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# Branchline

CANADA'S RAIL NEWSMAGAZINE



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**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.

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## NOTICE OF MEETINGS

Meetings are held in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, at 19:30 on the first and third Tuesdays of each month (except July and August). Because of major renovations, the museum's auditorium will not be available to us until October 1991. In the interim, our mid-month "informal slide nights" have been temporarily suspended.

**Tuesday, September 3** - the meeting will be held in the auditorium of the Red Cross, 1800 Alta Vista Drive, Ottawa, at 19:30. The meeting will feature member **John Coleman** who will give us a presentation illustrating many of his photographic skills. Coffee and donuts will be available 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.

## NOW AVAILABLE FROM OUR "SALES DESK"

The Railway Association of Canada has just published the **Canadian Railway Atlas**, a 70-page atlas illustrating Canada's rail system, with an index of all railway station names, cross-referenced to a particular map. The Atlas, in an 8 1/2 by 11-inch soft-cover format, features 15 large format (16 by 11 inches) regional maps with each railway companies' lines colour-coded, and interchange points also indicated. Major rivers and highways are also shown. Twelve maps of Canadian cities provide a higher level of detail, including major highways, intermodal facilities, rail/truck transfer facilities and auto compounds. Included with the Atlas is a 27 by 37-inch wall map showing the entire Canadian railway system, with connections to the U.S. rail system, and major U.S. rail lines.

The Atlas is highly recommended for those who are interested in railways in Canada. It makes a perfect companion for our **Canadian Trackside Guide**.

The Atlas is available by mail from the Society for \$28.00 prepaid, which includes all taxes, and postage and handling. The Atlas will be available at our regular meetings for \$23.95 plus \$1.67 G.S.T.

Do you have your copy of the **Canadian Trackside Guide 1991**? The **Guide** has been described as "a must for the serious enthusiast" and is acknowledged to be the **single-most comprehensive listing** of motive power and rolling stock ever issued. More details appear on Page 24.

Available by mail for \$15.95 postpaid. Please add \$1.12 G.S.T. for each copy of the **Guide** shipped to a Canadian address. The **Guide** will be available at our regular meetings for \$13.95 plus \$0.98 G.S.T.

Order the **Canadian Railway Atlas** and the **Canadian Trackside Guide** direct from the **Bytown Railway Society**, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1. **U.S. orders, please remit in U.S. funds.**

## ON THE COVER

In between runs on the Montreal-Toronto route, one of CN's Turbo trainsets made a round trip each day between Montreal and Ottawa. No. 125 is shown at Ottawa Station on April 28, 1975. Photo by Pierre Ozorak.

- DEADLINE FOR THE OCTOBER ISSUE IS SEPTEMBER 7 -

# Information Line

**GO TRANSIT IN THE NEWS WITH NEW PROPOSALS FOR FUTURE STATIONS AND CONCRETE PLANS FOR EXPANSION OF RAIL SERVICE TO OSHAWA:** Metro-Toronto planners are looking for new horizons for GO Transit to conquer. At a meeting of Metro Council's economic and development and planning committee, a plan was tabled that doubles the number of GO Transit stations in Metro Toronto through extending GO service to Toronto-area lines that are currently freight only. Indeed, some of these are of the "belt line" variety with the idea being to link the trains in with the existing Toronto Transit Commission service.

The report was prepared by the consulting group IBI Limited.

Meanwhile, within the next two years, all-day GO Transit service to Oshawa, approximately four miles east of the present eastern terminus at Whitby, could be a reality, according to the Ontario Minister of Transportation.

On 28 June, Ed Philip, announced that the planned expansion has been exempted from a full environmental assessment hearing, thereby speeding up the planning horizon for the GO extension service.

As it stands, the Oshawa GO terminal will be located adjacent to VIA Rail's station there. (Toronto Star, 26/06/91 and 28/06/91)

**GO TRANSIT POSTS LOSS IN RIDERSHIP:** Blaming the effects of the recession, GO Transit has posted its first annual decline in ridership in more than a decade.

According to the provincially-owned transit company, ridership for May 1991 was down by 1.3% over May 1990. GO is not alarmed over the situation. According to Chairman Lou Parsons, "Ridership is down only very slightly compared with most transit systems in North America which have suffered substantial decreases ... as a result of the recession."

In spite of the downturn, GO continues to look to the future. Parsons announced that \$170,000 has been budgeted to examine the possibility of electrification although the money will only result in a very preliminary study. (Toronto Star, 18/07/91)

**RAIL HOTEL RE-OPENED:** Canadian Pacific Hotels re-opened its Hotel MacDonald in Edmonton on May 15. The 76-year-old chateau-style structure has been closed since 1983. Known as the "Mac", it was purchased from Canadian National by Canadian Pacific hotels. CP has invested \$20 million in its restoration with the objective of maintaining its heritage ambience while gearing it to the modern traveller. (Financial Post, 15/05/91)

**COMMUNITY ACQUIRES RIGHT-OF-WAY FOR LINEAR PARK:** The town of Lennoxville, Quebec, has purchased 14.5 km of the former Canadian Pacific Beebe Subdivision, running between Lennoxville and ending at the Massawippi River Dam in the community of North Hatley.

CP Rail has recently announced that all of the now-abandoned 54 km line which connected Sherbrooke with Beebe is up for sale. (Sherbrooke Record, 17/06/91, thanks to George Matheson)

**STATION COULD GO TO INDIANS:** The Province of Manitoba has announced that it will contribute towards the purchase of Canadian Pacific's former Winnipeg station and general offices by an aboriginal group. The Province will contribute \$200,000 of the \$1.1 million required to acquire the now-closed facility on Higgins Avenue. (Winnipeg Free Press, 22/06/91)

**SAFETY A CONCERN AT CP RAIL:** In a startling reversal of the normal situation, CP Rail has disclosed an increase in lost-time injuries for 1990. The frequency ratio was 6.1 in 1989,

climbing to 7.9 in 1990 or 7.9 employees out of every 500 suffered lost-time injuries.

The company has vowed to deal with the problem by increasing its accident prevention programs.

In terms of safe operations, CP Rail slipped to second place in 1990 with a 2.64 frequency per million locomotive miles while CN took first place with a ratio of 2.47. In 1989, CP Rail's frequency ratio was 1.93. (CP Rail Business Communications, 27/06/91)

**HIGH TAXES ARE KILLING CANADIAN RAILWAYS:** High taxes are eroding the competitive edge of Canada's railways when it comes to transcontinental shipments.

Increasingly, off-shore containers from the Pacific rim are heading east via U.S. carriers when they should be travelling either CN or CP.

Much of the loss of business is due to the competitive disadvantage which Canadian railways have with respect to their U.S. counterparts. Fuel taxes, for instance, add an additional \$8,000 to a Canadian movement. Property taxes are also significantly higher as are income taxes. Finally, the railways in Canada must cope with a system that provides for slower depreciation for tax purposes for capital investments as compared to American roads.

How bad is the problem? According to Dennis Apedaile, assistant vice-president, government and industry affairs with Canadian Pacific, up to 70% of Pacific rim container traffic may have been lost to competing U.S. railways. (CP Rail Corporate Communications and Public Affairs, 27/06/91)

**TOFC FLEET IN DECLINE:** According to a survey by the Association of American Railroads, rail shippers are increasingly using domestic container services as opposed to trailers on flat cars (TOFC). Although containers still account for only 20% of the total TOFC fleet, the number of boxes is steadily growing while trailers are getting older and are not being replaced. (Journal of Commerce, 27/06/91)

**MONEY NEEDED TO MAKE DOWN PAYMENT ON KETTLE VALLEY LINE:** The Kettle Valley Railway Heritage Society is racing against the clock to come up with a \$380,000 down payment for the purchase of 52 km of the former Kettle Valley Railway running between Okanagan Falls and Faulder, British Columbia.

KVR owner, Canadian Pacific, is asking for \$3.8 million for the purchase of the track and right-of-way which skirts the scenic Okanagan Lake.

The group wants to set up a tourist operation over the segment but only has \$35,000 so far or just under 10% of the down payment.

The deadline for the downpayment is August 16. Those wishing to donate can make tax-deductible donations to: Kettle Valley Railway Heritage Trust, Account Number 5226204, Royal Bank of Canada, P.O. Box 308, Penticton, British Columbia, V2A 6K4 (Vancouver Sun, 29/06/91, thanks to Ken McKenzie)

**GENERAL ELECTRIC WINS LOCOMOTIVE EXPORT CONTRACT:** General Electric of Montreal has won a contract to build 22 locomotives for service in the Philippines and Mozambique. The contract means the cancellation of plans to lay off up to 75 workers from the company's plant in east end Montreal. (Journal de Montréal, 28/06/91)

**PLANS ANNOUNCED FOR CONVERSION OF VANCOUVER STATION TO INTERMODAL TERMINAL:** Plans for a major facelift of Vancouver Station have been announced.

CN Rail has announced that it will sell the station to VIA

Rail who will, in turn, lease space to Greyhound Lines Canada. CN will continue to own the land behind the station where Greyhound proposes to develop a platform area, leasing this land to the bus company.

According to plans filed with the City of Vancouver, the station concourse will be enlarged in order to leave VIA's operations intact but to provide space for Greyhound to install ticket counters and a baggage handling area.

A canopied bus loading area covering 3,280 square metres will be built on land leased from CN. It will have a teflon-coated translucent roof that architects claim will echo the lines of the glass and iron 19th century train sheds.

A companion building to be erected will be a 1,834 square metre parcel express building. The work will also see the earthquake-proofing of the stone-clad building.

Of neo-classical design, Vancouver station was built by the Canadian Northern Pacific Railway and opened in 1917. (Vancouver Sun, 05/07/91, thanks to Dale Whitmee)

**SOO LINE SHRINKS IN SIZE:** The Wisconsin Central Railroad has purchased a 102-mile rail line between Superior and Ladysmith, Wisconsin, from CP Rail's Soo Line Corporation. The line will provide the Wisconsin Central with better access to western Canada and will draw lumber, paper, wood pulp, sulphur and other chemical shipments to the railroad, said Edward Burkhardt, president of the Wisconsin Central. (Journal of Commerce, 09/07/91)

**CN TO TRUCK CONTAMINATED SOIL FROM HALIFAX TO NEW BRUNSWICK PLANT:** CN Rail finds itself having to decontaminate approximately 15,000 tonnes of lead-contaminated soil from its property in Halifax. The land in question was once a metals scrap yard. The soil will be cleaned by Brunswick Mining and Smelting in Belledune, New Brunswick. Ironically, the contaminated soil will be hauled in trucks as opposed to going by rail. (Canadian Press, 17/06/91)

**BURLINGTON WANTS OUT:** The Burlington Northern Railroad has announced that it wants to abandon its line between Salmo and Nelson, British Columbia.

According to BN spokesperson Howard Kallio, "We have no traffic on this section. We will continue to serve shippers south of Salmo with twice-weekly service from Kettle Falls, Washington. (Vancouver Province, 04/07/91, thanks to Ken McKenzie)

**AMTRAK WANTS BACK IN VANCOUVER:** W. Graham Claytor Jr., Amtrak's president, has told a congressional hearing that he is completely behind any moves to reinstate passenger rail service between Vancouver and Seattle.

For nine years, between 1972 and 1981, Amtrak operated the popular "Pacific International" between the two cities. Although the train was relatively well patronized, Amtrak discontinued it because its five-hour schedule did not make it that competitive with other travel modes.

According to Claytor, the slow schedule was due to border delays and slow orders. Claytor thinks that border problems could be cleared up by having customs officers work directly on the train while the slow orders could be dealt with by Burlington Northern which owns the line.

Burlington Northern has not objected to the reinstatement of passenger service but the company has cautioned that the line requires upgrading to passenger train standards. (Vancouver Province, 04/07/91, thanks to Ken McKenzie)

**TOP WAGES TO RAIL WORKERS:** Railway workers have little to complain about wage-wise when compared to their counterparts in other parts of the transportation industry. According to figures released by the National Transportation Agency, rail workers have outpaced the others since 1978 when they had average weekly earnings of \$304, behind the marine and air sectors.

Parity was achieved with airline workers in 1984. Since 1985, they have continued to lead this sector, overtaking the marine sector in 1986.

According to the review, the average weekly wage for rail workers in 1990 was \$781; followed by marine workers at \$750; airline workers at \$701 and trucking employees a dismal last at \$533. (Vancouver Province, 04/07/91, thanks to Dale Whitmee)

**POSSIBLE DECENTRALIZATION OF BC RAIL MANAGEMENT:** While other railways are consolidating their administrative functions, BC Rail may be moving against the tide. Arising from the preliminaries of a pending provincial election campaign are pronouncements by the Social Credit Government that some of BC Rail's head office functions may be moved from North Vancouver to Prince George, in the B.C. interior.

