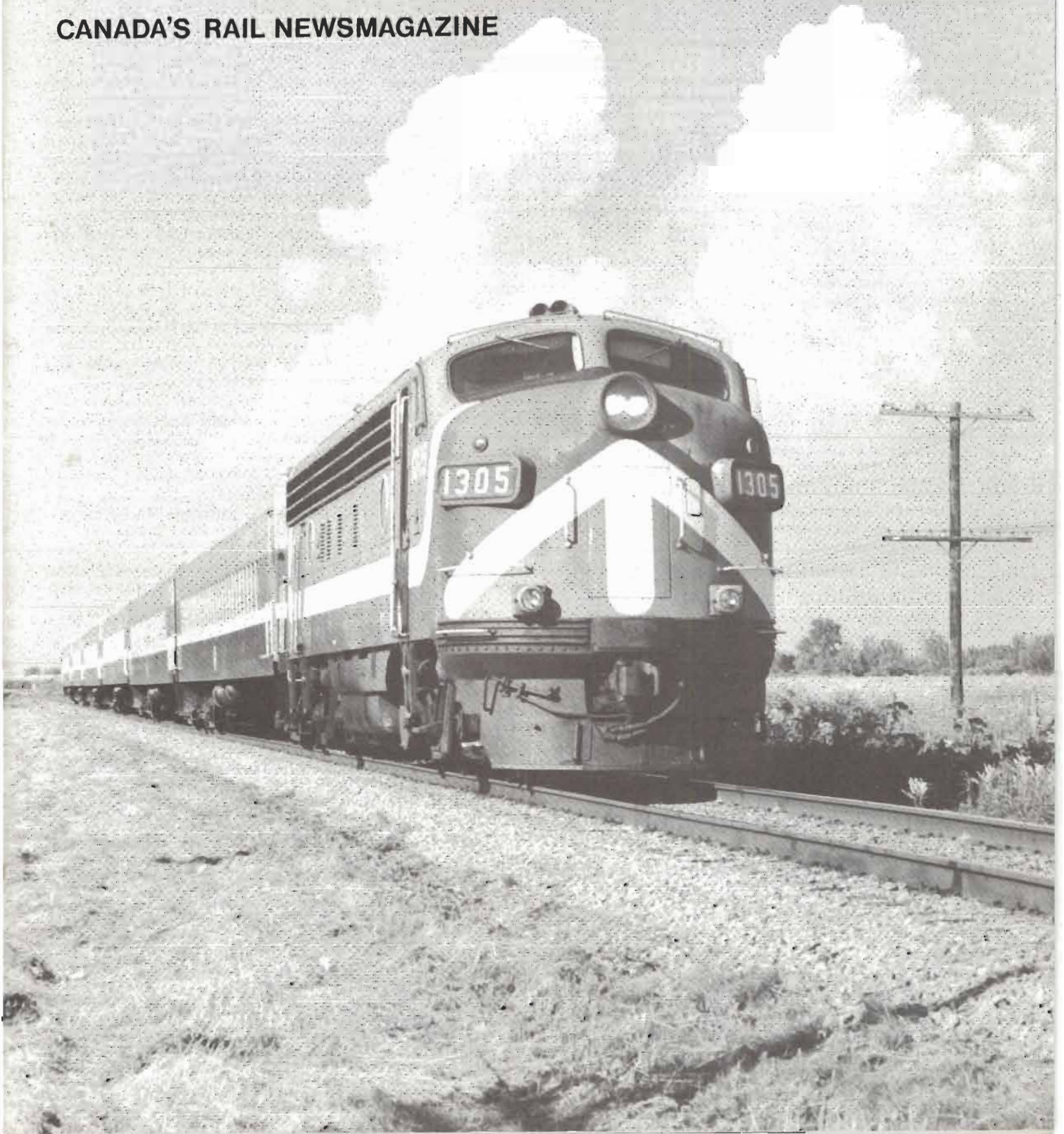




September 1990 \$2.75

Branchline

CANADA'S RAIL NEWSMAGAZINE



Branchline

CANADA'S RAIL NEWSMAGAZINE

Branchline is published by the Bytown Railway Society Inc., an all-volunteer, non-profit organization incorporated in 1969 under federal government statute to promote an interest in railways and railway history. The Society operates without federal, provincial, or municipal grants. It owns and operates a number of pieces of historic railway equipment, holds twice-monthly meetings, and arranges excursions and activities of railway interest.

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

Membership/subscription rates for any 12-month period (11 issues) are:

- \$27.00 for addresses within Canada;
- \$27.00 in U.S. funds (or \$31.00 in Canadian funds) for addresses in the United States;
- \$35.00 in U.S. funds (or \$40.00 in Canadian funds) for addresses outside North America.

Please direct all membership/subscription correspondence to:

Membership Chairman
Bytown Railway Society Inc.
P.O. Box 141, Station 'A'
Ottawa, Ontario K1N 8V1

Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 9103 = expiry with the March 1991 issue). Notice of expiry will be stamped next to the address label on the second-to-last and last issues.

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

Managing Editor and Motive Power Editor

Earl W. Roberts
33 Eastpark Drive
Gloucester, Ontario K1B 3Z6

News Editor

Philip B. Jago
1133 Elmlea Drive
Gloucester, Ontario K1J 6W1

Features Editor

David P. Stremes
214 Belford Crescent
Ottawa, Ontario K1Z 7B1

The editors thank all those who have contributed articles, items, and photos for this issue. As well, they acknowledge the invaluable assistance of:

Marthe and Jack Scott - Distribution
John Frayne - Memberships

For general information about activities of the Society, please call (613) 745-1201 (message machine).

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



TRAIN

Tourist Railway Association Inc.

ON SHEET

Information Line	3
VIA's 1990 Summer Consists	5
Detours and Temporary Service	8
TidBits	10
Photo Section	11
Our Day on the Alberta Prairie	14
Letters to the Editor	16
VIA's 5-year Corporate Plan	17
NTA Decisions	18
Along the Right of Way	19
Motive Power Scene	21

NOTICE OF MEETINGS: Normally 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). However, due to the September closing of the Museum for further major renovations, we will not be able to utilize their auditorium until late-spring 1991. As a result, our mid-month informal slide nights have been temporarily suspended. Watch this space for location details for meetings starting with October 2.

Tuesday, September 4, at 19:30 (last meeting to be held at the National Museum of Science and Technology until late-Spring 1991) has been set aside for members to bring out their summer slides. Please limit your selection to 25 slides.

Ray Farand and David Stremes will be serving coffee and doughnuts for a small fee.

Every Saturday - Restoration/maintenance activities continue at the rear of the National Museum of Science and Technology. There's always plenty to keep one busy year round.

ANNUAL DINNER: The year 1990 marks the Society's 25th year. Keep the evening of Friday, October 26, open for our 25th anniversary dinner. More details to follow.

ARCHIVES: The Society maintains its archives at the National Museum of Science and Technology. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us at P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1.

From Our Sales Desk

a) **"1201 STEAM":** Television station CJOH, in conjunction with BRS, has produced a 48-minute video (VHS only) portraying the post-retirement career of the National Museum of Science and Technology's ex-CPR Light Pacific 1201. Much of the footage was shot in the spectacular fall colours of the Ottawa Valley on BRS' excursion from Ottawa to Pembroke on October 1, 1989. Order your copy today at \$39.95, plus \$2.80 P.S.T. if mailed to an Ontario address, plus \$2.50 for shipping and handling.

b) **BRS 'T' Shirts:** 'T' shirts, grey with maroon trim and logo, adult small, medium and large sizes, \$8.50;

c) **BRS Golf Shirts:** Golf shirts, red with white logo, adult medium and large sizes, \$14.00.

Please send your order to "Sales Desk", P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1.

COVER: STCUM FP7A 1305 powers six rebuilt former CP 800-series coaches at St-Isidore, Quebec, on July 25, 1990. This is one of two temporary weekday trains initiated on July 23 due to an Indian blockade of the nearby Mercier Bridge. See Page 8. Photo by David Stremes

- DEADLINE FOR THE OCTOBER ISSUE IS SEPTEMBER 8 -

Information Line

GO EXPANSION PLANS DERAIL PRIVATE COMMUTER RAIL OPERATIONS: Following recent announcements by the Province of Ontario that it would be expanding its GO Commuter Rail Transit system beyond the immediate Toronto area, a group lobbying for the establishment of private commuter rail service in the proposed new GO service areas has announced that it was cancelling its planned initiatives.

According to Paul Pagnuelo, a spokesperson for Canadian Commuter Rail Service (CCR), the project, which had attracted the interest of Bombardier, the mass transit manufacturing giant, was cancelled because "It would be inappropriate for us to even consider trying to compete with GO."

The CCR would have been completely self-funded, having been proposed as an alternative to cancelled VIA Rail services in the greater Toronto area. With self-funding, there was no way that its fares could have been competitive with GO's which enjoy a certain degree of subsidy from the Ontario Government. (*Peterborough Examiner*, 05/07/90, thanks to Tim Pomeroy)

VIA CUTS OKAYED BY FEDERAL COURT: In what is probably the final body blow to efforts to challenge the recent truncation of the VIA Rail network, the Federal Court of Appeal has rejected bids to halt the cutbacks.

The appeals were filed by Iain Angus, MP for Thunder Bay-Atikokan, Greenpeace Canada, and the City of Thunder Bay. Supporting the appeal was the contention that the service cuts were illegal in that they contravened regulations governing the undertaking of an environmental impact assessment before they should have taken place.

The decision can be appealed to the Supreme Court, but Iain Angus has stated that a wait and see attitude was being adopted. The appeal process has already cost \$20,000 and the group would have to receive assurances of a positive outcome before risking any further expenses. (*Peterborough Examiner*, 05/07/90, thanks to Tim Pomeroy)

CN DIRECTORS APPROVE MAJOR PROJECTS FOR LOCOMOTIVE REBUILDS AND COMPUTERIZATION:

During the course of a meeting on June 12, CN's Board of Directors approved a number of capital projects. The largest will see \$37 million directed towards the rebuilding and upgrading of 45 diesel-electric locomotives at the Point St-Charles Shops in Montreal. An additional \$17 million will go towards the acquisition of 170 fully-enclosed automobile transporters with platforms supplied by Lavalin and enclosed racks fitted by Thrall. A \$1.4 million computer system for freight car maintenance, administration and billing will be established in Moncton, Montreal, Hamilton and Sarnia, while \$750,000 will be spent on a voice radio system that will let employees in the field report directly to the St. Lawrence Customer Service Centre. (*Railway Age*, 06/90)

DOUBLE STACK FOR "DOUBLE TRACK ROUTE":

Canadian National has announced that it is entering the double stack business in a big way. In the very near future, double stack container service will be introduced between Montreal and Toronto with \$1.3 million earmarked for achieving the necessary overhead clearances along the way.

In the future, doublestacks will also be regularly featured on services between Montreal and Moncton/Halifax and between Toronto and western Canada. (*Railway Age*, 06/90)

MUSEUM MARKS QUARTER CENTURY: More than 800 rail enthusiasts and curiosity seekers crowded onto the grounds of the Canadian Railway Museum on July 15 to mark the Museum's 25th anniversary as a public museum of Canadian railway history.

The day was marked by speeches, a commemorative cake, staffers in period railway costume, and plenty of rides on the Museum's rail passenger rolling stock as well as two of its extensive collection of streetcars.

During the festivities, it was announced that funds had been obtained for the restoration of former CP 4-6-4 No. 2850, the original Royal Hudson. Commencing this autumn, the CRM will transform the locomotive into the special colour scheme it sported when assigned to the CPR portion of the 1939 Royal Tour of Canada by King George VI and Queen Elizabeth, the Queen Mother. Involving upwards of 50 volunteers, the project could consume up to \$250,000 in funds.

The CRM is owned by the Canadian Railroad Historical Association (CRHA) which began assembling the rolling stock during the late-1950s. It can boast the largest collection of preserved railway equipment in Canada. (*Montreal Gazette*, 19/07/90)

FUNDING FOR AFRICAN RAILWAYS: Several regional railways in southern Africa will be the recipients of Canadian largesse. Some \$35 million will be used by the Canadian International Development Agency (CIDA) to provide ten Canadian-built locomotives and parts to the vital Beira Railway which connects the port of Beira, Mozambique, with points in Zimbabwe, Zambia and Botswana. A line of credit for other regional railways in the area will also be set up. (*Canadian Press*, 20/06/90)

CP NETWORK SHRINKS IN CENTRAL CANADA:

Canadian Pacific officially abandoned that portion of its Ste-Agathe Subdivision (Quebec) between St-Jerome and Ste-Agathe on July 5. In Ontario, meanwhile, the official abandonment of those portions of the Simcoe/Waterloo Subdivisions between Brantford and Cambridge took place on August 3. CN will service all CP Rail customers at Brantford after that date. Details on the abandonments were reported in the September 1989 issue of *Branchline*.

URBAN INTERMODAL SERVICE AVOIDS TRAFFIC DELAYS:

Typically, descriptions of COFC, TOFC and any other form of intermodal service conjures up images of long distance hauls - the last place where rails can still compete with trucks, according to conventional wisdom at least. In an atypical move, the Long Island Rail Road has gone after short haul intermodal traffic and in the process has served to erode urban road congestion.

In an agreement with a New York trucking company, the LIRR provides rail bogies that carry both trailers and containers from Bayonne, New Jersey, to the LIRR freight yard in Farmingdale, on Long Island, about 30 miles from Manhattan.

At Farmingdale, trucks pick up the trailers for final

delivery. The results to date have been quite promising. Using road haulage, a trucker might pull two trailers in a 14-hour day, now driver productivity has increased to five trips.

Currently 40 bogies are operating but the LIRR has plans to triple the "fleet". (AAR, **On Track**, June 1990)

TALKS CONTINUE ON FUTURE OF HIGH-SPEED LINK: Canadian National and VIA Rail are holding talks on the future of CN's Smiths Falls Subdivision between Richmond (mileage 12.7) and Smiths Falls East (mileage 34.4), Ontario. Both companies have asked the National Transportation Agency to suspend making a decision on a CN abandonment application while CN and VIA conduct talks to see if a satisfactory resolution can be reached. Only nine carloads of freight were handled in 1989.

