

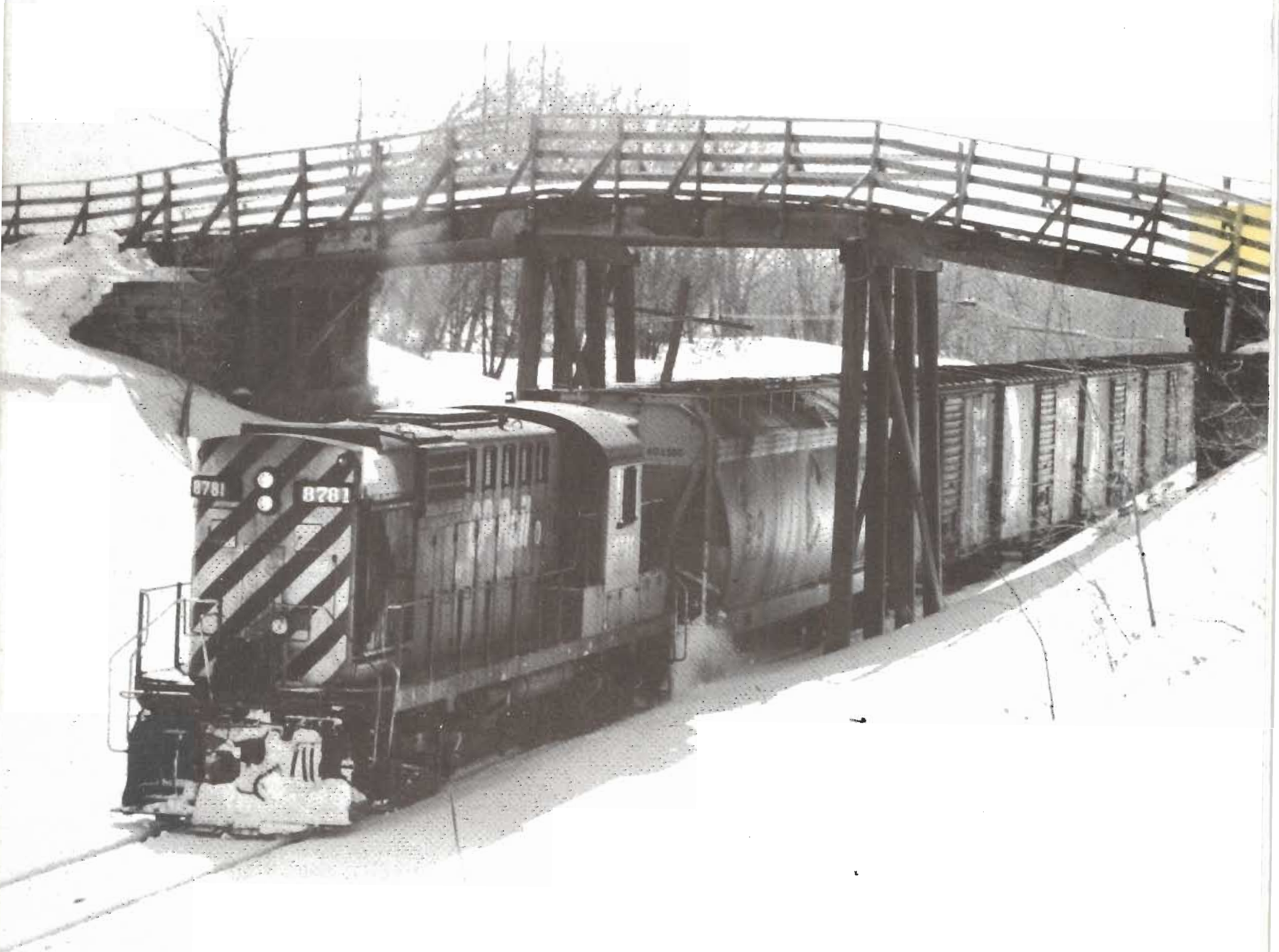


December 1987

\$2.00

# 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.

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

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The Editors thank all those who have contributed articles, items and photos for this issue and acknowledge the invaluable assistance of:

John Coleman - Graphics  
John Frayne - Membership Records  
Bob Meldrum - Address Labels  
Marthe and Jack Scott - Mailing

Printed by EAS Illustrators and Printers Ltd., Ottawa, Ontario.

**DEADLINE FOR THE JANUARY  
ISSUE IS DECEMBER 12.**

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**ON SHEET:** Our feature articles this month include: a holiday "ritual" trip; railroad experiences of a "student engineer"; a 'misplaced' railway hotel; a salute to the Museum of Science and Technology on their 20th birthday; and congratulation to **Canadian Rail** on the occasion of its 400th issue.

**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.

**DECEMBER 1** - Come one, come all! The meeting will feature our Christmas family movie - this year we will enjoy "Union Pacific", starring Barbara Stanwick. Bring along the family and friends. David Stremes will be providing coffee and doughnuts.

**DECEMBER 15** - Our usual 'third Tuesday of the month informal slide night'. Bring out those slides from yesterday and yesteryear.

**JANUARY 5** - Our Annual General Meeting at which we will elect the executive for 1988. Have you thought of running for office? Watch your January **Branchline** for details on the evening's entertainment.

**ERRATA:** Our article on the New York & Ottawa in last month's issue indicated that the former Embrun (Ontario) station is now a residence on the main street in Embrun. For the record, the residence was formerly the St. Albert station (Paul Bown) ... further to the update on CN's Vancouver Island operations (October **Branchline**), the Saanich Spur was not part of the ex-Victoria and Sidney Railway. CN crossed the V&S but never ran on the same route. (Paul Smith)

**NOT ENOUGH NOTICE:** Having read the note on Page 18 of the June 1987 **Branchline** regarding VIA and patronage, I was recently refused a ticket for the eastbound "Canadian" from Winnipeg to Whitemouth as 12 hours notice was required for a pick up to be made on the return journey on the westbound "Canadian". This does not seem to be a way of increasing loadings and means that even if a train has to stop to allow passengers off cannot pick up any would-be travellers unless the necessary 12 hours notice be given! In this particular instance, the possibility of travelling further to Kenora was ruled out as the eastbound was running considerably late. (Mike Slamo)

**ON THE COVER:** CP Rail RS-18 No. 8781, running long hood forward, was northbound on the 'Prescott Turn' under the High Road bridge in Gloucester, Ontario, on March 7, 1987, minutes away from Ottawa. - Photo by David Stremes

**INSET:** VIA Rail FPA-4 No. 6790 heads Ottawa-Toronto Train No. 43 across Ellwood Diamond in Ottawa on December 8, 1986. No. 6790 is not likely to encounter snow again, having recently been sold to the Napa Valley RR. in California. - Photo by Ross Harrison.

**THE EDITORIAL STAFF WISHES YOU A MERRY AND SAFE  
CHRISTMAS AND MAY 1988 BE A HAPPY AND PROSPEROUS YEAR**

# A Student Engineer

BY BERT TITCOMB

In 1955 I spent the summer working in the Research Department of Canadian National Railways in Montreal. At that time the head office was located at 360 McGill Street in Old Montreal. It was a short walk to the waterfront to watch various ships entering the lower end of the Lachine Canal. During one lunch break I recall watching some of the first Toronto subway cars being unloaded from an ocean going freighter.

My boss, W.H. Cyr, was planning a trip to Port Arthur (now part of Thunder Bay), Ont., to inspect the unloading of grain cars at the Lakehead. About a week before he was due to depart, he asked me if I would like to come along as his assistant. I was given a pass titled "Student Engineer" and we soon departed on the "Continental" for Winnipeg.

Upon our arrival we reported to the Western Region Head Office to inform their staff as to what we were proposing to do at the Lakehead. In the evening we departed on the train for Port Arthur. If my memory is correct, this train was pulled by steam locomotive no. 6060 (4-8-2).

During the next ten days we visited every grain elevator in the area. Each visit would normally commence in the manager's office. Each manager was certain that his equipment was the most efficient. I recall one manager had a working model made of Meccano parts to demonstrate how his system operated.

We were then taken out to observe the actual unloading. There were very few covered hopper cars in use in 1955. Most shipments were made in wooden box cars in which a number of 1" x 6" boards spanned the width of both doors. These boards were nailed to the inside of the door jamb and heavy brown paper was then stapled to the boards to prevent grain from leaking through the cracks. A 2 x 3 foot opening was left at the top of the door to permit the crew to get out. The fill pipe was then pushed through the opening to load the car approximately two-thirds full.

At most grain elevators there was a slight grade leading up to the elevator. Each full car was winched uphill using a mechanical car puller. The car would be positioned on the unloading trestle which could be rotated about 45 degrees in the vertical plane. Two adjustable arms moved up at both ends of the car to secure it in position. The outer car door was opened and a hydraulic door ram was then placed against the wooden boards spanning the door. Two hydraulic arms would then attempt to push the boards inwards and upwards.

As soon as the boards moved, grain would cascade out the door and fall through a floor grating into a bin which discharged onto a belt conveyor. The hydraulic arms were then retracted and a baffle was forced into the car at a 45 degree angle. The trestle was then rotated upwards and grain at the high end of the car would strike the baffle and fall into the bin. The car was then lowered to the horizontal position, the baffle retracted and a second baffle would be

inserted in the opposite direction. The trestle was then rotated in the other direction. This action was repeated several times until the car was empty.

The wooden boards were then tossed back into the car, the adjustable posts were lowered and the car was pushed through a spring switch and onto an empty track running parallel to the track with the loaded cars. A brakeman was supposed to ride each empty car and apply the handbrake as the car rolled down the grade. Some brakemen did not enjoy a long walk back to the elevator. It was common practice to apply the brakes until the car slowed to a crawl, release the brakes and then get off. On several occasions I recall hearing a loud crash as an empty car hit a string of empties at the far end of the track.

The objective of our visit was to determine the reasons for the high amount of breakage to the wooden boards. There appeared to be a number of factors such as:

- 1) The experience of the operator using the hydraulic rams. If too much force was applied initially, he could break the boards quite easily.
- 2) The size of the nails used by the crews loading the cars. If 2 inch nails were used, the boards would remain intact. However, on some occasions it appeared the loading crews used whatever was readily available. The use of 4 inch nails was certain to cause damage.

On our return trip we again reported to Winnipeg to inform their staff of what we had observed. We then boarded the "Continental" for the return trip to Montreal. Next day as the train approached Nakina, my boss suggested we ride in the cab for a few hours. We spoke to the conductor about our request. His initial reaction was a firm "no" until my boss pulled out his pass which stated he was permitted to ride on locomotives, cabooses, etc. The conductor then asked if mine had the same statement on the back. Fortunately he did not ask to look at it. He then gave his O.K. but said the final decision rested with the engine crew.

At Nakina we walked to the front end and approached the engine crew in FP9A No. 6508. They agreed to our request and we spent three hours in the cab looking at a lot of rugged country. At Hornepayne we returned to our sleeper and next morning arrived in Montreal.

Some years later I told this story to a colleague who had grown up in Port Arthur. He burst out laughing and claimed the reason why so many boards disappeared was caused by numerous families in Port Arthur who found they made excellent kindling wood.

