

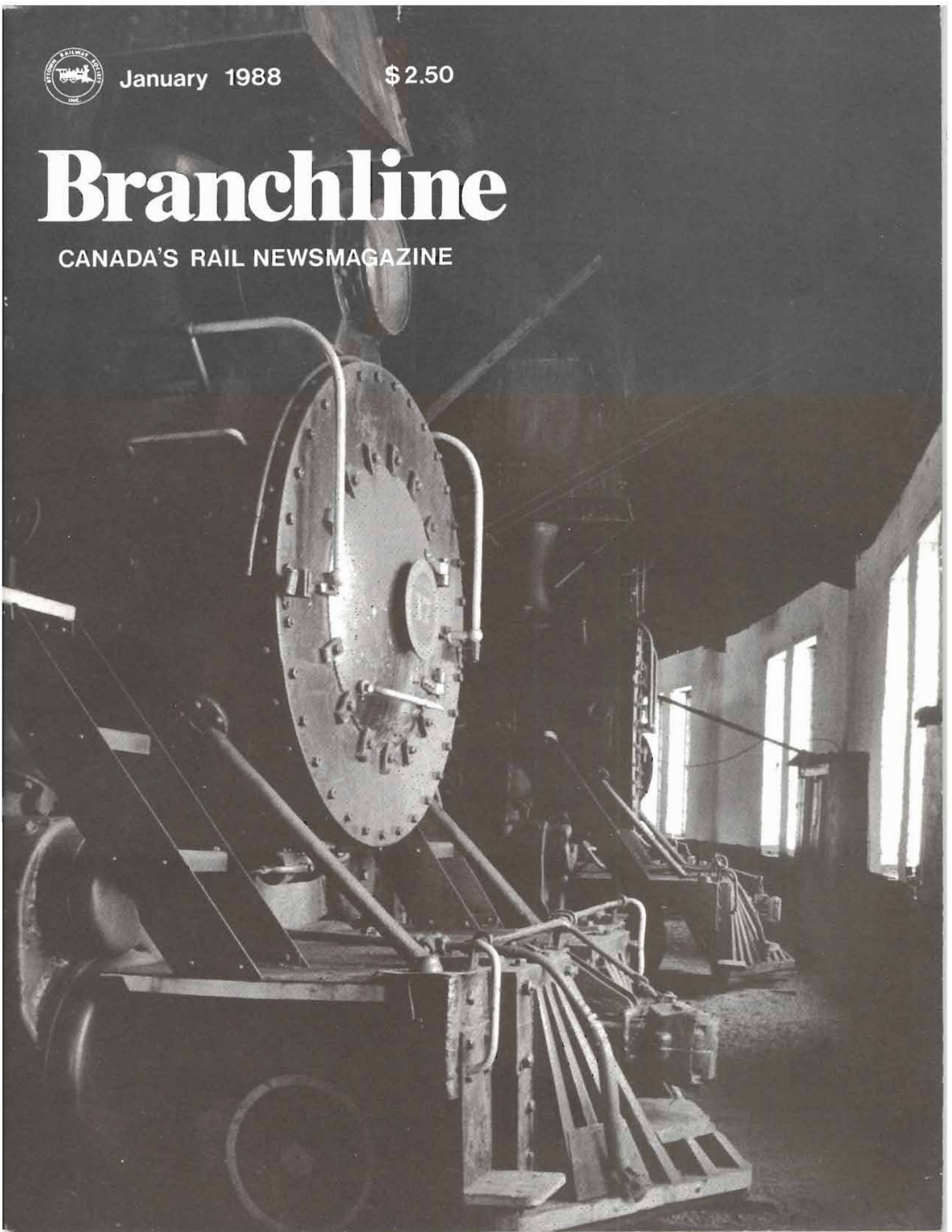


January 1988

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# Branchline

CANADA'S RAIL NEWSMAGAZINE



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**BRANCHLINE** is published by the Bytown Railway Society, a non-profit organization incorporated under Federal Government statute to promote an interest in railways and railway history, with particular emphasis upon the National Capital Region.

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Articles, news items, letters, and photographs are welcomed and should be sent to one of the following:

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**ON SHEET:** Our feature articles this month include: results of the first annual black and white photo contest; a recap of the Fall 1987 general meeting proceedings; the President's year-end report; and a 'train load' of CTC decisions.

**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.

**JANUARY 5** - Our Annual General Meeting at which we will elect the executive for 1988. Have you considered running for office?

Following the election, member John Tasseron will provide an illustrated talk on railroading in Europe. David Stremes and Ray Farand will be providing coffee and doughnuts.

**JANUARY 19** - Our usual 'third Tuesday of the month informal slide night'. Bring out those slides taken over the holidays - be they current or oldies.

**HAVE YOU RENEWED YOUR MEMBERSHIP?:** If you have not yet renewed for 1988, please forward a cheque or money order for \$20.00 to the Membership Chairman. Please see Page 23 for details and a handy renewal form.

P.S. The address labels for this issue reflect renewals received up to approximately December 10. If you have already renewed, and the expiry date on your mailing label still shows 871231, the expiry date on next month's label should be 881231.

**REMINDERS:** Restoration work continues every Saturday morning at the Museum of Science and Technology. Don't be bashful - come and lend a hand.

As well, BRS eagerly seeks Canadian Tire money to assist with the purchase of material, paint, etc. for its many restoration projects.

**HOLIDAY FEATURE:** BRS members will be hosting visitors in the cab of ex-Canadian National 4-8-4 No. 6400 in the locomotive pavilion at the Museum of Science and Technology in Ottawa, from December 28 to January 2 between 13:00 and 16:00.

**NOTES FROM TEN YEARS AGO IN 'BRANCHLINE':**

- The Federal Government ordered 22 LRC diesel units and 50 LRC coaches from MLW for VIA Rail Canada.
- Ottawa city council approved a \$1,200 grant to the Ottawa Electric Railway Group to secure a streetcar for display at Britannia Park.
- The Canadian Transport Commission gave permission to the E&N to abandon its passenger service on Vancouver Island effective 31-01-78. The decision was appealed and the service survives today under VIA Rail.
- The Canadian Transport Commission order CP Rail to continue its Montreal-Mont Laurier service until 31-03-78. The service was assumed by VIA Rail, however, it was dropped on 14-11-81 as part of the 'Pepin' cutbacks.

**ON THE COVER:** Our grand prize photo contest winning picture depicts a slumbering East Broad Top 2-8-2 steam locomotive inside the E.B.T. roundhouse in Pennsylvania on September 15, 1985. John Stewart used a Canon AE-1 camera, 28 mm lens, and HP-5 (35 mm) film.

# First Annual Branchline Photo Contest

BY BOB MELDRUM

With everything in and evaluated, it is safe to conclude that Bytown's first annual black and white photo contest has been a great success. Entries were received in all categories - some of them of a most unusual and unexpected nature.

Black and white photography is still an art more than a science. In spite of the new films (which use dies and are processed just like colour negative film), the creation of the superb print still must be done in the darkroom. There, the picture can be recomposed, and within reason, any errors (Yes - including intrusive poles) may be removed. However, it is also easy to make errors during the darkroom work necessitating redoing an image many times.

I'm pleased that the club is encouraging black and white photography and the executive is to be congratulated for supporting and endorsing this contest. As Jim Boyd has pointed out in the U.S. magazine *Railfan and Railroad*, "Publications have more resources (space and money) for using black and white photos." Branchline especially falls into that category.

In a period when there are controversies surrounding the colourization of such film classics as "Casablanca", it is important to remember the atmosphere that can be provoked by a good black and white image. Such was certainly the case with some of the entries in this year's contest.

Below I have grouped the various submissions by category, also including individual titles, the name of the photographer; for the winners, I have also added a brief commentary. Regrettably, the Branchline budget does not allow us to see each of the entries but Photo Editor Bruce Ballantyne assures me that submissions not featured in this month's issue will appear over time in subsequent issues. After all, aside from giving members a chance to demonstrate their photographic skills as well as compete for free subscriptions to *Branchline*, the contest was also intended to assist in the development of a photo inventory for not only *Branchline* but also other publications produced by the Society.

## The Entries

### 1) Commuter Trains

- a) "MUCTC 1302 brings No. 20 into Windsor Station" - Ross Harrison;
- b) "Two CPR E8A's on a Westbound Commuter at Dorval, Quebec" - Peel D. Steven;
- c) "CPR Extra 2818 going to Hull via Bank Street" - Addy Schwalm; Apparently a fire at Eddy's had closed the Interprovincial Bridge [Ottawa-Hull].

### 2) Eastern Ontario/Western Quebec Prior to 1977

- a) "Ottawa Station in the 'forties" - Addy Schwalm;
- b) "Ottawa Station in the 'thirties" - Lea Gault;
- c) "Night Photo of Ottawa Station in the 'thirties" - Lea Gault;

### 3) Bridges-and Tunnels

- a) "The 'Canadian' crossing the Rideau River" - Ray Farand;
- b) "Milwaukee Road on the Merrickville [Ontario] bridge" - Ross Harrison;
- c) "Toronto Limited on Walkley Bridge" - Eric Cohen;
- d) "1201 Crosses the Rideau River" - Doug Smith;
- e) "CNR No. 4038 (2-10-2) crossing the Rideau River" - Addy Schwalm;
- f) "New York and Lake Erie Bridge with Snow" - John Stewart;

### 4) Artistic

- a) "Extra 5404 highballs through Avonmore [Ontario]" - Ross Harrison;
- b) "The 'Canadian' at Ottawa Station" - Eric Cohen;
- c) "VIA 6404 in Montreal Commuter Territory" - Doug Smith;
- d) "Night Photo of the 'Northlander' at Washago, Ontario." - John Coleman;
- e) "East Broad Top Engine House" - John Stewart;
- f) "East Broad Top No. 15 Under Steam" - John Stewart;
- g) "Strasburg No. 90" - John Stewart;
- h) "1201 - Winter NMST" - John Stewart;

Faced with the excellent quality of submissions, I elected to call in reinforcements to aid in the judging process. On this occasion, I invited Ms. Lou Anne Moon (1980 slide contest judge) to make the decisions.

The results are as follows:

#### Commuter Trains

Ross Harrison, with his shot of MUCTC No. 1302 in Montreal (Winner). 'This is an impressive picture - it's hard to believe that this is downtown Montreal! The picture would have more impact had it been cropped somewhat providing more train and less foreground.'



## Photo Page



### WINNERS IN OUR FIRST ANNUAL BRANCHLINE PHOTO CONTEST

TOP: BRIDGES AND TUNNELS: 1201 APPEARS ON THE BRIDGE CROSSING THE RIDEAU RIVER NEAR CARLETON UNIVERSITY AS SHE RETURNS FROM A TRIP TO WAKEFIELD, QUEBEC. THIS PHOTO APPEARED ON THE COVER OF THE SOCIETY'S HANDOUT BOOKLET FOR THE TRIP TO PEMBROKE LAST OCTOBER. PHOTO BY DOUGLAS N.W. SMITH.

MIDDLE: COMMUTER TRAINS: MUCTC FP7A #1302 (ex-CP 4072) BRINGS TRAIN NO. 20 FROM DORION INTO WINDSOR STATION IN MONTREAL, QUEBEC, SEPTEMBER 5, 1987. PHOTO BY ROSS HARRISON.



BOTTOM: EASTERN ONTARIO/WESTERN QUEBEC: UNFORTUNATELY REPRODUCING THIS PHOTO IN PRINT DOES IT LITTLE JUSTICE SINCE THE ORIGINAL SHOWS MORE DETAIL AND MOOD THAN IS REPRODUCED HERE. THE PHOTOGRAPH OF OTTAWA UNION STATION WAS TAKEN FROM THE LAURIER AVENUE BRIDGE CIRCA 1930 USING A KODAK F.7 CAMERA RESTING ON THE BRIDGE RAILING. THE STRING OF CARS ON TRACK 3 APPEAR TO BE THE NIGHT TRAIN TO TORONTO, THE REMNANTS OF WHICH SURVIVE AS VIA TRAINS 48 and 49. PHOTO BY LEA GAULT.



WINNERS



Honourable mention goes to Addy Schwalm and his shot of CP No. 2818.

Eastern Ontario/Western Quebec  
Lea Gault, with his night photo of Ottawa Station (Winner). This is a mystical work of art but, because of how photos are printed in Branchline, this may be too dark to print. I can only hope that the reproduction does justice to the original.

Honourable mention goes to Addy Schwalm for his shot of Ottawa Station in the 1940s.

#### Bridges and Tunnels

Doug Smith, for his shot of ex-CP No. 1201 crossing the Rideau River at Carleton University in Ottawa (Winner). This is beautifully composed and printed. Doug has done a superb job of framing the train with the surrounding trees. For those readers who were not able to participate in the recent excursion to Pembroke, Ontario, this was also the picture used on the cover of the trip brochure.

Honourable mention goes to John Stewart for his winter shot of the New York and Lake Erie bridge.

#### Artistic

John Stewart, for his shot inside the East Broad Top [Pennsylvania] engine house (Winner). This demonstrates professional quality work with the curve of the round house very evident. This was also judged to be our grand prize, earning it the right to grace the front of this month's Branchline. [When you think that this scene from yesteryear was photographed in 1985, you have no choice but to conclude that there must be some unseen force guiding the hands of fate.