According to premier Grace Johnston, "We should be relocating some government functions from the Lower Mainland." There is a need to move some BC Rail functions "closer to the centre of BC Rail operations and that centre is Prince George" she said. (Vancouver Sun, 05/07/91, thanks to Dale Whitmee)

**NEW SYSTEM FOR TESTING RAIL WEAR:** A Burnaby, B.C. company, Range Vision, has developed a new system for testing rail wear.

The RVI system uses a portable computer and two Rail Profiling Range cameras (RPRs) mounted on a trailer and towed along the track. Using a keyboard, an operator controls the RPRs to track a laser light which is "bounced" off the rails, with the RPRs relaying the profile images to a database where they can be retrieved for comparison to standard rail shapes in order to detect imperfections.

The RVI is cheaper than two other systems according to BC Rail who have signed a \$250,000 contract for one-year's-worth of testing from RVI.

The RVI will not replace the Sperry Rail Car system, however. The SRC will still be used for testing internal rail breaks. (Vancouver Sun, 11/07/91, thanks to Dale Whitmee)

**CHRYSLER IN RAILCAR BUSINESS:** As General Motors is to railway locomotives, so it seems is Chrysler to rail cars. Chrysler Rail Transportation, the fourth largest privately-owned non-tank-car lessor in the United States, has acquired management contracts for 3,500 rail cars from Emon Holdings. Chrysler Rail manages a portfolio of 5,000 rail cars in addition to owning 26,000 pieces of rail and intermodal equipment. (Journal of Commerce, 12/07/91)

**CONTRACT FOR STEEL TIES GOES TO B.C. FIRM:** Canadian Pacific's decision to improve tunnel clearances by the installation of steel cross ties has meant a windfall for a Squamish, B.C., firm.

BHP Products will provide the ties for the upgrading of a Canadian Pacific snow shed near Revelstoke, B.C.

At the moment, BHP supplies most of its products to BC Rail. Steel ties cost approximately \$40 a unit but they have a greater longevity over concrete or wood ties.

Once thought to be the ideal solution, concrete ties have fallen out of favour. The problem lies with technical difficulties. The problem occurs at the point where the rails sit on the ties. Although the rails are separated from the ties by flexible pads, the forces on the underside of the pads cause the surface of the concrete to deteriorate, thus exposing the aggregate and shortening the tie's life. (Vancouver Province, 14/07/91, thanks to Ken McKenzie)

**LUXURY RAIL TRAIN DELAYED FOR A YEAR:** Plans to inaugurate a luxury rail tour of Canada's Rocky Mountains have been delayed until 1993. Holland America Line-Westours had been scheduled to introduce the service next year but then announced the one-year delay in order to find another partner in the proposed enterprise. (Le Soleil, 16/07/91)

In mid-July, the following Hull, Chelsea & Wakefield Railroad equipment arrived in Farm Point, Quebec: S-4 No. 7 (ex-Canada Starch No. 7, nee CN 8018), ex-CN caboose 79239, CN box car 547040, ex-VIA baggage 9611, CN box car 547058, ex-VIA coach 5184, CN box car 547068, and ex-VIA dayniter 5744. Photo: Willard Clark.



**THREE DAY MOVE:** Equipment for the planned Hull, Chelsea & Wakefield excursion operation moved over the former CP Maniwaki Subdivision in mid-July. The 14-mile move from Hull to Farm Point, Quebec, required three days as most of the crossings had to be 'dug out'. The move represented the first movement over the line since the National Museum of Science and Technology's 4-6-2 1201 departed Wakefield on September 1, 1985. No start-up date has been announced. (Harry Gow, Willard Clark)

**CP RAIL RATIONALIZES PRAIRIE OPERATIONS:** Canadian Pacific has announced that it will be rationalizing its four operating divisions in Alberta and Saskatchewan. The Moose Jaw and Saskatoon Divisions will become the Saskatchewan Division while the Calgary and Alberta South Divisions will become the Alberta Division.

The Saskatchewan Division will be headquartered in Moose Jaw, although some functions will still be carried out in Saskatoon. The Alberta Division will be headquartered in Calgary where both the Calgary and Alberta South Divisions are currently located.

The consolidation is being made in the name of efficiency and CP's continued efforts to meet trucking competition in an effective manner. (CP Rail Corporate Communications and Public Affairs, 16/07/91)

**VIA CONTINUES TO POST GAINS:** With one-half of the fiscal year out of the way, VIA Rail continues to rack up increasing business and revenue. As of the end of June, ridership was up 5.2% over the previous year while revenue was up by almost \$4 million (\$63.9 million vs. \$60.2 million). Overall on-time performance also increased by 5%.

The encouraging results already have the bus industry howling, as reported in the July/August 1991 issue of Branchline. (The Ottawa Citizen, 19/07/91)

**CANADIAN NATIONAL STUDIES FEASIBILITY OF EXPANDING ST. CLAIR TUNNEL:** Canadian National will undertake a \$1 million feasibility study into expanding the century old St. Clair Tunnel which links Sarnia with Port Huron, Michigan.

The tunnel's restricted clearances prevent it from handling automobile tri-level cars and double-stack container cars. (Globe and Mail, 19/07/91)

**TOURIST LOCOMOTIVE MEETS WATERY FATE:** Plans by the Delaware Otsego Corporation to operate a steam-powered excursion train in the Syracuse, New York, area have been temporarily derailed by the most unlikely of events.

Forsaking the traditional rescue of a steam engine from a park route for obtaining motive power, the company opted instead to order a new locomotive from China's Tang Sham Locomotive Works.

All was well until it came time to ship the cargo. First the Gulf War tied up all available shipping. Then, when a freighter was found - the ultimate in delays.

The freighter developed cracks in its hull and went down in the Bay of Bengal on 7 June. The brand new locomotive now sits in 6,000 feet of water.

Fortunately, the engine and load of spare parts was insured through Lloyds of London. The company plans to order another locomotive. One wonders if this will make them eligible for a volume discount? (The Post Standard, 23/07/91, thanks to Arthur Meggett)

**ONTARIO'S THIRD TOURIST RAILWAY:** The Waterford and Northern Railway (née the Brantford and Southern Railway) is on track for operating in 1993 according to its president, Corey Hinrichs.

Hinrichs has been forced to change his ideas on running a steam tourist train operation in the Brantford area since he first seized upon the idea of operating over a portion of Canadian Pacific's (née Toronto, Hamilton and Buffalo) now abandoned Waterford Subdivision.

The operation was to have been called the Brantford and Southern but it ran into a number of obstacles including finding a suitable terminal, financing and an amazing number of legal complexities associated with purchasing the line from Canadian Pacific.

The Waterford and Northern will operate out of a 34-hectare base just outside of Waterford. Aside from the rail terminal, there will also be a restaurant, gift shops, a camp ground and a motel made of 30 cabooses and sleeping cars.

Although president of the operation, Hinrichs is not alone. There are 25 other investors involved in the \$6 million project. Featuring steam, the operation will use new locomotives built in China. (Hamilton Spectator, 25/07/91, thanks to Clive Spate)

**FIRST ENGINEERS TO BE HIRED BY NEW RAIL COMPANY:** M.O.Q. Rail, a subsidiary of Innoterminal Holdings, will soon be hiring the first eight engineers required to operate its rail-road trailer transport system.

The prototype rail-road trailers are now being tested at the AAR Centre in Pueblo, Colorado, while the NTA will be holding a hearing in September into M.O.Q.'s request for an operating certificate.

The new engineers will be trained at the CEGEP (community college) in Saint-Jean, Quebec.

Further details on M.O.Q.'s plan are available in this month's NTA column. (*Le Canada français*, 24/07/91)

**DOUBLE STACK KEEPS SOME CONTAINER BUSINESS IN HALIFAX:** Although dealt a body blow earlier this year by news that major shipping companies would no longer be offloading containers in Halifax, it's not all doom and gloom for the Nova Scotia port.

Because of Canadian National's recent decision to carry double-stack containers, the port will continue to handle about 25,000 20-foot containers.

In a special deal involving CN, the Nova Scotia Government, Atlantic Container Line and Hapag Lloyd, CN has agreed to provide 36 double-stack cars on a daily basis in exchange for the container companies not shifting their business to New York where rail shipping costs are less thanks to double stack.

According to Victor Bane, executive director of the Halifax-Dartmouth Port Development Commission, "the double-stack service will help Halifax match rebates being offered by the Port of New York for cargo moving by land beyond a 260 mile limit." (*Journal of Commerce*, 23/07/91)

**LAWLESS CONTINUES TO RUN CANADIAN NATIONAL AND VIA RAIL:** The Federal Cabinet has extended Ron Lawless' term at the helms of Canadian National and VIA Rail Canada until April 1992. Lawless had been scheduled to step down in October of 1991.

The big question is who will be his successor? Already the pundits are calling for a CN career man to take over the post. There is a feeling that the recession has battered the crown corporation too severely to place its control in the hands of an outsider.

In addition to his CN and VIA positions, Lawless is now chairman and chief executive officer of the Grand Trunk Corporation and its various holding companies. Lawless has managed GTC's operations since former president Gerald Maas departed earlier this year. (*Journal of Commerce*, 09/07/91, and *Financial Post*, 22/07/91)

**BRIDGE CONSUMED BY FIRE:** Fire destroyed Canadian National's abandoned rail bridge at Mount Stewart, Prince Edward Island, on 20 July. The three-hour blaze produced inky black smoke and forced the evacuation from their homes of approximately 100 residents. Contractors are now dismantling all CN trackwork on Prince Edward Island. (*Globe and Mail*, 22/07/91)

**O.M.B. DELAYS ISSUANCE OF OPERATING AUTHORITY:** Ontario Municipal Board officials working on the application by the South Simcoe Heritage Railway Corporation for permission to operate tourist trains between Tottenham and Beeton (Branchline, July/August 1991) have come up with the ultimate in bureaucratic hurdles.

Just when the SSR thought that it had complied with all of the OMB's requirements for the issuance of public notices, etc., it was informed that the Board also expected that letters be sent to each of the 70 landowners whose property abuts the SSR right-of-way to determine if they had any particular objections to the resumption of rail service.

Five objections were received, with two subsequently being withdrawn after negotiations between SSR and the concerned parties. Should this not be accomplished with the other three

objecting parties, the ball will be in the OMB's court. The OMB must decide whether the objections are of merit and worthy of calling a time-consuming and potentially expensive hearing, or of no significance. It is too early to tell whether this will derail attempts to get the railway operational in 1991 or not.

For up-to-date information, contact the South Simcoe Heritage Railway Corporation, P.O. Box 186, Tottenham, Ontario, L0G 1W0. (*The Injector*, July and August 1991)

**CN CUTS EMPLOYMENT IN MARITIMES:** Citing the need to streamline operations, Canadian National has announced the elimination of 32 customer service and clerical positions in the Maritimes. This is the second such cutback; in January of this year, 20 similar positions were eliminated.