On another occasion I was visiting my uncle who farmed for many years in Kazabazua, Quebec. My cousin had arrived with a friend who was employed as a fireman for Canadian Pacific. We started to swap a few stories about our respective railroad experiences. When I pulled out my old pass as a Student Engineer, he asked "what type of locomotive did you drive?"

# Assignment: Utopia

BY OMER LAVALLÉE

A "ritual" trip which I used to make, at least once a year back in the 1950s, was to the CPR's Minto Subdivision in New Brunswick. As many of **Branchline's** older readers are aware, the easternmost 44 miles of this Subdivision was the operating base of North America's last regularly-assigned 4-4-0 steam locomotives in common-carrier service, CPR classes A1 No. 29, and A2 Nos. 136 and 144. I made my first visit in 1949 and continued at least annually for the next ten years, until the last of the engines was withdrawn in 1960.

My travelling companions and I were reluctant to spend valuable annual holidays on a visit to an operation which was only an overnight trip away from Montreal via the CPR's "International of Maine" line, covered today by VIA Rail Canada's "Atlantic". Moreover, at that time there was a choice of two passenger trains in each direction, running a few hours apart: Nos. 40 and 42 eastbound and Nos. 39 and 41 westbound. (By the way, the Montreal-Saint John passenger services were not named at that time.) Consequently, one of the favoured times to visit the "Minto" was over the New Year's holiday, especially if it occurred on or near a weekend.

The 1950-51 holiday period was such a time; New Year's Day, January 1, 1951, fell on a Monday. As a result, three of us -- Ron Ritchie, Allan Toohey and I -- planned a three-day visit to New Brunswick, leaving Montreal on Friday evening, December 29, 1950 and returning on Tuesday morning, January 2, 1951. We planned to ride the "Minto" on New Year's day, spending New Year's Eve in Saint John visiting railway facilities, as no branch line services were offered on Sunday. As for Saturday, December 30, we planned to explore new territory by riding the CPR's Shore Line Subdivision mixed trains Nos. 115 and 116 to Bonny River, 53.5 miles and return.

Actually, these trains arrived at and departed from a rudimentary station on the wharf at West Saint John. Upon arrival from Montreal at Saint John's Union Station, we took a taxi to West Saint John. The usual wooden combination baggage-passenger car was standing at the station; a few minutes later, class D4g 4-6-0 No. 431 (CPR Angus Shops, Montreal, Dec. 1912) appeared and coupled up. A few more passengers got on board and the one-car train left on schedule at 8:30 AM.

It didn't go far. Three or four minutes were sufficient to reach Bay Shore yard, 1.7 miles away, where the engine uncoupled to pick up the rest of its train, comprising four or five freight cars. Another stop was made at the switch between the West Saint John Subdivision and the Shore Line Subdivision at the west end of the yard. Then we were off along the latter for the next 45 miles, most of this distance in close proximity to the Bay of Fundy. The Subdivision's traffic at that time was provided by fish canneries and pulpwood suppliers.

This railway was built under the charter of the Grand Southern Railway Company, incorporated in 1872 to build from Saint John to St. Stephen. The line was opened for service between Fairville (West Saint John) and St. Stephen, 81 miles, on December 20, 1880. Like many such lines, it had a colourful financial career, resulting in several reorganizations and takeovers. The first such took place in 1889, when the Shore Line Railway Company was incorporated to take over the Grand Southern. The situation repeated when the New Brunswick Southern Railway Company was incorporated in 1901 to take over the Shore Line company. Finally, Canadian Pacific acquired it under a 999-year lease, effective January 1, 1911.

The 29-mile section between St. Stephen and Bonny River was abandoned in 1935, while that between Bonny River and St. George was taken up in 1958. The line between St. George and Lepreaux, the site of New Brunswick's nuclear power station, was abandoned in 1983. Subsequently, in 1986, it was cut back to mileage 10. An application to abandon the balance was made earlier this year.

TIMETABLE - 24 September 1950.

WEST SAINT JOHN - BONNY RIVER			
M115 Ex.Sun.	Miles	TABLE 17	M116 Ex.Sun.
A.M.		Atlantic Time	P.M.
	8:30	0.0 Lv. West Saint John	Ar. 3:45
	8:50	1.7 .....Bay Shore.....	3:35
f	9:08	7.6 .....Spruce Lake.....	f 3:13
f	9:11	8.3 .....Allan Cot.....	f 3:10
f	9:16	10.0 .....Ludgate Lake.....	f 3:03
f	9:21	11.5 .....Taylor's.....	f 3:00
f	9:26	13.4 .....Prince of Wales....	f 2:55
	9:36	16.9 .....Musquash.....	2:45
f	10:00	24.5 .....Lepreaux.....	f 2:23
f	10:15	29.7 .....New River.....	f 2:08
f	10:25	32.6 .....Pocologan.....	f 2:00
	10:45	38.4 .....Pennfield.....	1:45
	11:00	42.9 .....Utopia Centre.....	1:15
f	11:10	45.1 .....Utopia.....	f 1:10
	11:50	47.8 .....St. George.....	1:01
	12:20	53.5 Ar.....Bonny River...Lv.	12:25
	P.M.		P.M.

Most of the mixed train's switching work was done at Musquash, Pennfield, and St. George, respectively 17, 38, and 48 miles west of West Saint John. However, brief stops were made at the other points, many of which were provided with large, commodious stations, relics of the early days of the Shore Line. One structure in particular caught our eye: the tiny, privy-sized "station" at Utopia, where we paused to let someone off a little after 11:00 AM.

Ritchie, Toohey and I were all CPR

employees, but we didn't yet carry annual passes, that privilege being reserved for employees with ten years of service or more. We were eligible, once a year, to apply for trip passes without restriction as to distance or complexity of journey. This included an "interchange" arrangement, permitting travel on any and all rail lines in Canada, the USA, Mexico and Central America. However, CPR employees were limited to but one application per year, a niggardly allotment which one could expect -- so we thought -- from a company founded by self-made Scottish immigrants. We were all very envious of our CN colleagues, who were permitted no less than six pass applications annually, though only one on "foreign" lines.

Hence, our ride on the "Shore Line" was on half-rate orders, on which no limit was placed. This entitled us to purchase tickets at half the tariff price and even applied on the then-popular "weekend return" fares which were normally one-third more than one-way fare. Imagine a return excursion fare between Montreal and Ottawa of \$4.80, available to employees at \$2.40! No wonder that we made a lot of trips to "Bytown" to ride on the Ottawa Electric! I don't recall what our day's excursion on the "Shore Line" cost us, but I think that it was about \$1.10, well worth the expense even with the salaries of the early 1950s.

When a ticket was issued on a half-fare order, it was stamped "employee" to ensure that we couldn't go back to the station and get a refund for full fare. The word "employee" also flagged us to the conductor, who shared this information with the rear-end brakeman. In this case, those worthies were very curious as to why the three of us were going to Bonny River. Discreet questions designed to elicit this information from us got them nowhere. Passing by, the conductor asked, very casually: "Got folks in Bonny River?", to which he would receive a non-committal "No". Later the trainman inquired, helpfully: "Anyone meeting you at the station?". Another "No". "Well, unless you telephone from St. George for a taxi to meet you at Bonny River, you'll have to walk the mile or so to the village." He was more confused than ever at my response: "We're not going to any village, we're coming back on this train." Considering that No. 115 was scheduled to remain at Bonny River only for five minutes, before departing for the return journey as No. 116, the mystery became unfathomable as far as the crew was concerned.

Thus matters proceeded until we got to Pennfield, where the engine had some switching to do. At this point, in producing our cameras to record the action, the purpose of our ride became apparent and we were no longer badgered by the crew. The same process was repeated at St. George, the last revenue-producing station on the line. In fact, the Subdivision extended a further six miles to Bonny River only because there was a wye just 1.5 miles short of that station, on which the engine could be turned.

Leaving St. George westbound, Train No. 115 proceeded to the wye, pulling up on the

main line between the two legs. Here the engine was cut off, then turned and coupled on to the other end of the combination car. At this point, the conductor, looking a trifle exasperated, asked "Do you still want to go to Bonny River?" We assured him that we did. With a shrug, he turned to the brakeman and said, "Give him a back-up sign; we're going to the station." Apparently the usual practice was to begin the eastward trip from the wye which was within Bonny River yard limits, and not bother going the additional 1.5 miles to Bonny River unless it was necessary. We indicated our appreciation for the 3-mile extra revenue move, by getting out and taking pictures of the train standing at Bonny River.

The climax of the story came the following evening, Sunday, December 31, 1950. As a practicing Catholic, and in contrast to the majority of revellers in Saint John, out "on the town" for New Year's Eve, I went to confession at our cathedral on Waterloo Road. Returning to the hotel, my two colleagues -- both "high church" Anglicans, not to be outdone by my attendance to religious duties -- suggested that all of us attend the New Year's Eve service at Trinity (Anglican) Church. Trinity's rector, Reverend Mr. Coleman, was a former Montrealer who had earlier held a charge at the Church of the Ascension in that city. Also, Ron Ritchie had a family connection with Trinity Church, as his grandfather, Arthur Chipman Ritchie, had been a choir director there early in the 1900s.

As the only persons in attendance who were in their twenties, and sitting near the front of the church, we attracted no little attention from the participants. The singing and the service were very impressive and, in due course, the rector got up to deliver his sermon. As the "guest" of my two friends, I sat between them. Allan Toohey, on one side, was very serious and attentive; Ron Ritchie, on my other side, saw some humour in the topic which the rector had chosen.

Mr. Coleman's sermon dealt with the fact that on the verge of the New Year, one should look ahead to a brighter future. He warmed to his subject: "We must know what we're seeking . . . not only that peace and contentment which is given to practicing Christians . . . we must do more and look beyond to that place of repose which has been prepared for us, if only we can recognize it." It was all very inspiring; it felt good to be in church (even a Church of England!), while all of those sinners were out there in the streets, drinking, carousing, and fighting. I was lost in that concentration of mind and soul which the biblical Pharisees practiced to perfection!

All of a sudden, the rector, now in full stride, reached his peroration: "My friends, I ask you, where is this Utopia?" Ron Ritchie, bent on mischief as usual, leaned over and whispered in my ear: "The damned fool, doesn't he know that Utopia is at mile 43.4 of the Shore Line Subdivision?" I cracked up. I put my hand over my mouth to stifle an outburst of laughter, but my body shook, thus attracting the attention of Allan

Toohy on the other side, who, not having heard Ritchie's remark, glared at me angrily and whispered very explicitly in my ear, "SHUT UP."

Just as I was getting myself under control, inevitably there were more references to "Utopia"; it was almost as if Mr. Coleman was conniving with Ritchie in the role of a stage "straight man", to try to make me burst out laughing in the church. ".... Even if we never find it," he persisted, "I assure you, my friends, that Utopia exists, it is there"; to which Ritchie intoned, "They'll have a hell of a time getting everybody into that privy-sized station." Naturally I started giggling again, to which Toohy responded unctuously: "Have you no respect?"

I managed to restrain myself from an open outburst, but my broad smile throughout the sermon convinced Mr. Coleman that his message had made a mark upon at least one young man in the congregation. When, outside the church, Allan Toohy learned the cause of my seeming frivolity, some warm comments passed between him and Ron Ritchie. Thus did three train buffs inaugurate the Year of Our Lord 1951.

