work will involve the following: extension of the lead track entering Lambton Yard and relocation of the main track switch from Mile 6.9 to mile 7.3 of the Galt Sub.; an extension of the existing No. 1 main track from Mile 9.92 to Mile 12.05 of the Galt Sub.; the construction of an additional main track between mile 15.73 and mile 18.85 of the Galt Sub.; and the construction of two additional storage tracks at Guelph Junction Yard, located adjacent to mile 39.2 of the Galt Sub. (27-08-87)

**AUTHORITY TO REMOVE OPERATOR:** Canadian National has received permission to remove its operator position at Chapais, Quebec.

Duties and functions previously handled at Chapais are now the responsibility of either the Servocentre at Senneterre or the Carload Centre at Montreal. (27-08-87)

**END OF MARITIME LINE:** Canadian National has received permission to abandon its Bartibog Subdivision (New Brunswick) between Bartibog (mileage 0.00) and Heath Steele (mileage 23.1).

A relatively new line, the Bartibog Subdivision was constructed in 1956 to serve Heath Steele mines, a zinc mining operation belonging to Noranda, Inc. Mining operations ceased on May 4, 1983, due to poor world prices for zinc.

The effect of the mine closure on the economic performance of the line was immediate. Carload traffic declined some 50% from its previous average of 2000 loads per year, dwindling to 10 loads in 1984. No traffic has been handled on the line since that year.

Actual losses for 1985 were \$282,840. Noranda has no plans to reopen the mine. (10-09-87)

**NEW ACQUISITIONS:** On October 5, VIA Rail SW1000 switchers nos. 201 and 203 (ex-Inland Steel nos. 116 and 118) entered Canada through Sarnia, Ontario, destined for the Montreal Maintenance Centre. (David Stremes)



# Photo Page



Our theme for this month could be titled "Things Not Often Seen". Canadian railway motive power is constantly changing. What is here one day is gone the next. Retirements, leases, rebuilds, unique models etc. provide opportunities for the railfan to see and photograph the unusual in 1987. To illustrate, we present these photographs by Ron Lipsett.



ABOVE: CN F7Au #9172 leads numbers 3231, 4385 and two switchers on #318 as it passes through Whitby Ontario on June 7, 1987. #9172 is one of only 29 F7Au's remaining on CN. 9 were converted to B units by blank-out their windows. The switchers are bound for Oshawa.



LEFT: CN SW1200RSm #7105 is pictured at MacMillan Yard in Toronto on July 21, 1987 days after being outshopped from Point St. Charles Shops in Montreal. #7105 is one of eight SW1200RSm units that have inherited the hood and several internal components from retired GP9 units.

RIGHT: CP Train #927 is led by M-630 #4572 at Darlington Ontario on May 14, 1987 with the assistance of three CN RS-18 units. This was a rare scene last spring when CP urgently needed power and leased some of their competitor's equipment. However, such a sight does little for the corporate image so the CN units saw service on CP for a very short period.





## Information Line

**FIRM ACCUSED OF UNION BUSTING:** The Canadian Auto Workers Union has accused the Urban Transit Development Corporation (UTDC) of union busting following a company announcement that it will be hiring 25 non-union workers to carry out contract work at a plant which it has leased in Napanee, some 25-miles to the west of the UTDC's main facility at Millhaven near Kingston, Ontario.

The extra staff is necessary to handle contracts from VIA Rail Canada related to the installation of new safety equipment to the corporation's fleet of locomotives and passenger cars.

UTDC plans to pay the new workers in excess of \$4.00 per hour over that received by those workers currently represented by the Canadian Auto Workers. Although UTDC has stated that the premium wages are necessary to deal with the requirements of "two short-term, time sensitive contracts that will last until the end of next May at the latest", the Union sees it as a way of circumventing the collective bargaining process. According to Union Representative Dave Smith, "In two years, we could be out of work in the Millhaven plant and a new, non-union UTDC shop in Napanee could be humming merrily along." (Brockville Recorder and Times, 21-09-87)

**USE OF CARS TO STABILIZE BRIDGE UPHELD:** The Canadian Transport Commission has determined that CP Rail was not at fault for attempting to stabilize its bridge at Perth-Andover, New Brunswick, with a string of loaded cars.

The move was unsuccessful, the bridge succumbing to the floodwaters of the raging St. John River last spring. The destruction of the bridge sent 17 loaded cars of fertilizer into the river, prompting a protest from environmentalists and other concerned groups about possible long term environmental damage.

Although admitting that the selection of fertilizer cars was not the wisest of moves, the RTC acknowledged that the railway didn't have much of a choice in the matter. The cars were the only ones available.

This is not the first time CP has used loaded cars to hold down a bridge. Back in 1976 the same move was credited with saving the Perth-Andover bridge. (CP Rail News, September 1987)

**AFTER 100 YEARS, TIME IMPROVED BY 12 MINUTES:** Desperate to make up lost time on the inaugural run of through CP passenger service between Montreal and Saint John, New Brunswick, on June 3, 1889, Engineer Thomas McKenna and Fireman Frederick McLellan took only two hours and 17 minutes to complete the 135-kilometre distance between the Canadian border opposite Vanceboro, Maine, and Saint John.