The Smiths Falls Subdivision between Federal (Ottawa) and Smiths Falls was upgraded in the mid-1980s for 95 mph passenger train operation. It presently sees six VIA trains a day (four on Sundays). A VIA spokesperson is confident an agreement can be worked out, and a CN spokesperson indicated that it is unlikely that the track would be ripped up, forcing VIA to use a circuitous route for Ottawa-Toronto passenger service. (**Record News**, 08/08/90)

NEW LIGHT RAIL LINE IN SERVICE: The Toronto Transit Commission held opening ceremonies on June 22 for the 2.1 km Harbourfront light rail transit line in Toronto. The opening marks the return of streetcars to Toronto's waterfront after an absence of 25 years, and the completion of the first entirely new line in Toronto since 1924.

The line loops underground at Union Station, travels under Bay Street, surfaces on Queen's Quay just west of Bay Street and continues on a private right-of-way to a loop at Queen's Quay and Spadina.

The other major project related to the new line was the completion of a new road/streetcar Spadina Avenue bridge in 1989 to replace the 1927 structure over the rail lines radiating from Union Station. The only streetcar use of the new bridge is the deadheading of streetcars from King Street and Spadina Avenue to the Harbourfront line. A future station has been roughed in at Esplanade, just south of the bridge, for the proposed Spadina LRT line. A decision on the long-delayed Spadina LRT route to Bloor Street and Spadina subway station is expected soon. This route might be through-routed with the Harbourfront line.

Rush-hour headways on the Harbourfront line are three minutes (using five rebuilt PCCs), midday headways are five minutes (three PCCs) and evenings are eight minutes (two PCCs). (**UCRS Newsletter**, 07/90)

GRAIN BRANCH LINES IN JEOPARDY: At the request of CN and CP Rail, the federal government has rescinded a prohibition order that refused the abandonment of nine Saskatchewan branch lines until the year 2000.

The lines involved include all or parts of CP's White Fox, Dunelm, Neudorf, Prince Albert and Shamrock subdivisions. The CN lines affected are the Lewvan, Weyburn, Blaine Lake and Carlton subdivisions.

The lifting of the prohibition orders by federal order-in-council resulted in the Saskatchewan transportation minister accusing the federal government of breaking its promises to protect the basic rail network on the Prairies. The provincial minister stressed that the federal decision

had been taken without consultation with the province, municipalities and the affected grain producers. Railway spokespersons have indicated their intention to see that some alternate service is put in place before the railway would apply for abandonment, however, trimming the prairie rail network is a major corporate priority for the next few years.

An official with Transport Canada indicated that an exchange of track between CN and CP Rail led to the federal government's rescinding of the prohibition orders. On August 1, CP Rail turned over its line from Debden to Meadow Lake to CN. At the same time, CN turned that portion of its Weyburn Subdivision from Weyburn to Willow Bunch to CP Rail. The official indicated that the line swaps and the rescinding of the prohibition orders were developed as an overall package of adjustments by the two railways to get improved operations both in the northern and in the southern part of Saskatchewan. (**The Western Producer**, 02/08/90, thanks to Addie Schwalm, and other sources)

CMBS COMES TO BC RAIL: At midnight on May 13, 1990, the last paper train order was issued, replaced by the Computerized Manual Block System (CMBS).

Train orders started on the Pacific Great Eastern (now BC Rail) in the early days. It was known as a 'third party system' because the dispatcher had to telephone his instructions to an operator in the field, who then typed up the yellow sheets of train orders and handed them to the freight and passenger train crews. North of Fort St. John on the Takla Subdivision, as well as on the Dawson Subdivision, the railway never installed telephone lines. Instead the Manual Block System (MBS) was developed which enabled the train crews to receive their orders from dispatchers directly by radio.

BC Rail arranged a software lease with CP Rail for its internally developed CMBS. In four short months, the system was implemented systemwide.

Stocks of train order forms have been donated to various historical groups, and some copies have been made available to passengers on the Budd cars. (**Coupler**, May/June 1990)

CN CUTS 556 BRAKEMEN POSITIONS: Canadian National Railways is eliminating 556 brakemen positions as part of an agreement reached with the United Transportation Union. The agreement results from an arbitration award that the cuts were necessary to make CN more competitive.

As part of the agreement, various early retirement and bonus packages will be offered to affected trainmen. If enough long-serving brakemen do not opt for the various offers to eliminate all 556 non-essential positions, the agreement provides a \$50,000 retirement incentive for brakemen who have at least nine years of service. Employees hired before 1982 remain protected - should their jobs be declared surplus and they are transferred to lower-paying jobs, they are guaranteed an income for as long as they stay with CN, based on their last 12-month earnings, plus five future raises.

If enough protected people don't choose to retire, then other employees will be laid off based on seniority. (**The Globe and Mail**, 26/07/90, thanks to Dale Whitmee)

Canadian Tire money is eagerly sought to help defray the Society's restoration expenses.

VIA's 1990 Summer Consists

by EARL ROBERTS

VIA Rail's 1990 summer schedules and consists went into effect on May 27 and will run through to October 29. Several trains have car(s) added during the peak July-August period, and the odd car is operated in addition to the 'base consist'. Steam Generator Units (or in some cases an 'A' unit) in the 'corridor' are not scheduled to operate until September 4.

The 1990 picture is a very pruned-down one compared to 1989 when most long-haul trains operated daily compared to today's tri-weekly operations.

With the January 15, 1990, cutbacks, several series of cars have been totally withdrawn. These include the 2 former Government of Canada 'official cars' which were available for charter; the 4 remaining 'Tempo' cars; the 3 Sleeper-Buffer-Lounges; the 18 'Green' (6-6-4) sleepers; the 6 'Bay' (10-6) sleepers; the 5 'River' (10-5) sleepers; all 7 2500-series cafe-bar lounges; and the 4 9300-series baggage-coaches.

Only the "Canadian", "Atlantic" and "Ocean" feature full diners, 'Manor' sleepers operate only on the "Canadian", and 'Chateau' sleepers operate only on eastern trains. Daynitters are limited to the Montreal-Halifax trains, and 'E' sleepers can be found only on the "Skeena", "Hudson Bay" and Montreal-Halifax trains. Baggage-dormitory cars are limited to the "Skeena" (and the Jasper-Vancouver leg of the "Canadian" which includes the equipment from the "Skeena"). A coach-cafe lounge can be found only on the Montreal-Senneterre service. Skyline dome cars operate only on the "Canadian" and "Skeena", and 'Park' cars can be found only on the "Canadian", "Atlantic" and "Ocean".

While several former CP stainless steel cars have been converted to head-end power, none are as yet in revenue service. All non-LRC locomotive-hauled trains remain steam-heated.

SERIES OF PASSENGER CARS -

Listed below are the series of cars in service (lowest and highest road number in service in parentheses):

100-series Coach (100-129) - 60 seats
 Skyline (500-517) - lounge, coffee shop,
 24-seat diner, 24-seat dome
 600-series Baggage (600-616)
 Club Galley (650-662) - 38 seats
 Cafe Lounge (752-765)
 'E' Sleeper (1112-1159) - 4 sections, 8
 roomettes, 4 double bedrooms
 Diner (1340-1349) - 48 seats
 Coach-Cafe Lounge (3030-3033) - 44 seats
 Cafe Coach (3200-3253) - 66-72 seats
 LRC Coach (3300-3385) - 74 seats
 LRC Club (3453-3475) - 56 seats
 LRC-1 Coach (3500-3508) - 86 seats;
 LRC-1 Cafe-Club (3511-3512) - 34 seats
 'Blue' Coach (5437-5654) - 76 seats
 Dayniter (5727-5752) - 52 seats
 Baggage-Dormitory (9475-9483) - 14
 roomettes
 9600-series Baggage (9613-9673)
 'Chateau' Sleeper (14201-14229) - 4
 sections, 8 roomettes, 1 drawing room,
 3 double bedrooms
 'Manor' Sleeper (14301-14342) - 4
 sections, 4 roomettes, 1 compartment,
 5 double bedrooms
 'Park' Sleeper Buffet-Lounge Dome
 Observation (15501-15518) - 1 drawing
 room, 3 double bedrooms, 24-seat dome
 Diner (16501-16518) - 48 seats

Conventional trains outside the Montreal-Windsor corridor -

1-2, Canadian

TORONTO-VANCOUVER (tri-weekly)

All cars TORO-VANC except as noted

1 F40PH-2
 1 F40PH-2 (A)
 1 Steam Generator Unit (A)
 1 600-series Baggage
 1 Baggage-Dormitory (JASP-VANC)
 1 'E' Sleeper (JASP-VANC)
 1 Skyline Dome (JASP-VANC)
 1 100-series Coach (JASP-VANC)
 1 100-series Coach
 1 'Blue' Coach (B)
 1 100-series Coach (C)
 1 Skyline Dome
 4 'Manor' Sleepers
 1 Diner (Stainless Steel)
 1 'Manor' Sleeper (D)
 1 'Park' Sleeper/Observation
 (11 cars TORO-JASP; 15 cars JASP-VANC)

(A) Unit and SGU from Tr. 1 cycles to Tr. 5 at Jasper; replaced by unit and SGU from Tr. 6
 (B) Last westbound trip Sept. 1; last eastbound trip Sept. 8
 (C) First westbound trip Sept. 4; first eastbound trip Sept. 10
 (D) First trip (both directions) June 2

5-6, Skeena

JASPER-PRINCE RUPERT (tri-weekly)

1 F40PH-2 (A)
 1 Steam Generator Unit (A)
 1 100-series Coach (B)
 1 Skyline Dome (B)
 1 'E' Sleeper (B)
 1 Baggage-Dormitory (B)
 (4 cars)

(A) Cycle from/to Tr. 1 at Jasper
 (B) Cars on Tr. 6 added to Tr. 1 at Jasper; Cars for Tr. 5 arrive at Jasper on Train 2

11-12, Atlantic (via Maine)

14-15, Ocean (via Matapedia)

HALIFAX-MONTREAL (both tri-weekly)

1 F40PH-2
 1 6500-series 'A' Unit
 1 9600-series Baggage
 1 'Blue' Coach
 1 Cafe Coach
 1 Cafe Lounge
 1 Dayniter
 1 Dayniter (B)
 1 'E' Sleeper
 1 'Chateau' Sleeper
 1 Diner (Stainless Steel or 1300-series)
 1 'Chateau' Sleeper
 1 'Chateau' Sleeper (A)
 1 'Chateau' Sleeper (B)
 1 'Park' Sleeper/Observation
 (13 cars)

(A) First trip last week of June
 (B) First trip late-June; last trip early-Sept.

16-17, Chaleur

GASPE-MONTREAL (tri-weekly)

1 F40PH-2
 1 Steam Generator Unit
 1 9600-series Baggage
 2 100-series Coaches (A)
 1 'Blue' Coach (B)
 1 Cafe Lounge
 1 'Chateau' Sleeper
 (5 cars)

(A) Last eastbound trip Sept. 3; last westbound trip Sept. 6
 (B) First eastbound trip Sept. 6; first westbound trip Sept. 8

92-93, Hudson Bay

WINNIPEG-CHURCHILL (tri-weekly)

All cars WPG-CHUR except as noted

2 6300-series 'A' units
 1 Steam Generator Unit
 1 9600-series Baggage
 1 'Blue' Coach
 1 'Blue' Coach (The Pas-Churchill only)
 1 Cafe Lounge
 1 'E' Sleeper
 1 'E' Sleeper (A)
 (5 cars WPG-THE PAS; 6 cars THE PAS-CHUR)

(A) First northbound trip June 3; first southbound trip June 5

132-133, 138 (tri-weekly)

JONQUIERE-MONTREAL

1 6300-series 'A' unit
 1 9600-series Baggage
 1 Cafe Coach
 1 'Blue' Coach
 1 'Blue' Coach (weekends only)
 (3 cars; 4 on weekends)

136-137, 143-144 (tri-weekly)
SENNETERRE-COCHRANE

- 1 6300-series 'A' unit
- 1 9600-series Baggage
- 1 'Blue' Coach (2 cars)

134-135 (2 days),
141-142 (1 day)
SENNETERRE-MONTREAL

- 1 6300-series 'A' unit
- 1 9600-series Baggage
- 1 'Blue' Coach
- 1 Cafe Coach Lounge
- 1 'Blue' Coach (Trains 141-142 only)
- 1 'Chateau' Sleeper (4 cars; 5 on Tr. 141-142)

Conventional trains in the
Montreal-Windsor corridor -
 (see equipment cycle below)

62-63, MONTREAL-TORONTO (daily)

- 1 F40PH-2
- 1 Steam Generator Unit (Sept. 4)
- 1 9600-series Baggage
- 1 Club Galley
- 2 Cafe Coaches
- 2 'Blue' Coaches
- 1 'Blue' Coach (Train 63 only) (6 cars on Tr. 62; 7 on Tr. 63)

168-169, MONTREAL-TORONTO
 (Friday and Sunday only)

- 1 F40PH-2
- 1 Steam Generator Unit (Sept. 4)
- 1 9600-series Baggage
- 1 Club
- 2 Cafe Coaches
- 2 'Blue' Coaches
- 1 'Blue' Coach (Train 168 only) (7 cars on Tr. 168; 6 on Tr. 169)

WINDSOR-TORONTO (conventional
 trains only) -

70 (Daily except Sunday)

- 1 F40PH-2
- 1 Steam Generator Unit (Sept. 4)
- 3 'Blue' Coaches
- 2 Cafe Coaches
- 1 Club Galley
- 1 9600-series Baggage (7 cars)

71 (Daily)

- 1 6500-series 'A' unit
- 1 Club Galley (Exc. Sat.)
- 1 'Blue' Coach (Sat. only)
- 1 Cafe Coach
- 1 'Blue' Coach
- 1 'Blue' Coach (Fri. & Sun.)
- 1 Cafe Coach (Fri. & Sun.) (3 cars; 5 on Fri. & Sun.)

72 (Friday version)

- 2 LRC units
- 1 Steam Generator Unit (Sept. 7)
- 6 'Blue' Coaches
- 3 Cafe Coaches
- 1 Club Galley (10 cars)

73 (Daily)

- 1 F40PH-2
- 1 F40PH-2 (Sun. only)
- 1 Steam Generator Unit (Sept. 4)
- 1 Club Galley
- 2 Cafe Coaches
- 2 'Blue' Coaches
- 1 'Blue' Coach (Fri., Sat. and Sun.)
- 2 'Blue' Coaches (Sun. only)
- 1 Cafe Coach (Sun. only) (5 cars; 6 on Fri. & Sat.; 9 on Sun.)