Next morning, New Year's Day, January 1, 1951, we were up early to take the CN from Saint John to Norton, and make our trip on CP mixed train No. 159 from Norton to Chipman behind No. 144. .... But that's another story.

**IDENTITY LOST:** CN's Alderdale Subdivision (Ontario) will lose its identity on November 29 when the subdivision will be split and combined with the Beachburg Subdivision from Brent and Nipissing (51.5 miles), and with the Newmarket Subdivision from Nipissing to Capreol (83.3 miles).

As well, the Algoma Central Railway may purchase the remaining portion of CN's Pagwa Subdivision from Hearst to Calstock (22.4 miles), and the Ontario Northland Railway might take over CN's Kapuskasing Subdivision.

On October 30, CP Rail gave up its Colonsay Subdivision in Saskatchewan to CN. (Bruce Chapman)

#### WRONG NUMBER

On the line from Inverness to Wick & Thurso, in the far north of Scotland, there is an unmanned station called GOLSPIE. There is a telephone on the platform for passengers to enquire about train times.

Recently, however, a fault developed and users found themselves talking to Ontario Hydro in Toronto! Word quickly spread round the village and soon several of the locals were establishing quite a rapport with the employees of Ontario Hydro.

It was with some remorse that a gathering watched the correction of the fault and now life in Golspie is back to normal. (Mike Slamo)

#### NEW ITEMS FROM THE "SALES DESK"

BRS member Jack Cook of Rideau Graphics has expanded his line of passenger car prints. The prints are air brush full colour impressions on 15"x20" heavy art stock. The beautiful prints each include six cars depicting the major phases in the history of passenger car construction.

The Canadian Pacific print features: Kingston & Pembroke coach No. 203, c1890; CPR observation-dome No. 87, c1907; Esquimalt & Nanaimo observation-parlour "Malahat", c1912; CPR diner "Bear River", c1928; CPR ex-NYC sleeper "Riverdale", c1942; and CPR dome lounge "Algonquin Park", c1955.

The Canadian National print features: Grand Trunk combine No. 207, c1884; Duluth, Winnipeg & Pacific cafe-observation "Rainier", c1900; Canadian Government Railways sleeper "Lochbroom", c1915; CNR diner No. 1334, c1938; CNR lounge-sleeper "Cape Chignecto", c1954; and CNR ex-Milwaukee observation-dome "Jasper", c1959.

Also available from the "Sales Desk" are prints covering the Delaware, Lackawanna & Western, Delaware & Hudson, New York Central, and Pennsylvania Railroads.

All six prints are presently available to club members at \$8.00 each (a 20% discount).

We are also pleased to stock a new Canadian railway publication entitled "The Inverness and Richmond Railway" by Allister MacBean, a native of Inverness, Nova Scotia, and a former employee of the railway. This soft cover 6"x9", 90+ page publication covers the history of the line from its inception, its time as a Canadian Northern subsidiary, and its amalgamation with and operation under the Canadian National Railways. The book is amply filled with maps and photographs. It is rare to find histories of Canadian railways in the maritimes and as such this book fills a much neglected area quite well. Available at \$10.95 each.

All orders should be addressed to "Sales Desk", P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1. Kindly add \$2.00 for the first item ordered, and 50 cents for each additional item, to cover the cost of postage and handling.

#### SOME SIGNIFICANT DECEMBER DATES:

Dec. 19, 1846 - A telegraph line was opened between Toronto and Hamilton. Railway service, however, did not begin until Dec. 3, 1855 when the Great Western Railroad was opened between the two communities.

Dec. 21, 1866 - The Bytown and Prescott Railway became the St. Lawrence and Ottawa Railway.

Dec. 10, 1880 - The contract to build the Canadian Pacific Railway came before the House of Commons in Ottawa.

(Dateline: Canada, merci à Robert Couture)

## Two Decades for "Science & Tech"

A modest gathering of current and former employees of the National Museum of Science and Technology was held in Ottawa on November 15, 1987, to celebrate the Museum's 20th anniversary.

Although opened in Centennial Year, the idea for a museum of science and technology first arose during the Diefenbaker-era in the late 1950s. Ardent Canadian nationalist that he was, the "Chief" had plans for the development of an institution that would celebrate Canada's scientific and technical accomplishments.

Political turmoil kept Diefenbaker from realizing his dream and it was not until 1965, under the Liberal Government of Prime Minister Lester B. Pearson, that formal moves were made to develop a museum to commemorate science and technology in Canada. A director, Dr. David Baird, was hired with the seemingly impossible mandate to open such an institution during the latter part of Canada's Centennial Year.

In spite of the unrealistic time frame, Baird succeeded, avoiding significantly potential delays in the design and construction of a new building by locating the Museum in a vacant bakery warehouse in Ottawa's east end. This was a far-cry from Diefenbaker's original plans which called for the construction of a suitable facility along the Rideau Canal in the vicinity of Confederation Square, directly north of the current location of the National Arts Centre and with a commanding view both of Parliament Hill and what was then Ottawa Union Station.

In contrast to the traditional approach to Museums, Baird developed a facility that welcomed its visitors and encouraged them to involve themselves as intimately as possible with the exhibits. His recipe was an instant success and, to this day, the number of repeat visitors which the Museum hosts dramatically underlines its well-deserved title as the "most popular museum in Ottawa."

A key element of this popularity is the institution's sizeable collection of railway motive power and rolling stock. More than 40 examples of steam, electric, and diesel motive power, traction equipment, passenger cars, and cabooses are either displayed officially or preserved "as-is". As well, the collection also includes railway technical drawings; railway artifacts - for instance the contents of the steam backshop of the Sydney and Louisbourg Railway, one of the last steam-powered common carriers in Canada; and railway photographs, including rare views of Newfoundland narrow gauge operations prior to Confederation in 1949 and the Canadian photographic works of well-known U.S. rail enthusiast Elmer Treloar whose credit appeared for decades in such rail journals as *Railroad and Trains*.

The Museum's live steam operations have given it a reputation world wide and, until the cancellation of regular steam passenger excursion operations to Wakefield, Quebec, in September 1985, the facility was a regular stop for more than twelve years for

enthusiasts following the summer steam circuit. This reputation goes beyond sponsoring activities, moreover. With the passage of time, the Museum has also developed a considerable reputation for its knowledge in the fields of steam operation and maintenance - a far cry from the earliest years when all knowledge was obtained from those railroaders still possessing intimate memories of the steam era.

Because of its steam train activities, the Museum has served as the Ottawa terminal for CN steam passenger specials involving 4-8-4 No. 6218 and 4-8-2 No. 6060 during the late 1960s and throughout most of the 1970s. On site steam operations have also proven popular, utilizing Stelco 0-6-0 No. 40 (ex-TH&B No. 40, nee TH&B No. 42); Crown Zellerbach Two Truck Shay No. 1 (ex-Comox Logging & Railway No. 15, nee Merrill & Ring Lumber No. 4); and last, but by no means least, ex-Canadian Pacific G5a Pacific No. 1201, whose reputation speaks for itself when one mentions preserved steam.

The Museum has had a considerable impact upon the fortunes and development of the Bytown Railway Society. The twenty years have been very much complimentary ones involving a relationship where BRS has provided much-needed expertise and assistance with both the steam operations and the maintenance and restoration of the static railway equipment. In return, the Museum has provided BRS with a place to store and operate its equipment, conduct its meetings, and experience railroading from the closest perspective possible short of being employed by one of the carriers.

Commencing its third decade, the Museum is searching for new facilities. The bakery, although quaint and certainly functional in the short term, is no place to enshrine examples of the country's scientific and technical accomplishments. A warehouse is a warehouse and the Museum's staff - although able to work wonders with their exhibits given the primitive environmental aspects of the building - have been unable to deal with their subject matter on a scale which it so justly deserves. Plans are in motion to house the collection elsewhere - the most frequently mentioned site being along the Ottawa River, immediately to the west of Parliament and adjacent to and incorporating what remains of the industrial complex which once sprawled along both sides of that historic waterway. The move has yet to receive official sanction.

Of special interest is the future of the railway collection. Rumours abound that the bulk of the rolling stock may be housed elsewhere across the country. As a rationale, informed sources state that the institution's mandate is science and technology, not railways; and that one or two examples of the equipment are more than adequate.

On behalf of the Bytown Railway Society, **Branchline** salutes the Museum and its staff and extends the best of wishes for continued success. (Philip Jago)

# The Banff Springs Hotel

[During the spring of 1988, Canadian Pacific's famous Banff Springs Hotel will mark 100 years of operation. And, like the company which founded it, the hotel hasn't made it through ten decades of service without one or two anecdotes along the way.

Addressing the Annual Meeting of the Accounting Division of the Association of American Railroads at Banff, Alberta, on September 14, 1987, CP Rail Chairman I.B. Scott took a few minutes to reflect on some of the hotel's more "memorable moments" as well as those of the original architect, Bruce Price of New York. Reproduced in part below, the text of his speech was originally featured in the September 18, 1987 issue of the Canadian Pacific **News Summary**.]

Over the years, [this] hotel has had its memorable moments, although not perhaps what you might expect from a building designed by the sire of a famous first lady of decorum, [Architect Price was one of the creators of Emily Post].

For example, [the] original Banff Springs is the only hotel in the Canadian Pacific chain - past or present - or maybe any hotel anywhere - to have been built in the wrong place.

Mr. Price designed his hotel to resemble a 16th century chateau in France's Loire Valley with a few touches of a Scottish baronial manor house added for good measure. There were Scots in railway management in those days too.

Naturally, he planned its location carefully to capitalize on what he called the 'million-dollar view' of the river valley winding below the mountains.

Unfortunately something went terribly wrong between the finishing of the blue prints and the digging of the foundation. Project management, I guess, wasn't much of a science in those days.

Several months before opening day, when William Van Horne, the railway's president, came out from Montreal to see how his pride and joy was coming along, he discovered the contractor had turned the building 180 degrees from the location designated in the plans.

Instead of the promised panorama of the Bow Valley overhung with towering peaks, visitors lounging in the guest rotunda were left to contemplate the magnificence of a stand of pinetrees clinging to the flank of Sulphur Mountain.

The only inhabitants of the hotel who could truly appreciate Mr. Price's fabulous vista were the kitchen staff.

Sir William, it is said, 'exploded'. After the air cleared, he handed the construction foreman a sketch on the back of an envelope and said, 'Build that.'

When the hotel finally opened for business, the mostly millionaire guests got their scenic money's worth sitting in a guest pavilion quickly tacked on behind the kitchens.

Generously, Sir William didn't hold the Banff debacle against Bruce Price. Mr. Price

went on to other Canadian Pacific commissions, including probably the apex of the chateau style of Canadian railway architecture - the Hotel Chateau Frontenac in Quebec City....

By 1928, after 40 years of expansion, planned demolition and unplanned fire, another American architect was hired to create a totally new and much larger hotel [at Banff]. Needless to say, his hotel, basically the structure we're meeting in today, was constructed the right way round.

Still, some other strange things happened. Maybe it's the mineral vapours from the hot springs - you never know.