Honourable mention goes to John Coleman and his shot of the "Northlander" at Washago.

As I said at the beginning, this was a great idea and I look forward to the second annual contest and even greater participation.

## Letter to the Editor

12 November 1987

The President and Members of the Executive -

Dear Friends:

Before the Pembroke trip becomes just a pleasant memory, to be reactivated only by the photos that most of us took on that happy day, may I join with others in congratulating all of you - even at this (unavoidably) late date - on a splendid excursion, well run in all respects, the Handbook being the best of its kind that I have ever seen.

I send this note to all of you since it was obviously a team effort. It made me regret the more that I have to be such an inactive member!

Best wishes,

(Dr. Robert F. Legget)

## Via Bytown to Brockville

As most members are aware, the 1987 fall excursion to Pembroke behind the NMST's Locomotive 1201 brought together enthusiasts from all over Canada, the United States, and even from lands across the seas. Not many will know, however, of the impact that the trip had on the tourist industry of Brockville, situated some 70 miles south west of Ottawa, and of the part played by the Bytown Railway Society in promoting the town.

The story developed in a somewhat round-about fashion. On the day of the excursion, rumours abounded that somewhere on the train was a mad Englishman, one who had flown over specifically for the occasion. Although I personally did not meet anyone on the train who met that description, I was able to do so at the BRS meeting the following Tuesday.

At that time, the infamous Mike Slamo, BRS member extraordinaire, was introduced to the members. Following the meeting, I spent some time talking to Mike and gave him a ride to the station so that he could take the 'overnight' [Train 49] to Brockville.

It seems that Mike's involvement with BRS began a few years ago on a trip to western Canada when he bought a **Trackside Guide**, was suitably impressed, and joined the Society in order to receive updates to the **Guide** through **Branchline**.

Now, we all know which town is mentioned most in **Branchline**, (it's not Ottawa). Anyway, Mike was so intrigued by the numerous references to Brockville that he vowed that he would visit the town during his next visit to eastern Canada.

He must have liked the place because it was the only town in which he stayed during his five or six day visit to Canada in October. During the interval, he provided not only a boost to Brockville's hotel industry but also attempted to wipe out VIA's deficit as he commuted, almost on a daily basis, to and from Ottawa.

In addition to the rail action Brockville offers, Mike also admits that he was quite impressed with the historic architecture of Brockville, especially with the multi-coloured slate roofs that adorn many of the city's older churches. (Thanks to Les Goodwin)

**LUMBER RELOAD CENTRE TO OPEN:** CP is to open its first reload centre for lumber in western Canada. The centre near Kamloops, B.C., will draw lumber by truck from sawmills within a radius of 200 miles. Opening of the centre will allow CP Rail to withdraw service from a meandering 178-mile branch line, a remnant of what used to be the Kettle Valley Line, CP Rail's secondary route across southern B.C. (Canadian Pacific **News Summary**, 04-12-87)

## In Memoriam

**Joseph Arthur Carrière, 1906-1987.**

On November 24th the Bytown Railway Society lost a long time and enthusiastic member; a family lost a devoted husband, father, and grandfather; and I lost a warm personal friend, in the sudden passing of Art Carrière.

I first became acquainted with Art approximately forty years ago when he spent a lot of his spare time around the old Ottawa West Station. I did not get to know him personally until a few years ago when his eye-sight restricted him to daylight driving, and I started driving him to the BRS meetings. These trips became very interesting indeed when we started talking about the old times involving our railroading and personal activities.

Art was a plumber by trade, but a railway nut by heart. He came by the railway interest naturally as his father was a C.P.R. Operator in Hammond, Ontario, where the old Grand Trunk line from South Indian (Limoges) to Rockland crossed Canadian Pacific's M&O Subdivision. To my knowledge Art never ever worked on the railroad.

During our drives to and from the BRS meetings we often discussed activities that took place at Bedell, Ontario, in the late 1930's and early 1940's when the place was a busy junction point between CP's Winchester and Prescott Subdivisions. On Friday after work, Art and a couple of his buddies would drive to Bedell in time to be there to see the arrival of the "Prescott Local" from Ottawa. Following the usual detraining of the passengers and the unloading of baggage and express, the train would pull south of the diamond, in order to clear the interlocking plant. Then the westbound "Perth Local" would arrive from Montreal. Passengers were entrained for the west as far as Perth and detrained for various points south of Bedell through to Prescott on the St. Lawrence River. Along with the passengers would be a couple of truck loads of empty milk cans to be set off at the various flag stops between Bedell and Prescott. I was braking on the "Prescott Local" at that time during my early days with Canadian Pacific and I may have been one of the "slaves" lugging the cans although Art and I did not realize that until much later on.

After the cans and passengers were loaded and the "Prescott" got on her way, Art and his companions would go up into the interlocking tower there to pass the time with the Operator until No. 905, the hot shot merchandise from Montreal to Toronto, would pass about an hour or so later. Then it was back to nearby Kemptville to the Star Cafe and a piece of Sing Wong's cream pie smothered in whipped cream and washed down with a glass of milk before heading home to Ottawa. Pretty heady stuff and Art's recollections of it brought back fond memories to me as the Kemptville-Bedell area was my old home stamping ground.

Another subject which we often discussed and laughed about was the Mechanicsville area

of Ottawa just to the west of the Ottawa West Station. Our talk would relate to the characters that lived there and some of the incidents that took place. Art lived there most of his life and knew everybody and everybody knew him.

When my wife and I were first married, we lived in the area for a few years as it was handy for work, so I could relate to many of his tales. They were always good for a few chuckles and something that I will miss on my drives to BRS meetings.

Something that I realize now, is how very fortunate I was a couple of years ago to see the extensive collection of railroad artifacts, memorabilia, etc., that Art had collected over the years. Surely this collection was second to none in the Ottawa area. I have in my possession several pieces of it such as train registers, press clippings, photos, etc., related to events in which I might have been involved or that concerned me personally, which he passed to me. I shall always treasure these.

On behalf of the Bytown Railway Society, I would like to express my deepest sympathy to the family in their hour of bereavement. Our hearts, collectively, are with you. In closing, I don't think anything could be more appropriate than just to say "Boy Voyage, Art", we are all going to miss you. (Don E. Gaw)

**Kenneth Frederick George Chivers, 1928-1987**

Ken Chivers' sudden passing on 25 November 1987 was a shock to the countless friends and acquaintances of an honest, gentle, kind and caring husband and family man. The only son of the late Fred Chivers and his wife, Mary, who survives her son, Ken was born and raised in Verdun, Quebec, and spent the first three decades of his life there. He was a graduate (B.A.) of McGill University.

Ken's active involvement in the rail hobby began in 1950 when he offered his services in planning the 1950 National Railway Historical Society (NRHS) Convention in Montreal. In the ensuing years, he and I became close personal friends and travelling companions. He joined the Canadian Railroad Historical Association (CRHA), becoming a director and officer. He was involved, in particular, in the development of the museum project, serving as chairman of the rolling stock committee in the mid-1950s. Elected CRHA president in 1959, he relinquished his post later that year to move to Ottawa to pursue a career in the civil service. However, he continued to return to Montreal virtually every weekend to visit his mother. From 1962, when work started at the Canadian Railway Museum in Delson, Quebec, until the end of 1965, he found the time to spend his Saturdays there.

Finding few organized amateur rail activities in the Ottawa area, he became a founder of the Ottawa Valley Model Railroaders (OVAR). Several years later, he was one of those who established what is now the Bytown Railway Society (BRS).

Despite his many interests, married life

was always Ken's foremost goal. He achieved it in 1971, when Barbara became his beloved wife. In the process, he acquired a ready-made family of four children, the progeny of Barbara and of her deceased first husband. To his stepdaughter and three stepsons, Ken became a devoted second father.

When I last saw Ken at the OVAR meeting in May 1987, he was looking forward to a 1988 retirement. That he did not attain this goal is a matter of profound regret to all who are left behind. Despite our sorrow, we must accept his passing as a swift and merciful act of Providence. Our consolation lies in the sure knowledge that Ken's spirit, freed from the pressures and cares of life, is at rest. Just as beauty is said to lie in the beholder's eye, the sting of personal loss caused by the passing of a loved one is sentient only to the bereaved.

On behalf of the directors and members of the BRS and of OVAR, I offer deep and sincere expressions of sympathy to his widow, his mother, and his family.

May his soul rest in peace. (Omer Lavallée)

Jean Jacques Longpré, 1927-1987.

Suddenly on December 5, 1987, Jean Jacques Longpré, a long-time employee of Montreal's *La Presse* and a well-known rail enthusiast in the Montreal area. Longpré was one of a group of enthusiasts who made Montreal's Dorval Station a regular stopping on Friday evenings. According to fellow BRS member Denis Latour, "Friday evenings at Dorval won't be the same." The Society extends its sincerest condolences to the Longpré Family.

Gordon Maxwell, 1905-1987.

At the time of his death, a resident of Rockland, Ontario, Gordon Maxwell, a Canadian Pacific pensioner with 49 years of service at Orangeville and Toronto, Ontario, and Windsor Station in Montreal. The Society extends its sincerest condolences to the Maxwell Family.

**CN INVOLVED WITH "CHUNNEL":** CANAC International, CN's consulting arm, has won a \$300,000 contract to test the stability of the large shuttle trains that will be utilized in the proposed Channel Tunnel, a rail tunnel beneath the English Channel to link Dover, England, with Calais, France.

The work will involve an assessment of the impact of the relatively high wind velocities found at either of the portals on the stability of trains running through the tunnel.

To be conducted in Canada, the tests will utilize three enclosed tri-level automobile carriers which have been especially outfitted at CN's Point St. Charles Shops in Montreal. The tri-levels were chosen because they are similar in size to the design proposed for the tunnel rail cars.

The tests will be conducted at Matane, Quebec, as the wind conditions are quite close to those of the English Channel. (Keeping Track, October 1987, merci à Jacques Beaubien Jr.)

## President's Message

As 1987 draws to a close I am happy to announce that the Society has had one of its most successful years. I would like to thank all those members who have worked so hard to keep everything rolling and make things happen. It is not just a few members who do this, but nearly 20% of the local membership (about 50 people) who make a significant contribution in one or more areas.

The Society had another banner year in publications with the press run of the 1987 issue of *Canadian Trackside Guide* virtually sold out. A second booklet, *A Guide to Ottawa's Railway Heritage*, by Colin Churcher, was released in May 1987. This publication has sold well, with only one third of the copies remaining in stock.

Thanks to Earl Roberts and Philip Jago, *Branchline* continues to improve and is quickly becoming known as the source for current national railway news. It is now available in several hobby shops locally, and even in Vancouver. As our membership increases, you will see further improvements in the magazine, and membership is increasing at a fast pace. We have added over 60 new members during 1987 and much of the credit is due to our improved magazine.

It was a real pleasure personally to see the Society venture back into the excursion business. The 1201 trip to Pembroke on October 4 was an immense success and a real learning experience for the trip committee and participants. Hopefully this was just the first of many future trips. Plans are now being laid for a number of excursions in 1988.

Work continued on the restoration front throughout the year, and our 50-ton steam crane was operated on a number of occasions. One disappointment is that we have still not had the manpower available to commence work on our ex-CP 80-year-old Jordan spreader. Restoration is one area where another pair of hands is always welcome and needed.

John Coleman has continued to provide us with an excellent slate of speakers for the monthly meetings, drawn from both inside and outside the Society. For those unable to attend, a regular summary of these meetings appears periodically in *Branchline*.

Many changes are presently afoot to offer more activities and new directions to the Society. As these firm up, they will be reported to you via *Branchline*.

One of these areas concerns our relationship with the National Museum of Science and Technology. The Society owes the N.M.S.T. a great deal of thanks for many items: our meeting place, a place to store our equipment, and a chance to participate in the operation of 1201. We hope to be in a position where we can offer the N.M.S.T. even more assistance in meeting their goals and help make N.M.S.T. the most visible museum in the National Capital Region. (Paul J. Bown, President)

# Proceedings of 1987 BRS Meetings

BY MARK WALTON

Many of our readers are unable to attend the monthly general meetings. Periodically summaries of the meetings are published in **Branchline** as a means of informing all of our readers, as well as preserving a record of these proceedings.

**September 1, 1987**

## **Bob Meldrum and Joe Toscas in China**

Bob Meldrum and Joe Toscas, both of railroad families and world travellers, presented a slide and video record of their trip to China in March and April of 1987. They were part of a 21 member group from seven countries sponsored by Railway Travel and Photography. The group also included well known railfan author, Mike Zimmerman. Joe came back with over eight hours of video while Bob produced over 800 slides.

They arrived in Beijing on March 15 and left the next day for Tangshan where a factory turns out 200 steam locomotives yearly. The factory there was rebuilt following a disastrous 1976 earthquake.

From Tangshan, the group went on to Changchun, Nancha, Langxiang, Harbin (China's culinary centre where chinese cooks learn their trade), Shenyang, Anshan, Beijing again, Hangzhou, Nanchang, Hengyang and Guangzhou.

There are major repair shops at Hangzhou employing 6,000 people that overhaul 530 steam locomotives a year, every 250,000 km for freight locomotives and every 350,000 km for passenger.