74 (Monday version)

- 2 LRC units
- 1 Steam Generator Unit (Sept. 10)
- 4 Cafe Coaches
- 6 'Blue' Coaches
- 1 Club Galley (11 cars)

75 (Thursday, Friday & Sunday)

- 1 LRC unit (Thurs., Fri. & Sun.)
- 1 LRC unit (Thurs. & Sun.)
- 1 6500-series 'A' unit (Fri. only - starting Sept. 7)
- 1 Steam Generator Unit (Thurs. & Sun. - Sept. 6)
- 1 Club Galley (Thurs., Fri. & Sun.)
- 2 Cafe Coaches (Thurs., Fri. & Sun.)
- 3 'Blue' Coaches (Thurs., Fri. & Sun.)
- 1 'Blue' Coach (Fri. & Sun.)
- 2 'Blue' Coaches (Sun. only)
- 2 Cafe Coaches (Sun. only) (6 cars Thurs.; 7 on Fri.; 11 on Sun.)

76 (Daily)

- 1 F40PH-2
- 1 F40PH-2 (Mon. only)
- 1 Steam Generator Unit (Sept. 4)
- 1 'Blue' coach (Sat. & Sun.)
- 2 Cafe Coaches
- 2 'Blue' Coaches
- 1 Club Galley (5 cars; 6 on Sat. & Sun.)

78 (Daily)

- 1 6500-series 'A' unit
- 1 Cafe Coach (Fri. & Sun.)
- 1 'Blue' Coach (Fri., Sat. & Sun.)
- 1 'Blue' Coach
- 1 Cafe Coach
- 1 Club Galley (Exc. Sat.) (3 cars; 5 on Fri. & Sun.)

79 (Daily)

- 1 F40PH-2
- 1 Steam Generator Unit (Sept. 4)
- 1 9600-series Baggage
- 1 Club Galley
- 2 Cafe Coaches
- 3 'Blue' Coaches (7 cars)

172 (Saturday & Sunday)

- 1 LRC unit (Sat. only)
- 1 6500-series 'A' unit (Sat. only - starting Sept. 8)
- 1 F40PH-2 (Sun. only)
- 1 Steam Generator Unit (Sun. only - starting Sept. 9)
- 1 'Blue' coach (Sat. only)
- 3 'Blue' coaches
- 2 Cafe Coaches
- 1 Club Galley
- 1 9600-series baggage (Sun. only) (7 cars)

Mixed trains -

290-291, LYNN LAKE-THE PAS
 (tri-weekly)

- Baggage car 9631
- Coach 5186 (60 seats)

294-295, CHURCHILL-GILLAM
 (Southbound on Wednesday;
 northbound on Monday)

- 1 Heavyweight baggage-coach

294-295, GILLAM-WABOWDEN
 (Southbound on Saturday;
 northbound on Sunday)

- 1 Heavyweight baggage-coach

Rail Diesel Car trains -

185-186, SUDBURY-WHITE RIVER
 (tri-weekly)

- 1 RDC-2
- 1 RDC-4 (No. 6250)

198-199, VICTORIA-COURTENAY
 (daily)

- 1 RDC-1
- 1 RDC-1 (Last trip Sept. 3)

LRC trains -

QUEBEC CITY-MONTREAL
 (Trains 20, 21, 23, 24, 26, 27, 621)

- 1 LRC unit and 3 LRC cars (dedicated sets)

MONTREAL-OTTAWA
 (Trains 30, 31, 33, 34, 35, 36, 37, 38,
 39, 130, 131)

- 1 F40PH-2 and 4-5 LRC cars

OTTAWA-TORONTO
 (Trains 40, 41, 42, 43, 45, 46)

- 1 F40PH-2 and 3-5 LRC cars



MONTREAL-TORONTO

(Trains 60, 61, 64, 65, 66, 67, 68, 69)

1 F40PH-2 and 3-5 LRC cars
(an additional F40PH-2 unit and 2-3 cars are added to Trains 66-67 on Friday and Sunday; Train 68 operates on Fridays with 2 F40PH-2 units and 6 LRC cars)

TORONTO-WINDSOR

Trains 72, 74, 75, 77

1 F40PH-2 and 3-5 LRC cars
(on certain days on certain trains, 2 F40PH-2 units and up to 6 LRC cars are utilized)

TORONTO-SARNIA

Trains 80, 87

1 F40PH-2 and 5 LRC cars

NIAGARA FALLS-TORONTO

Trains 635/636, 645/646)

1 F40PH-2 and 4-5 LRC cars

Amtrak trains which provide service within Canada -

TORONTO-SARNIA-(CHICAGO)

Trains 81, 88, 181, 188

1 Amtrak F40PH and 4 Amtrak cars or 1 VIA F40PH-2 and 4 LRC-1 cars
(Equipment alternates daily between Amtrak and VIA - 3 additional cars carried between Toronto and Sarnia on Sunday-only Trains 181 and 188)

TORONTO-NIAGARA FALLS-(NEW YORK CITY)

Trains 97/96, 99/98

1 Amtrak F40PH and 3-4 Amtrak cars

**CONVENTIONAL EQUIPMENT CYCLE FOR CORRIDOR TRAINS
June 22 to September 3, 1990**

	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	TOTAL REQUIREMENT
	TR. EQPT.	TR. EQPT.	TR. EQPT.	TR. EQPT.	TR. EQPT.	TR. EQPT.	TR. EQPT.	F40PH-2 LRC 'A' CARS
(eg. F-8 = 1 F40PH-2 and 8 cars; FF-9 = 2 F40PH-2 and 9 cars; A-3 = 1 6500 'A' unit and 3 cars; L-7 = 1 LRC unit and 7 cars; LL-11 = 2 LRC units and 11 cars)								
Tues	63 F-8 79 F-8	70 F-8	62 F-6	71 A-3 78 A-3	73 F-5	76 F-5	LAYOVER IN TORO.	Tues 5 0 1 35
Wed	70 F-8	62 F-6	63 F-8 79 F-8	71 A-3 78 A-3	76 F-5	73 F-5	LAYOVER IN TORO.	Wed 5 0 1 35
Thurs	62 F-6	63 F-8 79 F-8	70 F-8	71 A-3 78 A-3	73 F-5	76 F-5	75 LL-6	Thurs 5 2 1 41
Fri	63 F-8 79 F-8	70 F-8 168 F-8	62 F-7 169 F-7	71 A-5 78 A-5	76 F-5	73 F-6	72 LL-10 75 L-7	Fri 5 3 1 46
Sat	70 F-8	63 F-8 79 F-8	62 F-7	71 A-3 78 A-3	73 F-6	76 F-6	172 L-7	Sat 5 1 1 45
Sun	62 F-6 169 F-6	172 F-8 168 F-8	63 F-8 79 F-8	71 A-5 78 A-5	76 F-6	73 FF-9	75 LL-11	Sun 6 2 1 53
Mon	62 F-6	63 F-8 79 F-8	70 F-8	71 A-3 78 A-3	73 F-5	76 FF-5	74 LL-11	Mon 6 2 1 46
To Set:	#1	#2	#3	#4	#6	#5	#7	

(Source: VIA Passenger Train Service Specifications)

Some Passenger Consists

VIA Toronto-Chicago Train 181 - "International" of June 3: F40PH-2 6445, LRC (ex-Amtrak) coaches 3503, 3507 and 3506, and cafe-club 3511. (Hugues Bonin)

VIA Halifax-Montreal Train 15 - "Ocean" of July 4: F40PH-2 6437; FP9A 6525; Baggage 9624; Coach 5447; Cafe-Coach 3235; Coach 5464; Cafe Lounge 759; Dayneters 5734 and 5746; Diner "Palliser"; Sleepers "Everett", "Chateau Montcalm", "Chateau Argenson", and "Chateau Laval"; Sleeper-Dome-Observation "Algonquin Park". (Ian Hayward)

Ontario Northland "Polar Bear Express" of July 17: GP9s 1602 and 1605; Steam Generator Unit 201; Entertainment Coach 804; Coaches 830, 833, 834 and 835; Coach/Lunch Car 1405; Coach 836; Lunch Car 1404 - "Meechim"; Coaches 840 and 831; Diner 1407 - "Moose River"; Coaches 840 and 841. (Les Goodwin)

Ontario Northland "Little Bear" of July 17: A GP38-2; Electric Generator Unit 202; Coach 603; Entertainment Car 703; Coach 600; Baggage Cars 412 and 413; plus several freight cars. (Les Goodwin)

Detours and Temporary Service

by DAVID STREMES

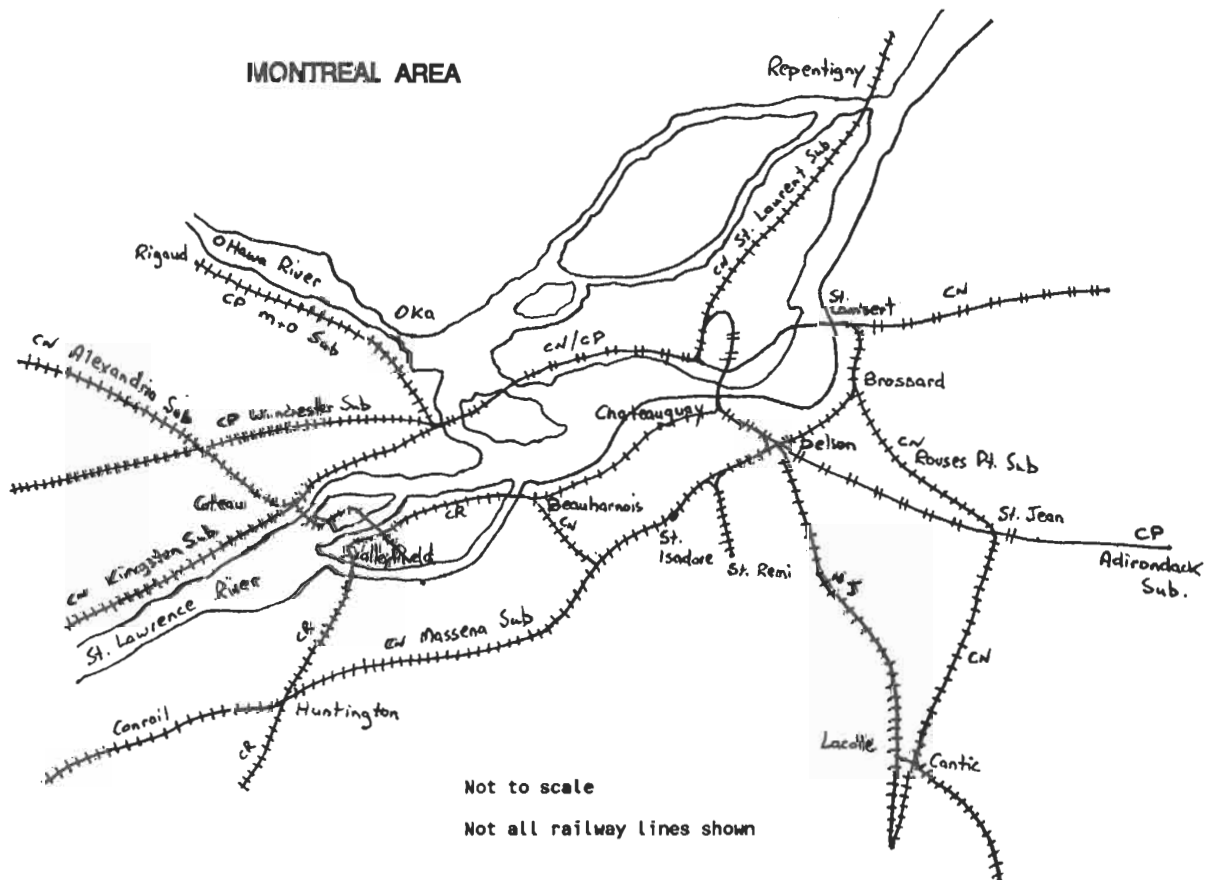
Rail operations in the Montreal area have been disrupted by a dispute between native Mohawk Indians and the Quebec government. The dispute started over land that the small town of Oka, Quebec, wanted for a golf course expansion. The Mohawks at Kanesatake claimed that the land was theirs, as it contained the graves of their predecessors, and set up roadblocks around the area. When the Quebec Provincial Police moved in on July 11 to try and take down the roadblocks, the police and Mohawks traded gunfire. One policeman was killed, and as police forces' tear-gas turned on them, the police retreated. The Mohawks immediately extended and fortified their blockade, as did the police, turning Oka into an armed camp. News reports showed police and Mohawks staring at each other down the barrels of machine guns.

In sympathy, the Mohawks at Kahnawake blocked the Mercier road bridge linking south shore communities to Montreal. Commuters from the Chateaugay area were forced to take long detours to get to Montreal, either driving west to Valleyfield, then east to Montreal, or driving in a large circle around the Indian land to the Champlain bridge. After increasing pressure from the south shore commuters, the Quebec government announced that special train service would be provided, starting July 23, on the CN from St-Isidore to Montreal Central Station. Two trains operate in the morning: leaving St-Isidore at 06:20 and 07:10, and arriving Central Station at 07:25 and 08:15 respectively. In the evening, trains leave at 16:45 and

17:30, arriving back in St-Isidore at 17:50 and 18:35. The STCUM provides the equipment, currently each train has a 1300 series ex-CP FP7A and six ex-CP 800 series coaches.

The day starts early for the crews operating these trains. Equipment lays over in the yard at St. Lambert, and at 05:00 the trainsets - coupled up with locomotives at each end - heads out the Rouses Point subdivision to Brossard, then out the Massena subdivision to St-Isidore Jct. It is here, where the St-Remi spur starts, that the equipment is split. The locomotive on the south end of the consist heads its train onto the wye to turn, and the other consist backs the four miles to St-Isidore in preparation for its 06:20 departure. The former siding at St-Isidore has been filled with crushed stone to form a temporary platform. Once the first train is by St-Isidore Jct., the second consist backs to St-Isidore. Total time from St-Isidore to Central Station is one hour and five minutes - this is not a high-speed operation. While only a total of 29 rail miles, 16 miles is in MBS territory with a maximum authorized speed of 40 miles per hour, and the final five miles into Montreal is also relatively slow.