Anyway, when construction of one wing reached the fifth floor, someone noticed the corner line had fallen somewhat out of plum. With neither time nor money to start afresh, the builder summoned expert masons to pull the higher floors back into symmetry.

The fifth floor jog is still there, though. And since financial officers are supposed to be pros at finding things that aren't quite right, I imagine some of you have spotted the flaw already.

[The hotel has other "idiosyncracies" as well.] Somewhere at the juncture of the north wing and the centre tower, there is a sealed-off room. Why no one knows - except maybe that some construction workers wanted revenge on the eagle eye who had earlier noticed that the centre tower had one more window than room.

That enclosure was discovered and opened up. Builders of the second hidden chamber left no tell-tale window.

Or perhaps, someone just wanted to provide a safe shelter for the Banff Springs ghost - for there is a ghost.

But don't worry, it isn't a disgruntled former employee still smarting from the anguish of involuntary early retirement out to blacken the hotel's reputation by disturbing your sleep.

Apparently he's a kindly, and elderly - very elderly - bellhop - who was forced to leave his life but refused to leave his service.

He shows up, now and then, they tell me, when the modern crop are too rushed to provide what he considers to be the Canadian Pacific standard of instant assistance. Mostly, he appears with a set of skeleton keys whenever he sees locked-out guests about to call for help to get into their rooms.

If you have the opportunity to avail yourself of his courtesy, please don't offer a tip. That offends him. A pleasant thank-you is all he expects.

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**THE WINDS OF TROUBLE:** A wind sock flying over CN Rail's Thunder Bay yard is one of hundreds being put up over the country to let workers know which way the wind is blowing. If there is a chemical spill, the workers will know which way fumes are blowing and can head for safe air and take other appropriate actions. (**The Chronicle-Journal**, 16-10-87, thanks to Bryan Martyniuk)



# Milestone Attained

BY PHILIP B. JAGO

The Canadian Railroad Historical Association has achieved yet another milestone in its efforts at fostering and encouraging the study of railway history in Canada with the publication and distribution of Issue No. 400 (September/October) of its official journal **Canadian Rail**.

First appearing in October 1949 with the late Alan Toohey as Editor, **Canadian Rail** was then entitled **CRHA News Report**. The occasion marked the revival of an earlier venture - cut short by the trials and tensions of World War II - during the years 1937 - 1940, when the Association had published 15 editions on an "as when required basis" of a small historical journal - aptly named **The Bulletin** and edited by Dr. R.V.V. Nicholls, now a member of the Order of Canada.

Publication of the **News Report** faltered in mid-1950 and, after a brief hiatus, it was revived in 1951 under the stewardship and direction of Omer Lavallée, the author of this month's lead story and Canada's foremost railway historian.

Lavallée charted the future course of the publication, ensuring - over time - that its contents provided CRHA members with a full package of contemporary and historic descriptions of railways and rail transit systems throughout Canada.

Published initially in mimeographed form, the journal has undergone several changes in appearance and packaging: adopting a 6"x9" saddle-stitched format effective January 1961; changing its name to the more attractive **Canadian Rail** with the publication of the July/August 1962 issue; and assuming its current look utilizing 8.5"x11" saddle-stitched glossy paper in 1982.

Although initially attempting to cover the whole spectrum of railway activity in Canada, **Canadian Rail** has of late attempted to focus its perspectives more on the historical aspects, leaving the reporting of contemporary events and happenings to other publications such as the Bytown Railway Society's **Branchline**.

In addition to Toohey and Lavallée, other editors of **Canadian Rail** have included William Pharoah, Anthony Clegg, Sandy Worthen, Peter Murphy, and Fred Angus. Of late, Angus' duties have been shared by BRS member Douglas N.W. Smith, himself recently appointed to the CRHA Board of Directors. For many years as well, **Branchline** Photo Editor Bruce Ballantyne has also worked extensively on **Canadian Rail**, devoting his efforts to the production of a column describing the current activities of the various CRHA Divisions throughout Canada.

Founded in 1932 with an initial membership of 14, the CRHA can now boast a following of more than 1300. On this occasion, **Branchline** extends the heartiest of congratulations to the staff at **Canadian Rail** as well as the best of wishes for a continued and successful future!

## BRS HOLDS THE LINE ON MEMBERSHIP INCREASE

Where did 1987 go to? As we approach the end of another successful year, membership renewal for 1988 is upon us. Your executive has voted to maintain the membership fee for 1988 at \$20.00. The decision to hold the line on the fee comes in spite of the fact that the cost of producing **Branchline** - whose expenses are paid out of membership dues and hobby shop sales - has increased substantially.

Much of the increase can be attributed to the increased number of pages and photographs that have appeared during 1987. The stiffest increase experienced was a 14.6% jump in postal rates on July 1, 1987.

In holding the line on fees, in spite of increased **Branchline** expenses, your Executive has also indicated that it is not willing to sacrifice **Branchline's** quality or content. We want to continue to bring you what you have received throughout 1987, and steadily improve your newsmagazine.

The key to doing so without increasing the annual membership fee is by increasing the number of members. The cost of producing an extra 50 copies of an issue is minuscule - the increased press run serves to reduce the unit price of each copy. This is where we involve you the members. Why not consider giving a **Branchline** membership to someone as a Christmas gift? Or encourage other friends who are rail enthusiasts to join BRS and receive **Branchline** on a regular basis. Feedback tells us that we have one of the best rail publications in the country. Why shouldn't your friends enjoy the same thing you do? If every member was to generate one new member, the need for a future fee increase would be put off that much longer.

**DOCUMENTS SUGGEST CN TO CLOSE MARITIME LINES:** Documents leaked to Liberal MP Donald Boudria have lead to charges that Canadian National is contemplating a significant winddown in its operations in the province of New Brunswick.

According to the information, leaked from CN headquarters, the Crown Corporation plans to apply to close its 105-mile St. Quentin Subdivision between St. Leonard and Tidehead. Also in jeopardy are its Caraquet Subdivision between East Bathurst and Tracadie, in addition to 12 miles of track between Petitcodiac and Havelock, and 35 miles between Cape Tormentine and Sackville.

Much of the trackage is lightly used and continues to survive by virtue of orders issued by the Railway Transport Committee of the Canadian Transport Commission. (*Canadian Pacific News Summary*, 11-09-87)

# CTC Decisions



## CONNECTIONS TO MAINTENANCE FACILITY OKAYED:

VIA Rail Canada has received approval to link its new Maintenance Centre in Montreal with CN trackage in the area at the following locations:

-No. 1, "0.17, CN Track No. 4 with headblock at mileage 72.39, St-Hyacinthe Subdivision;

-No. 2, "0.12, CN Track No. 3 with headblock at mileage 72.34, St-Hyacinthe Subdivision;

-No. 3, "0.07, Butler Spur with headblock at mileage 72.07, St-Hyacinthe Subdivision; and

-No. 4 "1.56, Butler Spur with headblock at mileage 72.07, St-Hyacinthe Subdivision. (24-09-87)

**MORE PLACES FOR PHOTOGRAPHS:** The City of Toronto has received approval to construct a pedestrian overhead bridge to cross over the right of way and track of the Toronto Terminals Railway at mileage 0.41 of the Oakville Subdivision as well as to extend Peter Street across and over mileage 0.56 of the same line.

In all likelihood, the new structures will provide access to Toronto's covered dome stadium which is now under construction. The sports complex is built upon the site of Canadian National's Spadina Roundhouse and Coach Yard Facilities.

Situated to the west of the yard throat to Toronto's Union Station, the new bridges should provide safe and convenient vantage points for rail enthusiasts anxious to photograph the never ending daily parade of VIA Rail, CN, CP Rail and GO Transit movements in the area. (25-09-87)

## TIME LIMITS FOR BLOCKING FARM CROSSINGS SET:

The Railway Transport Committee has ordered Canadian National and CP Rail to refrain from blocking farm crossings for no more than 30 minutes between the hours of 09:00 and 18:00 at mileage 56.0 of CP's Thompson Subdivision; and mileage 58.6 of CN's Ashcroft Subdivision. The trackage is located in the province of British Columbia. (29-09-87)

**MONCTON LINE ABANDONED:** Canadian National has received permission to abandon its Moncton Wharf Branch Spur (New Brunswick) between mileage 0.32 and mileage 0.73. Located in Moncton, the Spur begins at mileage 124.72 of the Springhill Subdivision. (29-09-87)

**REPRIEVE FOR LINE PENDING HEARING:** The Railway Transport Committee has ordered Canadian National to continue operating its Vancouver Island service over the Cowichan, (mileage 57.90 to mileage 81.90) and Tidewater (mileage 0.00 to mileage 6.12) Subdivisions pending the outcome of a hearing into a CN application to abandon operation on the Island. Service must be retained until December 18, 1987.

Held on October 20 and 22 in Victoria and

Duncan, respectively, the hearing addressed the segments of the Cowichan and Tidewater Subdivisions referred to above as well as the 1.37 mile Saanich Spur, located off the Cowichan Sub., and that portion of the Cowichan Sub. between mileages 0.00 and 1.90. As of yet, no decision into the fate of the lines has been announced.

Information on the pending abandonment, in addition to a map locating the trackage, was provided by Ray Corley in the October issue of Branchline. (29-09-87, two separate orders)

## APPLICATIONS TO ABANDON PENINSULA LINES:

After months of speculation, Canadian National has finally begun the process of formally applying to abandon its operations in the Bruce Peninsula area of western Ontario.

First in line are the Kincardine and Southampton Subdivisions.

The affected portion of the Kincardine line runs between Listowel (mileage 1.41) and Wingham (mileage 30.34). In 1985, the line posted an actual loss of \$314,396. A public hearing to examine CN's application will be held in Wingham on November 3.

CN wishes to abandon the Southampton Subdivision in its entirety, having applied to abandon the trackage between Harriston Junction (mileage 0.00) and Douglas Point (mileage 59.6). In 1985, the line incurred an actual loss of \$707,888. A public hearing will be held in Walkerton on November 5.

In spite of the huge loss suffered by the Southampton Line, speculation abounds that it will be retained, largely as it is necessary to service the Ontario Hydro Nuclear Generating Facility located at Douglas Point.

Both lines have also been considered as candidates for a proposed shortline operation now under consideration in the area. Information on a study into the feasibility of such an operation is provided in this month's "Information Line". (07-10-87)

**RUSH TO ABANDON PRAIRIE BRANCH LINES:** A spate of prairie branch line abandonment applications has recently been filed with the Canadian Transport Commission.

Candidates for abandonment include the following:

Canadian Pacific's Furness Subdivision, between Epping, Saskatchewan, (mileage 0.0) and Paradise Valley, Alberta, (mileage 19.5); in 1986, the line posted an actual loss of \$155,983;

Canadian Pacific's Colony Subdivision, between Rockglen, Saskatchewan, (mileage 0.0) and Killdeer, Saskatchewan, (mileage 24.6); in 1986, the line posted an actual loss of \$119,124;

Canadian Pacific's Kisbey Subdivision, between Griffin, Saskatchewan, (mileage 43.6) and Weyburn, Saskatchewan, (mileage 60.9); the segment has not handled carload traffic since prior to 1982.