The final stop was at China's only railway museum which features, among other things, a Japanese built streamlined Jubilee dating from the 1930's.

Bob and Joe frequently rode overnight trains on some of the longer trips. Tea was served almost constantly. The coaches were swept frequently but the toilets were "awful".

Steam-hauled freight trains in China are mainly hauled by 2-10-2's but there are a number of Pacifics (4-6-2) on passenger trains. A steam crane, not dissimilar to BRS's former Central Vermont 50-ton crane, was also observed. Most notable of the diesels were hydraulics built in China and some GE imports from the United States. A factory railway featured articulated electrics (crocodiles) with some steam 0-6-0's built for the United States Army in the 1940's. A metre gauge logging railway used Polish built steam locomotives which date from the 1930's. This line runs trains without continuous brakes, the train braking being through a mechanism that sensed drawbar strain.

During the presentation, most of the trains were shown on video while slides also showed transit equipment including articulated trolley buses, trams (with women operators) and the Beijing subway. Harbin has a tourist tram line which has recently been cut back from 20 km to 2 km.

At one point on the trip there was a cab ride on a mining locomotive. At another, Bob took a ride in a 2-10-2 pusher locomotive (**Branchline**, July - August 1987). The video concluded with footage of steam trains on the Nancha - Wungling line, shot in bitter -25 degree cold. There is a 2.7% grade requiring steam pushers. QJ class 2-10-2's haul freight while JS class 2-8-2's haul passenger. The ten-car passenger trains require one helper while the freights require a helper and a pusher.

Bytown's two premier world travellers, both of whom have previously given presentations at the Society's meetings, did not disappoint their audience this time. They presented a rare insight into a part of the world that few of us ever get to see.

**October 6, 1987**

## **Bill Gelling, General Manager, Equipment & Engineering, VIA Rail Canada**

Bill Gelling joined VIA Rail almost two years ago after a 24 year career in the Canadian Armed Forces, from which he retired as a Brigadier General and Director General, Aerospace Engineering and Maintenance.

Gelling's presentation dealt with VIA's current \$341 million equipment maintenance program. Although not providing for Amtrak-style Superliner cars, the program announced in May 1987 did provide for the completion of five maintenance centres, 19 new locomotives and the conversion of about 200 cars to head end power (HEP).

The five maintenance centres were first announced in 1982. The first one, in Toronto, opened in 1985. Toronto and Montreal are the two major facilities with smaller ones in Halifax, Winnipeg and Vancouver. Toronto and Montreal account for 40% of the maintenance staff. In Halifax VIA has taken over all maintenance from CN. In Winnipeg, VIA performs car maintenance while CN maintains locomotives. Both locomotives and cars for the Churchill service, however, are maintained at the Fort Rouge yard. VIA plans to take over many of the en route service points from CN by the spring of 1988. Steam heat is more and more of a problem and there are fewer and fewer people left who understand how to maintain this equipment.

Gelling's presentation gave an overview of VIA's current approach to maintenance and servicing. In the past, locomotives and cars of passenger trains were serviced separately between runs with locomotives at diesel shops and cars in coach yards. In those days, railways had the luxury of ample time, equipment and manpower - a luxury they no longer enjoy. Nowadays consists are moved intact to indoor facilities and only three hours are allowed to service a typical train in Toronto. Because there is little spare time, a bad order car cannot be quickly replaced. A delay in servicing one train has a snowball effect on other trains. Late



discovery of problems can have the same effect. Gelling noted that the workforce has had to adjust from the old system of open-air work in coach yards with loose supervision and a relaxed atmosphere to a team effort with cross supervision of trades and limited time. Good trouble-shooting and decision-making skills are essential. In response to these demands, productivity in the centres, although low, is now improving.

The Mimico Maintenance Centre in Toronto handles 21 trains a day. Three tracks can accommodate two locomotives and ten cars each and there is space for three RDC's. The Montreal centre is similar to Toronto but lacks the RDC facility. The partially used Montreal Maintenance Centre at Point St. Charles is due to be completed in March 1988.

The reliability of the present equipment is a problem. Gelling's task with VIA has been made no less easy by the fact that the cars have suffered from a great deal of deferred maintenance, particularly in the ex-CN "blue fleet". This was due to would be forthcoming new locomotives and equipment. When this did not occur, VIA found itself with a maintenance deficit of \$140 million. Under a restructured financial plan \$55 to \$60 million was allocated to reduce the backlog thereby improving equipment availability and reliability for the first time in several years.

In the locomotive fleet, 15 of the GM model FP9A units have been remanufactured into the 6300 series. These are very reliable and can be expected to give another 15 years of service. Another 7 or 8 'unrebuilt' FP9A's (6500-series) and 7 or 8 F9B's (6600-series) will be kept in service. Thirty F40PH-2 units have been delivered in the last ten months. From 19 to 25 more 3,000 hp locomotives will soon be ordered for early 1989 delivery. The additional units will permit the retirement of the remaining MLW FPA-4's and FPB-4's, most of which will be taken out of service by the summer of 1988 with the balance by 1989.

According to Gelling, the LRC locomotives are still troublesome. There are 30 units of two different and incompatible types. These are orphans as Bombardier has no plans to build any others. The LRC cars are expected to outlast the locomotives. They are comfortable and popular with the passengers. The door end step mechanism is being converted from automatic to manual, after years of attempting to overcome problems with the automatic operation. Two train sets are now operating in banking mode, long a problem area, and all will be operating with banking by the spring of 1988.

VIA's RDC's are over 30 years old and had become unreliable until a special maintenance effort took place 6 to 8 months ago. A major refurbishing will be done over the next three years. A prototype, RDC-1 No. 6130, is due for completion by March or April 1988.

The ex-CN blue and yellow cars are reliable but corrosion is a major problem. They are expected to last a long time and 35 of them are expected to be converted to HEP. The ex-CP stainless steel cars are used mainly on the "Canadian" which is heavy round

trip service - over 5,000 miles a week. They receive less maintenance and suffer more electrical problems than the ex-CN cars. As well, the wear and tear on the braking system due to the mountainous route travelled is greater than most of the ex-CN cars. VIA will convert these cars to HEP at a cost of \$155 million. The 190 cars to be converted to Head End Power will serve the "Canadian" (Montreal/Toronto-Vancouver), "Super Continental" (Winnipeg-Vancouver), and the "Skeena" (Edmonton-Prince Rupert). During the winter months, surplus cars from these services will service the "Hudson Bay" (Winnipeg-Churchill) run. There is no money for conversion of the eastern transcontinental service but this is the first choice for the next stage.

An interesting service awaits the ten ex-Amtrak LRC coaches. Modification of these cars, stored for five years, to make them compatible with the rest of the VIA LRC fleet would be prohibitively expensive. They will therefore be placed in dedicated service on the Toronto-Chicago run, hauled by F40PH-2's, after modifications at Bombardier's La Pocatiere (Quebec) plant. The two ex-Amtrak LRC locomotives do not fit into VIA's plans since they differ too greatly from the rest of the VIA fleet to make conversion worthwhile.

Mr. Gelling's talk was frank and informative. It summed up the problems currently faced by VIA and outlined what he hoped to do about them. At the end of the meeting Vice-President Duncan duFresne presented Mr. Gelling with a cross section of a piece of rail from the Thurso and Nation Valley Railway.

November 3, 1987

Dr. Leslie Buck, National Research Council

[This summary reflects the views of Dr. Buck. His views are not necessarily those of the Bytown Railway Society]

Dr. Buck spoke about "Human Factors [Ergonomics] in the Hinton Accident" involving a head-on collision between CN Freight No. 413 and VIA Rail Train No. 4 at Dalehurst, Alberta (11 miles east of Hinton) on February 8, 1986. He holds a master of Psychology degree from the University of London (UK) and in 1955 investigated a British accident that was similar to the Hinton one. He worked for the British Medical Research Council in co-operation with the Ministry of Transport. He has worked at NRC since 1967 where he is now in the Electrical Engineering Division. He was the author of a submission to the Foisy Inquiry into the Hinton accident.

The term "ergonomics" is derived from the Greek ergo (to work) and nomos (law). The term is commonly used in England while "human factors" is preferred in the USA. Either term refers to the relationship of people to their work - how does the person fit into the total work environment. What can be done to make it better or to prevent future accidents such as Hinton? It is a multi disciplinary field that combines psychology, physiology, anatomy,

engineering and others. The theme of Dr. Buck's presentation was the way in which these factors contributed to fatigue and inattentiveness which could have contributed to the tragedy.

Dr. Buck discussed several issues including the hours of work, the observance of signals, the design of the locomotive cab in the leading unit on No. 413, the role of the operating crews on No. 413 and No. 4, as well as the dispatcher in Edmonton, and the reaction of the head end crew on No. 4.

#### HOURS OF WORK

Hours of work are irregular. In the month before the accident the engineer on No. 413 had reported for duty at widely varying times of the day and night and had worked 194 hours. Such irregular hours are disruptive to one's body clock (circadian rhythm). One may be working at a time when the body clock feels it is time to sleep or vice versa. This frequent disruption has a cumulative effect. Freight trains run on irregular schedules and their crews must be on call. Rest periods between runs are also irregular. An engineer is left to judge his own fitness for duty. If he declares himself unfit he faces loss of pay and criticism from his co-workers.

#### SIGNALS

Signals were looked at closely. The Dalehurst signal passed by train No. 413, 1729N, was a searchlight type showing red/red/red. The passenger train was about to enter the block on a yellow/green signal which tripped to red when the freight train passed signal 1729N. Evidence indicated that 1729N was working correctly. CN indicated that there had been 13 incidents in the previous six years where signals had been claimed to have presented aspects more permissive than intended. These were attributed variously to errors in wiring, faulty operation of properly wired parts, manufacturing defects or vandalism. The unions claimed that there were many more incidents than this but could not specify how many.

#### LOCOMOTIVE CAB DESIGN

The design of locomotive cabs was investigated. The lead locomotive of the freight train, GP38-2(W) No. 5586, had a "comfort cab" but, according to Dr. Buck, all cabs are conducive to sleep. No. 5586 was equipped with a deadman's pedal which the engineer must keep depressed continuously in order to keep the locomotive running. If he releases it an emergency brake application will automatically occur. Keeping the pedal depressed for hours on end is fatiguing and frequently lunch pails, tool boxes or other heavy objects are placed on the pedal to keep it depressed. Reset Safety Controls are replacing the deadman pedals. These monitor the locomotive controls and sound a warning if they are not operated within a specified period of time. If the signal is ignored the brakes are applied automatically.

#### REACTION ON NO. 4

Most of the inquiry and therefore Dr. Buck's presentation centred around the freight train. What happened on the passenger

train was not fully addressed, least of all why the engineer failed to notice that the yellow/green signal had turned red after No. 413 passed 1729N and to brake when the two trains were in full view of each other for 18 seconds before the collision. Several passengers on train No. 4 noticed that the signal had turned red.

#### CONCLUSIONS

A number of questions and suggestions were brought up after the first part of the presentation. They covered:

- a better system of hours of work which has been achieved in Europe for both passenger and freight trains.
- uncertainty over an engineer's take home pay as engineers are paid for work performed and not on a salary.
- the aiming of signals and colour perception by engineers.
- the role of the conductor and dispatcher.
- cab design.

The Conductor of a freight train is theoretically in charge of the train. In practice he is a "back seat driver", in an impossible situation. He is required to maintain radio contact with the engineer and with the crews of other trains and to apply the brakes in an emergency.

Cab design was only lightly touched on in the inquiry but it was agreed that it could have been better. BritRail once had an ergonomic unit which made much input into the design of the cabs for the High Speed Train (HST). In North America General Motors is the dominant locomotive builder which supplies "off the shelf" locomotives with few options. The options available are not ergonomic because they are non revenue producing. Dr. Buck said that there is a hidden cost to ignoring ergonomics.

The train dispatcher in Edmonton was in radio contact with train No. 413 and other freights on the Edson Subdivision. (Dr. Buck said that passenger trains use different radio channels - this is not true). The dispatcher told train No. 413 about the two freight trains for which it took the siding at Medicine Lodge but said nothing of the passenger train's presence - he was not required to do so. Passenger crews are not required to keep in touch with freights. For this reason freight train crews refer to passenger trains as "ghosts".

Dr. Buck said that the inquiry report avoided using the word "blame" but found the train crews of both trains and CN management equally responsible for the tragedy.

BRS Director Helen Tucker summed up Dr. Buck's address by saying that railroading is more than just the equipment we photograph, ride, restore and operate. It is also the people who do all of these things. She presented Dr. Buck with a BRS cap.

#### December 1, 1987

Our annual family night featured the 1939 movie "Union Pacific", featuring Barbara Stanwyck. Included in the cast were several Civil War-era 4-4-0s and pieces of rolling stock. Two cartoons preceded the feature film, to the delight of young and old.

## CTC Decisions



**HEARING EXAMINES FUTURE FOR RAIL SERVICE:** A public hearing was held in Cap-de-la-Madeleine, Quebec, on November 24, 1987 to examine the future service requirements on that portion of Canadian Pacific's Trois-Rivières Subdivision between that community and Quebec City.

The hearing arises from the April 1, 1987 washout of CP's bridge spanning the Ste-Anne River near the community of Ste-Anne de la Pérade (mileage 106.8).