An interesting side-light to this operation is the motive power. Two of the STCUM FP7As, 1301 and 1305, have been equipped with small electric generators to power the lights in the rebuilt 800-series coaches, and the air-conditioning in the 700-series cab cars. However, at startup of this special service, Nos. 1300 and 1305 were being used. The 1300 still has a steam generator unit in it - now



unnecessary that all the 800-series coaches are equipped for head-end power. This means that one set has no electricity for lights, and it appears that this set is being used on the second train in the morning, and the first train in the evening.

Another aspect of the protest by the Kahnawake Mohawks, overlooked by most, is that CP Rail's mainline from the east passes through the Mohawk area and is also blocked. When the Mohawks set up their blockades, a locomotive had to be sent from Delson to rescue the operator at Seaway Tower who controls the lift bridges over the St. Lawrence Seaway just upriver from the Mercier road bridge. It is also reported that part of the CP trackage and embankment through the area have been removed.

As a result of the blockage, all rail operations that used this bridge have been rerouted. One change that had already taken place was that Conrail freights from Massena, New York, that used to travel on their line through Valleyfield, were running on the CN to Delson, then via a new connecting track onto the CP. These trains now stay on CN's Massena subdivision past Delson. CP's traffic from the east is also being rerouted onto CN's Massena subdivision at Delson using this new connection. CP and Conrail trains now take a circuitous route via Brossard, St. Lambert, into CN's Taschereau Yard, then into the neighbouring CP St. Luc yard. This detour of almost 28 miles compares with the normal routing of only 11 miles. Napierville Junction trains are terminating at Delson, with CP handling the traffic to and from St. Luc.

On average, there are seven movements a day detouring over the CN. CN's Rouses Point subdivision is very busy on weekday afternoons. The southbound Amtrak "Montrealer", and northbound "Adirondack", and now the two commuter trains can be seen in a two and a half hour period after 17:00. CN's freight to Massena and from St. Alban's often put in an appearance during this period, and we can't forget the returning commuter equipment after 19:00. How long the special commuter trains will run, and the rerouting of freight traffic will continue, is unknown.

At press time, a federal negotiator has been named to try and resolve the standoff. Only time will tell how long these unusual rail operations will continue.

Indians Blockade BC Rail Main Line

The BC Rail main line was shut down for two days in late-July when Indians blocked the track which crosses the Seton Lake band reserve. In all there were some ten separate protests across British Columbia, ranging from the rail blockade to road closures to informal pickets.

Although the protests were launched to show support for Mohawk Indians involved in an armed standoff in Oka, Quebec, they grew to a demand for recognition of long-standing land claims. Indian leaders have warned that railway blockades could go up in other areas unless the province begins to bargain in good faith.

During the blockade, passenger service from North Vancouver was operated only to Pemberton, with passengers bussed to their destinations. Some BC Rail freight trains were rerouted over CN.

Gitwangak Indians have prevented CN trains from travelling through their territories at night. Most trains travel through Gitwangak territory during the night, which disturbs area residents' sleep. The Gitwangak Indians have also set up a 24-hour information blockade at the junctions of Highways 37 and 16 near Terrace, B.C. (Dale Whitmee)

[Ed. note: As we go to press, Indians have blockaded CN's Caramat Subdivision at Longlac, Ontario. VIA's 'Canadian' and several CN freights have been rerouted over CP Rail lines through Thunder Bay]

Fall Shows

RAILFAIR 90 - the 13th Model Railway Exhibition will be held in Algonquin College, Building D, at Woodroffe Avenue and Baseline Road in Ottawa, Ontario, on Saturday, October 13 (11:30 to 17:30) and Sunday, October 14 (10:00 to 17:00).

Model railway layouts in various gauges; commercial outlets. Adults \$4.00; Teens and Seniors \$2.00; Children 5 to 12 \$1.00; Under 5 free.

TOY SHOW - The Canadian Toy Collector's Society will hold its 19th annual "Canada's Greatest Collector's Toy Show & Sale" on Sunday, October 21 (10:00 to 16:00) at The International Centre, 6900 Airport Road, Mississauga (Toronto), Ontario.

Amongst the 350 tables of antique and collectable toys will be **Toy & Model Trains** and related accessories in all gauges from all the major makers such as Lionel, American Flyer, Marx, Hornby, Marklin, Bing, Ives, Hafner, Athearn, MDC and Tyco. Adults \$6.00; Seniors \$5.00, Children 6 to 16 \$1.00; Under 6 free. Bring the Family!

SLIDE AND PHOTO SWAP AND SALE - The Toronto Transportation Society will hold its 8th annual Toronto Slide and Photo Swap and Sale on Saturday, September 15 (11:00 to 17:00) at the Ourland Community Centre, 18 Ourland (near Judson) in Etobicoke, Ontario. Take TTC bus route 110 south from the Islington subway station. Admission \$3.00.

NOT A SCORCHER: In June 1989 I attended a meeting in Plzen, Czechoslovakia, which was also a railroading experience.

Plzen is approximately 90 kilometres from the capital city of Prague. The dual rail line is fully electrified and Skoda traction engines powered the first and second class passenger trains that I rode. Diesel-electric locomotives were also observed - mostly being Russian units. One lonely steam locomotive was noted on what appeared to be an industrial spur, burning the soft brown (read dirty) coal form the area.

There were some heavy industries at ~~ra~~side, cement plants and the steel fabrication works (Skoda) at Plzen being the most obvious ones.

Plzen is the original home of pilsner beer and the country has maintained its flair for great beer. A litre bottle sold at a hotel (a converted officers barracks) for six Krona (US\$ 0.60). Prices were cheaper in the local stores if you spoke the language, and fortunately one of the fellows in our party did.

I was able to spend part of a day in Prague, a beautiful old city, with many buildings from the 12th Century onwards. If you get the chance, Prague is a "must see" city on any European tour.

The train ride between Prague and Plzen took two hours, each way! Hardly a scorcher for the 90 kilometre trip. (Bill Grant)

TidBits

by DUNCAN DU FRESNE

"She's Pulling Awfully Hard"

In this month's column I'm starting out by filling in the missing part of my July-August **Branchline** 'TidBit'. On Page 8 of my "Let's get serious for a minute" article, you will note in the second sentence of the first paragraph the statement: (R²), the blank space after the opening bracket was supposed to contain the Greek symbol for "Pi". Similarly, in the first sentence of the second paragraph, after the opening bracket, another blank space exists which was also intended to contain the symbol for "Pi". I suppose I could have written out the mathematical value for Pi, eg. 3.1416, but I didn't know that the Society's up-to-the-minute computer system couldn't, or wouldn't, recognize the well known Greek symbol for 3.1416 (Pi). If you write in the symbol in your July/August copy of **Branchline** you will have the advantage of knowing a clever little formula.

The missing "Pi" reminds me of a funny little anecdote about a hard working, but poorly educated father who scraped and saved to have his only son go to college and get an education. The son, upon returning home to his isolated village, found his father making a real effort to show off his educated son to his fellow workers. "Say something educated to my friends" the father said. The son, not wanting to hurt his father's feelings, said: "(Pi R²)" or as it came across to the old man, "pie are square"! The father, disgusted with this, said: "You dummy, I work hard to get you educated and you don't even know that cake are square, pie are round!"

So much for my corny attempt at humour (I've been around Neil Robertson, our erstwhile Car Foreman, too much).

Another little gremlin crept into my formula on Page 7. If you substitute a lower case "d" for the upper case "D" in the "diameter of cylinders in inches" line you will fix it up.

Last month I said we'd look at some of the many factors which determine how many cars a locomotive can pull. Some are obvious. A large, powerful engine can pull more tonnage over a subdivision than a smaller, less powerful one. But what really determines the tonnage rating for any given engine over any given subdivision? If the railway was perfectly flat from point "A" to point "B", with no curves, a small engine could move an astonishingly large train but, alas, it ain't so! So the number 1 factor affecting, or limiting tonnage is topography. Usually the most severe grade on the line, or "ruling grade" as it is called, determines maximum tonnage of an "A" rating train. Put a curve on this grade and the tonnage rating goes down. Put a reverse curve in and it goes down some more. Put in a poor steaming locomotive and the chances are good she won't make it at all and her crew will be faced with "doubling the hill", that is, cutting the train in half, hauling it up in two parts then putting it together again at the closest passing track beyond the crest of the grade. Not a happy prospect on some blustery cold winter night.

And speaking of cold, here's another factor limiting tonnage. Cold journal bearings add to the train's rolling

resistance, so much so that at -1°F train tonnage could be lowered as much as 25%. If the engine has to buck snow, this factor must be considered as well and, once again, our optimum tonnage falls off. Cold temperatures also affect the length of the train as the rubber "hose bag" gaskets in the train line "glad hand" connectors shrink and stiffen and air leakage becomes a problem as train length increases.

On our older heavyweight passenger cars equipped with 6-wheel trucks, we found they added to rolling resistance on any tight curve, especially if the journal bearings were of the "plain brass" type, and they were cold. Any car truck not swivelling properly on its centre plate, hence not tracking properly, adds to the rolling resistance, as does a sticking brake.

As you can see there are a number of factors which determine "how many cars can she pull?", mainly topography, curvature, weather and mechanical, and last, but not least, the tonnage of each car in the train. As an old time engineer once said to me: "40 box cars of straw hats don't pull like 40 box cars of bricks." Well said. I certainly couldn't put it any better.

Perhaps I should also add something about the condition of the rails. With the older friction type bearings and their all too frequent characteristic for leaking oil, we didn't always have an ideal surface to pull (or stop) on. Add to this a light rain fall and you'll find that a few drops of oil can be spread over a mile of rail head! The advent of the roller bearing has gone a long way to help eliminate this problem. Nevertheless any oil on the rail, even a minute amount, doesn't bode well for an engine trying to pull every last car, and every last ton the engineering department says it will on a windless, warm, dry day in July when it has the same tonnage on a cold, stormy, rainy day with oil on the rail in November.

Lest you think all these considerations are factored on a "let's see what she'll do" philosophy - they aren't! Much thought has gone into the subject and, like most everything else in the engineering business, formulae have been developed to eliminate the trial and error approach which is costly, inefficient and time consuming. Let's take a layman's look at some of this.

Rolling resistance on a curve is usually expressed in pounds per ton, per degree of curvature. One degree of curvature is equal to a radius of 5,730 feet. On a 1 degree curve the resistance is generally accepted to be 0.80 lb., or equivalent to a 0.04 per cent grade. This figure applies to a car, but a steam locomotive, because of its long wheelbase, resists more. It used to be assumed that the correct value for a 2-8-0 (Consolidation) was 1.5 lb. per ton - per degree of curvature. Anyone who has run the National Museum of Science and Technology's 4-6-2 1201 around the tight curve at the Museum knows very well the enormous resistance there is. She really doesn't want to move through it at all. Is she telling you something? You bet!

Let's take a closer look at grade resistance. When a train is hauled up a grade, the resistance due to friction is increased by that due to lifting the train against gravity.

The amount that this increased resistance is determined as follows: one mile is equal to 5,280 feet, and if the grade is one foot per mile, the pull necessary to lift a 2,000 lb. ton will be:

$$2000 \div 5280 = 0.3788 \text{ lb.}$$

If the grade is expressed as a percentage, ie. 1' in 100' = 0.1%, or 1 foot rise per 100 feet travelled, the resistance will be $2000 \div 100 = 20$ lb. for each per cent of grade. Therefore, the grade resistance in pounds per ton = 20 X per cent of grade. To the grade resistance must be added the train resistance due to speed and friction for level running, ie. total train resistance plus train resistance for level running. The grade equivalent to a given degree of track curvature is found in tables prepared for this purpose, but here are a couple of examples as applied to cars:

Degree of curve	1
Radius of curve in feet	5730
Resistance - pound per ton	0.8
Equivalent grade in per cent	0.04

Degree of curve	14
Radius of curve in feet	410
Resistance - pounds per ton	11.20
Equivalent grade in per cent	0.56

While the above only just scratches the surface of the subject, I must acknowledge that this is not an engineering publication, and as it is not my intent to lecture but rather to give readers a deeper appreciation of our favourite subject, I hope I haven't bored you.

A tip of this old TidBitter's cap to Ray Corley of Scarborough, Ontario, who, after last month's treatise, sent me several more "power/traction effort" and similar formulae. Gosh, it's gratifying to know someone out there is reading this stuff. Thanks Ray!

Almost new Canadian Pacific SD40s 5526, 5561 and 5512 head an eastbound freight through Banff, Alberta, on July 30, 1967. All of CP's SD40s now call Toronto home. Photo by Alf. Coverdale.



CN GP9u 4119 (ex-GP9 4211) is shown at Belleville, Ontario, in April 1990. No. 4119 is one of 66 GP9 units that have been remanufactured for continued road switcher service. Photo by David Stremes.



CP Rail lightweight RS-23 8015 and heavyweight sister 8020 slip through the Prince Albert, Saskatchewan, yard in May 31, 1990. As of August 1, operations out of Prince Albert were transferred to CN and lightweight RS-23s 8013-8018 were transferred to Moose Jaw for service on the former CN Radville Sub.

The two-stall enginehouse at Prince Albert no longer sees CP Rail units - Prince Albert is now served by CN GMD1 units.



With the swapping of branchlines between CN and CP Rail, heavyweight RS-23s 8020, 8021, 8025, 8026 and 8030 were moved east to Montreal for storage. No. 8021 is cut into a lashup of SD40-2 units at Smiths Falls, Ontario, on August 5.



All photos on Page 12 and 13 by Ross Harrison.



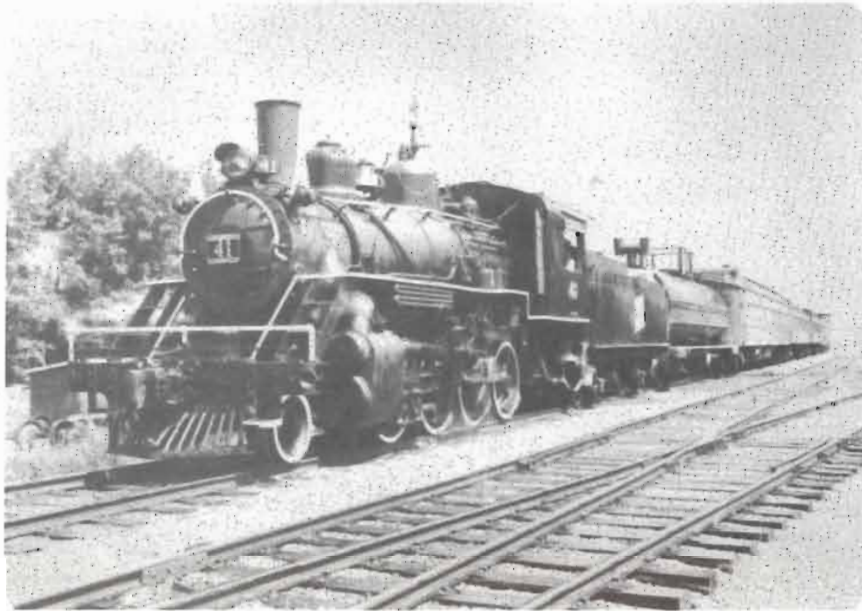
ABOVE: Three retired CN veterans repose at Century Locomotive Parts in Lachine, Quebec, on June 7, 1990. S-13s 8506 and 8519 were recently retired. In fresh paint is Roberval & Saguenay RS-18 No. 43 (ex-CN 3124) which was delivered to R&S but failed and was returned.