The move has been protested by the Canadian Brotherhood of Railway, Transport and General Workers. According to regional vice-president Garry Murray, "I'm firmly convinced that CN is downsizing so it can be put on the block to be sold to Canadian Pacific." (*Canadian Press*, 02/08/91)

**ABANDONED ONTARIO LINE RUMOURED FOR HIKING TRAIL:** The Province of Ontario will purchase CP Rail's now-abandoned Goderich Subdivision for \$1.2 million. The deal is set for September and plans are afoot to use the 124 km right-of-way as a hiking trail. In the future, it might become a telecommunications route or - according to the *Kitchener-Waterloo Record* - a route for a pipeline carrying water from Lake Huron "to thirsty, landlocked communities such as Kitchener-Waterloo and Guelph." (*Kitchener-Waterloo Record*, 27/07/91)

**NEW BUSINESS UNIT FOR CANADIAN NATIONAL:** A ninth business unit has been added to Canadian National's marketing organization. Unlike the others which look after the freight side of the company, this one will see to passenger rail companies such as VIA Rail Canada and GO Transit, not to mention the occasional private operator. (*Toronto Star*, 31/07/91)

**RESIDENTS CALL FOR PRESERVATION OF DOMINION ATLANTIC BRIDGES:** The dismantling of the former Dominion Atlantic Railway (Canadian Pacific) between Coldbrook and Yarmouth, Nova Scotia, has generated more than a little controversy. Although the Province of Nova Scotia has agreed to purchase the right-of-way in order to preserve the corridor, the deal does not include any of the bridges. Altogether there are 14 structures and area residents want them included in the DAR package in order to ensure that the right-of-way is preserved as "a continuous corridor." The line was abandoned in the spring of 1989. (*Halifax Mail Star*, 27/07/91)

**TRILINGUAL SIGNS:** In an effort to attract Japanese tourists, VIA Rail is pulling out all the stops. Special menus have been developed for the Jasper-Vancouver leg of the "Canadian" to include both traditional Canadian fare as well as steak à l'orange with cashew rice, egg-drop corn chowder and a smoked-salmon appetizer. Signage has also been made trilingual. A large sign on the outside of the Vancouver Station welcomes passengers in English, French and Japanese, while the interior signage is now trilingual. VIA is even examining whether it makes sense to install trilingual signs on some of its trains in order to better accommodate their Oriental guests. (*Vialogue*, June/July 1991)

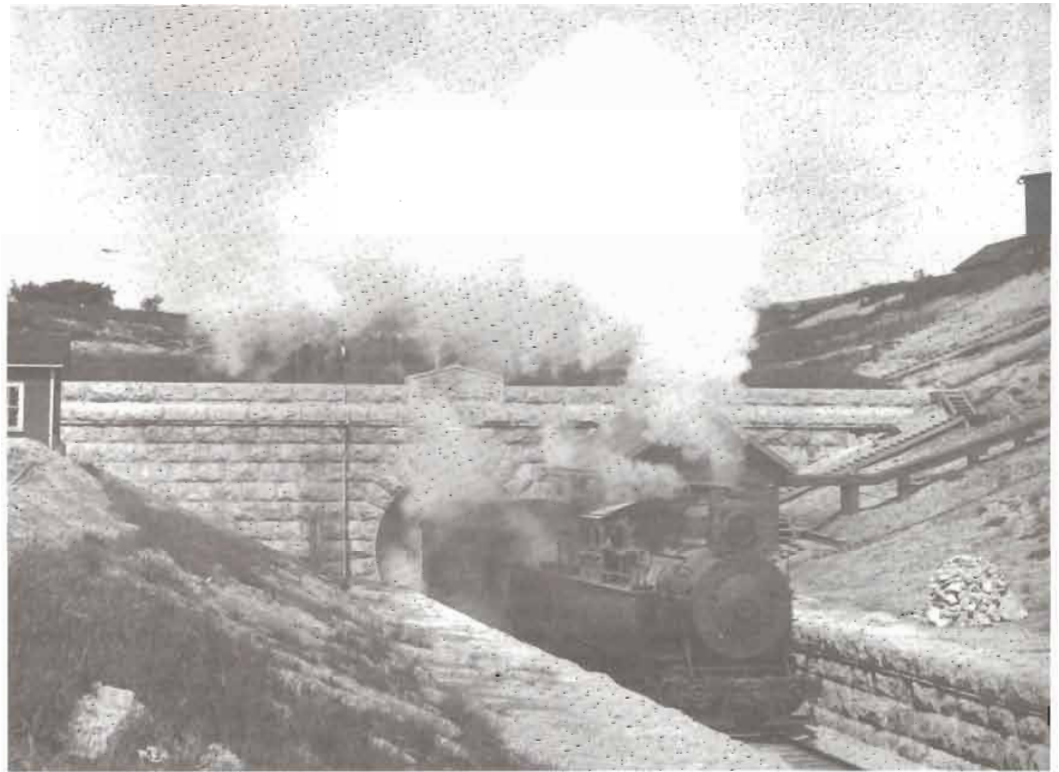
**NEW MUSEUM DIRECTOR SOUGHT AT CANADIAN RAILWAY MUSEUM:** The Canadian Railway Museum at St-Constant, Quebec, is without a Director, following the resignation of Janet Holmwood because of the transfer of her husband to Calgary. She had been in the position since 1989.

Ms Holmwood has an infectious enthusiasm for history and a reputation for getting things done. Prior to working at the CRM, she had been the Curator of the Brockville Museum, responsible amongst other things for developing an excellent interpretative display on the Brockville Tunnel, the first railway tunnel in Canada. (Philip B. Jago)

St. Clair Tunnel Company's 0-10-0T 598 hauls Grand Trunk's "Atlantic Express" out of the Sarnia side of the St. Clair Tunnel in June 1893. Note the link and pin coupler. Photo: Public Archives of Canada 28818.

## Sarnia Tunnel Celebrates 100th Anniversary

DAVID STREMES



September 19, 1991, will mark the 100th anniversary of the official opening of the St. Clair Tunnel linking Canadian National at Sarnia, Ontario, with its subsidiary Grand Trunk Western at Port Huron, Michigan. Hailed as an engineering marvel at the time, it was the world's first subaqueous international railway tunnel. It was built because the railway ferry service between Point Edward (Sarnia) and Fort Gratiot (Port Huron) had become unable to keep up with the traffic, both freight and passenger. During 1888, 332,000 cars were transported across the river - up to 1,000 cars per day during peak times. The ferry operation could handle 14 cars every 15 minutes, but even with the assistance of an ice-breaker, delays in winter affected the shipment of large quantities of perishable meats from Chicago packing houses. In addition, treacherous river currents, lake freighter traffic and ice jams all added to delays.

A tunnel under the St. Clair River had been considered as early as the 1850s, and in 1884 the decision was made by the Board of the Grand Trunk to finance one. Test borings indicated there were several layers of unstable soil, which included sand, quicksand, blue clay, and boulders. Test shafts were sunk on either side of the river, and subterranean water and pockets of natural gas were encountered in April 1887, and work stopped. With fresh capital, larger shafts were sunk about 75 feet from the river banks, and these soon flooded.

Setbacks overcome ...

Work began anew in January 1889 after Canada's Dominion Government under John A. Macdonald granted a subsidy of 15% of the anticipated \$2,700,000 budget.

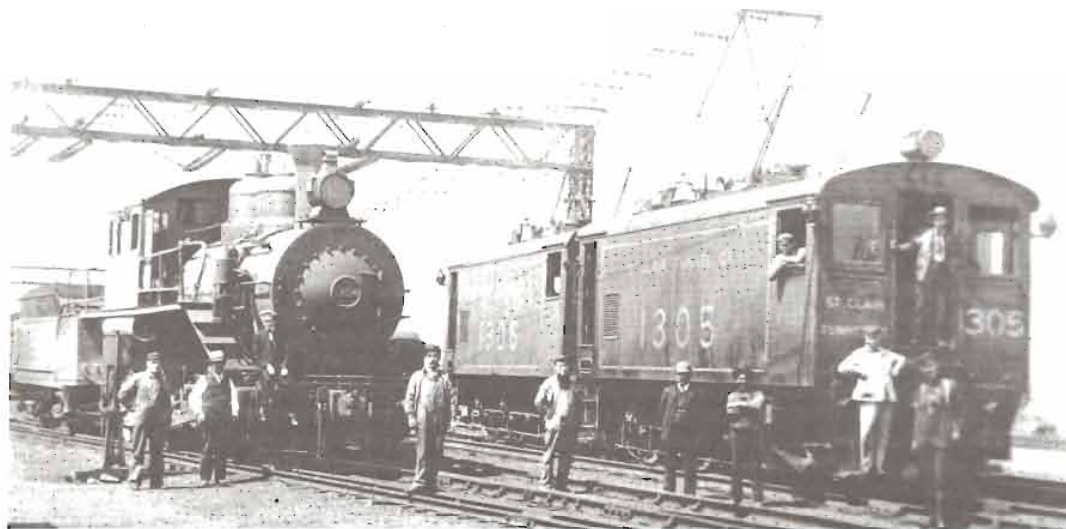
Once the approximate 700 labourers had dug out the approach gradients, two 80-ton excavation shields were carefully rolled down an embankment with the assistance of wooden guide rails, large hoists, and workmen with restraining ropes. Underground excavation then started from either side: July 11 in Port Huron, and September 21 in Sarnia. Built by the Hamilton Bridge Company Ltd. of Hamilton, Ontario, the Beach Hydraulic Circular Shields were built from one-inch-thick steel plating. The shields were 15 feet, 3 inches long, and had an outside diameter

of 21 feet, 6 inches. Each shield had 24 hydraulic jacks, set in a circular pattern that could exert a total forward thrust of 3,000 tons against the tunnel lining placed behind it. The lining consisted of curved cast-iron plates, placed in 18-inch sections, and formed the tunnel shell. The overall circumference of the tunnel itself was then less than the circumference of the shield, and the area between soil and outside of the lining was filled with quick-setting grout.

The inside of the shield was divided into a series of open work compartments which could accommodate a crew of sixteen labourers at a time. Each dug out the clay, by hand, and passed it to a crew behind that loaded the muck into steel-flanged cars hauled out by mules, two cars at a time. Outside, the muck was transferred to gondolas and used as land-fill for new freight yards in Sarnia and Port Huron. Shifts worked continuously, three shifts per day, and averaged ten feet per day. Once the shields reached the underwater portion, thick air-tight brick bulkheads were built in line with the banks of the St. Clair River. Decompression chambers were built into the bulkheads to allow workers to slowly adjust to the changes in air pressure. Pressure on the U.S. side of the tunnel was kept at 17 pounds per square inch, while the Canadian side required a higher 28 pounds psi due to the quicksand.

When the shields were about 125 feet apart, a small 6-foot tunnel lined with lumber was built between them, and on August 25, 1890, Joseph Hobson, Chief Engineer of the tunnel company, walked through from the American to the Canadian side. The shield positions were verified, and on August 30, 1890, the two shields met, with only a quarter of an inch vertical alignment difference. With the exception of the shields themselves, everything was removed from the tunnel. From portal to portal, the tunnel was 8,028 feet long.

The bottom half of the iron tunnel lining was lined with brick and cement to protect it from corrosion from the salt brine that dripped from the considerable number of refrigerator cars that carried frozen meat from Chicago. The upper half of was given a coating of asphalt paint. Once the tunnel interior had been cleaned, 100-pound steel rails were laid on creosoted pine ties. Contracts for the excavation of the long approaches were not



St. Clair Tunnel Company's almost new boxcab electrics 1305 and 1306 rub shoulders with 0-10-0 1304 (nee 601) in the spring of 1908 in Port Huron, Michigan. Note that the 1304, built as a tank engine, has acquired a tender. No. 1304 was renumbered Grand Trunk 2653 in 1910 and was scrapped in August 1920. The electric locomotives remained in service until replaced by diesels in 1958. Photo: Doug Wilson collection.

let until tunnelling was almost completed, and the tunnel's success assured. The total length between summits was then 2¼ miles.

The tunnel was designed so that any condensation and seepage would drain into a pump shaft at the foot of the grade on the Canadian shore, where it would be pumped from. At each of the tunnel portals, pumping plants were built to dispose of rain water and surface moisture. A ventilation shaft was dug on each side of the river, about 75 feet inland. In addition, two large blowers were installed at each portal, blowing air through a 2-foot air pipe to near the tunnel centre.

#### Motive Power ...

The Baldwin Locomotive Works built four specially designed 0-10-0 centre cab tank locomotives (Nos. 598-601) in 1891 to operate on both passenger and freight trains through the tunnel. At the time, they were the heaviest locomotives in the world, carrying their 195,000 pounds on 50-inch drivers for maximum traction on the 2 percent grade on the tunnel approaches. They burned anthracite coal to minimize smoke. Locomotive No. 598, hand painted with many Canadian and American emblems, was the first steam locomotive through the tunnel on April 4, 1891, pulling sixteen cars. Normal operations saw each locomotive handle a 760-ton freight train of between 25 and 33 loaded cars.

Although the ventilation system was designed so that a combination of fans, and the suction of the moving train would safely exhaust noxious gases, a number of men died in the tunnel. To prevent a break-in-two from stalling entire trains, air brakes were not used through the tunnel. Efforts to retrieve cars from such an occurrence resulted in the tragic death of three crew members on November 28, 1897. Then on October 4, 1904, five died in a similar accident.

#### Electrification investigated ...

The railway began to investigate electrification, not only because of the dangerous gases, but also because of the limited hauling capacity of the 0-10-0s. Heavy freights arriving at Sarnia and Port Huron had to be divided, and hauled through the tunnel in sections.

The St. Clair Tunnel Company decided in 1906 to electrify the tunnel. Instead of choosing the direct-current system from General Electric then in use by both the Baltimore and Ohio, and the New York Central, they picked the single-phase alternating current system developed by Westinghouse Electric. The system would deliver 3,300 volts of 25-cycle power via overhead wires.

Baldwin-Westinghouse delivered six box-cab electrics in 1908.

Each locomotive could pull 500 tons, and as normally operated in pairs, could pull a 1,000 ton train up the 2% grades at 11 to 12 mph. First operation of the electrics was February 28, 1908, and steam operations ended on May 17, 1908.