In the interim, CP has re-routed its Montreal-Quebec City traffic either over its own lines to the south of the St. Lawrence River or over CN's north shore line into Quebec.

VIA Rail responded to the accident initially by continuing to offer a full complement of passenger service between Montreal and Trois-Rivières (up to 3 trains a day in each direction) with passengers taken by bus between Trois-Rivières and Quebec City.

This has since been cut back to one daily return trip between Montreal and Trois-Rivières. Following a court order issued on behalf of Voyageur Bus Lines, VIA has been denied the right to operate buses between Trois-Rivières and Quebec since late October.

Indications are that CP is extremely reluctant to rebuild the 274-metre long, 6 span bridge, citing insufficient traffic levels as justification. (29/10/87 and Canadian Pacific News Summary, 30/10/87)

**ACCIDENT REPORTING CRITERIA REVISED:** The Railway Transport Committee has revised the criteria under which CTC-regulated railways must report accidents to the Committee.

Henceforth, the railways must report the following: all accidents occurring in railway passenger cars which are attributable to faulty equipment or inadequate train handling; all instances where train crews "report observance of signal indications other than those intended for the operating conditions as they existed at the time in the area of the signal"; and all incidents involving the near collision of trains.

As well, the railways are also obliged to report all types of collisions and derailments on main tracks where death or injury has not resulted but where the total value of the damage exceeds \$7,350. (29/10/87)

**VIA OBJECTS, BUT WHISTLING ELIMINATED:** The Railway Transport Committee has approved a bylaw passed by the City of Nepean (Ontario) that will eliminate the blowing of train whistles at the following crossings on Canadian National's Smiths Falls Subdivision: Merivale Road, mileage 1.63; Woodroffe Avenue, mileage 3.26; Fallowfield Road, mileage 3.88; Greenbank Road, mileage 5.10; Jockvale Road, mileage 5.73; and Cedarview Road, mileage 6.62.

The move comes following many complaints from area residents of the heavily built up area to the south west of Ottawa about the noise made by VIA Rail's regular Ottawa-Toronto passenger trains and the occasional CN local freight as they pass through the area.

Although Canadian National had no objection to the bylaw, it was vigorously opposed for safety reasons by VIA Rail Canada. In a letter to the RTC on November 15, 1985, VIA stated that it was "at a loss to understand why a City (Nepean), which in the past has placed so much emphasis on improved railway crossing safety, is now requesting that a basic element of crossing safety (whistling) be removed. [One thing which delayed the implementation of VIA Rail's current high speed train service to Toronto over the Smiths Falls Sub., was Nepean's concerns about crossing safety and it's insistence that all crossings in the community be equipped with warning lights and short arm gates.] It is the opinion of VIA Rail that, in the interest of safety to both the travelling public and our passengers and employees, the use of locomotive whistles should be retained at these six (6) high speed railway crossings in the City of Nepean." The letter had no effect on the Commission.

VIA subsequently re-iterated its position, on January 21, 1986. Again, its opinion fell on deaf ears, with the RTC coming down in favour of the City.

Ironically, the Town of Renfrew, located on CP Rail's Chalk River Subdivision (Ontario), has just passed a by-law requesting that whistling be re-instated. Several years ago, the Town had received CTC approval to ban whistling. The current move follows the recommendations of a recent inquest held into a level crossing accident during the spring of last year when a motorist was accidentally flagged through a crossing after he mistakenly interpreted a section man's hand signal to mean "all clear" as opposed to "stop". At the time, the crossing protection was functioning in anticipation of an oncoming CP Rail freight train. A subsequent inquest into the accident concluded that the accident would not have occurred had the whistle been sounded. (06/11/87 and The Ottawa Citizen, 19/11/87)

**MARITIME LINE UNDER REVIEW, AGAIN:** The Railway Transport Committee has served notice that it will be reconsidering a Canadian National application to abandon its Caraquet Subdivision (New Brunswick) from East Bathurst (mileage 4.34) to Tracadie (mileage 72.04), including the Shippigan Spur.

In 1986, CN's application to abandon the line had been refused conditional upon a two-year review of the railway's efforts to market the line and return it to some form of healthy financial situation.

The RTC hearing will focus on the results of CN's marketing program and accordingly render a decision on the fate of the line. (10/11/87)

**WESTERN LINES UNDER REVIEW:** A series of

abandonment applications filed by Canadian National and Canadian Pacific with the Western Division of the Canadian Transport Commission could spell the end for several lines in western Canada.

In separate notices issued on November 18 and November 19, 1987, the CTC has announced that it will be conducting hearings into two Canadian Pacific applications to abandon the Boundary Subdivision (British Columbia) and the Kaslo Subdivision (British Columbia).

The affected portion of the Boundary Subdivision lies between mileage 30.7 and mileage 126.6 and also includes the Carson Spur (mileage 93.4) and the Carmi Spur (mileage 126.6). During 1986, traffic on the line amounted to 2174 carloads. Notwithstanding the volume, however, an operating loss of \$1,500,654 was still posted. The Boundary Subdivision has been advocated as a likely candidate for transferral to a short line operator in the event that CP is allowed to abandon it (Branchline, December 1987).

The affected portion of the Kaslo Subdivision lies between Rosebery (mileage 3.8) and Nakusp (mileage 31.2). Handling only 49 carloads in 1986, the line - which also includes a rail barge service to take the locomotive and cars across Slocan Lake - posted an operating loss of \$1,043,513.

Canadian National has applied to abandon a portion of its Erwood Subdivision between Baden, Manitoba, (mileage 50.85) and Hudson Bay, Saskatchewan (mileage 100.0). The segment recorded no carload traffic for 1986, resulting in a loss for the year of \$422,885. Notice of the CN application was issued on November 19, 1987.

**PASSENGER TRAIN OPERATIONS RE-CONFIRMED:** In a bit of housekeeping, the Railway Transport Committee has ordered the continuation of the following passenger services: Montreal-Quebec via Drummondville and via Trois-Rivières; Montreal-Ottawa; Montreal-Toronto; Kingston-Toronto; Ottawa-Toronto; Toronto-Stratford; Toronto-Sarnia; Toronto-London via Stratford; Toronto-London via Brantford; Toronto-Windsor; Toronto-Niagara Falls.

The Committee has concluded, however, that the services are "uneconomic and are likely to continue to be uneconomic." (20/11/87)

**CONDITIONAL ABANDONMENT OF WESTERN LINES:** Canadian National has received conditional authorization to abandon its Acadia Valley Subdivision between Eyre Junction, Saskatchewan, (mileage 0.0) and Acadia Valley, Alberta (mileage 23.67). Prior to closing the operation, CN must establish alternative grain handling and transportation service in the Acadia Valley area to serve the needs of local producers.

In 1986, the line carried 463 outbound carloads, suffering an actual loss of \$251,663. There is no indication that traffic will increase in the foreseeable future. Currently efforts are being devoted to the establishment of improved facilities at Oyen, Alberta, along CN's Oyen Subdivision. Once they have been installed and are functioning, CN will be allowed to stop service on the Acadia Valley line.

Similarly, Canadian Pacific has received conditional permission to abandon the Furness Subdivision between Epping, Saskatchewan, (mileage 0.0) and Paradise Valley, Alberta, (mileage 19.5). Handling 613 carloads in 1986, the line posted an operating loss of \$43,416.

CP has advised that the line requires considerable funds to rehabilitate it and that to do so is unfeasible. Alternate facilities will be set up to allow grain to be handled on neighbouring subdivisions. Once the system is in place, CP will be able to terminate operations. (23/11/87)

**HISTORIC LINE ALL BUT DISAPPEARS:** Canadian National has received permission to abandon its Tavistock Spur (Ontario) from Stratford (mileage 0.25) to Tavistock (mileage 7.86). The line begins at mileage 87.82 of the Guelph Subdivision.

In 1986, the line posted an actual loss of \$38,868, handling a total of 14 cars.

With the exception of the remaining 0.25 mile segment in Stratford, the CTC decision spells the end for the line which until October 26, 1981 had been known as the Drumbo Subdivision, running from Paris Junction to Tavistock. The line was originally built in 1856 by the Buffalo and Lake Huron Railway Company, running between Goderich and Fort Erie and providing a land route to connect shipping on Georgian Bay with that on Lake Erie, thereby avoiding the time involved in sending shipments via Windsor, Lake St. Clair, and the southern portion of Lake Huron. The line was acquired by the Grand Trunk in 1869, subsequently passing into the control of Canadian National. (20/11/87)

**PERMISSION TO ABANDON SOUTHERN ONTARIO LINES:** Both Canadian National and Canadian Pacific have received permission to abandon the operation of portions of their branchlines serving the Tillsonburg area of southern Ontario.

In separate decisions rendered on November 25, 1987, the Railway Transport Committee authorized Canadian National to abandon that portion of its Burford Subdivision from a point near Burford (mileage 11.00) to Tillsonburg North (mileage 32.59), and including the Norwich Spur while Canadian Pacific has received conditional permission to abandon that portion of its Port Burwell Subdivision between Tillsonburg (mileage 18.5) and Port Burwell, on Lake Erie, (mileage 33.5).

Although acceding to CN's request to abandon that portion of the line between Burford and Tillsonburg North, the RTC denied CN permission to abandon that portion of the Burford Sub. from a point near Brantford (mileage 3.35) to Burford. CN is required, moreover, to offer service over the remaining segment of the line on a once a week basis, "when traffic is offered, and more frequently if warranted by traffic volumes." In 1986, the Burford Subdivision handled 118 carloads, incurring an actual loss of \$215,664, with traffic primarily concentrated on the segment between Brantford and Burford.

Running from Brantford to Tillsonburg, the Burford Subdivision was originally

constructed by the Brantford, Norfolk, and Port Burwell Railway Company, opening for traffic in 1876. It was acquired by the Grand Trunk in 1893, subsequently passing into CN's hands in 1923.

In 1978, the RTC gave CN permission to abandon that portion of the Burford Subdivision in Tillsonburg between mileage 33.41 and mileage 34.81 in order to avoid reconstruction of the Broadway Street Bridge in Tillsonburg. CN maintained its service to Tillsonburg over the Burford Sub. through an agreement with Canadian Pacific which allowed CN operating rights over CP's Port Burwell Subdivision from mileage 15.26 to mileage 17.60, access to the CP line being gained via CN's Cayuga Subdivision.

Canadian Pacific's Port Burwell Subdivision was constructed by the Tillsonburg, Lake Erie and Pacific Railway Company during the years 1895 and 1896. In 1905, CP leased it for a period of 999 years. In 1958, the Tillsonburg, Lake Erie and Pacific Railway Company was dissolved by an Act of Parliament and its assets were vested in Canadian Pacific. Photos of the line during the 1950's, when it was still an important route for bringing U.S. coal traffic into southern Ontario through the use of a car ferry (the "Ashtabula") running between Port Burwell and the Pennsylvania Railroad Coal Terminal at Ashtabula, Ohio, (51 miles across Lake Erie) appear in BRS member Donald Wilson's book *The Ontario and Quebec Railway* (Mika Publishing, 1984) which provides an excellent overview of CP activities in western Quebec and eastern and southern Ontario.

In 1985, the line posted an actual loss of \$113,169. Although previous issues of *Branchline* have speculated that the planned opening of an automobile plant in the Ingersoll area might guarantee the future of the line to Port Burwell, by virtue of its harbour facilities, the area is already adequately served by other rail lines. Because of the existing duplication, this option has been discarded.

Conditional upon approval to abandon the Port Burwell Subdivision between Tillsonburg and Port Burwell, the RTC has ordered that Canadian Pacific make arrangements for the removal of two overhead highway bridges which cross Ontario Highway No. 19 at mileages 24.03 and 24.20. The RTC has concluded that retention of the bridges following abandonment would "pose an extreme potential safety hazard." (25/11/87, also thanks to Canadian Pacific Corporate Archives)

**ABANDONMENT DEPENDS ON OWNERSHIP TRANSFER:** Canadian Pacific has received conditional approval to abandon operation of its Bobcaygeon Subdivision (Ontario) from Dranoel (mileage 0.0) to Lindsay (mileage 20.0).

In authorizing the abandonment, the Railway Transport Committee has directed CP to undertake to transfer to Canadian National that portion of the Bobcaygeon Subdivision between mileages 17.95 and 19.35, thereby permitting shippers in Lindsay to maintain their rail connection. CP will not be allowed to abandon the line until a suitable arrangement is concluded with CN.

Negotiations for a transfer to CN of the Lindsay portion began during December of 1986.

During 1986, the Bobcaygeon Subdivision handled a total of 307 carloads, resulting in an actual loss of \$51,078. In spite of the reasonable traffic levels, the line is in a poor state of repair requiring an extensive investment on CP's part to continue operations. Since all of the line's customers are in Lindsay, it has been judged to be more cost effective to transfer this business to Canadian National who serves the town out of MacMillan Yard in Toronto via its Uxbridge Subdivision, connecting as well to Peterborough over what remains of its Campbellford Subdivision.

Built in segments during the early years of the twentieth century, portions of the Bobcaygeon Subdivision at one time connected Port McNicoll on Georgian Bay, with CP's main Montreal-Toronto route (now the Havelock Subdivision) at Dranoel (nee Bethany Junction), providing a through route, bypassing Toronto, between Montreal and grain terminals on Georgian Bay.