RIGHT: Oh, how the mighty have fallen! Two LRC units and ten cars were leased to Amtrak in 1980 on a lease/purchase arrangement. The equipment was returned in 1982 and 9 of the 10 cars were eventually modified and are in dedicated Toronto-Chicago service. The two units languished at builder Bombardier's plant as Nos. 2100 and 2101, eventually being turned over to VIA for parts. No. 6941, ex-2100, nee Amtrak 38, sits on temporary trucks at Ville St. Pierre (suburb of Montreal) on June 7, 1990.



Former CN NF-210 943 (42" gauge - Newfoundland) sits on shop trucks at Ville St. Pierre on July 24, 1990, awaiting a second career in Nigeria. The yellow and green unit's C-C trucks are on the adjacent flatcar. Out of camera range was sister 1161, formerly 927.



Our Day on the Alberta Prairie

by BRUCE CORMIER

Alberta Prairie 2-8-0 No. 41 powers her excursion train from Rowley to Stettler, Alberta, on June 30, 1990. Photo by Bruce Cormier

Alberta's Central Western Railway is the host for a unique steam excursion. Operated in conjunction with Alberta Prairie Steam Tours Ltd., the train visits several locations along the CWR trackage. The train originates in Stettler, running excursions to either Donaldia, Meeting Creek, and Edburg to the north, and Big Valley and Rowley to the south.

The Central Western Railway began this train in 1989 when it acquired a locomotive and cars from the Huntsville Depot Museum in Huntsville, Alabama. Although the train was popular, the CWR found it to be too demanding upon the company's resources. CWR President Tom Payne put the train up for sale when the tour season was complete.

Realizing the tourist potential, local investors from Stettler organized Alberta Prairie Steam Tours Ltd. The new group purchased the train and negotiated operating rights for two years, with an option for ten years beyond that. The CWR holds a 15 percent interest in APST, with the balance held by investors. The train's tour season began in April, and will continue until October on weekends.

The train is made of an interesting consist. The locomotive is a 2-8-0 built by Baldwin in 1920 as #41 for the Jonesboro, Lake City, and Eastern Railway. The JLC&E was taken over by the Frisco in 1925 and No. 41 was renumbered to 77. The number stayed as it joined the Mississippi Railway later. In the late-1960s, the North Alabama Railroad Club acquired No. 77, and later the Huntsville Depot Museum received No. 77, renumbering it to 9. The 2-8-0 remain as No. 9 when the CWR took possession, however, the locomotive was again renumbered when APST took over, but this time back to No. 41. It was also repainted in the Canadian Northern colours and styling. While No. 41 began as a coal burner, the Huntsville Depot people converted it to oil.

The two coaches, 934 and 978, were built by Pullman in 1930 as MU commuter cars. They worked for the Delaware, Lackawanna and Western Railway, then the Erie Lackawanna, and eventually ended up at Huntsville. The concession car was converted from a Baltimore and Ohio bay window caboose by the Huntsville Depot.

The CWR uses its business car 'Verdun', a former CPR sleeper and work car built in 1920. To complete the train, caboose 789 marks the end. A former CN caboose, 789 was on display in Jasper before finding its way back to active service again.

Our trip was on June 30, 1990, from Stettler to Rowley, an 84-mile round trip. My girlfriend and I arrived in Stettler at 12:30 to pick up our tickets. The APST recommends phoning ahead for reservations. After a quick equipment inspection, we boarded the coach.

We left at 13:00 sharp with about 100 other passengers. A staff member of APST told us the trip would take about seven hours. There was to be enough time to explore the train and watch the scenery. We started by going back to the caboose. Finding an empty cupola seat, we climbed up. In this cabooseless age, a cupola ride seems to be a rare treat.

Along the way, we saw the CWR maintenance shop at Warden. GP7u 4302 was parked outside with a string of hoppers, ready for work the following week. South of Warden, former Canadian Northern lines turn off from our track. All that is left of these abandoned lines is the curved grades heading west to Nordegg and east to Hanna.

The residents along the track greet the train in one of two ways. The people come out to wave, and the cattle run away. Gayle and I watched for the cattle herds, and waited for the stampede. The stampeding seemed to be a game of sorts, as the cattle would run in a circle away from the train, only to return to the same spot. We also spotted some deer that were not as quick to run as cattle, but watched the train cautiously. Another form of wildlife seen was the roving railfan. With the train only moving about 10 mph, it was not difficult to set up photo locations ahead of us.

The track terrain is very flat, with grades less than 0.5%. We enter into a large valley that has many rolling hills inside. The soil is quite fertile, and the land was quickly taken by farmers and cattle ranchers. Nearby is a village named for the area called Big Valley. At one time, Big Valley was a divisional point for the Canadian Northern employing 320 people. The town had a large

roundhouse full of steam locomotives. Now all that remains are the stone walls.

Today Big Valley is a quiet little village. The station was restored by the Canadian Northern Society. The Society also has an interpretive trail exploring the ruins of the roundhouse. Even though the train stops here momentarily, we weren't allowed off. On another excursion run, the train stops here for about an hour.

As the train moves on, more people are moving around. We gave up the cupola long ago, and now we are standing on the concession car's step platform enjoying the fresh air and sunshine. By now, the vestibules and platforms are occupied. The lucky few in the coach vestibules find that the fold-down motorman seats are still in place. In fact, a switch control panel is above the motorman's windshield, although inactive.

The 'Verdun' proves to be a popular car to visit. The car has a kitchen, but not in use on this trip. The car is nicely finished in wood trim and carpeting, with refinished drawing rooms and sleeping sections. The concession car carries snacks, soft drinks and souvenirs of all kinds.

We arrive in Rowley at 15:40, and before we leave the train are informed that the train leaves at 17:00. The village of Rowley has only a handful of residents, most of whom are out to meet the passengers. They have hot dogs, ice cream, and soft drinks to offer, as well as much hospitality. The station has been restored, and contains many artifacts. Rowley has been in several movies, the latest being "Bye Bye Blues", and some of the buildings in town were built just for the film. Although they appear very authentic outside, they are nothing but plywood and beams inside.

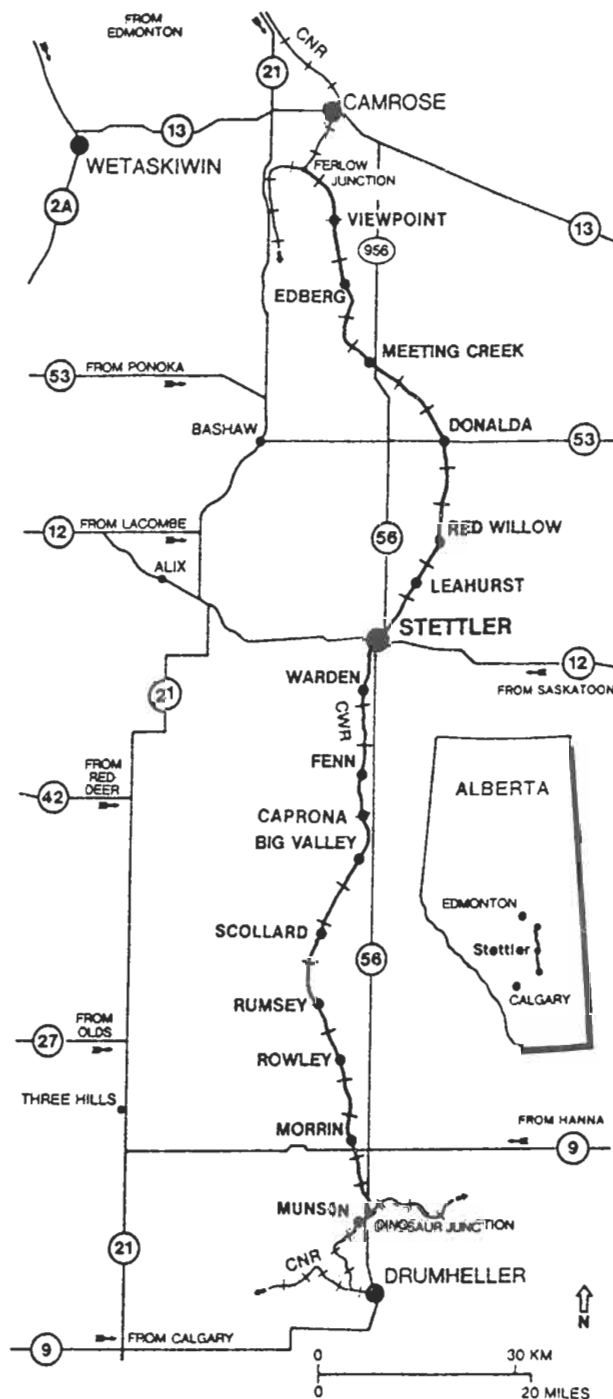
With all the things to see here, our hour stop passes quickly. The train crew uncouples the locomotive and goes around the train on the runaround track. On the return trip, the locomotive runs in reverse, with the water tank car leading the train. It is equipped with a headlight and numberboards for this purpose. At 17:00 sharp, we are underway.

Everyone is quite relaxed on the return trip. We settle down in the coach, and I finally get the chance to read the souvenir newspaper the APST has produced. It contains many interesting stories of the history of the region. Two ladies with guitars take advantage of the coach's sound system to start up a sing-along. Old favourites are sung, one of course being "I've Been Working on the Railroad". They keep time with the wheels clicking on the rail joints.

Our sunny day has given way to a few showers, but the light rain doesn't discourage those in the vestibules. From the caboose platform, you could almost touch No. 41's number plate. Standing there, the noise and heat of a working steam locomotive surround you.

At 19:50, the train returned back to the platform in Stettler. On our drive back home, we passed through Donalda and Meeting Creek. It looks like these would be interesting destinations to see on the Alberta Prairie as well. If you would like to go, contact the Alberta Prairie Steam Tours at 1-800-282-3994 for information and reservations.

[Ed. note - Subject to National Transportation Agency approval, the Central Western Railway is buying CP Rail's Coronation Subdivision from Compeer to Coronation and its Lacombe Subdivision from Coronation to Stettler, a total of 130 miles. Might we see No. 41 heading east out of Stettler in the future?]



From the Past

90 YEARS AGO: In CPR circles great interest was shown in two locomotives undergoing new improvements in the shops here. They were being fitted with electric lights, including a powerful headlight. The dynamo for each engine rested on top of the boiler between the bell and dome. The installation was supervised by E.E. Bishop, representing the Pyle National Headlight Corporation of Chicago. (*Revelstoke Review*, 13/06/90)

Letters to the Editor

I would like to draw your attention to some changes in CNR subdivisions in the Hamilton, Ontario, area.

The Dunnville Subdivision, which was part of the Great Lakes Region, is no longer listed in the company timetable. This line was part of the Buffalo, Brantford and Goderich Railway, known in recent times as the "B&G". The portion of the line from Brantford and Buffalo was opened to traffic in 1854, and completed to Goderich in 1858. The line is abandoned and the track torn up between Fort Erie and Caledonia, except for a 3.4 mile spur at Port Colborne. Between Caledonia and Brantford the line has taken on the name of the realigned Hagersville Subdivision, which now runs from Simpson, the junction with the Dundas Subdivision at Brantford, to Nanticoke on Lake Erie.

The old Hagersville Subdivision, which ran from Hamilton to Jarvis, was part of the Hamilton and Port Dover Railway, which was opened for traffic in 1873. That portion of the line from Jarvis to Port Dover was abandoned during the 1930s. It is interesting that the line once again reaches Lake Erie a few miles from its original destination.

That portion of the line from Hamilton to mileage 2.1, just south of the TH&B interchange is now called the Ferguson Avenue spur. The portion from Caledonia, North to Rymal at mileage 10.9 is called the Rymal Spur. The rails are still in place between mileage 2.1 and Rymal, but will be probably be removed in the near future. [signed ... Don Grove]

EDITORIAL COMMENT ON VIA RAIL CRITICIZED FOR 'LACK OF OBJECTIVITY AND ... ASTONISHING MISAPPRECIATION OF ... IMPROVEMENTS AND INNOVATIONS'

"We would like to correct the following assertions made in a recent article of *Branchline* magazine, signed by Mr. Omer Lavallée, entitled, "The trouble with VIA".

Contrary to what Mr. Lavallée stated, the Royal Commission on National Passenger Transportation was set up by the federal government in order: "... to inquire into and report upon a national integrated inter-city passenger transportation system to meet the needs of Canada and Canadians in the 21st century and to ensure that transportation links among Canada's regions and communities are maintained and improved." Among other things, the Commission must study "the structure of a national integrated inter-city passenger transportation system for transportation by air, marine, highway and rail and the relations among the modes...". From this extract of a press release issued April 10, 1990 by the Commission, it is clear that the Commission's mandate is certainly not limited to service provided by VIA but indeed includes all modes of passenger transportation in Canada.

Your contributor's assessment of VIA's marketing philosophy shows both a lack of objectivity and an astonishing misappreciation of VIA's improvements and innovations in recent years. Contrary to Mr. Lavallée's assertion, VIA's marketing efforts have consistently focused on the specific features of the train, ie. spaciousness, safety, courtesy, comfort, accessibility, punctuality and good food. This emphasis clearly shows an in-depth knowledge of the product and of the features that dramatically distinguish the train from the airplane.

Moreover, we feel it is unfair to say that meals served on the train are rudimentary. Much effort has gone into improving the quality of meals served to VIA 1 passengers. In addition, complimentary snacks are served in the coach cars operating in the Corridor.