Almost 100 years later, the time for the "Atlantic" is only twelve minutes faster! (Thanks to Omer Lavallée, CP Rail News, September 1987)

**CLOSET RAILFAN?:** A near perfect rendition of the Norfolk Southern's A-Class 2-6+6-4 No. 1218 in the September 14, 1987 version of the popular comic strip Gasoline Alley leads to the inevitable question. Is Scancarelli, its creator and illustrator, a closet railfan or not? (Globe and Mail, 14-09-87)

**FEEDING THE FERRONUTS:** During a recent trip from Toronto on VIA Rail Train No. 46, an in-cab conversation with the head-end crew inevitably touched upon the question of railfans and the professionals regard for them.

According to the Engineer, CN's crews in the Hamilton area like to tease the hordes of railfans who can usually be found during the weekend at Bayview Junction there by throwing copies of their orders from the cab of their locomotives as they pass by.

This can cause a real commotion as the 'ferronuts' scramble to grab the flimsies, much to the amusement of the crews! (Philip B. Jago)

**CUTBACKS SLATED FOR FORT ERIE:** Canadian National has announced that it intends to eliminate some 42 jobs at its Fort Erie (Ontario) Yards, effective November 15.

The move follows similar action taken at Niagara Falls a year ago. Of the 42 positions, 29 involve car repairs while the remainder involve switching and inspection activity.

A Union spokesperson has condemned the action, concluding that the elimination of the jobs will result in a less safe operation in the Niagara Peninsula.

For its part, CN has justified the reductions on the basis of volume of activity. According to spokesperson Mike Mathews, "We are in business to provide a speedy, safe, freight service to industry ... The number of cars coming in through Fort Erie has declined somewhat and so has the repair workload." (Hamilton Spectator, thanks to Clive Spate)

**GO NIAGARA:** Plans for the expansion of full GO commuter rail service to Burlington and Hamilton have yet to be realized and already there is agitation in the Niagara Peninsula for an extension of the popular rail service right through to Niagara Falls over CN's Grimsby Subdivision.

During a recent meeting of the Grimsby town council, a motion asking the Ontario Ministry of Transportation and Communications to develop plans for GO service in the region received unanimous endorsement.

The Ontario government has yet to reply. (Hamilton Spectator, thanks to Clive Spate)

**POST OFFICE PHASES OUT USE OF TRAINS:** Contrary to operations throughout the rest of the world, Canada Post has formally announced the final termination of all railway mail operations in the country.

The move was recently announced during a publicity campaign touting the Corporation's efforts to improve its overall service and reliability.



According to Canada Post, "Improvements to our transportation system make it more dependable and reduce transport dramatically. For example, we have phased out the use of trains. In addition to our air and marine transportation, we will use additional trucks for land transportation. Trains follow set schedules, whereas trucks can come and go as needed. This can speed up transport as much as two days for mail moving between Montreal and Vancouver." (Thanks to Colin Churcher)

**NEW HOME SOUGHT FOR COUNTESS:** A campaign has been instituted by the Mid-Western Rail Association of Manitoba to find a new home for the venerable "Countess of Dufferin", the first locomotive in the Canadian Northwest.

Shipped by Red River barge to St. Boniface, opposite Winnipeg (Fort Gary) in 1877, the 4-4-0 type was used in the construction of the Pembina Branch, the first rail line in Manitoba and now a part of the Canadian Pacific system.

For many years the Countess was displayed in a park adjacent to CP's Winnipeg Station. Subsequently, she was moved into a more downtown location in conjunction with Manitoba's Centennial Celebrations in 1969.

Of late, she has languished in covered storage, awaiting rejuvenation after spending too many years on display outdoors.

The Mid-Western Rail Association also has its eye on two other steam locomotives and is proposing that all three be utilized in a rail heritage museum as part of Winnipeg's East Yard development scheme. (Canadian Pacific News Summary, 04-09-87)

**PROFITS UP AT THE ACR:** According to figures released by the Algoma Central Railway, the Sault Ste. Marie transportation company posted an impressive \$2.61 million profit during the first half of its fiscal year, 4 times higher than the previous year.

Credit for the upturn lies for the most part with the ACR's marine operations. The railway is still experiencing a decline in business, occasioned by the depressed nature of world steel markets. The bulk of the rail revenues come from shipping iron ore to Algoma Steel in the Soo.

Also a passenger hauler with its world famous Agawa Canyon tour trains, the ACR is posting impressive results. According to a spokesperson, "it looks like it's going to be a good tourist year." (Canadian Pacific News Summary, 21-08-87)

**PARTY AT STETTLER MARKS FIRST YEAR:** Amidst the intense activity associated with grain hauling and film making, the Central Western Railway still found time to host a big one-year birthday bash in the community of Stettler, Alberta, on July 30.