Of the affected portions of the Bobcaygeon Subdivision, that portion between Dranoel (mileage 0.0) and Lindsay Junction (mileage 16.8) was built between 1907 and 1911 by the Georgian Bay and Seaboard Railway under the auspices of Canadian Pacific, the GB&SR being dissolved in 1911. The portion between mileages 16.8 and 20.0, on the outskirts of Lindsay, was built in 1904 by the Lindsay, Bobcaygeon and Pontypool Railway Company and acquired by CP at that time.

Similar to the Port Burwell Subdivision, mentioned above, photographs and a brief overview of activity pertaining to the construction of the Bobcaygeon Subdivision can be found in *The Ontario and Quebec Railway* (Mika Publishing, 1984) by member Donald Wilson. (25/11/87)

**FACILITIES IN LAC ST. JEAN AREA REORGANIZED:** Canadian National has received permission to abandon that portion of its Lac St. Jean Subdivision (Quebec) from Ha Ha Bay Junction (mileage 205.65) to Chicoutimi (mileage 210.96). As a condition of the abandonment, the Railway Transport Committee has directed that CN execute an agreement with VIA Rail Canada whereby it will upgrade its facilities at nearby Jonquière to accommodate the handling and turning of VIA Rail's passenger trains in the area. Specifically, CN is required to: 1) provide facilities for parking, turning, and maintaining the train; 2) provide an additional 250 square feet of space in the Jonquière Station for handling passengers; and 3) that CN modify the Jonquière station platform to accommodate passenger traffic and provide the necessary car battery charging facilities.

In 1986, CN incurred an actual loss of \$24,181 on the 5.31 mile segment which runs right through the town of Chicoutimi. Arrangements have been concluded to transfer CN's freight business on the affected portion to a team track owned by the Roberval and Saguenay Railway in the south end of Chicoutimi.

No objections to the abandonment from on-

line shippers were received. Similarly, VIA Rail had no objection to the proposed abandonment provided CN complied with the conditions referred to above with respect to the necessary modifications of its Jonquière Station which is approximately 9-miles from Chicoutimi. Currently, VIA offers tri-weekly service to Chicoutimi. Train 133 operates on Monday, Wednesday and Friday from Montreal. Returning, Train 132 operates on Tuesday and Thursday, while Train 138 operates on Sunday only.

The affected trackage was built by the Quebec and Lake St. John Railway as part of a route linking Chambord with Chicoutimi. Service began on July 17, 1893. In 1914, the Quebec and Lake St. John Railway was acquired by the Canadian Northern Railway. Subsequently, in the aftermath of the bankruptcy of the Canadian Northern during World War I, it passed into the hands of the Canadian Government Railways, ultimately coming under the control of Canadian National. (04/11/87)

**MORE OF FERGUS SUBDIVISION DISAPPEARS:** Although recommending that the right-of-way, track and structures be retained for future consideration for use by a proposed short line operation in south western Ontario, the Railway Transport Committee has given Canadian National permission to abandon that portion of its Fergus Subdivision between Guelph (mileage 32.43) and Fergus (mileage 47.00).

Handling 45 cars during 1986, the segment incurred an actual loss of \$168,412.

The Fergus Subdivision from Lynden Junction (mileage 0.0) to Palmerston (mileage 72.80) was built during the years 1846 to 1872 by the Great Western Railway, the Galt and Guelph Junction Railway, and the Wellington, Grey and Bruce Railway companies. In 1882, control passed to the Grand Trunk.

This is not the first time that the Fergus Subdivision has been mentioned in **Branchline's** reporting of the activities of the Railway Transport Committee of the Canadian Transport Commission. The Fergus to Palmerston portion of the line (mileage 47.00 to mileage 72.00) was abandoned on August 29, 1983. On September 30, 1984, the Fergus Town Spur, running off mileage 46.31 of the Fergus Subdivision, was abandoned. On August 7, 1984, the RTC authorized the relocation of that portion of the Fergus Subdivision from mileage 13.88 to mileage 16.88 to permit certain improvements in the Fergus downtown core. On February 27, 1986, the Lynden Junction (mileage 1.0) to Cambridge (mileage 13.88) was abandoned, with CN advising the RTC on April 22, 1986, that it had renamed the 1-mile segment from mileage 0.0 to mileage 1.0 the Lynden Spur. The Spur starts at mileage 14.11 of the Dundas Subdivision. With this abandonment, the remaining portion of the Fergus Subdivision will be the segment from Cambridge (mileage 13.88) to Guelph (mileage 32.43). (03/12/87)

## Hudson Bay Trials

BY COLIN J. CHURCHER

In searching for some files in the National Archives the other day I came across a reference to the testing of US Army locomotives on the CN line to Churchill, Manitoba. I called for the file and this is what I found.

The US Army wished to test some of their locomotives in severe cold weather conditions and felt that the Hudson Bay Railway would be as good as any. An agreement was concluded with Canadian National to carry out the tests. On December 18, 1952, an EMD-built 1600 hp road switcher, No. 1820, made its first run on train Nos. 503 and 504 between The Pas and Churchill. This testing continued until April 30, 1953 when the unit returned home.

During this period, No. 1820 worked 18,266 locomotive miles and, in the process, used 39,000 gallons of fuel at a total cost of \$8,700. CN was well pleased with the test because the unit was provided in place of a steam locomotive which would have used 1,100 tons of coal at a cost of \$16,500 - in other words total savings of some \$7,000 by using the diesel. The US Army was also pleased with the results of the test although they had hoped for more weather lower than -30 degrees Fahrenheit!

An 85 foot hospital car was also provided and made several runs between The Pas and Churchill. It had originally been intended to test a 2-8-0 Lima, 1952 vintage, steam locomotive at the same time. This was not done presumably because it was felt that the days of the steam locomotive, even though this was virtually brand new, were numbered.

As a follow up the US Army carried out two further series of tests commencing January 1, 1954. This involved a 1600 hp diesel, No. B-2041, equipped with a steam generator, on train Nos. 123 and 124 and two 400 hp freight units were used in yard service at The Pas with a few fill in trips to Sherridon.

The file is interesting but it leaves a number of questions? Do any photographs exist of the trials? What locomotives were used in the freight trials (possibly GE 44 tonners?). If anyone can provide further details I would be very grateful.

SOURCE: Public Archives of Canada, Record Group 12, vol. 2780, file 3572-21.

### SOME SIGNIFICANT JANUARY DATES:

Jan. 15, 1915 - The Canadian Northern Railway between Quebec and Vancouver was completed. The last spike was driven at Basque, British Columbia.

Jan. 30, 1923 - The Grand Trunk Railway was taken over by the Canadian Government.

Jan. 27, 1961 - The City of Montreal authorized the building of a subway. Service commenced in October 1966.

(Dateline:Canada, merci a Robert Couture)

# Information Line

## VIA RAIL EQUIPMENT CYCLE IN OTTAWA MODIFIED EFFECTIVE NOVEMBER 29:

Further to last month's issue, the regular cycling of equipment on Monday through Saturday commencing November 29 is as follows:

OTTAWA			
TR.	ARR. DEP.	TRAIN BECOMES:	EQPT.
<b>FROM MONTREAL -</b>			
31	10:00 13:20	#43 TO TORONTO	LRC
33	13:20 15:00	#34 TO MONTREAL	CONV.
35	17:50 09:15	#32 TO MONTREAL	CONV.
37	19:50 08:10	#41 TO TORONTO	LRC
<b>FROM TORONTO -</b>			
40	12:00 17:50	#45 TO TORONTO	LRC
44	16:20 17:10	#36 TO MONTREAL	LRC
46	21:30 07:10	#30 TO MONTREAL	LRC
48	06:20 23:59	#49 TO TORONTO	CONV.

NOTE - The locomotive (usually a FPA-4) off Train No. 35 powers Train No. 49 to Brockville Sunday to Friday. The locomotive off Train No. 48 powers Train No. 32 to Montreal Monday to Saturday ... Sunday's Train 33 (LRC) becomes 45; Saturday's Train 35 becomes Sunday's Train 34; Saturday's Train 37 becomes Sunday's Train 43; and Saturday's Train 46 becomes Sunday's Train 32.

**VIA'S WINTER/SPRING TIMETABLE RELEASED:** VIA Rail's Winter/Spring timetable went into effect on November 29, 1987. In addition to the changes in service in the Montreal/Ottawa/Toronto triangle announced in last month's **Branchline**, the new time card also includes the following:

1) Improved Service - Halifax/Moncton/Saint John: "Train 615 runs daily except Saturday and, an additional Saturday only train 619 operates between Halifax and Saint John, departing Halifax at 08:05 and arriving Saint John at 13:55. Also, train 614 becomes a daily service departing Saint John at 15:20."

2) Improved Service - Quebec/Montreal (via Drummondville): "Train 21 'Champlain' departs Quebec City 45 minutes earlier at 06:45 (07:11 at Ste-Foy). Trains 600 and 623 are new daily trains with conventional equipment. Train 600 departs Montreal at 10:00 and arrives Quebec City at 13:30. Connections are made with Train 30 from Ottawa and Train 58 from Toronto. Train 623 departs Quebec City at 14:50 and arrives Montreal at 18:20. Another new train, 620, operates Friday only, departing Montreal at 21:00 and arriving Quebec City at 00:05. Connections are made with Trains 36 from Ottawa and 66 from Toronto. Train 624 is a new Saturday only service departing Montreal at 23:00 and arriving Quebec City at 02:00. A connection is made with Train 68 from Toronto."

3) Toronto/Sarnia: Train 87 - 'St. Clair' departs Toronto at 18:10 and arrives Sarnia at 22:10. There is less waiting time

in Toronto from Montreal and Ottawa connections. Train 83 now departs Toronto at 13:55. Train 686 from Sarnia now connects with Train 168 - 'Simcoe', offering Friday and Sunday service to Montreal."

4) Run-Through Train - Ottawa/Sarnia: "Passengers travelling on Trains 43/87 and Trains 80/44 between Ottawa and Sarnia (via Stratford) are no longer required to change trains in Toronto."

Details on VIA's Christmas service were unavailable at press time but there is every indication that extra trains will be added to the Montreal/Toronto and Montreal/Maritime routes. (VIA Rail Winter/Spring Timetable, 29-11-87)

**ONE LESS THAN EXPECTED:** Further to last month's issue, only 17 of VIA Rail's 21 stored "Tempo" cars have been sold to the Denver & Rio Grande Western (Nos. 321-323, 340-344, 350, 351, 353, 355, 362, 366, 371, 373, and 375).

The other four stored "Tempo" coaches (Nos. 360, 367-369) have been sold 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 10 ex-Amtrak LRC cars are put into Toronto-Chicago service. (Paul Bown)

**NUMBERS ASSIGNED:** VIA Rail's three recently-acquired dome cars are expected to be numbered as follows:

Ex-Amtrak Dome Buffet-Lounge-Dormitory No. 9814 - "SILVER KETTLE" will be numbered 518; Ex-Denver & Rio Grande Western Dome-Buffet-Lounge-Dormitory No. 1140 - "SILVER SHOP" will be numbered 519;

Ex-Denver & Rio Grande Western Dome-Observation-Lounge No. 1145 - "SILVER SKY" will become No. 15519. A 'Park'-series name will also be assigned.

In addition, VIA has acquired former Rock Island stainless steel baggage car No. 854, built by Budd in 1953. With the formation of Amtrak in 1971, the car was placed in Rock Island work train service as No. 96526. The car will be renumbered VIA No. 618.

All ten former Amtrak LRC cars will be refurbished for Toronto to Chicago service. Planned renumberings are as follows:

Coach Nos. 3501-3508 (ex-Amtrak Nos. 41-44, and 46-49);

Coach with take-out Nos. 3511-3512 (ex-Amtrak Nos. 40 and 45). (Paul Bown)

**BOXCAR REBUILDS:** CN's Transcona Shops near Winnipeg, Manitoba, are rebuilding 950 forty-foot box cars for Churchill grain service, at the rate of about six per day. The cars were previously in pulp and paper and general service traffic. They are expected to be adorned with a Manitoba buffalo logo. (The Tempo Jr., November 1987)

**RAILWAY WALKERS RISK LIVES AND BIG FINES:** CP Rail Police in Ottawa have started a crackdown on trespassers who use the 328-foot railway bridge which crosses the Rideau River near Carleton University as a shortcut by

handing out \$53.75 fines. CP has made several attempts to convince trespassers to avoid the treacherous bridge. Signs have been erected and they even greased the poles, however, the signs were stolen within three days.

One 'unemployed biker on an innocent training run' stated when apprehended "I didn't know the bridge was used. I've never seen trains on it and the signs are pretty beat up".

Meanwhile, a cure is in the works for one of Calgary's most popular - and dangerous and illegal - fun spots for daredevils. The CP Rail Twin Bridges spanning the Bow River will have a sidewalk and fence built around them. The crossing is popular with youths who dodge trains. Near misses between trespassers and trains there are so frequent that CP Rail investigators nabbed nearly 50 children in two days last summer. (*The Charlatan*, 26-11-87; *Calgary Sun*, 13-11-87)

**SAND TOWER DONATED:** A B.C. Rail sand tower, previously used at Lillooet, British Columbia, has been donated to the West Coast Railway Association. It will be stored at Squamish until the WCRA's planned museum site there is ready.