Originally lettered St. Clair Tunnel Co. and numbered 1305-1310, the electric locomotives were renumbered, in reverse order, Grand Trunk 2655-2660 in 1910, renumbered to 9150-9155 when CN took over in 1923, and renumbered to 150-155 in 1949. Number 9156 was acquired in 1927, also from Baldwin-Westinghouse, and renumbered in 1949 to 156. Two additional locomotives, built by Baldwin-Westinghouse in 1916 for the Chicago, Lake Shore and South Bend as their 505 and 506, were acquired in 1927 and numbered CN 9175 and 9176. In 1949 they were renumbered to 175 and 176. All these tunnel motors remained in service until the end of electrification on September 26, 1958.

#### Diesels take over ...

Signs of the electrification still exist today along the tunnel approach in Sarnia, and in the GTW yard in Port Huron. Even today, the diesels assigned to pull cuts of cars through the tunnel are referred to as tunnel motors. Because of the shape of the tunnel, restrictions are placed on the equipment that can go through the tunnel. For instance the only certain cabooses are allowed. Motive power is normally limited to 12 of the 5300 series SD40-2Ws, GP40s 9302-9310 and 9312-9317, GP40-2Ws 9400-9414 and 9500-9514, plus GTW GP40s 6400-6405 and GP40-2s 6406-6425, and Amtrak's F40PHs.

No changes have been made inside the tunnel, except that in 1949 the track was lowered to allow additional clearance required by the more modern freight cars, and in the early 1970s, the entire tunnel floor was rebuilt with reinforced concrete. Even with the lowered floor, the tunnel is restricted to cars that are no larger than the Association of American Railroads "Plate C" classification. While some 15,000 cars go through the tunnel each month, two tug/barge combinations ferry about 7,000 oversize cars each month. Both barges are cut-down ferries: the Scotia II was used across the Straits of Canso in Nova Scotia, and the St. Clair was used on the Pere Marquette's service between Walkerville (Windsor) and Detroit.

This restricted clearance in the tunnel prohibits piggyback service. In response, Canadian National introduced low-deck articulated flatcars, or "well cars", in 1985 as part of their "Laser" service. Each of these articulated flatcars can carry five trailers, and with a newer version of this equipment, containers.

Almost new St. Clair Tunnel Company boxcabs 1308 and 1307 exit the Port Huron portal of the St. Clair Tunnel, circa 1908. Photo: courtesy of Canadian National.



#### What's in the future? ...

What of the future of the St. Clair tunnel as it approaches its centennial? With the increase in double-stack container service on North American railways, the St. Clair Tunnel would have to be enlarged to handle that service. In an announcement on July 16, 1991, CN stated that "it intends to spend upwards of \$1 million to assess the feasibility of improving the capacity of its St. Clair River railway tunnel". CN is responding to changing trade patterns that will see greater cross-border freight transportation. "CN is considering a number of options, including enlarging the present tunnel, or building a new one adjacent to it" according to Allan Deegan, CN's Great Lakes Region vice-president. Consulting engineer firms have been asked to submit proposals covering designs and costs, as well as geotechnical and environmental assessments. It is understood that a decision will be made early in 1992 on what option will be followed. "Modern tunnelling technology appears much more cost-effective," Deegan said. "This, combined with CN's commitment to improved customer service, has led to the current extensive examination."

More information on this subject can be found in "Survivals-Aspects of Industrial Archaeology in Ontario", by Newell and Greenhill, published by Boston Mills Press; and the soon-to-released from Boston Mills "Rails Beneath The River" by Gilbert.

As part of the 100th anniversary celebrations, special excursion trains will run from Sarnia to Port Huron on September 19. Further information can be obtained from the Sarnia Lambton Chamber of Commerce at 519-336-2400. In addition, the second official opening will be held at the Sarnia VIA station at 12:30 the same day.

My thanks to Doug Wilson for his assistance in preparing this article.

## THE REGISTER BOOK

September 28 and 29 (Saturday and Sunday) - National Museum of Science and Technology: Grand Reopening Weekend. Rides and demonstrations including operation of ex-Central Vermont steam auxiliary No. 4251 by Bytown Railway Society Inc. For further information, contact NMST at (613) 991-3044 or Bytown Railway Society Inc. at (613) 745-1201.

October 6 (Sunday) - Halton County Radial Railway Museum Fall Extravaganza: 10:00 to 17:00. Adults \$5.00, Seniors/Children \$2.70, Students \$4.00. Admission good for rides all day on 12 pieces of authentically-restored streetcars and interurbans. Located on the Guelph Line Road, 15 km north of Highway 401. Take Interchange 312. For further information, call (519) 856-9802. Plan ahead as well for the Christmas Fiesta on December 1 and for Night Shows on December 14 and 21 between 19:00 and 22:00 hours.

October 25 (Friday) - The Bytown Railway Society's annual banquet will be held at the Nepean Sportsplex, Woodroffe Avenue, Nepean, Ontario. The cash bar opens at 18:00 and dinner will commence at 19:00. Diner tickets will be available at the October 1 regular meeting.

November 10 (Sunday) - The Komoka Railway Museum will hold a Toy Show and Sale, 10:00 to 17:00 at the Komoka Community Centre, Queen Street, Komoka, Ontario. Proceeds to The Shay Locomotive Restoration. Admission: Adults \$2.00, Children under 12 Free.

# Ottawa Station Celebrates Anniversary

DAVID STREMES

July 31, 1991, marked the 25th anniversary of the opening of the "new" Ottawa Station, and the resulting closing of the old Ottawa Union Station. At 00:40 on Sunday, July 31, 1966, Canadian National's westbound #5, the "Panorama", behind FP9A 6501, was the last train to depart Ottawa Union (CP's last train had been #2, the "Canadian", headed by FP9A 1410). It had been fifty-four years and two months since the then "Central Station" was opened to the public June 1, 1912.

The events of 1966 were the result of plans to change Ottawa's railway service that were first discussed as far back as 1915, and would affect more than just Ottawa's passenger station.

## Some background information ...

Built by the Grand Trunk on the site of an earlier Canada Atlantic station (the Canada Atlantic Railway having been absorbed into the Grand Trunk by then), "Central Station" as it was called when built, was one-half of a station-hotel complex encompassing the now famous Chateau Laurier hotel. When opened, the station served the Grand Trunk, Canadian Pacific's transcontinental and M&O subdivision trains, and the New York Central (then the Ottawa and New York). The station was built with 8 tracks, 2 of which had access to the Royal Alexandra bridge to Hull. Canadian Pacific's remaining trains continued to use their Broad Street "Union Station" to the west until 1920, when it was closed and all CP trains began using "Central Station", which was renamed "Union Station" shortly thereafter.

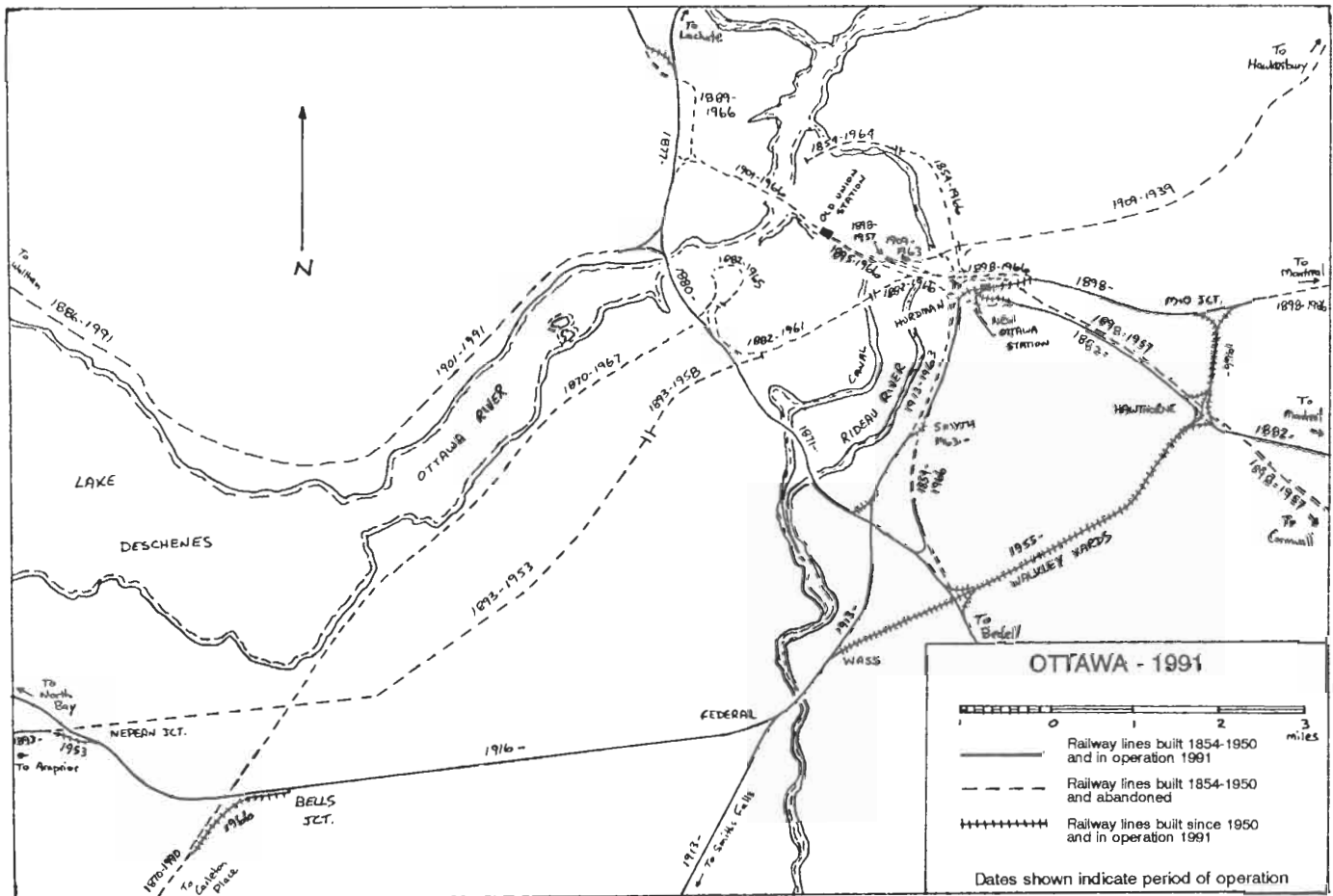
Up until this time, Canadian Northern had been content with a small station off Mann Avenue near the NYC yards, until they were absorbed by Canadian National in 1918. Little changed, except that the New York Central at some point moved their service from Union Station to their own small station near Mann and Nicholas in an economy measure, then terminated passenger service into Ottawa in 1954, and abandoned their line from Cornwall to Ottawa in 1957.

## Studies, studies, and more studies ...

The story of the replacement of a centrally-located passenger station with one more than two miles from the downtown area is not a short one. As early as 1915, again in 1924, and finally in 1950, removal of most, if not all, of the downtown railway trackage in Ottawa had been contemplated. The "Report of the Federal Plan Commission on a General Plan for the Cities of Ottawa and Hull 1915" suggested:

- 1) development of areas for railways which would not restrict the growth of the city;
- 2) relocation of railway facilities to outlying areas of Ottawa;
- 3) placing of passenger facilities as close to the community as possible, and
- 4) control of industrial development and related rail service by allocation of areas for this purpose.

Jacques Greber, in his Report on the Plan for the National Capital in 1950, recommended the removal from Ottawa and Hull





An early-1960s aerial view of downtown Ottawa, with Ottawa Station almost at the middle of the photo. Across the street from Ottawa Station is the Chateau Laurier hotel, and to its left, on the west side of the Rideau Canal locks, is Parliament Hill. Hugging the ice-choked Rideau Canal are the station approach tracks and train shed, today occupied by Colonel By Drive. The Rideau Centre shopping complex now occupies the parking lot in the centre of the photo, and the National Defence Headquarters complex now occupies most of the area between the two bridges.

CP's roundhouse was located at Ottawa West, reached by a circuitous route over the Royal Alexandra (Interprovincial) Bridge (upper right corner of the photograph), through Hull, and over the Prince of Wales Bridge, with movements controlled by an electric staff system.

Contrast this setting to the location of the new Union Station - two miles from downtown, and without any bus service when it opened!  
Photo: courtesy National Capital Commission.

of eleven railway lines which divided the urban areas and obstructed traffic. Crosstown and through-town trackage, and freight terminal operations had seriously hampered urban development - more than 150 level grade crossings and blocked streets.