Railway President Tom Payne treated more than 1200 people to short excursions along the line, a barbecue, and a dance. To finish off the occasion, the guests' dessert consisted of huge birthday cakes resembling the CWR's diesel engines and iced in blue, the CWR's colours. (Canadian Pacific News Summary, 21-08-87)

**STEAMER'S FUTURE IN JEOPARDY:** Unconfirmed reports from Hamilton suggest that the end may well be near for ex-TH&B 2-8-0 No. 103. Built in 1910, the MLW product was donated to the city in the mid-1950s and placed on display, a victim of the elements in Gage Park. Subsequently it was moved to the Wentworth Heritage Pioneer Village in nearby Rockton. Approximately two years ago, the decision was made to transfer the deteriorating steamer to the new Hamilton Pumphouse Museum and provide it with a full cosmetic restoration.

After hundreds of hours of volunteer effort to get it ready to move, the City Council pulled the plug at the last moment, leaving the engine's future in limbo. Now, unconfirmed reports suggest that the engine, one of the few TH&B steamers to be preserved, may be getting ready for a date with the scrapper, to be devoured by the very steel mills which it serviced during its almost half-century career.

In a desperate letter to the Hamilton *Spectator*, Merv Fortney, one of the disenchanted volunteers who had rallied to have the engine placed on display at the museum, summed it up bitterly: "... city support was denied.

"So there you sit, the last of your kind, waiting for the scrapper's torch.

"Future generations will never be able to see a TH&B Steam Engine again.

"If you were an old boat out in Lake Ontario's bottom, city hall would pour all kinds of money into you." [Hamilton is involved in a major effort to raise and preserve two sunken War of 1812-era schooners from the bottom of Lake Ontario.]

"So goodbye Engine 103, may you rust in peace." (Hamilton *Spectator*, thanks to Clive Spate)

**VIA INTRODUCES STUDENT FARES NATIONWIDE:** After a one-year test in the Maritimes, VIA Rail Canada has revived an old Canadian National marketing scheme with the introduction of system-wide student fares on its trains.

Entitling a student to a 33% discount on the basic one-way coach fare, the fare is valid at all times except for trains departing between the hours of Noon and 6 p.m. on Fridays and Sundays and during the Christmas Holiday Period between December 18 and January 4.

According to Murray Jackson, Vice-President Marketing and Sales, "The new fare offers students a sizeable discount and the flexibility to travel at times that suit them, with very few restrictions." (Canadian Pacific News Summary, 11-09-87)

**IT HASN'T HAPPENED YET ...:** Early in 1966, the Newfoundland Provincial Government announced plans for a tunnel under the Strait of Belle Isle to link Labrador with Newfoundland. The tunnel was to be 18 feet wide, 16 1/2 miles long, and equipped to carry cars, trains, and power cables. Construction was estimated to take four years, however, the plans never did get the go ahead.



## Along the Right of Way

### CNRAIL UNUSUAL MOVEMENTS THROUGH OTTAWA:

On September 16, CN steam generator units 15501, 15502, 15503, and 15504 headed east on Train 338. The 15501 was formerly no. 2956 on the narrow-gauge operation in Newfoundland; the other three were previously VIA 15425, 15401, and 15402 respectively.... GMD1 no. 1071 went east on Train 338 on September 24.... 200-ton wrecking crane 50014 and associated boom car went east on Train 338 on October 7. (Martin Berubé)

**HEAVY DAMAGE:** A derailment caused by a rockslide on CN's Alberta Resources Railway caused extensive damage to SD40-2(W) 5306, and SD40 5116, with lesser damage to SD40 5126. The units arrived at Calder Yard (Edmonton) on August 23 and headed east on September 9. (Geoffrey Peters)

**TRAFFIC JAM:** One axle on one car on hotshot train 214 derailed on September 18 at Forresters Falls, Ontario, and bounced along the ties for more than four miles. Westbound trains 201, 301 and 337 were held at Walkley Yard in Ottawa until train 214 arrived in Ottawa the next afternoon.

A tie gang was moved to the site on October 3 to replace some 10,000 damaged ties. Pending repairs, a 15 mph slow order is in effect. (David Stremes)



### UNUSUAL LASH-UPS INTO OTTAWA:

On September 19, Train 86 from Ottawa to Montreal was powered by five different models: GP38-2 3036, RS-23 8031 (fresh out of Angus Shops without the mulitmark), SW1200RS 8119, RS-18 8797, and C-424 4250... TH&B GP7's 73 and 75 powered Train 85 and 86 on October 7 prior to their date with Angus Shops for rebuilding into CP switchers 1683 and 1685. Both units had powered Toronto-Montreal Train 916 on October 1. (Ross Harrison and Bruce Chapman)

**SIX UNITS - FIVE MODELS:** On September 24, the following lash-up was noted at Baie d'Urfe, Quebec, on the Vaudreuil Subdivision: SD40 5545, SD40-2 6035, C-424 4212, M-640 4744, C-424 4200, and RS-18 8763. (Hugues Bonin)

**SIDINGS LIFTED:** Sidings have recently been lifted at Breckenridge, Aylmer, and Parker on the Waltham Subdivision in Quebec. The only siding remaining between Wamo (junction with the Lachute Sub.) and Wyman (mileage 33.7) is at Quyon (mileage 30.6). The only traffic on the line is rock ballast from the closed iron ore Hilton Mines at Bristol, which is connected to the Waltham Sub. at Wyman by a 4.7 mile spur. (Ray Farand)

**STILL THERE:** A wooden water tower still stands at Dalhousie Mills, Quebec, near St-Telesphore on the Winchester Subdivision. (Hugues Bonin)

**HEAVY WORK EQUIPMENT AT SMITHS FALLS:** In connection with the activity involved in rehabilitating its bridges carrying the Brockville Subdivision over the Rideau waterway at Smiths Falls (Ontario), CP Rail

had pile driver no. 414230 in town on September 23. Does anyone know how long it was used there?