The museum's planned railroad is unofficially called the Howe Sound & Northern, the predecessor name of the Pacific Great Eastern, which became BC Rail in 1972. Former Vancouver Wharves MLW S-4 No. 23 (nee CN No. 8019), donated to the WCRA, was recently repainted and will likely be renumbered Howe Sound & Northern No. 1. She is still in active service as a back-up unit for Canadian Occidental Petroleum in North Vancouver. (*WCRA News*, and Doug Cummings)

**UNDER COVER:** Since the close of EXPO 86 in Vancouver, British Columbia, ex-CP 440 No. 374 has remained on the turntable in front of the former CP Drake Street roundhouse which became the Roundhouse pavilion. No. 374 was spruced up for the 100th anniversary of the arrival of the first transcontinental train into Vancouver on May 23, 1987, however, her future remained uncertain as political and economic storm clouds gathered over the EXPO 86 site.

The Vancouver Board of Parks and Recreation has the responsibility for the locomotive and has an agreement with B.C. Place to allow No. 374 to remain at the Roundhouse. A feasibility study was commissioned for a permanent shelter to be constructed over No. 374 on the turntable. The report pointed out that opportunities may exist with future developers of the site to integrate No. 374 into the overall content of the Roundhouse development and perhaps display it inside with movement outside in good weather.

In the interim, the Parks Board has erected a substantial temporary shelter over No. 374. All machined surfaces of the locomotive have been coated to prevent rust and other measures have been taken to prevent decay.

A further positive note is the September 1987 designation of the Roundhouse as a

Provincial Heritage site. This protects the building and its surroundings, and, it appears, No. 374 as it is part and parcel of the site. Meanwhile, the B.C. Government is soliciting proposals from private developers for the ultimate use of the former EXPO site. A short list will be developed in the spring of 1988. (*WCRA News*, November 1987)

**RIGHT-OF-WAY BECOMES PARK:** Canadian National Railways have sold 40 km of Vancouver Island right-of-way from Thetis Junction to Sooke, British Columbia, to the Capital Regional District. The right-of-way will become a linear park. (*WCRA News*, November 1987)

**FUNDS FROM VIA SERVICES INADEQUATE, CP RAIL:** Created on paper over ten years ago, VIA Rail Canada was established by the Federal Government to assist CN and CP Rail in reducing operating expenses by eliminating their responsibilities for providing railway passenger service.

At the time, the idea appeared to make sense. The railways were losing money at a phenomenal rate; service was inadequate; and public policy dictated that rail passenger service be maintained. It made sense to deal with the railways' problems by eliminating their obligations to provide service and by compensating them in a business-like fashion for any services they provided to the passenger rail corporation.

Since that time, the relationship between VIA and the railways has been at times strained. One of the perennial problems has been the issue of charges and value for money. At times, VIA has gone public - noting its exasperation with the amount, type, and degree of charges levelled by the railways. For their part, the big carriers have been largely silent - almost in hiding - their silence a tacit and quiet acquiescence to VIA's charges.

Recently, however, one of the carriers has adopted a new approach, arguing that it is time that VIA Rail pay the full cost for the use of its services. The theory was advanced by CP Rail's E.A. Moule, General Manager Grain & Passenger Services, during an address to the Travel and Tourism Research Association on October 5, 1987.

According to Moule, "the remuneration from VIA is so poor that - if given the business choice - CP Rail would not continue offering service to VIA at all."

Speculating on the future, Moule warned that "difficulties will arise if one party [CP] feels it is forced into a situation where it is not fairly compensated for its services to the other."

Not only does the railway feel that its remuneration from VIA is inadequate, it is also concerned about the impact of VIA's trains on CP's overall track capacity. CP is especially concerned in the mountain areas of British Columbia where VIA operations represent "approximately 10 per cent of the total trains operated." Without stating it directly, Moule went on to imply that passenger trains were something to be tolerated at best and that their continued



operation on the CP system would require careful planning in order to avoid complicating or impeding the company's freight service. (Canadian Pacific News Summary, 23/10/87)

**CABOOSE FINDS HOME IN BROCKVILLE:** Following up on last month's report in Branchline, CP Rail caboose No. 437464, an all-steel center-cupola car built in 1954, has been donated to the City of Brockville, Ontario, by CP Rail. It will be used as an interpretation centre near the south portal of the abandoned Brockville Tunnel on the waterfront of that Seaway Valley city.

The acquisition of the car, which is under the administrative custody of the Brockville Museum, was a project jointly undertaken by Mrs. Jan Homewood, the Museum Director, and Brockville Alderman and BRS member Larry Hird. The car was selected and moved to Brockville late last summer; it had been stored awaiting preparation of a final site in the tunnel portal area next to the City Hall. While in storage, the car's CP Rail yellow exterior was sandblasted and a new coat of its original livery of mineral brown and crimson, with yellow grab irons and white lettering, applied.

Van 437464's final move to the exhibition site near Ferry Street and immediately to the south east of the tunnel was made on Thursday morning, 3 December 1987, aboard a highway flatbed. It was placed on its trucks at that location at exactly 1139 EST. Afterwards, the City gave a reception, hosted by Mayor Steven Clark, in the Rowing Club building across Ferry Street from the caboose. The next stage of the project is to prepare an interpretive exhibit about the tunnel which, opened on December 31, 1860, and abandoned in 1971, is Canada's first railway tunnel. Part of the exhibit will be mounted immediately inside the tunnel portal; the rest will be installed inside the car.

The tunnel was built for the Brockville & Ottawa Railway Company whose successor, the Canada Central Railway Company, was absorbed into the CPR in June 1881. From the time of its opening until Easter 1880, the track through the bore was laid to the 66-inch "provincial gauge". (Thanks to Omer Lavallée)

**TIME TO EAT CROW:** Member Larry Hird is to be congratulated for his efforts in securing Caboose 437464 for display in Brockville. As is normally the case, it's inevitable that such an ambitious venture manages to attract critics and detractors, not the least of which, from time to time, has been this journal and the editorial opinions of yours truly. On this auspicious occasion, I will gladly "eat crow" over a carelessly made statement in the December issue of Branchline when I opined about what appeared to be an inability on Brockville's part to "get its act together" in finding a site for the caboose. Bravo Larry. Well done Brockville! (Philip B. Jago)

#### VIA: ROLLING HOTEL WITH IMPRESSIVE STATISTICS

In a recent issue of Vialogue, VIA Rail Canada's employee newspaper, writer Bill Coo has pulled together a few statistics about the size of VIA Rail's food, beverage, and on board accommodation services. Even though the golden era of passenger service in Canada has long since passed, the numbers are still fairly significant.

On a daily basis, the Corporation serves up 3,100 full-course sit down meals, 6,800 alcoholic beverages, 2,400 sandwiches, 4,500 cups of coffee, and 5,200 sandwiches, for an impressive aggregate total of "8 million meals, drinks and snacks annually."

Although sleeping car service is on a decline from the so-called golden years, the company can still boast a daily offering of 1,850 beds in 87 sleeping cars, or the equivalent of Toronto's Royal York Hotel.

Revenue attributed to VIA's involvement in the tourist industry is equally impressive. In 1986, 73,600 passengers were handled in special tour groups contributing some \$6.4 million in revenues to the hotel industry and sightseeing services.

In 1986, tour operators from around the world booked some 35,000 units of sleeping space with 45% of those bookings coming from the Orient.

VIA's international trains are also chalking up some impressive numbers, with patronage quadrupling over the past decade. For instance, two tour operators in the Windsor area bring 1,800 passengers every weekend from the Detroit area to Toronto for shopping, cultural, and sports activities. Indeed, during 1986, some 93,200 Americans came to Canada by train, and according to Coo they are not counted as official rail passengers by Statistics Canada. (Vialogue, October 1987)

#### SEPTEMBER - A TURNING POINT FOR VIA RAIL?

Over the past 18 months, VIA Rail's patronage has undergone a steady decline. Volumes for 1986 were off by more than 10% and, until the month of September, it appeared that 1987 would mirror the trend.

Results for August and September, however, have given VIA's beleaguered headquarters reason to stand up and cheer. Traffic was still off from a year previous but the rate of decline in August was only 1.4% when compared to the previous year (even allowing for the national rail strike) and the month of September showed a slight increase of 1.1% over 1986.

VIA attributes the showing to its re-designed first class package (following its debut the plan resulted in an additional 10,000 fares during the next seven weeks) and its on-time performance package. Granted, timeliness has not been the greatest, but the promise of a discounted trip has attracted scores of repeat travellers - patrons that VIA hopes will keep coming back. According to Murray Jackson, VIA's vice-president of marketing, some 345,000 people are entitled to the special discount. Of that, he estimates that 25% will exercise their option prior to the program's December 15 deadline.

In related happenings, VIA has also

announced the implementation of a three-month pilot program effective December 1 that will see the elimination of customs checks for through sleeping car passengers on the "Atlantic" between Montreal and Halifax. Since the train's re-instatement in 1985, its patronage has been severely affected by a US government decision requiring that all passengers be checked by American Customs and Immigration personnel at border points between Canada and the United States. Coming during the wee hours of the morning, the check entailed a storm of protest from Canadian passengers, upset about being woken from a sound sleep. Prior to its cancellation in 1981, the "Atlantic's" predecessor the "Atlantic Limited" had been excused from the customs formalities because of a legal technicality. When the train was re-instated in 1985, the US Government served notice that the loophole in regulations had been effectively plugged as the service was interpreted to be entirely new and not a continuation of the pre-1981 service. (The Ottawa Citizen, 14-11-87)

**PROVISION FOR RAIL SERVICE LEFT OUT:** In a move reminiscent of the joint Anglo/French plans to build a fixed link between their respective countries (see above), the Government of Canada recently announced that it is seeking proposals for the construction of some form of bridge or tunnel to connect Prince Edward Island with the rest of Canada.

Construction of the fixed link across the Straits of Northumberland would do away with the current rail/auto ferry service offered by Marine Atlantic (formerly CN Marine) and result in significant annual savings given the costs associated with the operation of the ferry.

Indicative of the tenuous future for CN's rail operations on P.E.I is the fact that the Government's RFP states that the connection be for road traffic only. (Philip B. Jago)

**NEW QUARTERS FOR "PRAIRIE DOG":** Extensive re-development work in Winnipeg's Fort Rouge district, at one-time the site of CN's main yards in that city, have forced the operators of the popular "Prairie Dog Central" steam tourist train operation to find new winter accommodations.

Satisfactory arrangements were reached with Canada Safeway Limited and the locomotive (4-4-0, Dubs, 1882) and vintage rolling stock, most of which pre-dates World War I, are now housed in Canada Safeway's distribution centre on King Edward Street.

Details on a permanent storage site have yet to be ironed out. A summer-only operation, the "Prairie Dog Central" runs between CN's St. James station in suburban Winnipeg to Grosse Isle, Manitoba. (Philip B. Jago)

**WORST BEHIND FOR NATIONAL STEEL CAR, BUT ...:** Recently interviewed in the Hamilton Spectator, National Steel Car President Richard Cooke stated that the long decline in sales experienced by the 75-year-old company has finally bottomed out and that he is confident about an eventual recovery in the

future.

Over the past few years, NSC has watched its employment decline from a peak of 1,700 employees to around 525. The decline can be directly attributed to the depressed state of the rail car building industry in Canada. Output is also off, declining from 4,100 cars in 1980 to 127 during all of 1986.

According to Cook, the industry is slowly coming back and positioning itself for an eventual recovery.

Cook tempered his optimism, however, by noting that the situation will never reach an ideal level of stability until Government steps in with some concrete measures designed at bolstering Canada's rail car industry.

Particularly irksome at the moment are examples of off-shore purchases such as importing wheel sets from Brazil and the recent purchase of second hand equipment from the United States by Canada's two major railways.

Instead the Industry has called for a five-point plan to be enacted by the Government whereby: an agency would be established to stabilize the industry; introduce Canadian content requirements for imported rolling stock; convince Canada's railways to buy new domestic products instead of importing or repairing old cars; and encourage export development. (Hamilton Spectator, thanks to Clive Spate)

**WAKEFIELD TOURIST TRAIN BACK BY 1989:** Tourist train service to Wakefield, Quebec, on what remains of CP Rail's Maniwaki Subdivision will not be a reality until 1989 at the earliest.

This was the overriding conclusion of a very positive study which was made public during a press conference held by the Tourist Development Council of Hull-La Pêche on November 24, 1987.

The final in a series of reports, the study has flagged that at least \$2.4 million will be required both to rehabilitate the scenic 27-kilometre line and erect proper terminal facilities in the Brewery Creek area of Hull, somewhere in the vicinity of CP Rail's Hull station. The proposal calls for the construction of a 4-track yard, a turntable, and suitable shop facilities in either a new building or through converting a suitable warehouse in the district.

An additional \$1.05 million has also been projected as the cost to secure a locomotive and rolling stock. Initially it had been hoped that the operation could secure ex-CP 4-6-2 No. 1201 and her vintage 4-car train of rolling stock from the National Museum of Science and Technology on some form of long-term lease. For the moment, however, the equipment has been judged to be not suitable for continuous use.