A few years ago, we implemented a seat reservation system on a trial basis. Naturally, the introduction of the computer in our ticket sales operations produced remarkable results. However, our trial experience in the VIA 1 cars brought to light many difficulties inherent to such a system. Unlike the airways, train routes include many stops and passengers therefore have a lot more freedom to get on or off. Ticket purchasing is not centralized and all sales do not necessarily go through a main computer. It is still possible to buy a ticket on-board. In addition, the configuration of the equipment makes seat reservations even more difficult. In order for a reservation system to be efficient, a certain degree of standardization in car configuration is necessary. This is not the case with the existing equipment. For all these reasons, the seat reservation idea was dropped.

We do not dispute the fact that Mr. Lavallée may have encountered difficulty with some employees; no company is safe from unfortunate incidents. Since we were aware of certain shortcomings, VIA's management and its Customer Services Department devised a comprehensive training program, which is offered on an on-going basis to on-train service employees. The service approach stressed in the course focuses on the customer. This program appears to have paid off, since according to Mr. Lavallée himself, we also have conscientious employees who deserve favourable mention. [signed ... Marc-André Charlebois, General Manager, Public Affairs, VIA Rail Canada Inc.]

I would like to respond to Omer Lavallée's Editorial Comment [*Branchline*, June 1990] "The trouble with VIA".

I agree with most of Omer's comments in the article, and the comments about "surly train crews" is right in far too many cases. However, I feel that I must defend my brother and sisters who were and are still working as train crews for VIA.

I recently retired from the C.N.R. with 35 years service. The last six years of my service was out of Toronto working the VIA Rail passengers' trains, as a Conductor/ Trainman, and I worked on the trains that Omer is talking about. Like all train crews, I started working the spareboard, and was called to work my first passenger train when I had been on the job about the week. I did not have a clue what I was doing and no one seemed to be concerned. I did not have a uniform and had to wear a dark blue suit.

Between the time I started in 1952, and 1959 when I was classified as a Conductor, I may have worked on passenger trains about 20 times. Shortly after I was classed as a Conductor I was working my regular freight job as a brakeman, when I was called to work as a conductor on train #107. This was an evening passenger train from Niagara Falls to Toronto. It was a Friday night before a holiday. The train consisted of at least one sleeper, a chair car, four or five coaches and many express cars for a total of 23 cars. We handled close to 300 passengers between Niagara Falls and Toronto. With me I had a spare brakeman out of Hamilton, and a flagman out of Toronto. We not only had to load the passengers, we also had to lift

express cars at St. Catharines and Hamilton. I can tell you it was quite a night.

In my 35 years of service, I never received one minute of instructions from the company as to how to work a passenger train. The company never showed me how to sell a cash fare, how to collect a ticket, or how to make out any of the number of forms to be filled out. We were expected to learn from our fellow employees as we went along, and we learned their bad habits as well.

So, in reply to Omer's comment on "Surly train crews", all the crews that I have worked with have had the same training that I had. Is it any wonder that many of them do not know how to deal with the public?

I look forward to receiving my copy of **Branchline** every month and I read it from cover to cover. Keep up the good work. [signed ... Don Grove]

"All Aboard 1990"

Steam will reign triumphant in the Ottawa Valley as the Society and the National Museum of Science and Technology (NMST) present three all-day autumn steam train excursions using ex-CPR 4-6-2 1201 and coaches from the heavyweight and streamlined eras.

All departures at 09:00 from NMST, 1867 St. Laurent Blvd., Ottawa. All seats reserved. For tickets/info, write to the Bytown Railway Society Inc., P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1, or call (613) 745-1201. All aboard!

ALL ABOARD 1990! Operating Schedule		
NAME/TIME	DATE	FARE
"THOUSAND ISLANDER" (Ottawa- Brockville return)	SEP 16	All seats \$60
AUTUMN VALLEY EXPRESS" (Ottawa - Pembroke return)	OCT 7 SOLD OUT	All seats \$60
"GLENGARRIAN" (Ottawa - Hawkesbury return)	OCT 14	All seats \$60

Ten Years Ago in 'Branchline'

CP Rail to Spend \$200 million on Locomotives: In a 10-year motive power improvement program, CP Rail will rebuild and modify 400 units, acquire 160 more fuel efficient engines, and scrap more than 300 first generation diesels. The main thrust of the project will see its current roster of circa 1943-1959 fleet of yard power retired in favour of upgraded, more powerful and more fuel efficient, circa 1954-1966 second generation existing road units. All rebuilding work will be carried out by CP Rail crews at Calgary and Montreal.

At the end of the decade, CP Rail anticipates a fleet of 1,130 of "the most modern diesel units in North America". The railway will acquire additional motive power should traffic volumes be sufficient. (CP News Summary, 15/08/80)

VIA CORPORATE PLAN INDICATES LITTLE REAL GROWTH OVER NEXT FIVE YEARS

VIA Rail Canada recently made public its 5-year corporate plan. And, although stressing that it was committed to operating as "a successful business in a competitive market and to exploit the full scope and potential of the market served", a close inspection reveals that there is little in the plan to indicate such aggressiveness. If anything, the company may be writing its own ticket to oblivion unless a way can be found to get it on a much more solid footing.

VIA's passenger car fleet will decline from 704 pieces of equipment in 1989 to 496 in 1990 to 463 for 1992-1994. Deletions will be made in the number of ex-CN cars (363 in 1989; 221 in 1990; to 166 in 1992-1994), the RDC fleet (69 in 1989; 5 in 1990; to 3 in 1991-1994) and its two business cars (the former vice-regal cars which it had hoped to use in charter service through the mountains in western Canada). The LRC fleet will remain constant at 109, while the stainless steel fleet will be increased from 161 to 185 cars by the net addition of 24 cars purchased from various U.S. owners. The net impact on the fleet will be a 34% reduction from the end of 1989.

VIA's fleet of first generation locomotives will have declined from 57 units in 1989 to 25 units in 1990 and holding at 25 through 1994, while the number of LRC units will be reduced from 30 in 1989 to 19 in 1990 (although only a handful of the 19 are active) to 13 for 1992-1994. The base fleet responsibilities will continue to be assumed by a stable of 59 F40PH-2 units (6400-6458). Reflecting the corporation's HEP program, it will eliminate 75% of its steam generators. By 1992, only 15 are forecasted to remain out of a 1989 total of 66. Overall, the locomotive and steam generator fleet will be trimmed by 46% between 1989 and 1992.

Ironically, VIA speaks of going after the youth, senior and tourist markets. Yet, it forecasts annual ridership growths of 100,000 or an annual growth rate of 2.5%, less than inflation. Even within the much-vaunted corridor, the next five years will see market share (among public modes) only move from 23 to 24%, hardly exemplary.

If there is any good news, it is minimal. Load factor will increase by 4.7% (58.8% to 63.5%) while it is hoped to increase the average number of cars per train from the present 5.5 to 5.6, or 1.1%. The company has been able to trim its total cash expenses from the 1989 level of \$715.3 million to as low as \$515.8 (forecasted for 1993). This may be a blessing in disguise, however, since the plan also flags that the Operating Subsidy per passenger mile will have increased from the 1989 level of \$30.6 to \$49.4 in 1990, declining thereafter to \$37.1 in 1994 or an overall increase of 21.2%.

Given the prognosis put forth by the passenger train corporation now, more than ever, it's time to start supporting the company at the fare box and at the ballot box. Amtrak faced a similar fate a scant decade ago and look what happened there. (VIA Rail Canada, Summary of the 1990-94 Corporate Plan)

NTA Decisions

CSX GOES AFTER FURTHER DOWNSIZING: On behalf of the Lake Erie and Detroit River Railway Company, CSX Transportation Inc., has served notice that it would like to abandon operation of Canadian Subdivision No. 1 between Harrow (mileage 26.00) and Arner (mileage 27.68).

Freight service is provided on Monday, Wednesday and Friday by a local train originating at Chatham and on Tuesday, Thursday and Saturday by a local train originating at Walkerville. (21/06/90, thanks to Ray Farand)

COMPANY FILES INTENT TO ABANDON ON QUEBEC LINE: Canadian Pacific has advised the National Transportation Agency that it wishes to abandon operation of that portion of its St. Gabriel Subdivision (Quebec) between Joliette (mileage 7.1) and St. Felix (mileage 17.8). (06/07/90, thanks to Ray Farand)

ONTARIO LINE UNDER REVIEW: The National Transportation Agency is reviewing the current status of that portion of CN's Burford Spur running from Brantford (mileage 3.35) to North Burford (mileage 11.00).

In November of 1987, permission was granted to abandon that portion of the line between North Burford and Tillsonburg as well as the Norwich Spur near Tillsonburg. At the time, the NTA indicated that it would be reviewing the status of the Brantford to North Burford portion within three years.

Although posting consecutive losses in 1987 and 1988 of approximately \$45,000, the line posted a profit of \$62,660 in 1989. Traffic was extremely light however, consisting only of 31 carloads during 1989. (06/90)

RAIL SERVICE TO GRANBY COULD BE THREATENED: The NTA is calling for submissions on whether or not to retain that portion of the Granby Subdivision (Quebec) between Granby (mileage 15.57 and Chambly (mileage 44.0).

During 1989, the line posted a loss of \$180,168, in spite of generating modest profits during 1987 and 1988.

Previously, CN received permission to abandon from Waterloo (mileage 0.00) to mileage 9.00, near Granby, including the Shefford Spur from mileage 14.13 to Farnham as well as a segment between mileage 9.00 and mileage 15.57.

The Chambly to Granby line began life as the erstwhile Montreal and Southern Counties Railway, featured in the July-August issue of *Branchline*. (09/07/90)

LINE POSTS PROFIT FOR 1989 BUT STILL UNDER REVIEW: A Canadian National attempt to abandon that portion of its St. Raymond Subdivision (Quebec) between Hedley (mileage 2.62) and Jackson's (mileage 36.50) may be unsuccessful.

According to documentation produced by the NTA, the line had a profit in 1989 of \$1,155,498, handling a total of 1,404 carloads or an increase of approximately 1000% over previous years.

In 1987, a CN application to abandon the segment had been denied, conditional upon the file being reviewed this year.

Can anyone explain the sudden upsurge in traffic? (17/07/90)

TASCHEREAU SUBDIVISION UP FOR GRABS: The NTA is reviewing the status of Canadian National's Taschereau Subdivision between La Sarre, Quebec, (mileage 99.0) and Cochrane, Ontario, (mileage 181.42).

The line, once the mainline of the National Transcontinental Railway, no longer handles freight movements and is only traversed by VIA Rail Trains 143 and 144 (Saturday and Sunday, respectively) and 136 and 137 (Tuesday and Thursday, return).

Approval of the abandonment application would allow the discontinuance of the passenger service, thereby allowing funds currently allocated to this remote service to be utilized more effectively in supporting new trains in VIA's more lucrative markets.

Annual losses have approximated \$120,000 since 1988. (25/07/90)

PERMISSION TO ABANDON PRAIRIE LINE: Canadian National has received permission to abandon that portion of its Preeceville Subdivision (Saskatchewan) from Preeceville (mileage 72.73) to Kelvington (mileage 112.87). (28/06/90)

POSSIBLE END OF THE LINE FOR BRUCE PENINSULA LINES: It could be the end of the line for Canadian National's once extensive network of branchlines in the Bruce Peninsula area of western Ontario.

The National Transportation Agency has served notice that it is reviewing the status of a number of lines in the area. In all cases, they had survived earlier reviews conducted back in 1980. The affected segments are listed in the table below.

SUBDIVISION	SEGMENT	1989 LOSS
Kincardine	Listowel (1.41) to Wingham (30.34)	\$185,627
Newton	Stratford (1.17) to Palmerston (36.62) plus 1.41 miles of Kincardine Sub.	\$341,865
Owen Sound	Palmerston (0.00) to Owen Sound (71.34)	\$729,297

Some of the lines could be candidates for shortline operations although serious operators have yet to come forward. (31/07/90)

Limited Edition Print

Ottawa-area artist James Fillipoff has produced a broadside print of NMST's ex-CP 4-6-2 1201, ex-CP lightweight combination car and two ex-CP heavyweight coaches. The limited edition numbered prints are available at \$60 unframed; \$125 in a metal frame, single matted; and \$180 in a wooden frame, double matted. Professionally framed to museum standards.

Available through Scientique, at the Place d'Orleans Shopping Centre. Telephone 993-5584. Mastercard and VISA accepted. Sorry, no cheques.