The \$1.3 million project involves replacing the oldest bridge on the Rideau Canal. The pillar supports will maintain their former appearance, thanks to an agreement with Parks Canada. (Ollie McKee and Bruce Chapman)

**DISPATCHING CHANGES:** The dispatching office at Moose Jaw (Saskatchewan) will move to Winnipeg (Manitoba) on November 15; the one at Saskatoon (Saskatchewan) will move to Winnipeg on December 6. (Bruce Chapman)

**CLEAN-UP UNDERWAY:** The 17 freight cars that toppled into the Saint John River at Perth-Andover, New Brunswick, when the rail bridge there collapsed on April 2, 1987 due to pressure from floodwaters are being retrieved. Divers and a heavy crane mounted on a barge continue to untangle the submerged wreckage and bring the cars to the surface. Recovery work should be completed by mid-November. (Bruce Chapman)



**FIRST OF NEW BATCH:** The first of VIA's latest batch of ten F40PH-2 units to visit Ottawa were nos. 6420, 6422, and 6424 in mid-September, in all cases hauling LRC coaches. (Philip Jago)

**INTO STORAGE:** On August 15, RDC-9's 6001 to 6006, retired RDC-4 6401, and retired '10-6' Sleeper "Grand Codroy River" were assembled in CN's MacMillan Yard in Toronto. Shortly after, they were noted passing through Brockville on Train 318, enroute to storage at Cedars, Quebec. (John Mitchell and Ollie McKee)

**IT COULD HAVE BEEN MORE SERIOUS:** On September 18, the eastbound CANADIAN hit a flat bed trailer at a private crossing in Ashton, Ontario, on CP's Carleton Place Subdivision. The impact knocked FPA-4 6779 sideways off the track and demolished her pilot. Fortunately the six passenger cars did not derail and none of the 64 passengers or any of the crew was injured. The passengers continued their journey in two buses.

CP's 100-ton hi-rail crane 414031 was dispatched from Montreal to reraill the unit. The unit and six cars were hauled into Ottawa by CP C-424 4250 the next morning. The cars left Ottawa for Montreal behind VIA F40PH-2 6409 on the afternoon of September 19, some 19 hours late. The 6779 left Ottawa on September 22 for Montreal behind CP power via the Prescott, Winchester, and Vaudreuil Subdivisions. (David Stremes)

**HELPING HAND:** On October 4 LRC 6900, on Toronto-Ottawa Train 46, was passing an eastbound CN freight train when something dislodged and shattered the LRC's windshield. Fortunately nobody was injured. CN M-420(W) 3509 was added to the train at Belleville with arrival in Ottawa some two hours late. (Colin Churcher)

**MINI-LRC:** A recent visit to the Ville St. Pierre (Montreal) maintenance facility disclosed the front 20 feet of retired LRC 6906. The unit was destroyed by fire at Glencoe, Ontario, on October 21, 1983.

Included in the line-up outside the shop were FPA-4's 6769, 6778, 6785, and 6791; FPB-



4's 6866, 6868, 6869, and 6870; FP9A 6514; Electric Generator Unit 15300; and several retired passenger cars. (Mike Nowell)

**TO RETURN TO SERVICE:** Nine of the 10 LRC coaches that were leased to Amtrak between 1980 and 1982 will soon move from storage at Ville St. Pierre, Quebec, to Bombardier's plant at La Pocatiere, Quebec. They will be refurbished for dedicated Toronto-Chicago service to alternate every other day with Amtrak equipment on the route. At present one set of Amtrak equipment is leased by VIA for VIA's contribution to the jointly-operated service. The train is supplemented on Sundays by up to four VIA 'Tempo' coaches between Toronto and Sarnia, which will be withdrawn from service when the nine LRC coaches become available.

Presently, the other 21 'Tempo' cars are stored at Cedars, Quebec. It has been learned that 18 of the 21 cars are destined to the United States. Further details to follow. (Tom Higgins and Earl Roberts)

**EXPANDED TRAINS FOR THANKSGIVING WEEKEND:** Toronto-Ottawa Train 46 on October 9 operated with FP9A 6542 and F9B 6630 and seven cars (including two club cars) in place of the usual LRC consist. Train 45, her westbound counterpart, turned out to be a disaster - LRC 6923 and four cars started out as Montreal-Ottawa LRC Train 35 and failed three times within the first mile. Becoming Train 45 in Ottawa, her departure was 45 minutes late. All went well until east of Kingston where the train again died, leaving the passengers in the dark and cold for two hours before being pushed into Kingston by a following train. Because of the holiday weekend, buses were not available. Passengers were eventually accommodated on following trains, with some arriving in Toronto some 5 hours late. Their only consolation was that they received a credit for half the cost of their ticket redeemable on a future trip. The delay was well publicized on the various news media. (Earl Roberts)