Although projecting modest losses for the first two years of operation, the report anticipates that the service would turn a profit within 5 years.

Not having seen a train since September of 1985 - ironically the 1201 and her vintage coaches - the track and right-of-way is extensively overgrown with weeds and trees. In addition, much of the ballast is fouled,

many of the crossings are out of line, and many of the ties have rotted to the point where one's bare hands are sufficient to remove the track spikes from them.

A crew of labourers, under the direction of BRS member Denis Peters, has been hired to cutback the brush 15 feet from track centre on both sides of the line as well as unplug all blocked culverts and remove any beaver dams which are judged to be threatening the roadbed. (The Ottawa Citizen, 25/11/87, also thanks to Denis Peters)

**MUSEUM SENDS HISTORIC CAR TO EDMONTON:** On October 30, volunteers at the Canadian Railway Museum in the Montreal suburb of Delson, Quebec, prepared ex-CN streetcar 15702 for movement to historic Fort Edmonton in Edmonton, Alberta. At Fort Edmonton, it is planned to return the circa 1909 former Toronto Suburban Railway car to operating condition.

Although beginning its career in Toronto, the car eventually found its way to Fort William (now Thunder Bay, Ontario), having been purchased by Canadian National for use in the company's Neebing Yard hump operations. At Neebing, the car was used to ferry brakemen back to the top of the hump after they had ridden a string of cars down to the end of one of the classification tracks.

This unique procedure was necessitated by Neebing's rider hump yard, as opposed to the more traditional semi-automated one where cars pass through automatic retarders where their speed is automatically governed. The 15702 operated on its own track with its own power house and shed.

When purchased by CN, the car's wheels had to be regauged as the Toronto width of 4'-10 and 7/8" is slightly wider than standard gauge. Somewhere along the line, someone must have goofed. This became more than apparent at the CRM when the car derailed no less than 15 times during its movement from storage to a waiting gondola car which would transport it to Edmonton. Upon examination, it was revealed that either over-zealous CN shop crews, or the passage of time, had set the width between the car's wheels at 4'-8", slightly narrower than standard gauge! (Thanks to John Godfrey)

**LINE UP FOR SALE:** As part of an effort to trim government spending, the Social Credit Government of Premier W. Vander Zalm has recently announced that many of the province's service agencies are up for sale.

Although sources indicate that no attempt will be made to off-load BC Rail, it is quite certain that the BC Hydro Railway, owned by BC Hydro, will be sold to a private sector group. (Philip B. Jago)

**GROUP OPTIMISTIC THAT STATION CAN BE SAVED:** Residents of the Niagara Peninsula (Ontario) community of Smithville are confident that the ways and means will be found to preserve the town's architecturally significant frame passenger station.

Located on the former Toronto, Hamilton & Buffalo line between Hamilton and Welland,

the turreted, wood framed, 75-year-old structure has been out of service since the cancellation of passenger service between Toronto, Hamilton, and Buffalo, New York, on April 25, 1981.

CP Rail, who now owns the TH&B outright, indicated in October that it wishes either to demolish the station or sell it to a local group for a nominal fee conditional upon it being removed from railway property.

Local Town Council is currently examining the feasibility of acquiring the building and moving it to a new site. Before any firm commitments are made, however, it wants to examine the building's structural condition as well as the overall cost of acquiring a new site.

Over the years, plans and photographs of the Smithville Station have appeared in various North American railway model and rail enthusiast magazines. (Hamilton Spectator, thanks to Clive Spate; other info., thanks to Douglas N.W. Smith)

**HIGH STRENGTH TIE FROM AFRICA:** A product of the West African rain forests and used for some time in Europe, railway ties from the Azobe tree will soon be available in North America. Azobe ties are reputed to be more than a match for the traditional ones of white oak, having demonstrated no loss of gauge, no spike kill, and no rot, even after thirty years. (Keeping Track, October 1987, merci à Jacques Beaubien Jr.)

**CHANGE IN PLANS:** It seems that VIA Rail has changed its mind about charging for parking at Dorval (Quebec) station. The lot had been surveyed and marked with red paint to indicate where guard rails would be erected. The cost of providing attendants and the thought of discouraging rail patronage were cited as reasons for maintaining the status quo. (Denis Latour)

**PASSENGER CAR IMPROVEMENTS:** BC Rail's nine Budd Rail Diesel Cars are undergoing a three year, \$3.4 million upgrading program that will see the condition of the fleet improved substantially. When the job is completed in March 1989, six of the cars will have new airline style seats and microwave/convection ovens for hot food service.

Work began on the fleet in 1982 when RDC-3 no. BC-33 underwent a refit at Versatile Vickers in Montreal. Experience gained in that project is being applied to the other cars. RDC-3's Nos. BC-30, BC-31, and BC-33 have already received "Cariboo Class" upgrading and are now receiving larger fuel and water tanks, and new air conditioning. RDC-1 No. BC-12 has also been completed. Sisters BC-10 and BC-11 are to receive a similar facelift including airline style seats, drop down food trays, a food dispensing area, a public address system, an auxiliary power unit for air conditioning, improved washrooms, and interior decoration.

The three "Philadelphia Budds", RDC-1's Nos. BC-20 to BC-22, will receive the seats removed from BC-10 to BC-12. (WCRA News, October 1987)

## Along the Right of Way

### CNRAIL UNUSUAL MOVEMENTS THROUGH OTTAWA:

Research and Development Test Car No. 15015 was part of Train 201 on November 18. The car is now lettered "Research for a Better Tomorrow" .... GP9 No. 4602 (ex-Northern Alberta Railways No. 201) went east on November 23 .... GP9 No. 4608 (ex-Northern Alberta Railways No. 205) and Winnipeg-based No. 4411 went east on November 30. Might the three GP9s be destined for CN's rebuild program? (Martin Berubé and David Stremes)

**'NEW' WORK CARS:** CN baggage cars Nos. 9166 and 9168 (built by National Steel Car in 1953) have been renumbered 61180 and 61184 respectively for work train service. Both were restencilled at Calder Yard in Edmonton.

No. 9166 is fondly remembered as the baggage car usually assigned to steam excursions operating out of Toronto in the 1960s and 1970s. Her popularity resulted from her abundant supply of 110 volt outlets that were much sought after for tape recording purposes.


As well, CN has reacquired combination car No. 7209 from VIA Rail. She has been renumbered 61183 and placed in work train service. No. 61183 started life in 1928 as CN Colonist Sleeper No. 2922, and in turn was converted to a combination baggage coach. (Geoffrey Peters and The Sandhouse)

**FIBRE OPTICS INSTALLATION:** On November 26, a 'tracked' vehicle was noted installing fibre optic cable alongside the right-of-way near Cedarview Road in Nepean, Ontario. Previous installations around Ottawa have been carried out with a special cable-laying train. A few days later, installation work was being carried out along the Renfrew Subdivision. (Martin Berubé)

**OUT AGAIN...** On November 28, a wayward barge slammed into the bridge over the Fraser River in New Westminster, B.C., knocking it out of action until probably February. The bridge, which carries CN, BC Hydro, and Burlington Northern traffic, has been the victim of shipping mishaps in the past.

While repairs are being effected, trains are being rerouted over CP Rail's single track CTC line between Port Coquitlam and the interchange with Burlington Northern in New Westminster. On average, 50 trains a day are traversing this line. CP Rail has set up a 'pilot pool' of 12 conductors and 12 brakeman to handle the rerouted traffic. (John Cowan)

**ROCKING ALONG:** The 2.7 million cubic yards of rock ballast that CN Rail purchased during 1987 from various quarries throughout the country is more than enough to fill the Olympic Stadium in Montreal to overflowing. (**Keeping Track**, October 1987, merci à Jacques Beaubien Jr.)


 **NEW CONTAINER TRAINS:** CP Rail initiated container trains 507 and 508 between Montreal, Quebec, and Detroit, Michigan, on November 16. The initial trip was powered by FRA-equipped M-636 Nos. 4700, 4713, and 4724. The trains are regularly assigned MLW power. (Ross Harrison)

**STRANGER INTO MONTREAL:** On November 27,

Chicago-Montreal Train No. 500 was powered by SOO Line SD40 2 No. 6615 and SOO's recently-acquired SD40 No. 6402 (ex-Kansas City Southern No. 624). (Ray Farand)

**BRIDGE REPLACEMENT DELAYED:** Work on CP Rail's bridge over the Rideau River at Smiths Falls, Ontario, (mileage 1.26 - Brockville Sub.) was temporarily suspended on December 13 and will resume January 19. The work had resulted in VIA Train Nos. 40 and 41 being replaced by buses on Mondays through Thursdays since September 8. It is expected the line will be completely closed for span installation between January 11 and 15. (Earl Roberts)

**CANADIAN PACIFIC CONVICTED FOR RAZING STATION:** Canadian Pacific Limited has been convicted for failing to secure permission from the Canadian Transport Commission when it tore down its historic West Toronto station in November 1982. The Quebec Sessions Court in Montreal was to sentence the Company on December 19. (Canadian Pacific **New Summary**, 27-11-87)

 **TO THE RESCUE:** On November 17, FF7Au No. 6550 on the eastbound "Canadian" was assisted by CP C-424 No. 4222 from Sudbury through to Montreal. Normally a CP rescue unit is replaced by a CN unit in Ottawa. (Bruce Chapman)

**FROM CN TO VIA:** On October 16, 400 members of the Brotherhood of Locomotive Engineers transferred from CN Rail to VIA Rail. (**The Turnout**, December 1987)

**NEW TRAIN STATION:** Ottawa's VIA Rail station was linked to the Ottawa-Carleton bus transitway network with the opening of "Train Station" on November 3. All day service is provided by Route Nos. 3 and 85. The station is also served by 18 peak hour routes. (Philip Jago)

**STORED CARS CHANGED:** On November 24, five passenger cars were removed from storage at Ottawa Station and transferred to CN's Walkley Yard: '4-8-4' sleepers "ELDORADO", "EDMONTON", and "EVELYN", and daynighters Nos. 5734 and 5748. Added to storage was diner No. 1367, bringing the stored line up to 19 cars. (Martin Berubé)

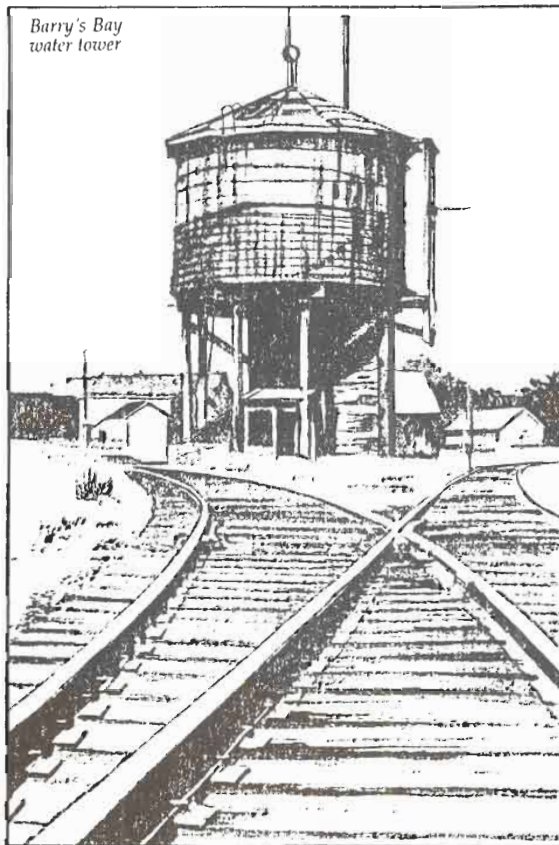
**EXTERIOR RENOVATIONS AT BROCKVILLE:** VIA Rail is carrying out exterior renovations to its station at Brockville, Ontario. The work involves the removal of asbestos clapboard that was applied by CN during the early 1960s over the building's solid brick walls and its replacement with a layer of foamboard insulation and new siding.

During the initial renovation campaign, CN was successful in destroying whatever architectural charm the Grand Trunk-built facility had. The rambling red brick structure was noted for its distinctive windows - the heads of the main floor openings were all arched while a single round window could be found in each of the building's gable ends - and the pendants and fretwork that adorned its eaves and soffits.

So complete was the 'modernization' campaign that **Railfan** and **Railroad** Editor Jim Boyd termed the building a rambling "frame" structure in a piece which he did on Brockville in the July 1979 issue of **Railfan**. (Philip Jago)

**RDC 'CONVOY':** RDC-1s 6125, 6132, and 6100 were ferried between Montreal and Toronto via Ottawa on December 7, 8, and 9 respectively, utilizing Trains 35 and 49. (Earl Roberts)

**TRAINS TO GET PAY PHONES:** On November 25, VIA Rail announced that they will install cellular credit-card pay telephones on certain trains on a three-month trial basis in the Windsor-Quebec City corridor. The telephones are operated by Cantel Inc. of Toronto, a national cellular phone company. VIA Rail passengers will be able to use American Express, Visa, Mastercard, or Cantel credit cards. Charges will be \$1.50 per minute with a three-minute minimum per call, plus applicable long distance toll charges and taxes. (Canadian Pacific News Summary, 27-11-87)



Engineering Dimensions, March/April, 1987

#### MISCELLANEOUS

**COLOURFUL:** Passing through CN's Calder Yard in Edmonton, Alberta, on October 29 was a string of new bright blue hopper cars for Alaska Agriculture. (Geoffrey Peters)

**NEW RAMP INSTALLED AT CRM:** The shipping and receiving of rolling stock at the Canadian Railway Museum in Delson, Quebec, is a much easier job after the recent installation of a special loading ramp. Located in the vicinity of the Museum's turntable, the ramp means that a heavy industrial crane will no longer have to be rented on those occasions when the Museum is

handling cars or locomotives travelling on their own wheels.