The Federal District Commission (later to become the National Capital Commission) took Greber's plan and developed a "Master Plan". The commission stated at the time that "the key to the whole undertaking is the removal of practically all of the existing railways from the central parts of the urban area to the southern boundaries of Ottawa and the northern and western sections of Hull". Arterial roads and parkways would then be built on the rights-of-way freed up.

#### The start of major changes ...

The first project undertaken under the Plan was the removal of the crosstown CN Renfrew subdivision trackage, and its Bank Street yard operations. Work was started in 1950 on a connection

between CN's Renfrew and Beachburg subdivisions, which, when completed in 1952, would allow the abandonment of the crosstown trackage to start. Full abandonment, however, was to come slowly: from Nepean to Island Park Drive in 1953, from Island Park to the Chaudiere Spur switch in 1955, from the Chaudiere Spur switch to Deep Cut in 1962 (access to the Chaudiere Branch was then over CP's Prescott subdivision between Chaudiere Jct. and Ellwood), and finally the Deep Cut wye in 1963. To replace this wye, a connecting track was built between the Beachburg and Alexandria subdivisions near Hurdman Tower.

At the same time (1950), 5½ miles of new trackage was built from Wass to Hawthorne to bypass the central area of the city. Construction of a new CN freight yard east of Bank Street along the north side of this new line also started in 1950. Consisting of nine miles of yard trackage, a yard office, and freight car repair area, Walkley Yard fully opened on August 9, 1955, when CN moved their freight operations there. In 1952, work began on a CTC system, eventually placed in operation on June 9, 1955, that would bring some 26 miles of CN trackage in the terminal area

under the control of a dispatcher in Union Station. Construction of a new CN freight shed also began near what would become the site for the new Union Station, east of the Rideau River along the Alexandria subdivision.

**Railway Age**, in its May 13, 1957, article entitled "Ottawa's Plans for the Future", described the accomplishments of what it called Phase I. The accompanying map is from that article, and it is interesting to note that it shows that the proposed site for a new Union Station was on the north side of the new freight yard. **Railway Age** went on to describe what would follow in Phase II: "joint CNR-CPR operation of all rail facilities south of the Ottawa River" that would allow removal of duplicate trackage and require connections between the two railroads and an expansion of the CTC system to include CPR operations. CP's Sussex Street and Carleton Place subdivisions would be abandoned, and trackage would be removed from the Interprovincial bridge, permitting auto traffic exclusive use. The last phase, "scheduled for far in the future" ... "when the population of the city has grown southward to the point where the new site will be closer and more accessible to the bulk of the population", was the construction of a new Union Station. Of note was the projection (in 1957) that the railroad relocation would take another 25 years to complete!

### Relocation gets into high gear ...

The start of the 1960s saw a number of major track and operational changes planned and implemented in the Ottawa area. It had originally been planned to remove the CP Prescott Subdivision from Ellwood to Ottawa West. However, due to the number of industries in the Ottawa West area, and the need to build a new railway bridge across the Ottawa River somewhere east of the city, it was decided to keep the line, but on a grade-separation depressed alignment from Carleton University to Somerset Street, including a tunnel under the Rideau Canal to replace the existing swing bridge. This project was started in 1960, but not completed until August 1, 1967.

CN's Hurdman line, which ran from Hurdman across the Rideau River for 0.7 miles, and the last existing portion of the former Canadian Northern line west of Hawkesbury, was removed in 1963. CP's Sussex Street subdivision between Hurdman and Sussex Street (3.1 miles) was abandoned in two stages between 1964 and 1966. This was the route of Ottawa's first railway, the Bytown and Prescott, over which the first train travelled on Christmas Day 1854. The line south of Hurdman had been abandoned in 1963, when a connection was made to CP's Sussex Street Subdivision at Smyth.

### A new station ...

Certainly the largest part of the rail relocation project in Ottawa was the construction of a new Ottawa Station. The station was designed by John B. Parkin Associates, with the cooperation of CN and CP, and would be part of a rail transportation centre: two merchandise terminals, power and maintenance buildings, and a telecommunications building. The new station yard trackage was constructed first, and was almost complete when construction of the station was commenced in 1965. Access to the station would be via Alta Vista Drive, and an exit from the Queensway when it was finished, plus a road to downtown on the east side of the canal where the tracks to the old Union Station were located.

The station design incorporated a main concourse 300' long by 140' wide, and 35' high. Two wings each 145' by 125' on either side of the concourse contained administrative offices, the dispatching office and a restaurant on one side, and a baggage room, crew quarters, station master's office and operator's office on the other side. The main roof was constructed of welded steel trusses with members fabricated in box form, and supported on columns. The end walls of the concourse and space between the low wings and the concourse roof were formed of glass. A large canopy extended over the main entrance for the protection of passengers arriving or departing by car or bus (although for a period after opening, there was no public transit service into the station - passengers were forced to walk a quarter mile to Alta Vista Drive).

While the station would have ten through tracks, only four, tracks 1 through 4, would have platforms, and canopies covering the platforms. Tracks 5 through 9 would form the coach yard, with track 10 being the runaround track. Two of four stub tracks at the east end, and both stub tracks at the west end of the station would also have canopies covering their platforms. Track platforms were reached by a tunnel under the tracks. As was the case at old Union, CN handled all switching at the station, with a day and afternoon assignment.

Estimated cost of the station project was estimated as \$6.5 million in total, with the station itself to cost \$2 million.

### Station required major track changes ...

Numerous track changes were necessary in the area of the new station. CP's M&O subdivision, which ran right through the new station area, was rerouted around the north side of the canopy during the first stages of construction. Once a wye and



CP train 233 "The Rideau", powered by one of CP's three E8A units, takes the detour or "shoo-fly" track around the construction site of the new Ottawa Station in 1965. In the near foreground can be seen the former CP right-of-way. Photo: Douglas Stoltz

connecting track were built between M&O Jct. and Hawthorne in early July 1966, CP trains to and from Montreal used this connecting track to CN's Alexandria subdivision for access to and from old Union Station. The CP M&O subdivision through Hurdman towards Deep Cut was no longer needed, and was ripped up to be replaced by the Queensway, a multi-lane divided highway. A section of the remaining trackage was realigned to serve as the eastern entrance to the new station. In addition, CP's Carleton Place subdivision was connected to CN's Beachburg subdivision at Bells Corners, which allowed the Ottawa West to Bells Corners portion to be abandoned.

A connecting track was to be constructed at Ellwood Diamond, from the westward Beachburg subdivision to the southward Prescott subdivision, to allow CN/CP's overnight pool train to travel from the new station to Toronto via Bedell and Smiths Falls. It was not needed however, as this train stopped running October 30, 1965, as part of the restructuring of the CN/CP Montreal-Ottawa-Toronto pool train service.

For the western entrance, new trackage on an elevated right-of-way had to be constructed near Hurdman Tower, which controlled the crossings of CN and CP just east of the Rideau River. This trackage headed west out of the station before swinging south to connect with CN's Beachburg subdivision. Most was constructed before opening day, but because the Alexandria subdivision was the access to the old station, the elevated right-of-way could not be completed until the old station was closed. For a short period of time after opening, all passenger trains that would normally have headed west out of the station, were forced to take a round-about journey via M&O Jct., Hawthorne and Walkley Yard, where home rails would be joined: CP's Prescott subdivision or CN's Beachburg or Smiths Falls subdivisions. Of interest, and not shown on the accompanying map, is that trackage that was lifted after 1963 when the CN line was connected to the CP at Smyth was relaid in 1966. It is now the former CP right-of-way north of Smyth that can be seen from passing VIA trains on the CN route.

#### Timetable changes ...

Coincident with the opening of the new station, CN issued Timetable #1, effective at 12:01



Hurdman Tower is less than three months away from its last day in operation in this May 7, 1966, view of CN GP9 4150 leading train 45, the Ottawa-Brockville connection to Montreal-Toronto train 55. Photo: Bill Linley, courtesy Bruce Chapman



Hurdman Tower sits forlornly October 22, 1966, just two weeks from the date of its burning November 8 by the NCC. In this view looking south, the raised embankment that was built to connect the western end of the station trackage to the former Beachburg subdivision can be seen. To the right of the tower is the location of the former Hurdman Spur. Photo: Bruce Chapman



Two CN switchers were on duty the first morning of operation of the new Ottawa Union station. S-4 8059, still in its original black paint scheme, is switching train 202, an express train that ran from Winnipeg to Montreal, but also carried coach accommodation. S-4 8031 is switching out the consist of a CP Montreal train. This overall view of the station was taken at the east end throat of the yard. The foreground track served as the yard lead, paralleling the mainline east about a half mile to St. Laurent Blvd., and allowing switching to go on without interrupting the comings and goings of passenger train from tracks 1 through 4. A crossover, just off the right side of the photo, allowed access to all tracks from the switching lead. Photo: Douglas Stoltz



CN train 202 leaves Ottawa Station on its opening day, July 31, 1966, behind GPs 4517 and 4520. Although this train carried mostly express traffic, there was passenger accommodation as evidenced by the combine, heavyweight coach, and streamlined coach at the rear. Heat for the passengers is obviously not a concern at this time of the year, as neither of the locomotives are equipped with a steam generator. Over the top of the 4517, just in front of the brick building, is the location of the original CP M&O subdivision. In order to serve the Durban warehouse (to the right in the photo), a sharp "S" curve was built to connect their siding to the Ottawa Station trackage, just behind the 4520. Photo: Douglas Stoltz

A.M. Sunday, July 31, 1966, for the Ottawa Terminal, Rideau Area, St. Lawrence Region. It created the Ottawa Subdivision from Hawthorne (mile 0.0) to Nepean (mile 18.2). This superseded the Beachburg Subdivision from Nepean to Smyth, the Alexandria Subdivision from Hawthorne to Ottawa, and the Ottawa Terminal from Smyth to Hurdman tower. The Ottawa Terminal remained as a separate timetable for a number of years (until at least 1971), before being incorporated into the Rideau Area timetable by 1973, and into the Montreal Area timetable in 1974. It was not until 1976 that the Ottawa Subdivision was split: from Hawthorne to Ottawa station became an extension of the Alexandria Subdivision, and from Ottawa to Nepean became mile 0 to 14.4 of the Beachburg Subdivision, resulting in the renumbering of the remainder of the line to Brent.

#### Completion of the Greber plan ...

After the new Ottawa Station was opened, a few other changes were made in the Ottawa area to complete the plan. CP trackage from Ottawa Union over the Royal Alexandra bridge into Hull (opened in 1901) was abandoned in 1966, and with it the electric staff block system. New freight facilities were constructed at Walkley Yard for CN, with CP taking over CN's facilities. CP moved their freight facilities from Ottawa West to Walkley Yard on October 29, 1967, with all facilities at Ottawa West removed by mid-1968. A new CP freight terminal was built beside CN's, just south of the new station. Access to these facilities was off the former CN Alexandria subdivision and NYC trackage (still referred to today as the "Old Alex" and "The NYC" respectively). CP's Mariwaki subdivision was joined to the Lachute subdivision in 1967, instead of passing under it, and a mile of track lifted from the old alignment.

Overall cost of whole railway relocation project was about \$28 million, including the new station, new trackage, freight structures, signal and telecommunication installations, and construction of the tunnel and open cut. About 70 level crossings and 35 miles of track disappeared, releasing approximately 450 acres of land to be used for parkways, building sites, parks, and other planned uses.

A few other projects, related to the new station, were to follow in the next few years. A new Post

Office facility was built in 1969 southwest of the station, with an underground roadway linking it with the edge of the station property. A new passenger station was built in Hull. Costing about \$500,000, it was a miniature version of the new Ottawa Station, measuring 40'x 50' and containing a baggage room, general offices, and a waiting room.

**Venerable station still in use ...**

What became of the old Union Station? While all other station facilities were removed, the main part including the large concourse, was not. It was converted into the Government Conference Centre, scene of many Federal-Provincial meetings. Even today, driving over the former site of the old coachyard alongside the Rideau Canal, I can't help but wonder whether the old Union Station would still be Ottawa's passenger terminal if Jacques Greber hadn't disliked railway tracks downtown so much.

**Postscript ...**

In recent years, the new Ottawa Station has been taken over by VIA Rail, and presently sees an average of three trains a day to and from Toronto and three to and from Montreal. It hosted its last transcontinental train when the Montreal-Sudbury section of the "Canadian" was withdrawn in mid-January 1990 as part of the major cutbacks imposed on VIA Rail by the Federal Government.

Tracks 1, 2 and 3 see daily passenger use, and Tracks 4 and 5 are home to 28 stored or retired VIA passenger cars awaiting disposition. Tracks 6 through 10 and the stub tracks are essentially dormant.