#### MISCELLANEOUS

**RESTORATION RESUMED:** The Province of Alberta's ex-CN 4-8-2 no. 6060 has been moved into the shops adjacent to BC Rail's North Vancouver station for further restoration work. No. 6060 was restored sufficiently to steam from Jasper, Alberta, to STEAMEXPO in Vancouver in May 1986, after which further work was carried out on her in North Vancouver until funding difficulties arose. An additional \$50,000 has recently been allocated. Plans are to have 6060 ready for excursion service in 1988. (John Cowan)

**ROYAL HUDSON CHARTER:** On October 2 and 3, the British Columbia Government's ex-CPR Royal Hudson no. 2860 was chartered by a group from California for a two-day round trip from North Vancouver to Lillooet, B.C. No. 2860, assisted by a BC Rail diesel unit, hauled an eight-car train plus two auxiliary tank cars. (John Cowan)

**FOR TESTS:** A Massachusetts Bay Transportation Authority (Boston) subway car arrived in Ottawa on CP Train 85 on October 3 enroute to the National Research Council's

Vehicle Dynamics Laboratory for testing. (Ross Harrison)

**ON LOAN:** On October 1 and 2, CP SW1200RS 8109 was pressed into commuter service between Montreal and Vaudreuil (Quebec) to propel gallery cars when SCTUM FP7A 1302 failed. (Bruce Chapman)

**SWITCHER MODIFIED FOR SAFETY:** As part of an in-plant safety program, Canada Starch of Cardinal (Ontario) has modified its newly acquired GE 80-ton diesel switcher by removing the pilot boards and by locating an air hose on either side of the unit's couplers.

Down the road, the company is also talking about ballasting the unit up to a 100-ton rating. (Ollie McKee)

**UPDATE ON PRIVATE CAR ACTIVITY:** Further to last month's Branchline, Arthur Boone's "Boonesborough" arrived in Montreal on Amtrak's "Adirondack" on September 28, one day ahead of schedule. Boone allegedly advanced his arrival time at Montreal because he "couldn't wait to get here." The car and its owner left town on October 3, again bringing up the rear of the "Adirondack".

"Boonesborough" is of Southern Railway ancestry and is still painted in what appears to be a paint scheme of the "Crescent Limited", many years ago. Save for minor alterations such as a micro-wave oven, and microphor hoppers to replace the traditional dump hoppers, the car's interior is essentially unchanged. Boone has owned the car since 1978.

The journey of ex-CN Business Car No. 97 to Port Washington, New York, early in September was circuitous, to say the least. Although Port Washington is just outside of New York City on Long Island Sound, Amtrak insisted that No. 97 reach its destination over a route from Montreal to Albany ("Adirondack"), thence to Chicago ("Lake Shore Limited"), Philadelphia ("Broadway Limited"), and then on to Port Washington.

The unusual detour arose from a clearance problem between No. 97's air conditioning unit and the third rail in the Metro North electrified territory. As well, the car also contains a propane tank for firing its on board appliances. Amtrak prohibits propane on all private cars in the North East Corridor. (John Godfrey)

#### SOME SIGNIFICANT NOVEMBER DATES:

Nov. 9, 1850 - An Order-in-Council authorized the building of the Intercolonial Railway between Montreal and Halifax.

Nov. 27, 1854 - The Grand Trunk Railway was completed from Richmond to Levis, Quebec.

Nov. 7, 1885 - The last spike on the CPR was driven at Craigellachie, B.C.

Nov. 24, 1890 - The Cape Breton Railway was opened as part of the Intercolonial Ry.

Nov. 8, 1902 - The Calgary & Edmonton Ry. was completed between Calgary and Edmonton, the first railway to each Edmonton.

Nov. 24, 1905 - Edmonton, Alta., obtained its first direct transcontinental railway service when the Canadian Northern Railway was completed.

(Dateline: Canada, merci à Robert Couture)



# The Motive Power Scene

Many thanks this month to Bruce Chapman, Ken Ardinger, Hugues Bonin, Colin Churcher, Ross Harrison, Mark Kindrachuk, Mark Perry, Geoffrey Peters, and Frank Vollhardt, Jr.

**Note:** Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1987 **Canadian Trackside Guide**, eg. (p1-41).



## REMANUFACTURED AND RENUMBERED BY ANGUS SHOPS (MONTREAL): (p1-35, 1-43)

RS-18u 1836 (ex-8796, serial 82422).

### TWENTY MORE LEASED UNITS: -

3 BC Rail SD40-2's, nos. 747, 750, and 757. (Nos. 747 and 750 were formerly Oneida & Western 9954 and 9957 - acquired by BC Rail in 1987);

5 Quebec North Shore & Labrador SD40's, nos. 200, 201, 202, 203, and 220 (due in Montreal by ship on October 19);

7 Chicago, Missouri & Western GP40's, nos. 3517, 3519, 3520, 3521, 3522, 3524, and 3525 (all ex-Western Pacific numbers);

5 Bessemer & Lake Erie SD9's, nos. 825, 827, 829, 831, and 832.

As well GO Transit GP40-2(W) nos. 704 and 707, and GP40-M-2 no. 722 were leased for the October 1 to 3 weekend.