Canadian Pacific's Altawan Subdivision, between Notukeu, Saskatchewan, (mileage 65.7) and Manyberries, Alberta, (mileage 122.1); the segment has not handled carload traffic since prior to 1982;

Canadian Pacific's Neudorf Subdivision, between Esterhazy, Saskatchewan, (mileage 82.0) and Rocanville, Saskatchewan, (mileage 53.5); actual losses for 1986 amounted to \$610,239; and

Canadian National's Acadia Valley Subdivision, between Eyre Junction, Saskatchewan, (mileage 0.0) and Acadia Valley, Alberta, (mileage 23.67); in 1985, the line had an actual loss of \$305,098.

Sources with Transport Canada have indicated that some of the lines had been under Federal Government protection until the year 2000. Obviously, the low and non-existent traffic volumes have prompted the Government to rescind that protection. Final say on the fate of the lines rests, however, with the Railway Transport Committee. (09-10-87)

**BUS COMPANY APPEALS RAIL FARES:** The Railway Transport Committee has granted Voyageur Bus Lines Inc., special leave to appeal VIA Rail Canada's special Local and Joint Passenger Tariff 1: CTC 1. A public hearing took place in Hull, Quebec, on October 27. Details on the outcome have yet to be released. (14-10-87)

**PERMISSION TO OPERATE ON NEW COMMUTER LINE:** One of the hurdles to be overcome in the construction of GO Transit's new eastern extension adjacent to CN's Kingston Subdivision between Pickering and Whitby was where CN's York Subdivision crossed the new line at Pickering, Ontario.

To effect the crossing, a bridge had to be constructed to carry the York Sub. over the GO line. The bridge is located at mileage 1.92 of the York Sub., immediately to the south of where the line crosses Highway 401 and adjacent to the Kingston Subdivision. Approximately 15 months were taken to construct and finish the bridge.

The Railway Transport Committee has now given CN permission to operate its trains beneath the bridge, clearing the way for the delivery by rail of materials, such as the final application of ballast, still required for the completion of the line.

Although a CTC order has yet to be issued, it is safe to conclude that it is only a matter of time before approval is granted to open an official interchange between the Kingston Sub. and the new GO extension, immediately to the west of the Pickering Station.

During a trip to Toronto near the end of September, your News Editor noted that trackwork to effect the connection - the installation of switch ties for the necessary crossovers, etc., was well underway.

GO Transit has plans to open the line late in 1988. (20-10-87)

**CALGARY LRT LINE OPENED:** Calgary Transit's Northwest LRT line opened September 4, three months ahead of schedule. Final cost was \$104M, \$3M under budget. The last station, University, serves the major Olympic site. One of the downtown 7th Avenue stations was recently renamed Olympic Plaza. (Mark Walton)

**REVISED VIA RAIL SCHEDULES EFFECTIVE NOVEMBER 29, 1987:** Below we present the revised schedule for service in the Montreal-Ottawa-Toronto triangle.

TR.	Before Nov. 29			Effective Nov. 29		
	LEAVE	ARRIVE	TIMING	LEAVE	ARRIVE	TIMING
<b>OTTAWA to MONTREAL</b>						
30	0725	0929	2:04	0710	0910	2:00
32	1000	1218	2:18	0915	1143	2:28
34	1515	1720	2:05	1500	1710	2:10
36	1730	1935	2:05	1710	1910	2:00
2	2015	2225	2:10	2015	2225	2:10
<b>MONTREAL to OTTAWA</b>						
31	0730	0934	2:04	0750	1000	2:10
1	0945	1205	2:20	0945	1205	2:20
33	1100	1259	1:59	1105	1320	2:15
35	1530	1735	2:05	1535	1750	2:15
37	1740	1939	1:59	1750	1950	2:00

NOTE - All trains daily except Trains 30 and 31 which do not operate on Sundays.

<b>OTTAWA to TORONTO</b>						
41	0810	1225	4:15	0810	1225	4:15
43	1330	1745	4:15	1320	1740	4:20
45	1750	2149	3:59	1750	2150	4:00
49	2359	0730	7:31	2359	0730	7:31

<b>TORONTO to OTTAWA</b>						
40	0745	1158	4:13	0735	1200	4:25
44	1140	1553	4:13	1200	1620	4:20
46	1730	2129	3:59	1730	2130	4:00
48	2335	0620	6:45	2335	0620	6:45

NOTES - All trains daily except Trains 40 and 41 which do not operate on Sundays, and Trains 48 and 49 which do not operate on Saturday nights.

- Trains 40 and 41 operate with Trains 60 and 61 between Brockville and Toronto. Cars from Trains 48 and 49 are handled on Trains 58 and 59 between Brockville and Toronto.

<b>MONTREAL to TORONTO</b>						
61	0735	1225	4:50	0735	1225	4:50
63	1105	1549	4:44	1055	1540	4:45
65	1245	1720	4:35	1245	1720	4:35
67	1545	2015	4:30	1545	2015	4:30
69	1715	2225	5:10	1715	2220	5:05
169	1815	2310	4:55	1815	2320	5:05
59	2335	0730	7:55	2335	0730	7:55

<b>TORONTO to MONTREAL</b>						
60	0745	1223	4:38	0735	1230	4:55
62	1110	1545	4:35	1110	1545	4:35
64	1230	1715	4:45	1240	1715	4:35
66	1545	2015	4:30	1545	2015	4:30
68	1650	2200	5:10	1650	2200	5:10
168	1810	2305	4:55	1810	2315	5:05
58	2335	0730	7:55	2335	0730	7:55

NOTE - All trains daily except Trains 168 and 169 which operate on Fridays and Sundays only, and Trains 60 and 61 which do not operate on Sundays.

## Information Line

**CP RAIL WINS SAFETY AWARD:** For the fourth year in a row, CP Rail has rated as the safest railway in North America according to data released by the United States Federal Railway Administration.

During 1986, the company had just 2.02 accidents per million train-miles. On-the-job injuries also dropped by 37% to 6.5 lost-time injuries per million person-hours of work. Approximately 24,000 people are employed by the company. (CP Rail News, October 1987)

### PLANS FOR HERITAGE FLEET SWINGING INTO GEAR:

Plans for the conversion and upgrading of most of VIA Rail's fleet of stainless steel coaching stock (ex-CP) as well as 35 cars of its fleet of ex-CN coaching stock are swinging into high gear.

By the end of October, the corporation expects to have issued tender calls for work involving the stainless steel fleet. Tenders for the ex-CN cars (the blue and yellow cars according to internal communications) should be ready by the fall of 1988.

Potential bidders include Canadian National, Bombardier, the Urban Transportation Development Corporation, and Marine Industries Vickers. Preliminary stripping and the application of final finishing may be handled by VIA's own shops.

Work is slated to begin by July 1988 with the first train set due back in service by December of that year. VIA has planned the project in such a manner that on any occasion only 21 cars will out of service for the overhauling.

Work associated with the project goes far and beyond the mere conversion of the cars' heating systems from steam to electric using HEP supplied by the locomotive. Rather, the cars will also undergo "extensive controlled repairs" involving as much or more work than that associated with the head end power conversion.

Typically, extensive controlled repairs take place every five to seven years involving such things as changing weather seals around windows and repairing: window blinds and sashes, faucets, door locks, and a host of other sundry items. New paint will be applied to all interiors; defective mouldings will be replaced; new carpeting and wainscotting will be installed; and stainless steel trim will be buffed to a high shine.

Efforts will also be undertaken to modernize kitchen equipment to include new electric ovens, stoves, and microwaves. Ventilation will also be improved.

Outside, noise-free, weather-tight diaphragms between cars are being developed while anti-skid strips will be installed on all steps. If anti-skid strips prove to be unfeasible, new steps will be installed. A new braking system will also be installed, with the cars getting new 26C brakes. The change has arisen from difficulties in obtaining spare parts for the existing system.

According to André Pilon, equipment manager, "We're going to return these cars to their original high standards. For instance,

we'll be reactivating the public address system and service bells that used to work. We'll also be replacing the glass domes, which are now scratched and leak, with a clear plastic called lexan that allows very little distortion - something that will please photographers."

When announced, the HEP program was extensively criticized and many of its detractors called for the design and construction of new equipment. VIA has responded to these allegations of throwing good money after bad by stating that even if new equipment were ordered, some existing equipment would still require conversion.

Further, the Corporation has looked south of the border at Amtrak and that company's results following the conversion of more than 400 older cars, and has liked what it saw.

Commenting upon the HEP program, Bill Gelling, general equipment manager, was adamant that the program is not "a poor man's new car project. It's something we would have done regardless of how many new cars we might have gotten.

"It also gives us a chance to create a kind of heritage car - not new - but reliable, comfortable, attractive and with a charm that a newer car might not have." (Vialogue, September 1987)

**PROBLEMS IN LOCATING CABOOSE:** Yet another controversy has emerged to dog attempts by the City of Brockville (Ontario) to mount an historic railway display at the south portal of the former CPR tunnel (nee Brockville & Ottawa Railway) which it now owns.

As reported in the September issue of *Branchline*, the City recently acquired Caboose No. 437464 from CP Rail with the intention of restoring it and making it a focus for the railway display it intended to develop along the waterfront in the vicinity of the tunnel.

The caboose's final resting place has become a point of contention. The original intention had been to display it on a short piece of track immediately in front of the south portal. The site, however, is also used to hold music concerts during Brockville's annual Riverfest Days which are held during the last week of June and the first week of July. Riverfest organizers are adamant that the car will not displace their activities.

A proposal to make the caboose "portable" by rolling it into the south end of the tunnel during Riverfest and then returning it at the conclusion of the event has also been nixed. The City wants to develop the immediate southern end of the bore into a railway museum (*Branchline*, September 1987); also the tight clearances of the tunnel probably wouldn't tolerate something as large as the circa 1954 caboose.

Other sites under consideration include Blockhouse Island, the site of the former roundhouse of the Brockville & Ottawa Railway, described in the January 1985 issue of *Branchline*; or the Brockville Museum, located further to the west at the corner of Water and Henry Streets. The Museum is situated on property which at one time belonged to the Central Canada Coal Company and which was served by Canadian Pacific's

Brockville "Loop Line". The tracks were removed several years ago, in conjunction with a redevelopment scheme in the area.

Ironically, the controversy over the caboose is somewhat reminiscent of the storm raised when the City attempted to acquire S-3 Diesel Switcher No. 6591 from CP Rail for historical display. That was solved by sending the unit to the nearby Smiths Falls Railway Museum.

If the City can't get its act together over the caboose, who knows, perhaps the Smiths Falls group may soon be getting a new piece of rolling stock - one that's fully restored to boot! (Philip B. Jago, background information, the Brockville Recorder and Times, 07-10-87)

#### CONTRACT LET FOR REGIONAL RAIL STUDY:

Transport Canada and the Ontario Ministry of Transportation have let a joint contract to Peat Marwick of Montreal to study the feasibility of establishing a short line railway in midwestern Ontario. Having a total value of \$118,000, the study is being equally paid for by the two levels of government.