**Arrivals at Ottawa, effective July 31, 1966**

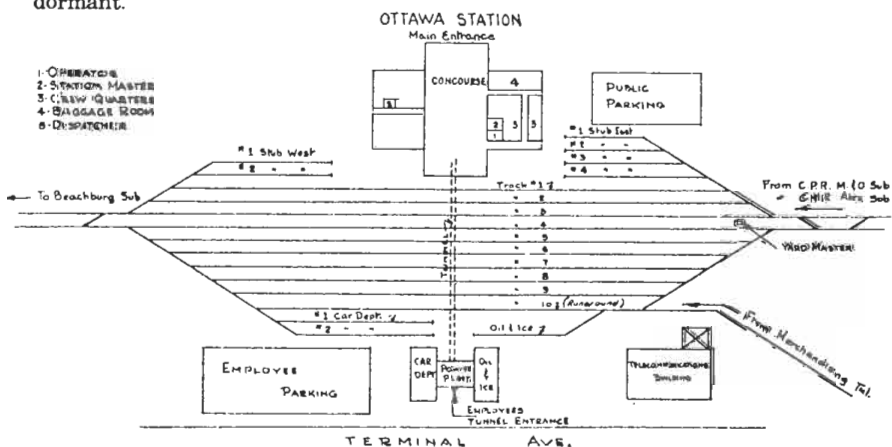
Train #	From	Time	Frequency
CN #5	Montreal	00:30	Daily
CN #214	Toronto	05:40	Ex. Sunday
CN #202	Winnipeg	08:05	Daily
CP #233	Montreal	09:13	Daily
CN #31	Montreal	09:20	Ex. Sunday
CN #133	Montreal	11:05	Sunday
CP #131	Montreal *	11:35	Daily
CN #33	Montreal	11:55	Ex. Sunday
CN #2	Vancouver	13:00	Daily
CN #35	Montreal	13:20	Daily
CN #140	Brockville	14:30	Daily
CP #137	Montreal *	14:50	Saturday
CP #1	Montreal	15:28	Daily
CN #1	Montreal	18:10	Daily
CP #235	Montreal	18:22	Daily
CP #2	Vancouver	19:30	Daily
CP #133	Montreal *	19:50	Daily
CN #39	Montreal	20:10	Ex. Fri/Sat
CN #6	Vancouver	20:35	Daily
CN #139	Montreal	20:40	Fri/Sat
CN #44	Toronto	21:15	Daily
CN #201	Montreal	23:30	Daily

\* = North Shore

**Ottawa Departures**

Train #	To	Time	Frequency
CN #5	Vancouver	00:45	Daily
CN #30	Montreal	06:40	Ex. Sunday
CP #232	Montreal	06:45	Ex. Sunday
CP #132	Montreal *	08:05	Daily
CN #141	Brockville	08:30	Daily
CN #130	Montreal	08:30	Sunday
CN #202	Montreal	08:35	Daily
CN #34	Montreal	11:20	Daily
CP #138	Montreal *	13:00	Saturday
CN #2	Montreal	13:15	Daily
CN #36	Montreal	15:40	Ex. Sunday
CP #1	Vancouver	15:55	Daily
CN #36	Montreal	15:40	Ex. Sunday
CP #234	Montreal	16:00	Daily
CN #45	Toronto	16:00	Daily
CP #134	Montreal *	17:00	Daily
CN #1	Vancouver	18:25	Daily
CN #38	Montreal	19:00	Ex. Fri/Sun
CN #138	Montreal	19:00	Fri/Sun
CP #2	Montreal	19:44	Daily
CP #236	Montreal	20:20	Sunday
CN #6	Montreal	20:50	Daily
CN #213	Toronto	22:00	Ex. Sat
CN #201	Winnipeg	23:59	Daily

\* = North Shore





This overall view of the new Ottawa Station shows the entire complex: station, freight terminals, and the main Ottawa Postal Terminal in the right foreground. This mid-1988 photograph shows track 6 full of VIA Rail cars stored out of service. To the left is "Train Station", the bus transitway station which allows passengers direct access to the front entrance of Ottawa Station. Photo: courtesy VIA Rail.

BELOW: Winnipeg Hydro's 69-year-old International railbus at Pointe du Bois, Manitoba, on June 28, 1991. Photo: Morgan Brown.

## Winnipeg Hydro Railway - Still Rolling

MORGAN BROWN

If you take a look under Manitoba in Part 2 of the *Canadian Trackside Guide 1991*, you will see four entries for the town of Pointe du Bois (pg. 2-9). Pointe du Bois, 120 km north-east of Winnipeg, is home to an isolated rail line running between two hydro dams on the Winnipeg River in eastern Manitoba and one of the quaintest rail passenger services in North America.

The 45 km standard gauge Winnipeg River Railway (WRR), owned by the City of Winnipeg Hydro, ran between Lac du Bonnet and the hydro dam at Pointe du Bois until 1962. City of Winnipeg Hydro locomotive No. 3 (4-4-0, Dübs & Co., 1882, formerly CPR Nos. 22, 133, 63, and 86) ran on this line from 1918 until 1961 and is now happily working the Vintage Locomotive Society's "Prairie Dog Central" between Winnipeg and Grosse Isle, Manitoba.

The WRR line is still visible from the road between Lac du Bonnet and Pointe du Bois, and the old combination road and rail bridge across the Winnipeg River is still in use as a (rather narrow) highway bridge.

A tramway linking Pointe du Bois and a newer dam at Slave Falls, 10 km to the south, was built in the 1920s and remains in weekday operation for the power plant maintenance crews. The Pointe du Bois dam was completed in 1911, and the original ASEA horizontal-axle generators are still in full service. Slave Falls, built by men on the dole (hence the name) was finished in 1931.

In June 1991, I organized a tour of both plants for 20 fellow employees of Atomic Energy of Canada Limited and the highlight was trundling between the two facilities in a green 1922 International rail bus. It was noisy, slow (20 km/h) and rough, but even the non-rail enthusiasts enjoyed the meandering ride through the untouched forest.

The rail bus is going to a museum in October of 1991, but a replacement is being built. There are other quaint pieces of rolling stock on site, including a Davenport 30-ton locomotive, a Ford school bus converted to rail use, a hopper car and a wooden caboose converted from an old box car.

The line uses old rail. Some is stamped with "CPR 1881 Krupp". In spite of this vintage, the line definitely has a future as illustrated by newly acquired track maintenance machines and many piles of CN-rejected ties.

The next time you visit the centre of Canada (Winnipeg), book yourself a ride with Winnipeg Hydro.



## Steam Era Facilities - The Coal Chute

In my opinion, the railways of Canada (and elsewhere) reached the high point of their existence during the latter part of the steam era.

During this period, they operated the largest freight and coach yards, the greatest number of passenger stations and associated track facilities, the greatest number of freight and passenger trains - to say nothing about work trains and yard engines - as well as more miles of track than is the case today. Just as impressive were their massive shop facilities - this month's topic.

The steam locomotive, because of its very nature, required servicing facilities on a grand scale. There was everything: from a 1 or 2 stall enginehouse at the end of some hum-drum branch right through to a 40-stall roundhouse, complete with turntable, steam plant, hydrants (stand pipes), ash pits, back shop, stores department and, last but hardly least, a coal dock (coal chute, coal tower, it's all the same thing).

In my view, it was this sort of plant, duplicated all over the land, which gave "railway towns" their *raison d'être*. These generally filthy facilities, along with freight and passenger car servicing areas and acres of yard tracks bustling with smoky "yard goats", were the *prima facie* reasons why, in latter days, the "town fathers" got up in arms to have the railway companies move out of town, despite the fact that a large portion of the town's taxes (and wages) came from the same detested railway. I can't think of a better example than CP's plant in Winnipeg, Manitoba.

### The coal dock ...

But, let's get back to our coal dock. This imposing structure, the largest and dirtiest of all track side servicing facilities, dominated the place. The earlier ones were constructed from huge wooden timbers; more modern ones used concrete; the last ones put up by "good ole" CP were steel "cans" on a steel tower. They didn't hold much but, with dieselization just around the bend, it didn't matter. Just as well, they weren't intended to be around for too long for they had about as much class as a brick.

For those unfamiliar with coal docks, they came in a variety of basic designs and capacities but whether they were capable of servicing engines on one, two or three tracks, they all had one thing in common. Coal from adjacent railway cars had to be raised up into the structure and dumped into the various "bins" inside. I am aware of several schemes for accomplishing this task but, it seems that the endless chain bucket conveyor was the most popular.

My earliest recollection of one of these was an old-fashioned wooden affair with a small adjacent wooden shed which housed an ancient, large, "covered-in-brass" single cylinder gasoline (or distillate) engine, with an immense external flywheel. When it was time to raise coal, this old contraption was fired up and the large diameter steel shaft running through the wall of the shed over to the conveyor in the dock could be seen rotating.

What I remember most though was the extremely loud and ponderously slow "PUTT-PUTT" exhaust of the ancient engine and the crunching, grinding and squealing noises of the mechanism. It sure brings back a flood of early memories. This particular facility was owned by CN and located at their divisional point in Humboldt, Saskatchewan. Long-time BRS member Addy Schwalm, who lived in Humboldt back then, probably remembers this piece of railroad history better than I do.

Of course, there's always someone out there who wants to design a better mouse trap and the CN coaling facility at Turcot (Montreal) was a case in point. This enormous structure had a

long inclined ramp, starting at ground level and rising to a point well above the height of a locomotive tender. Hopper cars of coal were pushed up the ramp and right inside the lengthy building. I don't know how many cars it held but this design permitted the use of many side by side "chutes" along the length of the structure over a parallel "coal track".

As mentioned, these affairs were filthy places, as was the area around them. On a windy day, you didn't want to be down wind of an engine that was being coaled. As a hostler, I used to get the hell out of the cab of any of the open-cab engines during coaling as the cab would fill with coal dust in a hurry. You might just as well have been working in a mine!

At Ottawa West, CP's coal dock was operated under contract to some "outside" firm who, in my view, hired the unhappiest, grouchiest and most surly cuss's they could find. I was never able to get a civil word out of any of them!

### How to bury a steam locomotive ...

Here's a little bit of coal dock humour! At one time at CP's Glen Yard (Montreal/Westmount), one of the G2 light Pacifics for the Vaudreuil/Rigaud commuter trains backed under the 'chute; the coal man pulled the "door" up and the coal began to flow. When the tender coal box was full, he let go the rope but the "door" got stuck in the open position. Try as he might, he couldn't get it to go down, so the coal kept flowing. A hundred tons or so later, it stopped when the bin was empty - and the G2 was buried! It took a yard engine and a gang of men to get the locomotive extricated but it gave everyone something to talk about.

If you're wondering how the coal got from the railway hopper cars into the raising mechanism, this was so simple. An inclined track inside the coal dock held four or five cars. A steel grating between the rails allowed the coal to flow down from the hoppers under each car and onto a conveyor beneath the grating. As each car was emptied, the coal man, using the car's hand brake, would allow it to run further down the incline and then, using the same procedure, allow the next loaded car to run down to a position over the grating. This was repeated until all the "loads" were emptied. Then the yard engine would come up, pull out the empties, and push in another "cut" of "loads".