Along the Right of Way

CN

FAMILY DAY PARTICIPANTS: As reported in the July/August *Branchline*, Montreal-based Dash 8-40CMs 2406 and 2409 went west for family day appearances. Joining them for their western appearances was 'out-of-work-coach' 5095, last regularly used in October 1989 on the 'Muskeg Mixed' (Geoffrey Peters); sister locomotive 2405 participated in the "Safety Day" at Belleville, Ontario, in early-June. (Hugues Bonin)

MIGRATION: On July 10, three Winnipeg-based units headed east through Ottawa for reassignment to Montreal: GP38-2 'hump mother' 7514, and hump booster units 524 and 280, the latter to be renumbered 520. (David Stremes)

RETIRED UNITS ON THE MOVE: Retired F7Au 9168 moved from Winnipeg to Montreal during the second week of July. (Martin Berubé); retired sister 9166 was recently removed from the deadline at Taschereau Yard in Montreal and moved to Septa Rail in Ville St. Pierre, Quebec, where its engine block was removed. F7Aum 9105 now resides at neighbouring Century Locomotive Parts along with several MLW units. (Roman Hawryluk)

DERELICT CABOOSES HEAD FOR SCRAPPER: In early-July, 40 retired steel cabooses moved from Montreal to Winnipeg, enroute to a scrapper. Several have been out of service for some time due to accidents and fires. Included were:

- Transfer cabooses (built by CN between 1977 and 1980) - 76510, 76559, 76607 and 76675;
- Mainline cabooses (built by CC&F in 1967) - 79229, 79230, 79236, 79241, 79247, 79251, 79266, 79269, 79284, 79286, 79289, 79302, 79307, 79310, 79331, 79342 and 79344;
- Mainline cabooses (built by CN between 1970 and 1977) - 79378, 79466, 79519, 79530, 79596, 79604, 79634, 79643, 79662, 79716, 79722, 79751, 79776, 79779, 79832, 79842, 79845, 79852 and 79908. (David Stremes and Martin Berubé)

STATION SOLD: The St-Bruno station was sold to the City of St-Bruno-de-Montarville on June 29, 1990. A city celebration took place at the station on July 14. (Daniel Poirier)

TENDERS CALLED: Tenders have been called for the removal of track on Prince Edward Island as follows:

- Souris Sub. - 55.02 miles
- Elmira Spur - 5.00 miles
- Montague Sub. - 25.58 miles
- Murray Harbour Sub. - 17.77 miles
- Mount Herbert Spur - 4.61 miles
- Kensington Sub. - 84.61 miles
- Borden Sub. - 42.37 miles

Tenders close on August 24, 1990. The last operation on the island occurred on December 28, 1989. (Bill Linley);

Tenders have also been called for the removal of track on that portion of the Smiths Falls Subdivision between a point just outside of Smiths Falls and Forfar - the one time junction of the Smiths Falls Subdivision and the Westport Subdivision, the former Brockville, Westport and Sault Ste. Marie Railway. The removal of the track will frustrate plans of the Smiths Falls Railway Museum Association to initiate a steam tourist train operation between Smiths Falls and Portland-on-the-Rideau, although the SFRMA -

through its Rideau Valley Heritage Railway - has managed to purchase several miles of track between Smiths Falls and mileage 38.2, CN's jumping off point for the dismantling. (Philip Jago)

CP Rail

BOX CAR ADDED: CP's two-car Track Evaluation Train (Track Evaluation Car 64 and Accommodation Car 65) now includes a 50-foot work service boxcar 424994. The set inspected the Brockville, Prescott and Lachute Subdivisions on July 9, powered by GP9u's 8210 and 8228. (David Stremes)

CP UNITS IN BALTIMORE: On July 24-25, three SD40-2s powered an acid train from Sudbury, Ontario, to Baltimore, Maryland, the latter part of the journey over Conrail. The units (SD40-2s 5677, 5659 and 5688 to Montreal; 5660, 5686 and 5676 to Baltimore) and train were handled through Montreal on CN lines due to a Mohawk Indian blockade of CP's Adirondack Subdivision over the St. Lawrence Seaway near Adirondack Junction, and were interchanged to the Napierville Junction Railway at Delson, Quebec, to gain Delaware & Hudson rails at Rouses Point, New York. The units returned to Montreal a few days later.

The above are from a group of 5600-series SD40-2s being leased to the Delaware & Hudson Railroad coincident with CP's takeover of the D&H on August 1. (See "Motive Power News" for number details). (David Stremes and Ross Harrison)

BACK ON REGULAR ROUTE: As detailed in the June issue, Montreal-Vancouver hotshot freights between Sudbury and Smiths Falls were rerouted via Toronto rather than via Chalk River and North Bay for a 60-day trial period, commencing in mid-June. Alas, the trial was shortlived - regular routing was resumed on August 5. (Ross Harrison)

VENERABLE STRUCTURE RAZED: CP's long disused freight shed at Kemptville, Ontario, was demolished on June 28. The structure was built in 1868.

STEAM CLEANER: CP has again leased VIA steam generator unit 15477 for use in a weed control program in the Vancouver area and on Vancouver Island. GP9u 8246 pushes two flat cars and pulls the 15477, five or six tank cars and a caboose. The 'steam cleaning' approach is a more acceptable method of weed control compared to the use of chemicals. (John Cowan)

OUCH: On July 22, C-424 4239 leading Train 91 from Havelock to Toronto was sideswiped at Agincourt Yard in Toronto by pulldown units SW9u 1203 and SW900 6712. The 4239 has been forwarded to Weston Shops for repairs, 1203 is missing most of its cab, and the 6712 was repaired in Toronto. (Bruce Chapman)

VIA

MOVED EAST: Four 'mothballed' passenger cars were moved east from Vancouver in early-July. Noted through Edmonton on July 9 on a CN freight were sleepers 1111 - 'Eastview', 1180 - 'Elrose', 1161 - 'Extew' and cafe-coach 3226. The cars arrived in Montreal on July 16. (Geoffrey Peters and Roman Hawryluk)

DERAILED: On July 17, the baggage car of the eastbound "Chaleur" was hit by a truck at a level crossing

near Rivière-du-Loup, Quebec. The baggage car and first coach were derailed, injuring 10 passengers, and the truck driver was killed. Uninjured passengers resumed their journey on the westbound "Chaleur" which was turned at Rivière-du-Loup. Westbound passengers were bussed to Montreal and intermediate points. (Various)

UNDERGOING TESTS: Recently 'HEP'd' Skyline Dome 8515 was undergoing tests in Toronto-Montreal Train 62 on July 24, cut in between the F40PH-2 unit and the conventionally-equipped train. (Ross Harrison)

ROCK ARGUES WITH 'DAYLINER': On July 28, the Victoria to Courtenay 2-car 'Dayliner' was hit by a 3-foot diameter boulder that rolled down a hill after being dislodged by a backhoe and hit trailing RDC-1 6134 at mileage 78.6 near Wellington, British Columbia. The rock bounced around under the car, rupturing 6134's fuel tank and both oil pans, and damaging its air compressor and disk brakes. RDC-1 6133 pushed 6134 back to Wellington (mileage 77.3) and then continued to Courtenay alone. The disabled 6134 was hauled to Victoria the next day for repairs. (Dale Whitmee and Paul Crozier Smith)

STATION TRANSFERRED: CN's Vancouver station has apparently been sold to VIA Rail and Greyhound. (WCRA News, August 1990)

NICE TOUCH: Fresh lilies have been added to the dining car on the "Canadian". (Tom Higgins)

MISCELLANEOUS

GE UNITS ON THE MOVE: Former Santa Fe B36-7s 7484, 7485, 7487, 7489, 7490, 7494 and 7495, overhauled by General Electric in Montreal, were shipped via CP Rail during July and early-August enroute to CSX Transportation at Windsor for forwarding to Chicago. Sisters 7486, 7496 and 7497 are in various stages of overhaul at GE.

Included in CP Rail Train 505 on July 3 were General Electric C30-7S demonstration units GECX 3003 and GECX 3004, and B23-7S demo 2000, enroute to the United States.

Later in July, GE C30-7S demonstrators GECX 3005 and GECX 3006 were moved by CN to Huntingdon, Quebec, and interchanged with Conrail for movement to the Union Pacific. (Ross Harrison and Bruce Chapman)

PASSING THROUGH: Bangor & Aroostock GP38 No. 84 moved over CP Rail lines from Brownville Junction, Maine, in mid-July, enroute to VMV Enterprises in Paducah, Kentucky, for rebuild.

IN STEAM AGAIN: Canfor's Englewood Railway on Vancouver Island is offering steam excursions on Tuesdays and Thursdays through the summer behind 2-8-2 113 (built by ALCO in 1920). Accommodation is provided by former CP coach 2297, now numbered 4105, acquired in 1989 from the B.C. Government. (Sandhouse, June 1990)

100 YEARS OLD: July 31 marked the 100th birthday of the West Coast Railway Association's former-business car 'British Columbia'. A special invitation birthday celebration was held at the B.C. Transportation Museum in Cloverdale, British Columbia, on July 31, followed by a public event on B.C. Day, August 6. In turn the car was moved to B.C. Rail's North Vancouver station for display during the balance of August.

The car was built by Barney & Smith in 1890 as Canadian Pacific sleeper 'Sherbrooke'. It was rebuilt to business car 'New Brunswick' in Angus Shops in Montreal in 1910. Between 1916 and 1928, the car carried the name

'Laurentian', 'Ontario', 'Laurentian', 'Selkirk', and 'British Columbia'. In December 1928 the business car was numbered 16 and was retired in April 1963 as No. 16.

Acquired by the West Coast Railway Association shortly after its retirement, the wooden car over the last five years has been transformed from a rotted hulk to a beautifully restored jewel. (WCRA invitation)

THEY'RE BACK: Our last issue indicated that Amtrak's "Adirondack" was converted from Turbo to Amfleet equipment on June 20. Yep, it was, for one day only, to accommodate Amtrak's inspection train. The next day the Rohr-Turbos were again holding down the assignment.

Somedays nothing goes right. On August 1, the northbound "Adirondack" was delayed due to a Conrail derailment at Rhinecliff, New York. Running four hours late, the Rohr-Turbo struck a fallen tree at Crown Point, New York, derailing the lead unit. The unit was rerailed with the help of the rear unit and retraced its route to Whitehall from where buses carried the passengers to their destinations in the wee hours of the next day. (John Godfrey)

ROYAL HUDSON TO GO TO SACRAMENTO: BC Rail's ex-CP Royal Hudson 2860 will represent BC Rail and the Province of British Columbia at Railfair '91 in Sacramento, California. W.C. Banks, BC Rail's V.P. Marketing and Sales, and B.C. Premier Bill Vander Zalm have confirmed the locomotive's attendance at the fair from May 3 to 12, 1991.

No. 2860 celebrated her 50th birthday on June 30, fresh from a major overhaul. (WCRA News, 07/90)

EXTENDED VERSION: The Urban Transportation Development Company at Kingston, Ontario, is testing a six-meter stretch version of its standard design 'SkyTrain' supplied to Vancouver, Toronto and Detroit. A test car has been working on the test track at the Kingston plant, usually in company with one of Vancouver's additional 'Skytrain' cars (Nos. 121-136).

BC Transit is preparing to launch a test program for the larger SkyTrain cars. The current SkyTrain cars are 12 metres long. Several of the 'stretch' 17-metre long experimental models have arrived at the Burnaby SkyTrain yard and BC Transit will begin testing them during "non-revenue producing hours". (Kingston Rail, and Vancouver Sun, 04/08/90)

Interested in Canadian National?

A Special Interest Group (SIG) of the National Model Railroad Association, CN LINES, has been formed to provide a forum for those with a common interest in the Canadian National family of railroads. While associated with the NMRA, CN LINES is of interest to modelers and non-modelers alike. The CN LINES SIG Newsletter comes out 4 times a year, usually in the 20-page range. Areas covered include: Steam, Diesel, Freight Cars, Passenger Cars, Structures, Models-Decals-Parts-Etc., and others. They will also be a clearing house for information about anything related to CN. In the four issues so far, they have covered the SW1200RS extensively (almost the whole issue!), a series of gondolas, the "Hart-Otis" ballast cars, and the GT 1500 series SW1200s.

Contact: Art Thomas, Membership Chairman CN LINES SIG, Rd 1, Box 295, Alum Bank, PA, USA 15521-9658. Sustaining membership is \$25.00, regular is \$15.00 CDN for NMRA members, or \$18.00 CDN for non-NMRA members (all to Canadian addresses).

Trackside Guide update

MOTIVE POWER NEWS

INCLUDING EQUIPMENT ITEMS

Many thanks to Ken Ardinger, Cliff Basler, Bruce Chapman, John Cowan, Paul Crozier Smith, John Godfrey, Mike Green, Ross Harrison, Tom Higgins, Jim Keller, Pierre Alain Patenaude, Daniel Poirier, Ron Salisbury, Dirk Septer, and Brian Westhouse.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the 1990 *Canadian Trackside Guide*, eg. (p1-64).



REMANUFACTURED: (p1-3, 1-30) GP9u 'Mother' 7258 (ex-GP9 4496, serial A1014) and GP9 Slug 251 (ex-GP9 4599, serial A1338) were released in July and assigned to MacMillan Yard in Toronto.

CONVERTED: (p1-19, 1-31) GP38-2 4734 has been modified to a hump 'mother' unit assigned to Winnipeg and renumbered 7530.

RETIRED: (p1-14) RS-18 3659 (omitted in last issue); (p1-16) GP9s 4206, 4353 and 4411; (p1-18) GP9s 4606, 4607 and 4609 (nee NAR 205, 206 and 208). The GP9s will be remanufactured to GP9 'mother' units or slugs.

ADDED TO STORED UNSERVICEABLE RANKS: SW1200RSs 1204 and 1306; C-630s 2000 and 2018; M-636 2306; GP9s 4220, 4241, 4342 and 4528.

STORED: The downturn in business and the infusion of the 30 GE Dash 8-40CM units has pushed 15 MLW C-630Ms into storage. Included are 2005, 2007, 2009, 2013, 2017, 2019, 2021, 2023, 2025, 2027, 2031, 2036, 2037, 2040 and 2042.

FOR SALE: Want to buy a switcher? The following stored serviceable switchers are for sale: SW9 7703; SW1200s 7720, 7721, 7728, 7729, 7731, 7733 and 7734.

REASSIGNED:

- Winnipeg to Toronto: GP9s 4342 (since stored unserviceable) and 4371;
- Winnipeg to Montreal: Hump Booster Units 520 and 524; SW1200RSs 1252 and 1262; GMD1 1900; GP9s 4318 and 4412; and GP38-2m 'hump mother' 7514;
- Sarnia to Montreal: GP9s 4247, 4261, 4308, 4314 and 4315;
- Toronto to Sarnia: SW1200RSs 1206, 1213, 1215, 1232, 1235, 1236, 1244 and 1247.

EXPORTED: Terra Transport 42-inch gauge NF-210s 927 and 943 were moved from Newfoundland to CN's Point St. Charles shops in Montreal in March 1990 for overhaul and modifications (eg. addition of buffers) prior to sale to Nigeria. Both units, renumbered 1161 and 1162, were at Ville St. Pierre on shop trucks in July, with their six-axle trucks on flatcars. Both units are painted green with two yellow stripes.

IN THE FAMILY: (1-17, 1-18, 1-20) The following Grand Trunk Western or Central Vermont GP9 units have been/are being rebuilt to GPR9 units: 4552 to 4611; 4553 to 4614; 4555 to 4615; 4558 to 4613; and 4923 to 4612.

GTW GP38ACs 5810 and 5811 have been assigned to the Central Vermont.

CP Rail

LEASED OUT: The following SD40-2 units have been leased to the Delaware & Hudson Railroad for an indefinite period: 5660, 5664, 5670, 5672, 5676, 5677, 5682, 5683, 5686, 5688 and 5698. All were delivered in early-August, some via Buffalo, others via Rouses Point.

MODIFIED: Alyth-assigned SD40-2s 5702 and 5769 have been equipped with Positive Traction Control.

UPGRADED: SD40s 5515 and 5550 have been upgraded to SD40-2 electrical specifications.

Awaiting or undergoing similar upgrading are sisters 5521, 5524, 5526, 5527, 5534, 5536, 5545, 5555 and 5564.