The arrival of the additional 20 units brings the number of leased units to 65.

**BACK HOME:** Recently outopped GP7u switchers 1682, 1684, and 1686 (formerly Toronto, Hamilton & Buffalo 72, 74, and 76) have been reassigned to TH&B lines with maintenance performed in Toronto.

Sisters 73, 75, and 77, and GP9s 401 and 402 are in Angus Shops in Montreal for rebuilding into switchers 1683, 1685, and 1687 to 1689. TH&B GP9 403 will soon be withdrawn from service and moved to Angus Shops for rebuilding to switcher 1690. After rebuilding, 1683, 1685, and 1687 to 1690 will be assigned to St. Luc Yard in Montreal. The TH&B GP7's receive 567C engine blocks recovered from retired VIA Rail FP7A and FP9A units when rebuilt and are rated at 1750 hp.

Their former TH&B assignments will be covered by RS-18 units until the next batch of GP9 road switcher rebuilds is produced in 1988.

**FALLING FAST:** Only 3 of the 8 TH&B switchers remain in service. Stored unserviceable are NW2's 52, 53, and 54, plus SW9's 56 and 58. Soldiering on are NW2 51, and SW9's 55 and 57.

**HELD FOR REBUILD PROGRAM:** GP9 8835 suffered a fire on the Victoria (B.C.) Subdivision and has moved to Angus Shops for rebuild. She will emerge in 1988 as no. 8835. The remaining 45 unmodified GP9 units will be rebuilt as 8200-series road switchers.



**LAST FOUR HELD ...:** The last four of ten additional F40PH-2 units (nos. 6426-6429) have been held at the General Motors plant in London, Ontario, for installation of event recorders. Shortly,

all F40PH-2 units will be cycled through the GM plant for event recorder installation.

**GET YOUR PICTURES:** Projections are that all MLW FPA-4 and FPB-4 units will be out of service by the summer of 1988.

## INDUSTRIALS AND SHORTLINES

**GONE SOUTHSIDE:** (p2-2) Westroc Industries at Lake Windermere Station (Invermere, B.C.) has sold their MLW S-3 no. 1 (serial 77280, built 4/52) to Lehigh Portland Cement in Metaline, Washington. She started life as Canadian Arsenals no. 1.

**NEW HOME:** (p2-3) MacMillan Bloedel at Port Alberni, B.C., has acquired Southern Pacific SW900 1197. She was built by EMD in June 1954, serial 19648, as Southern Pacific 4633, and then renumbered 1179. She was rebuilt electrically in 1974 and renumbered 1197.

**BEING CHOP-NOSED:** (p2-5) Dow Chemicals' (Fort Saskatchewan, Alberta) recently-acquired ex-Burlington Northern RS-11's 4188 and 4195 have had their short hood 'chop-nosed' for improved visibility. Sister 4197 was acquired for parts only.

**NUMBER IDENTIFIED:** (p2-6) Former Norfolk & Western ALCO T-6 #17 (serial 82318, built 2/59), which recently was sold to Potasco in Rocanville, Saskatchewan, via A. Merrilees (dealer), has been numbered 35084.

**TO BE CUT UP?:** (p2-6) Simplot Chemicals' (Brandon, Manitoba) unnumbered GE 44 Ton unit (serial 15030, built 12/41) now sits derelict at Brandon Scrap Iron in Brandon.

**STILL THERE:** (p2-7) Canada Cement Lafarge at Fort Whyte (Winnipeg, Manitoba) has four diesels on their property. Not listed in the **Trackside Guide** are GE 45 Ton no. 1 (serial 28365, built 5/47), and a no number GE 15 Ton unit (serial 32325, built 3/55). The latter is the only 15 ton GE unit in Canada and was believed to have been scrapped.

**IS IT STILL THERE?:** (p2-15) Indications are that the GLC Canada plant at Berthierville, Quebec, has closed - if so, what has become of their GE 25 Ton unit (serial 30425, built 9/49)?

**IDENTIFIED:** (p4-23) Central Western Railway's recently acquired former CN work car no. 60604 was originally CN coach 5128, built by National Steel Car in 1929. She was converted for work train service in 1965.

## ON THE PRESERVED SCENE

**FOR SALE** (p3-30) The real estate newspaper **Just Homes** for August 6, 1987 lists for sale an ex-CP business car beside a 19th century farmhouse on a township road nine miles north of Uxbridge, Ontario. Asking price for the property is \$319,000.

The business car is identified as one of three railroad superintendent's cars built in the mid-1920s, and the only car of its kind still owned privately (which is not quite the case!). The car last carried number 7 and was previously named "Algoma". It was delivered to the site in 1982.

**MORE DETAILS UNCOVERED:** (p3-34) The 0-4-0 Vulcan locomotive on display at Romeco Inc.



in Laval, Quebec, (October Branchline) is an 8-ton gas 36" gauge unit that was built in August 1928 (serial 3892) as George Mills Construction Company no. 2 at Dalhousie, New Brunswick. Does anyone know her ownership before being placed on display?