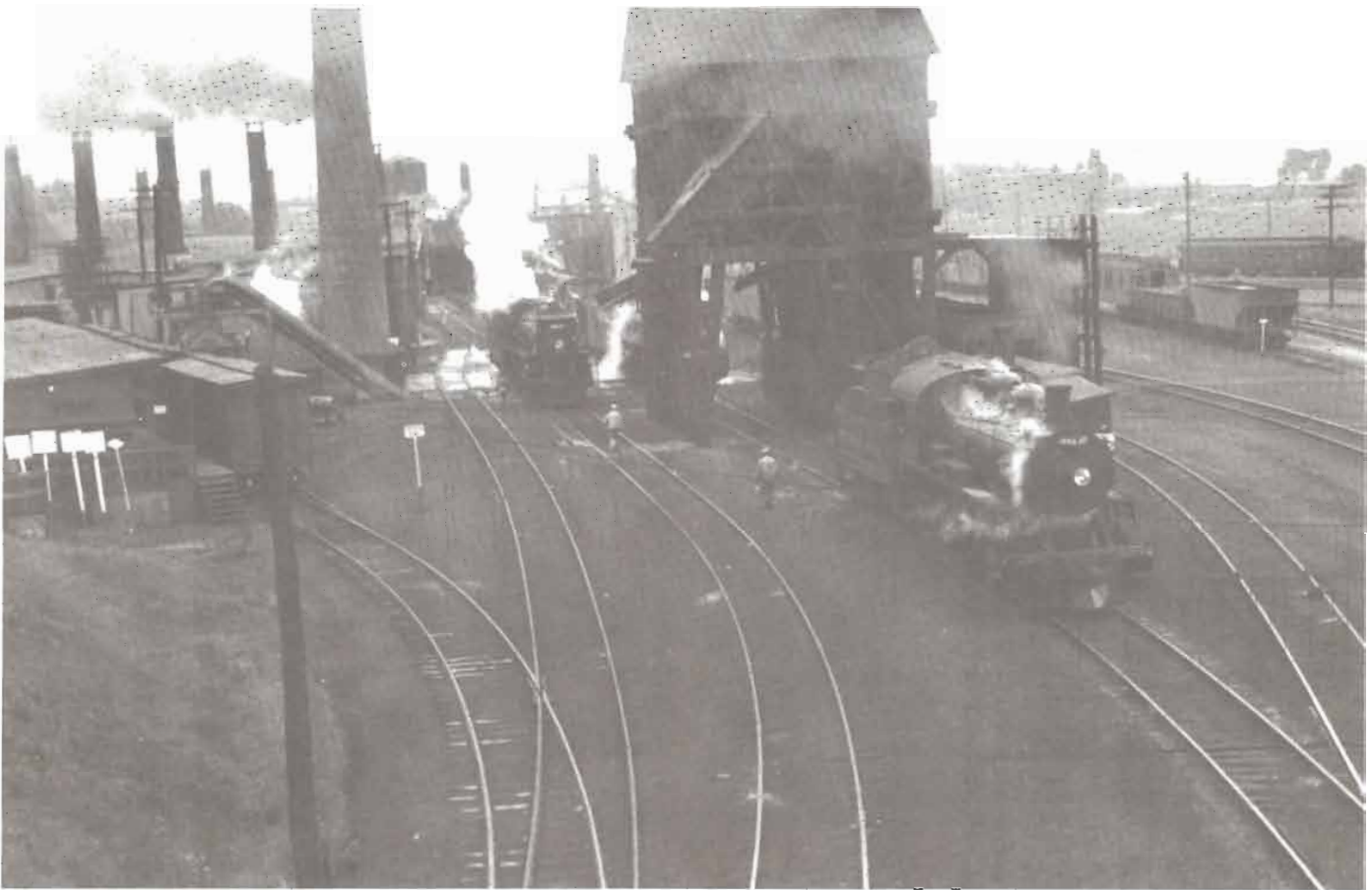
During my time at Ottawa West, I believe that the coal we burned was of the bituminous variety from Pennsylvania. It came down the St. Lawrence River by boat to Prescott (57 miles south of Ottawa) during the navigation season to be either stored in a coal dump just north of the town, or put directly into hopper cars for Ottawa and other points. A detailed story on this operation, which I wrote, may be found in the August 1977 issue of *Branchline*, long since out of print. [We might consider re-running the story if enough readers indicate so ... Ed.]

This Pennsy coal was real good fuel for locomotive use. With at least 14,000 British Thermal Units per pound, low sulphur and low ash content, it was "clean" coal (minimum impurities) so it didn't "clinker" too readily. It was a real joy to work with.

### The sand house ...

But all this babble about coal is getting me away from what I really want to say. The coaling facility had another function - sand! Locomotives - steam, diesel-electric, electric or otherwise - normally use sand to increase the friction between the driving wheels and the rails when required to start heavy trains or move up grades. Sand can also be used when heavy braking is necessary.

On steam engines, the sand supply is normally carried on top of the boiler in some sort of container but usually in a "sand dome". Like the coal supply, sand was put on board from the top of the locomotive, making the coal dock an ideal place to house the sanding facility.



As viewed from the Wellington Street bridge, Ottawa West Shop in the early 1950s looked like this. There's a lot to note in this picture: the telltale hanging across the tracks from the pole on the left side, the stores department on the left hand track, the three shop tracks, the coal chute track, the runaround track and, to the right of the hopper car, the west leg of the wye. The main attraction is the coal chute of all wood construction. Note the sand bin on the left side of the south face of the structure. In the

foreground is CP D10 4-6-0 No. 1059. To the left is either a G1 or G2 Pacific. On the track under the chute is either a Hudson or one of the heavy G3 Pacifics. The author had the dubious distinction of pulling the large supporting timbers out of the ground with a company 1200-series 4-6-2 during the coal dock's demolition in 1954. (Photo: Collection of Duncan du Fresne)

Let's examine a simple sand facility. To start with, a shed of some sort was needed to contain the large sand supply. It also had to be adjacent to the coal dock track as the sand, delivered in bulk, arrived in a gondola car and had to be shovelled into the shed through hatches, either in the roof or side wall. The shed, by the way, was usually called "the sand house".

Inside the "house" was a large, circular "pot bellied" coal-burning stove. This stove looked quite a bit different from the usual variety because around its diameter, about half way up from the floor, was a steel trough. Sand from the supply was shovelled into the trough and heated by the stove. "Why?" you ask. In order to dry the sand is the answer. You see, the sand was "raised" from the trough up to its "bin" in the coal dock above through a relatively small diameter pipe using compressed air to "suck it in and push it up". It was as simple as that! But, in order for the sand to flow up that long pipe, it had to be dry. It also had (and has) to be dry when put onboard the locomotive. Otherwise it's useless. The sanding mechanism on a steam locomotive uses gravity to get the sand from the dome to the "sand trap" located outside the dome. Compressed air on the engine "blows" the sand out of the trap so that it can continue its trip to the rails by both "air" and gravity. If the sand in the dome is wet, it won't flow to the rails. Only dry sand works!

If the sanders on a locomotive fail, it's usually because the sand is wet and it won't move. Sometimes it's because some small pebbles or similar impurities have contaminated the sand and

gotten into the dome, blocking either the outlet from the dome or the trap. The chance of impurities getting into the dome could be high since no final "screening" was done at the time of filling.

In the accompanying photographs you can see the whole coal and sand facility. Note the sand pipe going up from the "house" and the small diameter "filler" pipe for carrying the sand to the dome on the engines.

"Meetings of the sandhouse committee" ...

A few other notes are in order. Coal for the stove was simply picked up off the ground in a bucket. There was enough spillage from the locomotive tenders. You knew when they were heating sand in the "house" by the large amounts of coal smoke erupting from the sand house chimney! In the cold weather months, the sand house was an excellent place for a "shin heat" for the shop track servicing crews. I know that I used to go in from time to time to thaw out.

I was not alone in my visits to the "house". Indeed, regular "unofficial" gatherings could take place. These were known around the shop as "meetings of the sandhouse committee". When a gripe was heard or a problem needed resolving, some joker would suggest that it be discussed at the next meeting of the sand house committee.

As a hostler, I had to be a locomotive fireman, as only a fireman/hostler was permitted to move locomotives around the

shop facilities during servicing. Consequently the labourers who worked along the shop track did so under the general direction of the hostler. Because of this, when I entered the sand house and was with the labourers, they clammed up as soon as I came in as they saw me as some sort of "management". Nothing was further from the truth, however, even though I was paid better than they were. I was only "skilled labour" and they weren't.

All of this seems to have taken place so long ago. Where was the sand house when I really needed it on that hot afternoon in McAdam, New Brunswick, as I carried bag after bag of sand from the station platform to the top of 1201's sand dome in June of 1989? Now that's real progress!

## Post Scripts

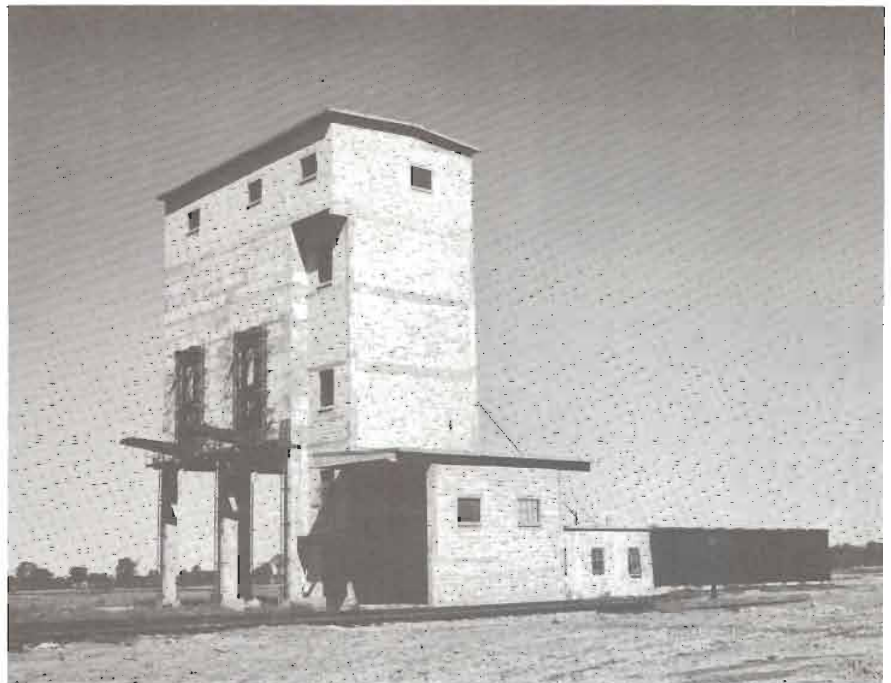
It seems that I was somewhat remiss in my photo captions in the May 1991 instalment of "Tid Bits". Locomotive 2810 was standing at Ottawa Union Station, not Windsor Station in Montreal, while No. 2826 was eastbound at Park Avenue in Carleton Place, Ontario. Many thanks to my old friend J. Norman Lowe, now retired from CN's public relations department, who took both photos. I find this ironic since I obtained both shots from CP's Corporate Archives. Perhaps Norman might care to explain his fraternization with the competition!

The "steel can on a tower" coal chute at Ottawa West in the late 1950s. Note the sand house behind the 1267's tender and the sand-carrying pipe coming out of the sand house roof and angling upward. The sand bin is located on the right side of the structure. Its extended pipe for filling locomotive sand domes can be seen under the "O'Keefe Ale" sign on the former "Bradings Brewery" building on Wellington Street. The coal raising endless chain bucket system is located in the steel housing at the rear of the facility behind the loaded hopper car.

Walking on the grubby shop track is Henri Seguin, a legendary dedicated labourer who spent about 50 years at Ottawa West. (Photo: Collection of N. Bruce Ballantyne)



CP's final major coal dock in 1949 at St-Luc Yard in Montreal. Other than the little "steel cans on a tower" type, built as a stop gap measure in the mid to late 1950s, CP's last "real" coal chute was this concrete structure at St-Luc. (Canadian Pacific photo)



## Is a 'Beringtunnel' Next? OMER LAVALLEE

Next to a report about the breakthrough of boring in the 31-mile north running tunnel of the Channel Tunnel ("Chunnel"), which occurred at 10:30 on 28 May 1991, the *Manchester Guardian's* weekly edition for 2 June 1991 carried an article by Martin Walker entitled "Railroads of the world, unite!"

It seems that Walker had been on assignment for his newspaper in Alaska seeking out examples of cooperation between the USA and the USSR brought about by the end of the Cold War; things such as the fact that Alaska's capital, Juneau, is twinned with Vladivostok. Alaska Airlines is shortly starting a scheduled air service between the two cities, and that a multinational park is being planned at the site of the prehistoric land bridge across the Bering Straits which brought human migration from Asia to the Western Hemisphere.

The reporter interviewed Alaska's governor Walter Hickel, who in May signed a trade agreement with Boris Yeltsin's Russian Republic. Walker goes on:

... But the biggest Alaskan-Soviet connection has an oddly British origin. Our own Channel Tunnel has inspired a plan for a 56-mile rail tunnel under the Bering Straits to connect the eastern and western hemispheres. If it becomes a reality, you will be able to board a train at Victoria Station, London, and travel across Europe, over the Trans-Siberian Railway, up through Magadan [Siberia], under the Bering Straits, through Alaska and Canada, and into the continental US....

Also called for, in blissful ignorance of track gauge differences, is another tunnel between Japan and Siberia:

... thus making a global network of the rail systems of the European Community, Japan and North America. Doubtless the commercial prospects are glittering -- though not if you are in the sea cargo business -- but the real fun is to dream up the most exotic of journeys: from Tokyo to Torquay, Panama City to Peking, Cape Town to California; ...

How about New York to Old York, a 20,000 mile rail journey by land?

The Bering Straits tunnel has been casted as a feasibility study in the latest *American Underground Space Association News*, the journal of the tunnelling industry. And last week, it inspired the chamber of commerce in Nome, Alaska, and the Bering Straits economic council to write to governments, municipalities and corporations around the northern hemisphere asking if they would be interested in taking the idea further....