As well, several feet of 3' 6" track has been installed between the two display buildings in preparation for the arrival of five pieces from Canadian National's operation in the province of Newfoundland, including GMD G8 No. 805, one of six built in 1956 for branchline service. (John Godfrey and Douglas Smith)

**BIGGER UNITS:** Starting in October, the Conrail train into CP Rail's St. Luc Yard has often been powered by two six-axle SD50 or C39-8 units in place of the usual three four-axle units. SD50 No. 6816 and C39-8 No. 6020 did the honours on November 14. (Mike Tessier)

**STATION MOVED:** The former CN station at Apohoqui, New Brunswick, has been moved to a location in Sussex, New Brunswick, by the Princess Louise Hussars. It now sits on a concrete floor of a former drill hall and has been completely restored to its original colours. (UP-DATE, Newsletter of the New Brunswick Division of the CRHA)

**TRAIN IMPOUNDED:** On November 29, Amtrak's northbound New York-Montreal "Adirondack" was impounded by Canadian Customs inspectors after the discovery of 25 pounds of crack and 50 pounds of hashish stashed in sink assemblies. Every nook and cranny of the train was searched, and the passengers were questioned and fingerprinted. The train arrived in Montreal at 02:20 the next day - some six hours behind schedule. It is believed the drugs were placed in the washrooms before departure from New York. (John Godfrey)

**AMTRAK VISITOR:** Amtrak Track Geometry Car No. 10002 - "Corridor Clipper" arrived in Montreal on the "Adirondack" on December 1, and departed on the "Adirondack" the next day. On board were Amtrak, Guilford, and USDOT officials. Car No. 10002 was remanufactured at Amtrak's Beech Grove shops from a damaged Amdinette. (John Godfrey)

**ROYAL HUDSON TRIP TO OLYMPICS CANCELLED:** Plans for the operation of a steam special powered by the BC Government's Royal Hudson No. 2860 from Vancouver to Calgary during the Winter Olympics have been derailed because of technical difficulties and the high costs of winterizing equipment. "The cost of winterizing about 15 coaches was far more than we had thought," Ron Treend, general manager of the Royal Hudson Steam Train Society said on November 18. More than 500 people had put their names on the waiting list for the trip. (Calgary Herald, 19-11-87)

**GARBAGE TRAIN PROPOSED:** A West Carleton, Ontario, group is proposing an Ottawa Valley garbage and commuter railway. Daniel Perley, president of the West Carleton Ratepayers Association, said he is convinced the huge iron mine pit at Bristol, Quebec, will eventually be approved as a garbage dump. He said if Ottawa-Carleton ships its garbage there he would rather see it travel by rail through the rural township than by hundreds of trucks each week. Mr. Perley said the commuters could ride on different trains than the garbage! (Canadian Pacific News Summary, 27-11-87)

# The Motive Power Scene

Many thanks this month to Bruce Chapman, Colin Churcher, Doug Cummings, John Godfrey, Pierre Alain Patenaude, Geoffrey Peters, Douglas Smith, **Tempo Jr.**, and **WCRA News**.

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

## CNRail

### RETIRED: -

(p1-9) M-420(W) No. 2565 (wreck);  
 (p1-14) SD40 No. 5103 (wreck);  
 (p1-19) SW8 Nos. 7168 and 7170;  
 (p1-24) GP40-2L(W) No. 9435 (wreck).



### PREMATURE ANNOUNCEMENT:

Last month we reported the release of SD40 5537 from Angus Shops after wreck repairs from the December 31, 1985 Sucker Lake derailment. She didn't quite get back on the road as scheduled - her release has now been put back to April 1988.

### REMANUFACTURED AND RENUMBERED BY ANGUS SHOPS (MONTREAL):

(p1-35, 1-43)  
 RS-18u No. 1842 (ex-CN 3634, serial 82145, with parts from wrecked CP RS-18 No. 8758, serial 82252). Her builder's plate shows serial 82252;  
 RS-18u No. 1843 (ex-8770, serial 82451);  
 RS-18u No. 1844 (ex-8751, serial 82245);  
 RS-18u No. 1845 (ex-8747, serial 81622);  
 RS-18u No. 1846 (ex-8733, serial 81600).

### INTO ANGUS SHOPS FOR REBUILD PROGRAM:

GP9 No. 8648 has joined GP9 No. 8835 at Angus awaiting rebuilding and renumbering to 8206 and 8205 respectively. An additional 17 GP9 units are also scheduled for rebuild between January and May 1988, to be renumbered 8207-8223. As well, 11 RS-18 8700-series units are scheduled for rebuilding and renumbering to 1847-1857 in the latter part of 1988.

**TO THE SCRAPPER:** Five FP7A (Nos. 1402, 1403, 1416, 1423, 1432) and five FP9A (Nos. 1405, 1406, 1407, 1413, 1414) units have been sold to Sidbec-Furuni in Contrecoeur, Quebec, for scrap.

The units were sold to VIA Rail in 1978 and reacquired from VIA in 1983. All but Nos. 1403 and 1416 have had their engine blocks salvaged for the GP7/GP9 rebuild program. In late-1986, it was announced that all 10 of these units were to be converted to Auxiliary Power Control Units for the Montreal Urban Community Transportation Corporation's 'Lakeshore' service.

**RETIREMENT REQUESTED:** CP Rail has applied to retire Toronto Hamilton & Buffalo NW2 Nos. 52 to 54, and SW9 Nos. 56 and 58, leaving only NW2 No. 51 and SW9 Nos. 55 and 57 on the roster. No. 55 is stored serviceable in Hamilton.

To date, TH&B GP7 Nos. 72, 74, and 76 have been converted to CP switchers Nos. 1682, 1684, and 1686. Sisters 73, 75 and 77, and GP9 Nos. 401-403 are at Angus Shops in Montreal and will emerge in 1988 as 1600-series switchers.



**NEW ORDER:** An order for 26 more GMDD F40PH-2 units (Nos. 6430-6455) was announced on December 4, with delivery to be completed by March 1989.

## INDUSTRIALS AND SHORTLINES

**RENUMBERED:** (p2-5) Dow Chemicals at Fort Saskatchewan, Alberta, has chopped-nosed two or their recently-acquired former Burlington Northern RS-11 units. No. 4197 has become No. 1005, and No. 4188 has become No. 1006. Sister 4195 is the spare unit, has retained its high hood and has not been renumbered. The roster is rounded out by ex-Southern Pacific S-6's Nos. 1001, 1003, and 1004, while sister 1002 has become a parts supply after a collision with CN SW1200 No. 1508 following her unmanned 18-mile runaway trip into CN's Calder Yard in Edmonton in June.

**BACK IN SERVICE:** (p2-11) Ivaco, that operates a steel mill at L'Original (near Hawksbury), Ontario, has acquired former Francon ALCO S-4 No. 250-60. The unit was built in November 1950 as Pennsylvania No. 8892 (serial 78689) and became Penn Central No. 9792 in January 1970. She was rebuilt by MLW in 1971 and only saw service for two years. After laying dormant for 14 years, and changing owners during that period, the 'just broken in' unit is now hard at work shoving mill gondolas around the complex.

**CHANGE IN HOME:** (p2-15, 2-16) Abitibi Price's MLW S-4 No. 49 (Serial 81258, built 8/56) has moved from the Jonquière, Quebec, operation to the Alma operation.

## ON THE PRESERVED SCENE

**DELIVERED TO MUSEUM:** (p2-4, 3-6) Further to the July-August **Branchline**, West Can Terminals Plymouth Model WLG-3 No. 40 (serial 3365, built 11/29) has been shipped by truck from Victoria, B.C., to the Ladysmith Railway Historical Society in Ladysmith, B.C.

**SAVED:** (p2-3, 3-8) The City of Port Alberni (British Columbia) Museum has acquired R.B. Maclean Lumber's 4 wheel, 14-ton, gas mechanical unit. The un-numbered unit was built by Westminster Iron Works in New Westminster, B.C. in 1927 for R.B. Maclean Lumber's operation at Bainbridge (Alberni). She is presently stored at the city's shops under restoration.

**NEW HOME:** (p3-13, 3-32) Former CN double end, single truck streetcar No. 15702 has moved from the Canadian Railway Museum in Delson, Quebec to the Edmonton Radial Railway Society in Edmonton, Alberta. The car was built in 1909 as Toronto Suburban Railway No. 24. (See "Information Line" for further details)

**ON THE MOVIE:** (p3-38) Former CN narrow-gauge 4-6-2 No. 593 (built by BLW in 1920, serial 54401, as Newfoundland Railway No. 193), long displayed at South March, Newfoundland, was moved early in December to a new home near the original site of the Humber Mouth railway station in Corner Brook where restoration will be carried out. The project, which will also include four pieces of rolling stock, involves the Rotary Club, Terra Transport, and the Humber-Bay of Islands Museum Society.

## CONDITIONAL APPROVAL FOR CABOOSELESS TRAINS

On December 14, 1987, the Railway Transport Committee (RTC) of the Canadian Transport Commission gave CN Rail and CP Rail qualified approval to operate freight trains without a caboose, subject to numerous conditions and safeguards. The decision will allow the railways to replace the caboose with an End-of-Train-Information-System (ETIS), and relocate its rear end crew in the cab of the locomotive.

In reaching its decision, the RTC cited the "vast number" of technological developments in the railway industry that have taken place in the past 20 years, eg. hot box and dragging equipment detectors, hot wheel indicators, roller bearings, modern signal and communications systems, etc. which have had a cumulative effect on the traditional role of the caboose and its crew.

In its decision, the RTC ordered the railways to meet 37 conditions before allowing cabooseless train operations to occur, for example:

- A train may be operated without a caboose and with the rear crew located in the cabs of the lead locomotive consist provided the train is equipped with a Digitair II ETIS with a rear train emergency braking feature and a red flashing marker light operated by an automatic light sensitive cell (switch), and with a distance measuring device;
- A conductor shall be stationed in the operating cab of the lead locomotive;
- No cabooseless train shall be operated over 60 miles without having passed an operational hot box and dragging equipment detector or without having been inspected on each side of the train by two-way-radio-equipped employees assigned to duties along the right of way;
- Prior to all operation of any cabooseless train all gateway hot box and dragging equipment detectors shall be equipped with hot wheel detectors;
- Prior to the operation of any cabooseless

train and within six months, CN and CP Rail shall file a plan with the RTC for the expeditious equipping of all hot box and dragging equipment detectors with hot wheel detectors;

- Dimensional loads, cars with loads prone to shifting, and special loads that should be observed en route, shall be marshalled as close as possible to the lead locomotive, but not more than 2,000 feet from the lead locomotive;
- Subject to marshalling rules in effect, cars containing dangerous commodities may be marshalled in any location on a cabooseless train if located behind cars that are all equipped with roller bearings, except they shall not be marshalled within 2,000 feet of the rear of the train if the train exceeds 4,000 feet in length - if the train is less than 4,000 feet, the cars shall be marshalled within 2,000 feet of the lead locomotive;
- Each trainman and conductor shall be provided with an operational portable two-way radio before leaving a crew change off point;
- Appropriate seating in the lead locomotive cab shall be provided to the conductor and to at least one trainman. Where such seating for all crew members cannot be provided in the lead locomotive, a trailing locomotive shall also be so equipped and used by trainmen or other employees required to ride that cabooseless train;
- The lead locomotive cab shall be equipped with a fold-out or permanent table with lighting for the conductor to perform his paper work;
- A cabooseless train shall not leave a crew change point unless all components of the ETIS are properly functioning - where any component of the ETIS fails en route, the train shall proceed to the next crew change point at a speed not greater than 25 mph. (CTC Order No. R-41300)

### 1988 MEMBERSHIP FEE IS DUE!

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Toronto Hamilton & Buffalo Railway 37-year-old GP7 Nos. 73 and 75 lay over at CP Rail's Walkley Yard in Ottawa, Ontario, on October 7, 1987 after powering Train No. 85 over the Lachute Subdivision from Montreal. The following week both units entered Angus Shops in Montreal to be rebuilt into CP Rail switchers. They will emerge early in 1988 as Nos. 1683 and 1685. Photo by Ross Harrison.



Chicago Missouri & Western No. 3517, one of three ex-Western Pacific GP40 units leased by CP Rail from HELM Leasing, was photographed by Ross Harrison at Smiths Falls, Ontario, on November 11, 1987, westbound on Train No. 481.

For her 100th birthday, former CPR 4-4-0 No. 29 was fired up for the first time in 27 years on September 6, 1987. She made two short trips on the Salem & Hillsborough Railroad between Grays Island and Hillsborough, N.B., doubleheaded with ex-CNR 4-6-0 No. 1009. She was again operated on September 27 on a return trip between Hillsborough and Salem. Photo by James L. O'Donnell.



## Bytown Railway Society

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