The area under study consists of a rough triangle bounded by Brampton, Owen Sound, the Lake Huron shoreline, Goderich, Stratford, and Guelph. The region is served by both CN and CP Rail. Both companies have experienced significant declines in traffic over the past few years and both are anxious to rid themselves of redundant and lightly-used lines as quickly as possible, (see this month's "CTC Decisions").

The study is in response to strong local opposition to any attempts by the railways to curtail their operations. Already one resident, Peter Bowers of Owen Sound, has called for the establishment of a shortline operation - Ontario Midwestern Rail Services - to assume responsibility for any lines abandoned by the two national systems, (Branchline, March 1987). (Canadian Pacific News Summary, 18-09-87)

**INCREASE IN PASSENGER REVENUE:** Rail passenger ticket sales on BC Rail have increased by 50% since 1983, the year the Province of British Columbia began to subsidize passenger operations.

According to BC Rail, the provincially-owned railway company has enjoyed phenomenal success in marketing its services to tour groups in the United States and Europe.

From late June to Labour Day during 1988, RDC service between North Vancouver and Prince George will be on a daily basis as opposed to its current tri-weekly schedule. (Canadian Pacific News Summary, 25-09-87 and WCRA News, October 1987)

#### CONRAIL AND SANTA FE CLICK FOR FASTEST TIME:

Thanks to an innovative approach to service, two US rail giants have managed to develop a freight service which now provides the fastest coast to coast time in that country.

The "California Connection", recently introduced by Conrail and the Santa Fe, makes the cross-country odyssey in just 76 hours, paring a full day off the next best level of service.

The train was developed after Conrail was awarded a bulk mail contract by the United States Postal Service. Delivered on the fourth morning after dispatch, the mail gains a full day in handling and delivery over the 90 hour schedule available with conventional TOFC operations.

To date, the train has been arriving consistently either on time or ahead of schedule and both railways are doing everything possible to maintain a high level of service.

A mitigating factor in the train's superior time is that Conrail and Santa Fe make a "steel connection" in Chicago, transferring the train directly between themselves with no further handling or switching.

Other features include a new attitude towards payment of damage claims and the use of lightweight intermodal cars, thereby reducing the possibility of damage from slack action. (Canadian Pacific News Summary, 25-09-87)

**HIGH SPEED RAIL STUDY ANNOUNCED:** Recycling an old idea, VIA Rail Canada has announced that it has embarked upon a two-year study to examine the feasibility of a high-speed, all-electric, rail corridor linking Quebec City, Montreal, Ottawa, Toronto, and Windsor.

In a recent announcement, VIA Rail's President Pierre de Belleval indicated that the project would provide an update on previous work initiated several years ago.

De Belleval indicated that a service featuring 300-km an hour trains on a dedicated right-of-way had the potential to cover operating costs as well as provide a net return on the \$1.2 billion required to establish it.

Aware of the large price tag involved, de Belleval also indicated that VIA would be examining the possibility of extensive private sector financing for the scheme. (Canadian Pacific News Summary, 02-10-87)

**B.C. SHORTLINE MOOTED:** Using the Alberta-based Central Western Railway as an example, a southern British Columbia firm is negotiating with CP Rail for the acquisition of the Boundary Subdivision running between Midway and Westley, British Columbia.

The 145-kilometre route is all that remains of CP's former Kettle Valley line, a secondary main line between Alberta and the B.C. coast. The Midway to Penticton section of the line was abandoned in 1978.

Railwayman John Meade of Revelstoke has proposed to acquire the line and operate it with a total of 20 employees, subject to certain terms and conditions. CP would be required to make formal application to abandon the line, paving the way for pursuing one of two options.

In one instance, the route would be abandoned outright. In the other, the line would be transferred to an operator wishing to operate it under more relaxed provincial jurisdiction.

Meade feels that the line can be a real money maker. "Lumber traffic is very good. CP Rail has two trains a week running out of Grand Forks and there is so much lumber they

are leaving loads behind."

"If everything falls into place the short-line could become an international carrier, acquiring a Burlington Northern line between Grand Forks and Kettle Falls, Washington. We think that we could increase traffic 45 per cent with only five extra employees if we get the BN line."

Unlike the Central Western example, the B.C. route may be faced with a few engineering and maintenance headaches. As opposed to the vast open and relatively flat profiles of Alberta, the BC line features such engineering and maintenance headaches as 2.4% grades, 10 bridges, and no less than 7 tunnels. Currently, the line is assessed as being in fair to good shape, several years down the road, who knows? (Canadian Pacific News Summary, 02-10-87)

**FIRST IT WAS THE SHORT LINES ...:** Mention the word short line, and images of 70-tonners, light-weight steam power, light iron, and mixed trains come to mind. Traditionally lacking in action, short lines more than made up for it utilizing colourful equipment of a bygone era. In contrast to the no nonsense approach of the big carriers, short lines developed a reputation for friendliness and a laid back approach to conducting business.

Today all that has changed. Short lines have become big business. Already the U.S. is inundated with operations which have rescued orphan appendages of the Class 1 lines, turning them in many cases into real money makers. The formula for success - the elimination of any smattering of unnecessary overhead, especially that pertaining to collective labour agreements.

For the most part organized labour, although begrudging the success of the short lines, has refrained from any overt attempts to derail the modern short line phenomenon. Their rationale, at least the short lines serve as feeders to the Class 1's. Jobs are protected and business may even increase, so why worry about the short lines' business philosophy.

The close of the decade, however, may herald an increased level of labour activism in the railway industry. Already the potential for some form of confrontation is taking place on the Burlington Northern.

The U.S. giant has just announced that it is selling or leasing portions of its Northern Pacific holdings in the states of Montana, Idaho, and Washington to a short-line operator, Montana Rail Link. A total of 1,450 km of branch line and main line trackage is involved.

Aside from fulfilling the traditional short line carrier role, Montana Rail Link will be heading into uncharted territory. Part of the deal will allow the BN to continue to route its trans-continental freights over the Montana System, but the short-line operator will provide the operating crews.

Currently, BN uses four-person crews. Montana Rail Link will be doing the job with half that number. BN maintains the operations on the affected lines with a workforce of 950 employees while Montana Rail has indicated that it can do the same with no more than

600.

BN claims that the move is necessary in order to stay competitive in the de-regulated environment it must operate in. The Union sees it somewhat differently and has vowed to fight the move to the fullest extent possible.

Aware of the precedent it is establishing, BN has also stated publicly that the success of this venture will set the stage for more of the same.

In Canada, we have only recently witnessed the birth of short lines and it is too early to tell what their impact will be. Aware of what has happened south of the border, however, the Unions are already working to head off a situation similar to Montana Rail Link as evidenced by their attempts to unionize the Central Western Railway in Alberta. Indeed, the Canadian Railway Labour Relations Board has already ruled in their favour - a ruling that is currently being appealed by the CWR. (Branchline, October 1987). (Canadian Pacific News Summary 02-10-87)

**STATION COMING DOWN, TEMPORARILY:** After three years of protracted negotiations, a compromise has finally been worked out over the fate of Canadian National's Dundas (Ontario) station.

In derelict condition for some time, the fire-damaged ex-Grand Trunk facility had been slated for demolition by CN but for the actions of a concerned group of citizens in the area. For its part, CN co-operated in not charging ahead with the demolition of the facility, electing to give the group enough time to work out some form of scheme to preserve the Victorian-era building.

According to John Farnan of the Dundas Heritage Association, the 88-year old structure will be dismantled and stored in the town's works yard. Following the conclusion of an agreement between the Association and Hamilton's Royal Botanical Gardens, the station will be re-constructed on land belonging to the Botanical Gardens, adjacent to the CN main line.

Once the building is restored, the Association intends to attempt to lease a portion of it to VIA Rail and the Royal Botanical Gardens. Another use would involve it as a stop along the Bruce Trail, a walking trail along the top of the Niagara Escarpment which runs from Niagara Falls north to the Bruce Peninsula on Lake Huron. (Hamilton Spectator, thanks to Clive Spate)

**"MORE THAN ENTHUSIASM TO RUN A RAILWAY":** The new National Transportation Act (Bill C-18) will be officially proclaimed on January 1, 1988, giving the Canadian transportation industry its own version of the de-regulation which has proven to be so popular in the United States.

As chronicled in previous issues of Branchline, the legislation will establish ground rules for conducting transportation well into the 21st century and will have a significant impact upon the railway industry in Canada.

One theme of especial interest to the rail enthusiast is the status of secondary and

feeder rail lines in the country. For years, the two main carriers, CN and CP Rail, have sought to divest themselves of these money losing vestiges of an earlier transportation age. Their efforts have been somewhat successful but the process has been agonizingly slow.

The new legislation will finally allow them some flexibility in the speedy divestment of unprofitable routes. More importantly, it will also make it a lot easier for the establishment of short-lines and regional carriers to assume control of those lines which can no longer be realistically operated by the Class 1 roads.

Already, as evidenced in this journal and the railway print media in general, a considerable groundswell of support is developing. However, a proper perspective on their establishment is required.

In an interview in Winnipeg, Management Consultant Charles Pike, formerly in a senior position with CP Rail, has prescribed a cautious approach to the establishment of a system of short line carriers in Canada, noting that there are several "serious impediments."

Issues which must be considered include the actual regulations pertaining to the sale of branch lines - the Central Western succeeded in large part because of a willingness of government officials to forgo many of the bureaucratic problems that would normally beset such an enterprise. By facilitating the process, officials in Ottawa were given the unique (for Canada) opportunity of examining the feasibility of establishing a regional carrier on trackage considered no longer useful to a Class 1.

In addition, the whole question of the succession rights of the national rail unions must be considered. As noted elsewhere in this issue, this is one obstacle that the Central Western has yet to overcome.

Pike also mentioned VIA Rail and the impact the establishment of a short-line would have on that company if the route happened to include part of VIA's passenger rail network.

Finally, there is the bottom line. Lines must be capable of generating a sufficient rate of return on investment and they must be operated in a business like fashion by a management which needs to balance the requirements of the ledger book against providing the level of service associated with such an operation.

According to Pike, "I want to see viable regional carriers set up and will not recommend losers to CP Rail.... You need more than enthusiasm to run a railway." (Canadian Pacific News Summary, 09-10-87)

**LOCOMOTIVE RESTORATION WORK CONTINUES:** Follow-up maintenance work to the Alberta Government's ex-CN Mountain Type (4-8-2) locomotive No. 6060 is progressing favourably at the BC Rail shops in North Vancouver, British Columbia.

The driving wheels have received extensive work and are now back under the engine. As well, modifications are being done on the locomotive's oil burning system. (Thanks to John Corby).

## Farewell to Diesels

A recent edition of the **Great Eastern News** contained a photograph which caught my attention right-away. It was of a passenger train headed by a Class 40 diesel which sported the lead board "Anglian Diesel Farewell".

I know that in North America in the '50s many railways ran "Farewell to Steam" specials as one-by-one they switched from steam to diesel. Then the '70s and '80s brought many other farewells to the railway scene as passenger services were curtailed or whole lines were abandoned. But cutting rail-service to an important area of England???