### CABOOSES

**RETIREMENTS:** (p6-7, 6-11, 6-12) CP Rail has either recently sold, dismantled or approved for retirement 52 cabooses (several are not listed in the 1987 *Trackside Guide* as they were pending retirement when the Guide was published):

Run-through caboose (end cupola) 434041;  
 Wood cabooses - 436982, 436984, 436985,  
 437004, 437008, 437039, 437040, 437053,  
 437064, 437069, 437073, 437076, 437083,  
 437084, 437122, 437124, 437129, 437138,  
 437139, 437143, 437144, 437146, 437148,  
 437154, 437155, 437170, 437182, 437198,  
 437202, 437213, 437218, 437225, 437233,  
 437238, 437241, 437242, 437256, 438502,  
 438533, 438536, 438584, 438585;  
 Steel cabooses - 437265, 437274, 437309,  
 437358 (on display at Heritage Park in  
 Calgary), 437369, 437374, 437389,  
 437442, 437464 (being readied for  
 display in Brockville, Ontario).

**ANOTHER STUDY APPROVED:** The Province of Quebec has approved \$83,000 for the long awaited final study on the feasibility of the proposed tourist train between Hull and Wakefield, Quebec. Ninety percent of the cost of the study has been funded by the province, with the balance covered by the municipalities of Hull, West Hull, and La Peche. The three municipalities agreed in 1986 to take over the CP Rail line between Hull and Wakefield in return for tax receipts totalling \$4.9 million.

The study will prepare a preliminary operational blueprint for the tourist operation that will incorporate the type of train to be used, the Hull starting location, and the number of trips necessary to break even.

After the study is completed, the Tourist Development Council of Hull/LaPeche Inc. will be in a position to tender for proposals from companies interested in operating the tourist train as a commercial venture. In the meantime, the Council is undertaking some repairs to culverts and overseeing problems connected with beaver dams along the 17-mile route. (*The West-Quebec Post*, 30-09-87)

**MUSEUM IN EDMONTON ...** A replica of the 1891 Calgary & Edmonton Railway station in Strathcona, Alberta, is located at 10447-86th Avenue in Edmonton. The station houses a railway museum - well worth a visit. (Geoffrey Peters)

**RAILWAY MOTIF:** Diagonally opposite the Brockville (Ontario) station is Jon's Restaurant. The interior has recently been done over and includes a very interesting array of railroad photographs. (John Frayne)

**VIA RAIL FARES TO RISE:** VIA Rail fares will increase an average of 4% effective December 1, 1987. All one-way and excursion coach fares will be affected, along with sleeping accommodations on most long-haul trains, except those serving Atlantic Canada.

Current fares for VIA 1 first-class service in the Quebec City-Windsor corridor will be maintained. These fares were recently adjusted after VIA revamped first-class service.

A one-way coach fare between Montreal and Ottawa will go from \$19 to \$20, while the one-way fare between Montreal and Toronto jumps from \$49 to \$51. (*The Ottawa Citizen*, 02-10-87)

**THE CANADIAN ROCKIES BY DAYLIGHT:** VIA Rail has announced a new service to begin in June 1988. A train of 10 daynighters will leave Vancouver, B.C., every Sunday at 09:45 from June 5 to October 9, enroute to Banff and Jasper, with an overnight stop in Kamloops.

The train will travel from Vancouver to Kamloops over CN. On Monday mornings, one half of the train will leave Kamloops for Jasper over CN lines, while the other half will travel over CP Rail to Banff. The trains will leave Jasper and Banff on Thursday mornings, and after an overnight stay in Kamloops, will depart for Vancouver on Friday mornings.

A formal 'launch' of the train took place at Vancouver station on September 29 and at the Four Seasons Hotel in Edmonton on September 30. (John Cowan)

**CN STARTS SERVICE FOR CARS TO NEWFOUNDLAND:** Canadian National has begun offering a total distribution service for car shipments destined for Newfoundland. CN Rail, instead of the shipper, will co-ordinate the entire movement. CN will take automotive traffic by rail from various points to its "Autoport" in Nova Scotia. CN will then move the cars by ship to ports in Newfoundland, from which the shipments will be transported by truck to dealerships. CN Rail moves about 26,000 vehicles to Newfoundland each year. (*Canadian Pacific News Summary*, 25-09-87)

**GUARDING OF AUTOS IN TRANSIT:** Since the early 1980s, CN Rail has spent more than \$230 million on its ROAD (Reduction of Automotive Damage) program to enclose railcars transporting automobiles and so reduce vandalism. In 1986, CN Rail shipped 900,000 cars and paid freight claims of more than \$2 million - a drastic improvement since the days before the program.

CN Rail says it carries 60 per cent of all autos shipped by major manufacturers to domestic locations and as much as 80 per cent of international traffic. Not only other railways, but also highway carriers, are constantly trying to cut into this market share. (*Canadian Pacific News Summary*, 25-09-87)

**HELP:** CP Rail recently introduced a new numbering arrangement for their radio frequencies. Can any of our readers identify the frequencies for the new channels?