TIED UP SERVICEABLE RECAP:

- GP7u 1506;
- GP9u 1542, 1570 and 1694;
- C-630M 4501 and 4505;
- M-630s 4508, 4509, 4511, 4512, 4551, 4553, 4555, 4556, 4558, 4559, 4572 and 4573;
- M-636s 4700, 4701, 4721, 4724-4727, 4735 and 4737;
- GP30s 5000 and 5001;
- GP35s 5002-5008 and 5010-5013;
- SW8s 6700 and 6708;
- SW900 6720.
- RS-23s 8020-8021, 8024-8026, 8028, 8030, 8032, 8039 and 8043;
- SW1200RS's 8105, 8114 and 8129;
- GP9 8244.

RECENTLY TRANSFERRED:

- Winnipeg to Moose Jaw: GP9u 1515;
- Moose Jaw back to Winnipeg (after a very brief stay in Moose Jaw): GP9u 1641;
- Winnipeg to Calgary: GP38-2s 3128, 3129, 3131, 3132, 3134 and 3135;
- Calgary to Winnipeg: SD40-2s 5624-5629.
- Saskatoon to Moose Jaw: GP7u 1510 and GP9u's 1552, 1556 and 1634 (these four units remain assigned to Saskatoon but will be maintained in Moose Jaw rather than Saskatoon); RS-23s 8013-8018 (previously assigned to Prince Albert).
- Saskatoon to Montreal for storage: RS-23s 8020, 8021, 8025, 8026 and 8030 (previously assigned to Prince Albert).

SAFETY DEVICES ADDED: Reset Safety Controls have been added to RS-18u's 1819-1821 and 1867.

FORMER SLEEPER SCRAPPED: (p10-11) Work Car 411257 (ex-Restaurant-Sleeper "Marathon"; built in 1926 as Sleeper "Palisade") has been sold to Midcar Metal Processors in Thunder Bay, Ontario, for scrap.



ACQUISITIONS: Early in July, Alaska Railroad stainless steel coaches 5200 and 5202 were noted at Laramie, Wyoming, roughly painted and lettered for VIA. The cars were built by Budd in 1949 as Southern Railroad Nos. 816 and 819. They were renumbered Amtrak 5278 and 5280 before being sold to the Alaska Railroad in the early-1980s.

SOLD: The following long-retired passenger cars have been acquired by Kasten Railcar Services, Edwardsville, Illinois:

- '6-6-4' Stainless Steel Sleeper 1190 - "Green Gables" (nee

Bangor & Aroostock No. 80 - "North Twin Lake" in 1954);
- '6-6-4' Stainless Steel Sleeper 1192 - "Greendale" (nee Boston & Maine No. 31 - "Dartmouth College I" in 1954);
- Diner 1378 (nee CN Coach 5410 in 1947);
- '10-6' Sleeper 2133 - "Ecum Secum River" (nee Florida East Coast "Brazil" in 1949).

Also acquired was CN '10-6' Sleeper 2090 - "Smoky River" (nee New York Central "Niagara River" in 1949). In 1978, when VIA acquired the bulk of CN's passenger stock, this car was awaiting disposition and was not acquired by VIA Rail.

As well, recently-withdrawn '4-8-4' Sleeper 1160 - "Exeter" has been acquired by a private individual in Montreal and will be moved to Cedars, Quebec, for storage and restoration.

BCRAIL

IN SERVICE: Former VIA RDC-1 6102 has been painted into BC Rail's new red/white/blue colour scheme and renumbered BC-15. No. 6102 (ex-CN 6102), along with former VIA RDC-1 6128 (ex-CP 9051) and RDC-2 6211 (ex-CP 9112), arrived in North Vancouver from storage in Toronto on June 26.

MISCELLANEOUS

MODIFIED: (p1-82) STCUM FP7As 1301 and 1305 have had their steam generators removed at CP Rail's Angus Shops. An electric generator has been installed in each unit to provide power to coaches.

CARCASS MOVED: BC Rail M-630 711, lost in Seton Lake on February 29, 1980, was recovered by salvagers in 1988 and beached on the shores of Seton Lake. The remains of the unit have recently been moved to BC Rail's Squamish Shop. The prime mover has been removed and sold by the salvagers to parties unknown. The locomotive shell has been offered to a railway historical group.

NEW UNITS: The first of GO Transit's 14 additional F59PH units (Nos. 548-561) have rolled off GMD's production line. No. 551 left GM's London plant enroute to EMD in La Grange, Illinois, on July 18 for painting.

INDUSTRIALS AND SHORTLINES

HELD FOR TOURIST LINE: (p2-11) Former Canada Starch (Cardinal, Ontario) MLW S-4 No. 7 (serial 77598, nee 9/52 as CN 8018) has been acquired for a future tourist operation between Hull and Wakefield, Quebec. The unit, still stored at the Canada Starch plant, has been relettered Hull, Chelsea and Wakefield.

RELOCATED: (p2-14, 2-22) Former Ivaco Rolling Mills (L'Original, Ontario) GE 25-Ton No. 25T (serial 27611, built 6/44) is now employed at Dominion Bridge Quebec in Lachine, Quebec.

SOLD: (p2-25, 3-44) Thurso Railway GE 70-Ton No. 13 has been sold to the Port Stanley Terminal Rail in Port Stanley, Ontario. The well-travelled unit was the second GE 70-Tonner built (October 1946, serial 28239, as Saratoga & Schuylerville No. 4). The unit passed through Ottawa on a flat car on July 22.

BACK HOME: (p2-22, 2-25) Canadian Pacific Forest Products' S-13 No. 2Y-065 (MLW Serial 83215, built 2/63

for Canadian International Paper) moved from their La Tuque facility in 1989 to Provincial Diesel (dealer) in St. Hubert, Quebec. In late-June, the freshly-painted unit returned to La Tuque.

IMPORTED: (p2-27) National Gypsum Canada, Dartmouth, Nova Scotia, has acquired former Appalachian Power GE 100 Ton No.2 (serial 37613, built 3/71 for American Electric Power) via Locomotive Marketing Inc., Birmingham, Alabama. The unit, renumbered 5, entered Canada at Windsor in early-July.

HELPI: A recent discovery is a GE 25-Ton unit at Canadian Occidental Petroleum (formerly Amherstburg Technical Limited) in Amherstburg, Ontario. The unit was apparently acquired through Malcolm Black, dealer. Might anyone have further details?

ON THE PRESERVED SCENE

GONE SOUTH: (p3-4) Former Hong Kong Tramways No. 12 has moved from the B.C. Transportation Museum in Cloverdale, B.C., to Portland, Oregon.

MUSEUM ADDITION: (p2-4, 3-15) Former CP S-3 6579 (MLW serial 82165, built 5/57), latterly used at the Skeena Pulp Mill at Prince Rupert, is now part of the display at the Kwinitza Station Railway Museum in Prince Rupert. The museum includes the ex-CN (nee CNoR) Kwinitza Depot, CN wood-sided box car 43547 and work car 64035 from CN's Edmonton auxiliary.

NEW STREETCAR IN SERVICE: (p3-20) Heritage Park in Calgary has completed construction of streetcar No. 15, a replica of a Calgary streetcar. It is in service between 14th Street S.W. and the Park entrance.

FIRED UP: (p3-24) Privately-owned former CP C-Liner 4104 (CLC serial 2726, built 4/54) was moved from storage at High River, Alberta, to CP shops in Calgary in July. For the first time in 16 years, the engine was cranked over and operated successfully over a three-day period. Further details in a future issue.

SOLD: (p3-36) Two 36-inch gauge, 4-wheel gas locomotives and three flat cars were sold by the Huntsville and Lake of Bays Railway Society (Huntsville, Ontario) to the Santa Clarita Valley Historical Society in Newhall, California, in July 1990. All items were previously owned by Canadian Industries Limited at Nobel, Ontario.

Locomotive No. 4 was built by the Brookville Locomotive Works, Model BFA, in 1940 for Defence Industries Limited (owned by the Canadian Government and operated by CIL adjacent to their Nobel plant). When the DIL plant closed in 1945, the locomotive was used at the CIL plant as No. 7 until retired in 1984.

Locomotive No. 5 was built by the Vulcan Iron Works, Model 8-Ton, serial 4038, in 12/29 as Lehigh Valley Coal No. E262 (24-inch gauge). The unit, converted to 36-inch gauge after being acquired by CIL, was retired in 1984 as CIL No. 9.

CARS MOVED: (p3-39) Two restored cars recently moved from a work site in Napanee, Ontario.

Former CN Rule Instruction Car 15025 (built by Pullman in 1910 as Pullman sleeper "Aldham") temporarily moved to Belleville, and in early-August was hauled to Oakville for storage next to former Florida East Coast Observation "St. Lucie Sound".

Private Rail Limited PRLX 1915 - "Northern Lights" (built by Barney & Smith in 1915 and given a stainless steel exterior by Chicago, Burlington & Quincy in 1953) recently

moved to temporary storage in Ajax, Ontario, adjacent to former CN Business Car "Pacific".

DEPARTED: (p3-42) Four pieces of rolling stock have been disposed of by the National Research Council's Vehicle Dynamics Laboratory in Ottawa:

- 1) Experimental Reversal Impact Car ('ERIC'), built by CLC in 1965, has been sold to a scrap dealer for possible resale; 2) former CP 'Hart' car 363364, filled with concrete for impact testing, has been returned to CP Rail, likely for scrapping; 3) CP Rail caboose 437276, on loan from CP, has been returned to CP; and 4) former CN box car 483765 has been sold for scrap.

FORMER 'CANADIANS' ON THE MOVE: (p3-72) Former White Pass & Yukon Rotary R-3 at the Sumpter Valley Railroad Restoration in Baker, Oregon, has been sold to the Georgetown Loop Railroad near Denver, Colorado; (p3-73) Former Rayonier 2-Truck Shay No. 3 (nee East Kootenay Lumber No. 3) has moved from display at Humptulips, Washington, to the Polson Museum in Hoqiam, Washington; (p3-74) Former Canadian Sugar Factories 0-4-0T No. 9 is now on the property of Moses Lake Iron & Metal on Broadway at Commerce in Moses Lake, Washington.

Fourth Annual Branchline Photo Contest

Deadline - November 15, 1990

Open to all members and friends of the Bytown Railway Society Inc.

VALUABLE PRIZES: Grand prize - a two year subscription to **Branchline**, "Canada's Rail Newsmagazine"; Consolations - a one-year subscription.

RULES: Submit a maximum of three (3) 8" x 10" black and white glossy photographs for any one or all of the following categories:

- 1) Freight Trains
- 2) Servicing Facilities
- 3) Pre-VIA Passenger Trains
- 4) Artistic

Contest results, including the showing of the winning photos, will be in the January 1991 issue of **Branchline**.

All photos become the property of the Bytown Railway Society Inc., and as such may be used in future publications of the Society. When published, due credit will be given to the photographer. Photo submissions will not be returned following the end of the contest. All decisions of the judges are final.

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

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

Ontario Northland Update

Frank Vollhardt, Jr. visited various parts of the Ontario Northland Railway during the period June 24 to 28. As expected, operations at North Bay were a bit slow. The yard was quite bare of cars, however, the boneyard was full of passenger cars (including Nos. 811 and 812, the former Bangor & Aroostook stainless steel coaches) and no less than 20 locomotives.

Near the shop was wrecked FP7Am 1984, along with stored FP7A 1508 which had given up its pilot and nose door to FP7Am 1987 which was temporarily down after a minor collision. Near the boneyard were stored ex-Milwaukee F9B 126C (to be converted to an Auxiliary Power Unit) and FP7A 1509. In one long string from east to west were stored FP7As 1517 and 1520, plus the following retired units: FP7As 1502 and 1515; ex-Milwaukee F7B 73B; F7B 121B; F3A 84B (for conversion to APUs); RS-3 1308; RS-10 1401; ex-QNS&L GP9s 147 and 167; RS-3 1306; RS-10 1400; and ex-QNS&L GP9s 169, 157 and 133. The five ex-QNS&L were acquired in 1982 for a stillborn commuter service between Coquitlam and Vancouver.

The only active FP7A was 1521, and modified 'TEE' sister 1986. The 1985 was dead, except for its electric generator, being hauled by GP38-2 1808. It is understood that other active units are GP9s 1601-1603 and 1605, SD40-2s 1730-1737 and GP38-2s 1800-1807 and 1809.

Undergoing heavy rebuilds in the North Bay Shops were chop nosed GP9s 1600 and 1604. Nearing completion was Auxiliary Power Unit 204 (ex-Milwaukee F7B 89B) and more former GO Transit single level coaches. Being painted was APU 203 (ex-Milwaukee F9B 125B).

Three very different types of passenger trains operate out of Cochrane. First out is the "Polar Bear Express" to Moosonee with two GP9s powering a steam generator and from 12 to 16 passenger cars (nearly all ex-Norfolk and Western coaches). As soon as it clears the platform, the FP7Am and three 'TEE' cars of the "Northlander" for Toronto back from the shop. Shortly after, a lone GP38-2 backs the "Little Bear" mixed train into the station. The passenger portion of the train includes APU 202 (ex-Milwaukee F7B 114B), three ex-GO Transit coaches, and two steam-heated baggage cars. With up to 50 freight cars added, the lone unit has quite a struggle to leave town. A blue 40-foot box car numbered 2556 is used as a "way car" on the mixed train, complete with a roll-up door on only one side.

The western half of the station at Cochrane has been torn down and will be rebuilt using the original material to include a 23-room motel and restaurant. It will retain its 1910 appearance. Should become a great overnight spot for railfans! The new station at North Bay will be opened in September, thus avoiding the back-up move to CN's station.

PLEASE NOTE: The National Museum of Science and Technology will close on September 3 for approximately eight months of renovations. Our September 4 meeting at the Museum will be the last held there for some time. Please watch Page 2 for details regarding meetings.



FROM THE PAST: Canadian National RSC-14s 1751 and 1752 slip by the Kensington, P.E.I. station in July 1976. Previously RS-18s 3844 and 3845, the units had months before received A1A trucks from retired RSC-13 and RSC-24 units. Alas, the last train left P.E.I. on December 29, 1989 and tenders have been called for the removal off all trackage. Photo by Newton Rossiter.

Bytown Railway Society

P.O. BOX 141, STATION A

OTTAWA, ONTARIO

K1N 8V1

9101
David Stremes
214 Belford Crescent
OTTAWA, Ont.
K1Z 7B1