My immediate reaction was, "Has Maggy T. privatized the railway system?" However, on reading the accompanying article, I was relieved to discover that the train was a special to celebrate the last (scheduled) diesel working of London's busy Liverpool Street terminus and that from now on all former Great Eastern main line workings to Norwich, Cambridge, etc. will be electric-powered. [The heavy suburban services in and out of Liverpool Street have used Electric Multiple Units for many years, as have the Essex coast main line].

The major benefit to passengers will be an average 20% reduction in travel times. Also, the increased acceleration capabilities should prove to be an operational benefit, especially when one considers that at peak times main line trains operate on as little as two minute headway, and that is not counting the heavy inner suburban service. (Les Goodwin)

**COMMUTER PLAN REVIVED:** British Columbia Premier Bill Vander Zalm has announced that he would like to see a revival of earlier plans to operate a commuter rail passenger service along the CP Rail line into Vancouver.

First proposed in 1982, but shelved the following year because of budget cutbacks, the scheme would see morning and afternoon service between Coquitlam and the CP station on Cordova Street.

At that time, CP agreed to handle the service on a non-profit basis provided the Province picked up the costs for the necessary capital works such as signalling and grade crossing improvements.

According to CP spokesperson Donald Bower, "It is reasonable to assume CP Rail would still honour its 1982 commitment. An agreement was reached then and we would probably still go along with it, in so far as changed economic circumstances allow."

In 1982, the project had an estimated capital cost of \$36 million.

Local response to the idea has been cautious. The Mayors of those communities in line for the service have endorsed it but have also called for the construction of additional roads in the area. (Canadian Pacific News Summary, 09-10-87, also thanks to John Cowan)

## Along the Right of Way

### UNUSUAL MOVEMENTS THROUGH OTTAWA:

Speno Rail Services' Rail Grinding Train No. RMS 12 stopped briefly at Walkley Yard on October 18 before heading west on the Beachburg Subdivision . . . Track Geometry Car No. 15000 spent October 26 and 27 in Ottawa's Walkley Yard. (Ross Harrison, Martin Berubé)

**GETTING AROUND:** FA-1 No. 9400, retired in 1968 and displayed at the National Museum of Science and Technology in Ottawa from 1969 to 1986, was observed in Taschereau Yard in Montreal on October 4 spliced between two switchers in an area dominated by several wrecked and retired units. Also present was retired GP40 No. 9315 (nee No. 4015) sitting on Flexicoil trucks, in place of her Blomberg trucks. (Charls Gendron)

**HUMAN ERROR:** An improperly set switch caused three cars, including a propane car, to derail at Noyes, Minnesota, just across the border from Emerson, Manitoba, on October 20. The accident forced the evacuation of almost half of the 700 residents of Emerson and all residents of the Hamlet of Noyes until the next morning. There was no leak from the propane car which suffered some exterior damage. (*The Ottawa Citizen*, 21-09-87)



### UNUSUAL LASH-UPS INTO OTTAWA:

On October 17, Winnipeg-based GP30 No. 5000 teamed up with C-424 4210 on Train Nos. 85 and 86. No. 5000 was on a break-in trip after being overhauled at Angus Shops in Montreal . . . November 7 saw Winnipeg-based GP38-2 Nos. 3038 and 3107. (Ray Farand and Mike Tessier)

**STRANGER INTO MONTREAL:** Milwaukee SD40-2 No. 209, now part of the Soo Line roster, was the lead unit on Chicago-Montreal Train No. 500 on October 18. She still sports a 'Hiawatha' symbol on her nose. (Ross Harrison)

**OOPS:** On October 11, RS-18 No. 8734 derailed at the west end of Gatineau (Quebec) yard. Hirail crane No. 414031 was dispatched from Montreal the next day to rerail her. (Mike Tessier)

**INSPECTION TOUR:** Business Car "Wentworth", Track Geometry Car No. 63, and recently-acquired Track Evaluation Car No. 64 spent the last weekend in October at the Thunder Bay depot. (Bryan Martyniuk)



### MORE CARS TO STORAGE:

On October 20, five more passenger cars were added to the 18 that have been stored at Ottawa Station since January 1987. Added were sleepers "EDGELEY", "ELDORADO", and "EVELYN", and Daynighter Nos. 5734 and 5748. (Earl Roberts)

**CONSIST CHANGE:** Late in October, the "Canadian" between Montreal and Sudbury took on its 'winter appearance' of a 9300-series baggage-coach, 750-series cafe-lounge, and a 'Chateau' sleeper. A few exceptions crept in, eg. '6-6-4' sleeper "Greenway" replaced the 'Chateau' sleeper on October 30, and stainless steel diners "Frontenac" and "York", and coach-cafe-lounge 3030 each made a trip substituting for the cafe-lounge.

The 'western' consist between Sudbury and Vancouver is down to an average of seven cars. (Martin Berube and Bryan Martyniuk)

**BACK IN SERVICE:** FPA-4 No. 6779, which was derailed in an encounter with a flat bed trailer at Ashton, Ontario, on September 18, has had her pilot replaced and returned to service. (Earl Roberts)

**UNDER REPAIR:** The following VIA cars were noted at Septa Rail, a contractor in Ville St. Pierre, Quebec, on November 1:

Stainless steel coach 104 (inside);  
 Snack-Bar Coaches 3223 and 3228 (outside);  
 RDC-1 6130 (ex-CP 9057) (inside);  
 RDC-2 6220 (ex-CN RDC-3 6302) (outside);  
 Baggage Car 9616 (inside);  
 Baggage Car 9630 (outside);  
 Sleeper 14229 - "Chateau Viger" (outside).

Recently acquired SW1000 switchers Nos. 201 and 203 were being readied for service outside the shop. (Earl Roberts)

### MISCELLANEOUS

**IT WILL BE A WHILE:** Amtrak has announced that it will not be able to restore the "Montrealer" between Springfield, Massachusetts, and Montreal until at least the spring of 1988. Service on the daytime "Adirondack" is up 120% since the demise of the "Montrealer". (*The 470*, October 1987, and Tom Higgins)

**MAJOR DERAILMENT:** BC Rail's main line was blocked for several days as a result of a 16-car derailment on October 30. Four of the cars plunged 30 metres off a bridge into the Cheakamus River. The cars were loaded with sulphur and burned through the night before BC Rail crews were able to extinguish the flames. (*The Ottawa Citizen*, 02-10-87)

### EQUIPMENT CYCLE THROUGH OTTAWA ADJUSTED FOR NEW SCHEDULES EFFECTIVE NOVEMBER 29:

TR.	OTTAWA ARRIVAL	OTTAWA DEPARTURE	TRAIN BECOMES:
<b>FROM MONTREAL -</b>			
31	1000	1320	#43 TO TORONTO
33	1320	1750	#45 TO TORONTO
35	1750	0915	#32 TO MONTREAL
37	1950	0810	#41 TO TORONTO
<b>FROM TORONTO -</b>			
40	1200	1500	#34 TO MONTREAL
44	1620	1710	#36 TO MONTREAL
46	2130	0710	#30 TO MONTREAL
48	0620	2359	#49 TO TORONTO

The above cycle re-establishes the cycle in effect before the June 7, 1987 schedule changes, and should allow for better on-time departures compared to the summer schedule which saw run-through layovers as short as 15 minutes (ie. Train 35 to Train 45). Furthermore, one of the features of VIA 1 service is pre-boarding, something not possible when Train 35 was usually late arriving in Ottawa.

Interestingly, the new schedule has Train 33 from Montreal arriving in Ottawa at precisely the same time (ie. 1320) as Train 43's departure to Toronto. Likewise Train 35 arrives and Train 45 departs at 1750.





# Photo Page



TOP: Canadian Pacific D4g 4-6-0 No. 425 backs towards the Interprovincial Bridge heading for Ottawa West Yard via Hull, Quebec circa 1959. "Four and a Quarter" was a familiar sight around Ottawa in the late-1950s. Her longevity was attributed to the need for a small locomotive for operation on the light rail and bridges on the Waltham Subdivision. Her duties after 1959 were taken over by diesel switchers, usually MLW S-11 No. 6620. No. 425 was built in CP's Angus Shops in Montreal in November 1912 as No. 2425, only to be renumbered 425 a month later. She was scrapped in January 1960. - Ken Heard photo, copy provided by Bob Meldrum



MIDDLE: CN's almost-new FP9A No. 6508 heads the "Continental" at Nakina, Ontario, in 1955, resplendent in the passenger colours introduced the previous year. No. 6508 was sold to VIA Rail in 1978, and was remanufactured and renumbered 6305 in 1984. See article on Page 3. - Bert Titcomb photo



BOTTOM: CN 4-8-2 No. 6060 was just another locomotive when she paused at Port Arthur, Ontario, in 1955. Shortly after, No. 6060 was transferred to the Prairies and equipped with an oil burner. In 1962 she was placed on display in Jasper, Alberta. She was selected in 1972 to replace 4-8-4 No. 6218 in CN's steam excursion program and was restored at CN's Point St. Charles Shops in Montreal. No. 6060 was acquired by the Province of Alberta in 1980, and in 1986 journeyed to Vancouver under steam for an appearance at STEAM EXPO. She is presently undergoing restoration in North Vancouver for planned excursion service out of Jasper. - Bert Titcomb photo

## The Motive Power Scene

Many thanks this month to Bruce Chapman, Hugues Bonin, Mike Green, Ross Harrison, Pierre Alain Patenaude, Allan Rudover, Doug Wilson, **The 470 and Tempo Jr.**

**Note:** Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1987 **Canadian Trackside Guide**, eg. (p1-66).

**CNRAIL BUSINESS BOOMING:** Virtually all serviceable road units are in service to meet increased traffic demand, including most of the 40 RS-18 units and the 15 F7Au units that were stored during the summer.

**IN THE FAMILY:** Central Vermont has asked Grand Trunk Western for six GP9 units to permit CV to retire its remaining ALCO RS-11 units. As of early November, GTW GP9 Nos. 4135-4138 had been transferred to the CV.

Stored at St. Albans, Vermont, are Central Vermont SW1200 No. 1510, and unserviceable RS-11 No. 3611 (which, along with sister 3606, operated as Quaboag Transfer Nos. 3606 and 3611 between St. Albans and Palmer, Massachusetts, until replaced by ex-Conrail GP38 Nos. 7803 and 7826).

**CP Rail INTO ANGUS SHOPS (MONTREAL) FOR REBUILD:** Toronto Hamilton & Buffalo GP9 403, the last TH&B road switcher, will emerge as CP switcher No. 1690.

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

- RS-18 1837 (ex-8785, serial 82466);
- " 1838 (ex-8736, serial 81611);
- " 1839 (ex-8783, serial 82464);
- " 1840 (ex-8789, serial 82470);
- " 1841 (ex-8750, serial 82244).

**CHANGE OF PLANS:** The planned lease of Bessemer & Lake Erie SD9 Nos. 825, 827, 829, 831, and 832 (October **Branchline**) was cancelled. As well, only four of the seven Chicago, Missouri & Western GP40 units (ex-Western Pacific) were delivered to CP Rail, namely Nos. 3517, 3521, 3522, and 3525, however, the 3525 was returned to owner Helm Leasing for repairs. The lease of Nos. 3519, 3520 and 3524 was cancelled because of various mechanical ailments.