## 'OCEAN' RUNNING SINCE JULY 1904

[The following, written by Bill Coe, originally appeared in the July 1987 issue of *Vialogue*]

The 'Ocean' is Canada's longest-running train, having operated continuously under that name since July 3, 1904. It was unusual because it offered an all sleeping car service from its inception, placing it in the same class as the famed New York-Chicago '20th Century Limited'. Patrons enjoyed gourmet meals in the diner and downed their favourite beverages in plush lounges before retiring. Coach passengers had to ride the slower and less glamorous 'Scotian' to and from Atlantic Canada.

The 'Ocean' follows a route established by the Intercolonial Railway in 1876, a line plagued by conflicting purposes and parish-pump politics. Few Maritimers saw the need for a rail link to central Canada. They had their own small, regional lines and much preferred to travel west on American systems which were reached by taking steamships to Portland, Maine. The ICR was perceived as a plot to lure them into Confederation and many people argued that it would never pay its way.

A good deal of evidence supported that belief. The railway took four years longer to build than had been anticipated, with final costs exceeding contracted figures by 40 per cent. Ticket clerks pocketed most of the day-to-day revenues, passes were available at the drop of a hat and special trains ran hither and yon at sweetheart rates. A story spread that contractors were paid by distance, since the line wandered for miles all over the place, looping up through Campbellton, instead of following a shorter, simpler route along the American border.

The 'Ocean' has always been patronized by the rich and famous. Bing Crosby boarded it often to go salmon fishing near Matapedia; the Molson family were always accommodated in the private cars 'Cacouna' or 'Metis' enroute to their summer mansion along the lower St. Lawrence.

For decades the 'Ocean' was used as a test train for experiments in rail passenger services, most of which were highly successful. In 1954, to celebrate its Golden

Anniversary, new lightweight sleeping, dining, and lounge cars were introduced. The five different types of sleepers offered duplex and standard roomettes, bedrooms ensuite, compartments and drawing rooms.

Running times were slashed by two hours each way with the introduction of diesel-electric locomotives. Cafeteria cars were added in 1957 and the following year, it became possible to travel in an upper berth with a coach ticket.

The greatest fare incentive in Canadian rail passenger history was inaugurated on the 'Ocean' in May, 1962. Red, white and blue fares formed the cornerstone of CN's pricing policy for years and led to substantial increases in traffic. By 1965, CN was operating the 'Ocean' and 'Scotian' to Halifax and the 'Chaleur' to Campbellton. Each day, 24 sleeping cars departed Montreal for Atlantic Canada on these trains.

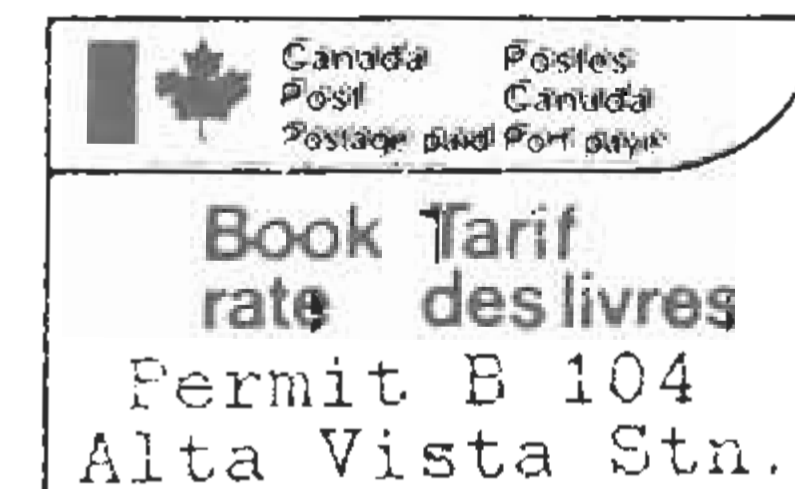
The 'golden age' service on the 'Ocean' took place in 1965 when the 'Ocean' and 'Scotian' were operated with identical consists and 'Skyview' lounge-sleepers [ex-Milwaukee Road] were introduced. The whole bar-lounge area at the rear of each 'Skyview' car was enclosed in glass, offering unequalled views of the scenery.

Not only did 'twinning' the trains save equipment, it gave passengers a choice of departure times. Passengers could depart Montreal on the 'Ocean' at 16:05, arriving Moncton early in the morning at 08:30 and Halifax by 13:15, in time for a full afternoon. Or the 'Scotian' could be boarded at 23:00, with arrivals in Moncton at 16:30 and Halifax by 21:55.

By late 1965, inauguration of the famous 'Rapidos' between Montreal and Toronto slashed Toronto-Maritimes schedules by hours, an important factor since 53 per cent of passengers to this area originated in Toronto or southwestern Ontario.

Improvements to the 'Ocean' continued - cafe lounge cars in 1968, dayneters in 1973 and finally dome cars in 1984. Although the 'Atlantic' has been handling passengers travelling to points east of Moncton since June 1, 1985, the combined 'Ocean/Chaleur' continues the long tradition of superb passenger service along the original Intercolonial Route.

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