At presstime, 55 leased units were in service on CP Rail: 3 BCR SD40-2's; 5 ACR SD40-2's; 5 QNS&L SD40's; 10 ex-MP SD40's; 3 CM&W GP40's; 29 ex-B&O GP40's. Ex-B&O GP40 No. 3721 has been forwarded to CN's Point St. Charles Shop in Montreal for turbocharger repairs.

**IT'S BEEN ALMOST TWO YEARS ...:** SD40 No. 5537 returned to service in mid-November after wreck repairs from an accident at Sucker Lake, Ontario, on December 31, 1985. Eight of the 12 locomotives, and 36 cars of Train No. 505 derailed, with several cars, some carrying toxic chemicals, tumbling into Sucker Lake. SD40-2 No. 6008, the 12th unit, was demolished and retired.

**MLW MODERNIZATION:** M-636 No. 4711 has been chosen to have her MLW 16-251E engine replaced with a Caterpillar engine.

Preliminary work will be carried out at Angus Shops in Montreal before the unit is shipped to Peaker Services in Brighton, Michigan, to have the Caterpillar engine applied. If the conversion is successful, it is likely that all 79 of the 4500 and 4700-series units will be re-engined over a three year period.

**CORRECTION:** GP9 No. 8835, which suffered a fire and is held for the GP9 road switcher rebuild program, will emerge from Montreal's Angus Shops in 1988 as No. 8205, not No. 8835 as incorrectly reported last month.

**CABOOSE RETIRED:** (p6-9) Run through steel caboose No. 434469 has been dismantled.

**VIA LAST OF GROUP DELIVERED:** F40PH-2's 6426-6429, the last of ten new units, left the GMD plant in London, Ontario, on September 30. They travelled to their Toronto home over CN lines as a four unit extra.

**NUMBER SHIFT:** VIA's four recently-acquired ex-Inland Steel SW1000 switchers (Nos. 115 to 118) have been renumbered 201 to 204, rather than 200 to 203 as expected.

### INDUSTRIALS AND SHORTLINES

**GOODBYE TO AN OLDTIMER:** (p2-2) BC Forest Products (Mackenzie, B.C.) has scrapped its 80-year old Alco/GE 60 ton locomotive No. 1.

**DIFFERENT HOME:** (p2-3) MacMillan Bloedel's recently-acquired ex-Southern Pacific SW900 No. 1197 has gone to their Powell River, B.C., operation, rather than to their Port Alberni operation as reported last month. The 1197 has replaced GE 65 ton No. 699 (serial 32733, built 12/56) which has been scrapped.

**NEW NUMBER:** (p2-8) Allied Chemical ALCO S-4 No. 5A (serial 80955, built 11/53, ex-B&O No. 9001, nee B&O No. 535) has been repainted by the Essex Terminal Railway at Windsor, Ontario, as General Chemicals No. B12.

**ANOTHER HOME:** (p2-15) A. Merrilees' former Conrail SW9m No. 9137 (ex-Penn Central No. 9137, nee Pennsylvania No. 8537, built by EMD in 12/52, serial 16748) is now working at Baie Comeau for Quebec North Shore Paper.

The first expected stop for No. 9137 was to have been Elkem Canada (formerly Union Carbide) at Montreal East to relieve ex-C&O SW9 No. 5244 which will soon be overhauled.

**ALIVE AND WELL:** (p2-19) New Brunswick International Paper's unnumbered 50 ton CLC/WHITCOMB (serial 2638, built 7/50), contrary to word that she had been retired, is alive and well at their Dalhousie, N.B., plant.

### ON THE PRESERVED SCENE

**RESCUED:** (p3-6) Former British Columbia Electric Railway 2-truck closed tram No. 155 has been acquired by the North Shore Museum in North Vancouver, B.C. The car, which operated in North Vancouver service, was disposed of in 1947 and was used as a chicken coop at Fraser Valley Farms until this year. Plans are to restore the car.

**NEW HOME:** (p3-11) Royal Canadian Legion Branch 154, at 2625-78 Ave. S.E. in Calgary, Alberta, has acquired CP Rail steel caboose No. 437377, built by CP in 1949.

**EQUIPMENT MOVES:** Eighteen of VIA Rail's 21 mothballed 19-year-old "Tempo" cars have been sold through a dealer for ski-train service on the Denver & Rio Grande Western. The 18 cars will replace a fleet of eight, 1915-era, former Northern Pacific coaches that will move to the newly-formed Napa Valley Railroad in California. The Napa Valley recently acquired four former VIA Rail MLW FPA-4 units (6760, 6775, 6787, and 6790), and four New Jersey Transit E8A units (4305, 4325, 4327, and 4330). Tempo cars included in the deal are club cars 321-323, cafe-bar-lounges 340-344, cafe-coaches 350, 351, 353, and 355, and coaches 362, 366, 371, 373, 375, and one other coach. [The three other stored "Tempo" coaches are understood to be destined to Quebec Iron and Titanium at Havre St-Pierre, Quebec, to replace their four steam heated coaches. Cafe-coaches 352 and 354, and coaches 370 and 372 remain in VIA weekend service between Toronto and Sarnia, and will be retired in 1988 when the ex-Amtrak LRC cars are put into Toronto-Chicago service (**Branchline, November 1987**)].

It has been learned that VIA Rail has acquired Dome Buffet Lounge Dormitory No. 1140 - "Silver Shop" from the Denver & Rio Grande Western. The car was built by Budd in 1948. As well, it is understood that two stainless steel baggage cars have been acquired in the United States, and a third is being sought. (Tom Higgins and Earl Roberts)

**SUBWAY CAR PROBLEMS BEING SOLVED:** A range of equipment problems with the Toronto Transit Commission's order for 126 Class H6 subway cars being built by UTDC's Can-Car plant in Thunder Bay has put delivery 12 to 18 months behind schedule. UTDC officials say that the problems lie with components made by outside contractors. Troubles with the cars' motor alternators and traction-control systems have been known for more than a year. More recently, when the first cars were service tested by the TTC, their air conditioning and public address systems malfunctioned.

While the TTC and UTDC engineers have been

testing and fixing 12 cars delivered to Toronto, 30 more stockpiled in Thunder Bay were to be fixed by Can-Car. Deliveries were expected to resume in late-October at the rate of six a week. The rest of the order will roll off the assembly line fully-corrected at two per week. It is expected that 32 of the cars will be delivered to the TTC by the end of 1987, with the last of the order now due around October 1988.

Because of the problems and delays, the TTC will in all likelihood assess a penalty against UTDC. Total penalty charges could amount to \$2 million. TTC sources have said the delays have already cost \$1.9 million to keep its old subway cars in service. (**The Chronicle-Journal, 09-10-87 thanks to Bryan Martyniuk**)

**BACK TO RAIL:** On October 15, the Ottawa Rough Riders football team travelled from Ottawa to Toronto on a bus-train connection. Two television camera crews and feature writers from Toronto dailies travelled with the club on Train 63 to "catch the atmosphere".

While the team usually flies between cities, Riders' General Manager Paul Robson indicated that the club is considering using rail service for all eastern trips in 1988. The train trip saved the club about \$5,000 in travel expenses. Many of the players were taking the train for the first time, while for others the train trip brought back some nostalgic moments.

The change in mode, however, did not reverse the Riders' losing trend - they succumbed to the Toronto Argonauts 20-17, their 12th loss in a row. (**The Ottawa Citizen, 16-10-87**)

**MBS COMING:** The transition from "Timetable and Train Order" to the Computer-assisted MBS (Manual Block System) method of train control will be introduced on CN's Beachburg, Smiths Falls, and Renfrew Subdivisions on November 29. (Earl Roberts)

## 1988 MEMBERSHIP FEE IS DUE!

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**"NO TEA PARTY IF THEY TRY TO RAID MY CARS":**

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

Hoboes aren't the only ones who know what is going on inside the nation's freight cars as they thunder over their quarter-million miles of tracks. There is a group of white-collared men who have saved the Class 1 railroads of North America possibly \$1,000,000,000 in the past fifteen years by their specialized study of this phase of transportation.

These troubleshooters, called claim-prevention experts, have cut the annual loss and damage tolls on freight from 1920's record \$120,000,000 to as low as \$15,000,000 in recent years.

Their task has been a gigantic one. Consider the heterogeneous mountain of commodities handled by the railroads - chic Parisian hats whose fine feathers must come through unscathed; unromantic objects such as barrels of glue, the transporting of which was once a nightmare to railroaders; delicate imported china which wouldn't be worth the freight charges if nicked; and the countless other items.

Railway thieves relish cigarettes and show a particular fancy for whiskey and liquor shipments in general.

While in Peoria attending a claim conference, I decided to get a firsthand picture of the protection given liquor shipments by visiting the yards of a distillery.

My guide led me to the caboose of a loaded freight. 'Hey Joe,' he shouted through the din, 'an honest visitor.'

Joe proved to be a clean-cut, square-jawed individual with whom it would be extremely foolhardy to pick a fight with bare fists. He had other weapons too. In the caboose I saw riot guns and tear-gas equipment.

I asked this veteran 'train rider', the term for police who guard shipments in transit, how he liked his job.

'It's a tough one,' he said seriously. 'I would much prefer riding a trainload of silk worth maybe \$1,000,000 to acting as nursemaid for a couple of cars of whiskey. The criminals who go after liquor are usually

better organized and more desperate than those in other fields of theft. When I'm guarding a liquor shipment, I think about the half-crazed hoodlums who might want some of those bottles and it's not a pleasant feeling. But I can tell you they aren't going to bump into any tea party if they try to raid any of my cars.'

**EXPENSIVE 'HOBBY':** The mention of private railway cars conjures up images of cigar-smoking tycoons with batmen polishing brass. But today's owner of "private varnish" is less likely to be an eccentric millionaire than an operator running tours for a price.

It isn't easy running one of these cars from the '20s and '30s. Restoration often represents a capital investment of \$200,000 and maintenance and insurance costs can run up to \$10,000 per year. VIA Rail charges a fee per kilometre for transport of private cars on its passenger trains, plus switching fees it passes on from CN.

This past summer, 70 passengers toured 11,265 kilometres of Canada's Northwest, at \$3,000 (U.S.) in five American and two Canadian private cars. The organizer and underwriter of the trip was American Clark Johnson, Jr. whose High Iron Travel Corporation runs tours and charters out of Denver, Colorado.

In 1986, Johnson brought a group to Canada in his private car "Caritas" and travelled to Fort St. John, B.C., tagged onto the end of a British Columbia Railway freight train. But travelling in 1987 over CN's Alberta Resources Railway and the Great Slave Railway to Hay River, N.W.T., was not on the end of a freight train. CN has not allowed private cars carrying passengers to travel on its freight trains since VIA Rail was created in 1977. CN did, however, allow the operation of the seven-car tour as a special train.

By 1991, all private cars to be operated on Amtrak trains must be 'Amtrak compatible', and this can be an expensive problem for private car owners. Some costs (U.S.) per car that might be experienced include: professional installation of head-end power at \$27,450, 27 pin pass-through cable at \$4,650, electric heat at \$1,400, air conditioning at \$11,500, and a diesel generator at \$19,500. (*The Financial Post Moneywise Magazine*, October 1987, and *The 470*, October 1987)

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