The idea is being taken seriously in Nome because part of the miracle is already taking shape. Thanks to the surprise election of Governor Walter Hickel last year, the North American railroad system is being pressed to grow, by nearly 1,000 miles, through Alaska, all the way to Nome itself ... Once the rails reach Nome, another 100 miles will take it to the Inuit output of Wales, just across the straits from the Siberian Inuit settlement of Uelen. Another 20,000 miles of new rail through Magadan would link up with the Trans-Siberian line north of Vladivostok.

The account concludes by saying that "the last attempt at a rail link, floated by a Franco-Russian company in 1906, collapsed even before the first survey. Maybe this time the Russian connection will work." Hopefully it will, but the account doesn't reckon with the potential intransigence of a Canadian government whose indifference to the potential of rail has resulted in the complete abandonment of all such facilities in two of its Atlantic provinces.

## NTA Decisions / Hearings

**CP FILES NOTICE OF INTENT TO ABANDON ALBERTA LINES:** CP Rail has filed notice of intent to abandon its Strathmore Subdivision between Langdon (mileage 33.6) and Shepard (mileage 45.1) and its Langdon Subdivision between Langdon (mileage 0.0) and Irricana (mileage 25.9).

The Langdon Subdivision was built between 1909 and 1910 while the Strathmore Subdivision was constructed between 1882 and 1885 as part of the original central section of the main line with operations between Langdon and Shepard commencing on December 2, 1883.

In spite of the history of the Strathmore Line, the abandonment will have little or no effect on the area as alternate services have been established via a running rights agreement with Canadian National over its Three Hills Sub. (21/06/91)

**DECISION PENDING ON ALBERTA LINE:** The National Transportation Agency has advised that it is looking for justification on why a segment of Canadian National's Demay Subdivision between Roundhill (mileage 12.0) and Ryley (mileage 24.9) should be retained. No carload traffic has been handled since 1987 when 109 cars were handled, incurring a loss of \$24,874. (17/07/91)

**NTA TO STUDY CANRAIL PASSES:** The National Transportation Agency will investigate VIA Rail policies with respect to the sale of Canrail passes to determine whether they are discriminatory or not.

The passes are available to foreigners and to Canadians over 60 years of age. The policy has been criticized by those not eligible to purchase them.

The NTA decided to look into the matter after being prompted by Liberal MP Herb Gray and Frank J. Testin of Edmonton. Although Testin was complaining on personal grounds, Mr. Gray's actions were prompted by complaints from a couple of irate constituents.

No concluding date for the investigation has been established. (16/07/91 thanks to Frank Testin and Canadian Press, 19/07/91)

**GRANBY SUBDIVISION GIVEN REPRIEVE:** The National Transportation Agency has ordered Canadian National to continue operation of the Granby Subdivision (Quebec) between Granby (mileage 15.57) and Marieville (mileage 38.70).

The decision is quite significant. As little as a year ago, the potential response to an NTA review of the status of the line between Granby and Chambly (mileage 44.00) had suggested that the line was uneconomic with no possibility of it yielding a profit.

Since that time, however, the line has experienced somewhat of a turn-around. Traffic on the Marieville to Chambly section has improved thanks to an agreement between Canadian National and SIVACO, a steel processor located in Marieville which has resulted in a profit for CN.

On the balance of the pike, the propane dealership in Granby objected to the proposed abandonment, arguing that it was not in a position to receive road-hauled shipments of propane.

Other traffic has materialized or has the potential to materialize. M.O.Q. Rail Inc (see "Information Line") plans to build an intermodal facility at mileage 33.54 (Rougemont Siding) from where it believes that it can generate 20, 30 and 40 hauls per day in 1991, 1992 and 1993 respectively.

The NTA also determined that the Granby Subdivision was marginally "uneconomic", suggesting that its status was such to recommend that it continue to be operated in the hopes that the whole branch would eventually become "economic".

During 1989, the segment posted an actual loss of \$5,786 as opposed to the previous two years when average profits of \$236,000 were generated.

The decision will be reviewed one-year hence. (18/07/91)

# Down by the Shop by PHILIP B. JAGO

## "Hear that whistle blow!"

In defiance of all popular wisdom, the distinctive sound of a steam locomotive whistle may still be heard in the nation's capital.

No, it will not be a tape recording. It is the real thing: with one qualifier. As opposed to being the National Museum of Science and Technology's ex-CP G5 Pacific No. 1201, credit for the distinctive melodies will belong to ex-Central Vermont Crane No. 4251 (Industrial Brownhoist, 1919), owned by the Bytown Railway Society Inc. since 1967.

The Museum has asked Bytown to operate the 4251, as well as a number of other pieces of equipment, in conjunction with its official reopening, scheduled for 28 and 29 September. Final details have yet to be ironed out - including the blessings of the local federal boiler inspector - but regular and new followers of the shop circuit would do well to contact the powers that be in terms of how they might get involved both in the preparatory work - the 4251 was last steamed in 1986 - and in terms of doing any one of a number of tasks during the "big weekend."

Without meaning to second guess the "powers-that-be", some of these tasks might very well be assisting in reswitching the Museum Yard in order to get the 4251, and accompanying tender (ex-CV No. 4264, built 1887 for Locomotive No. 52, née 33) and boom car (ex-CV No. 4313, built 1907) from their present "spot" in the Museum yard to a location more convenient to the shop. Then the crane has to be made ready for a "hydro" test which will involve, among other things, punching out more than 100 tubes - all accessed from the top of her vertical boiler. This writer participated in one such session many years ago, and it turned into a two person job. Yours truly pushed through the "rattler" (read wire brush), similar to a gigantic pipe cleaner, while my "mate" would fish said item out of the firebox every time the rattler had successfully negotiated one of the tubes.

Although the job might be termed monotonous, I do remember one detail which required caution. One of those tubes had a "fusible" plug - a safety feature based on the principle that if things got too hot, the plug would melt and the boiler water would extinguish the fire beneath. This was the one tube which was not touched, out of respect for the plug, not to mention a certain Shop Foreman.

I recall another tricky point, as well. When removing or screwing in the washout plugs, one also had to be careful that the

plug wasn't dropped into the cavity between the boiler lagging and the exterior jacketing. This happened on one occasion in the past - no it wasn't me - and required no end of fiddling before the plug could be rescued. People in the know are still reluctant to discuss the incident with the afore-mentioned Shop Foreman.

Lubrication is also a treat. Whereas modern steam locomotives rely on a variety of grease guns, this beast is solely equipped with of variety of different sizes of grease cup. The cups are filled by hand using a stick and a pail of grease and the grease is applied by screwing a cap down on the cup. Greasing can be a job in itself - with one person filling the cups and the other sorting out the different caps.

One other task cannot be overlooked. The 4251 relies on good old-fashioned coal for the necessary BTUs to heat its water. Obviously this will have to be added to its vertical bunker (tender) located adjacent to the boiler. An order for coal has gone out for a "truck load". Since, we do not presume to use everything in one shot, some of the black diamonds will have to be stored, meaning that bodies will be required to get on the business end of their respective shovels and put this material in a secure place. Much of my late teens and early twenties were spent on a construction site and shovel work such as this was typically known as "banjo playing". I predict sounds that could rival the "Grand Ole Opry".

This is only a smattering of some of the fun that awaits us. The "company" (BRS Executive) has yet to work an actual program for the big event but We envisage the operation of the 4251 - both lifting demonstrations and pulling a coach in the yard. The club has a hand car, a motor car and a speeder, all capable of giving rides - subject of course to operators being on hand. This might also be the occasion to barter a few souvenirs with what should be a festive crowd and people will be required to fulfil a number of roles in this regard.

All-in-all, it could shape up to be a lot of fun. If you want to get involved call either BRS President David Stremes (613) 729-7850 or BRS Shop Foreman Duncan du Fresne (613) 733-3443. Better yet, come out to the shop on the Saturday after you read this column. We are still working on our former CP wooden caboose 436436. After a lot of fiddling, all of the flashings are now installed around the base of the cupola. We are pleased to report, moreover, that the roof has passed the acid-test in terms of rain. That's by no means the end of it, however.

As has been said so many times, "there's always plenty to keep one busy year round." We look forward to seeing you.



The Society's ex-Central Vermont steam crane 4251 at work in the late 1970s. (BRS Collection)



## "The Little Engine that Could" Rebirth of the Salem and Hillsborough PHILIP B. JAGO

Local guts and determination, coupled with an infusion of much-needed capital from the provincial government, have seen the rebirth of the Salem and Hillsborough Railroad.

Written off as lost by more than a few publications, including this one, following the cessation of operations at the end of 1989, the New Brunswick tourist hauler is once again back in business.

At the moment, operations are on a tri-weekly basis (Friday, Saturday and Sunday), with three diesel-hauled trips being operated on each day. Motive power consists either of ex-DEVCO RS-1 No. 208 (ALCO, 1946) or ex-DEVCO RS-1 No. 8209 (ALCO, 1950) although management is working to get ex-CN 4-6-0 No. 1009 (MLW 1912) and ex-CP 4-4-0 No. 29 (CP, 1887) back into service. At the moment, loads are sufficient to warrant the use of a three car train capable of accommodating up to 250 passengers.

According to newly-appointed General Manager Robert Hyslop, local response to the project has been excellent with a number of area businesses donating all sorts of materials while the local populace has shown its support in the most positive way possible, at the fare box.

As stated above, the renaissance of the Salem and Hillsborough is due in no small way to support of the New Brunswick Government and of many of the local citizenry. Although the government funding has essentially primed the

pump with a contribution of \$70,000, the organizers recognize that they can only be in it for the long haul following the development of a comprehensive business plan which essentially weans them off of government largesse, unlike the first incarnation of the S&H when operations were subsidized on an annual basis by the federal government to the tune of \$250,000.

Indeed one of the first priorities for the new Board, according to Hillsborough Mayor David Richardson, is to get the "kinks ... worked out of the operation ... [in order to sit] down and look at some long range goals and plans." One of the first real crises to be dealt with by the new management is CN's plans to dismantle the S&H's connection to the outside world between Baltimore and Salisbury, the junction with the CN main line. Organizers emphasize that the acquisition of this 10 miles of track is "crucial" to the continued operation of the railroad. Negotiations involving CN and all levels of government are currently taking place.

Getting a railway operational is not cheap, moreover, as anyone with first-hand experience will tell you. One area where the S&H is unfortunately lacking is in advertising. Although not to denigrate government largesse, there are only so many ways you can get blood from a stone and some areas have to suffer at the expense of others.

With respect to the S&H, a major gap in the current enterprise is the advertising budget. It is little or non-existent. But a lot can be done by word of mouth and through the pages of journals such as Branchline. It's time to spread the word and create the momentum.

To the end of the summer, trains will leave at 13:30, 14:30 and 15:45. There is also a 3½ hour sunset special which includes a dining car. The fares are quite reasonable: adults are \$6.00, seniors ride for \$5.00, children from 3 to 12 are \$3.00 while there is a family rate of \$18.00.

Following the conclusion of the summer, the S&H will operate special charters to the end of October. For up-to-date details on scheduling, contact the Salem and Hillsborough Railroad Inc., P.O. Box 70, Hillsborough, New Brunswick, Canada, E0A 1X0, (506) 366-6715.

### Acknowledgements

Background information courtesy of Salem and Hillsborough Railroad, George Matheson and Michael Iveson.



"The Little Engine that Could": Former Canadian National ten-wheeler No. 1009, temporarily out-of-service, will soon be a key actor in the renaissance of the Salem and Hillsborough Railroad. (Photo by James L. O'Donnell, courtesy of Salem and Hillsborough Railroad Inc.)



NEW SLOGAN: Yes, RAIL is the environmental model! This theme was displayed on CN 599073, one of several former Conrail automobile box cars, as it passed through Walkley Yard in Ottawa in July 1991. Photo by David Stremes.

MOVING?: Please let us know your new address as soon as it is known, with the effective date of change. Thanks.

# Letters to the Editor

**APRIL, MAY, JUNE AND JULY: COMMENTS AND CLARIFICATION ON A NUMBER OF POINTS:** Referring to your April story on McCain Foods and the abandonment of Canadian Pacific's Shogomoc Subdivision, the irony of that situation continues unabated. McCain owns the biggest truck line in the Maritimes, Day & Ross, started by them to defy Canadian Pacific. It is now a big-league interprovincial carrier. Indeed, the potato plant at Florenceville usually harbours a number of Day and Ross trailers waiting to serve their owner.

On another front, although Toronto Hamilton & Buffalo GP7 No. 71 was the first unit to leave the GMD plant in London (in August 1950), it was assembled from major components manufactured at GM's main facility in La Grange, Illinois. The London plant was not anywhere near completion although the big cranes had been installed. Thus, the 71's engine, generator, switch gear, hood, cab and trucks were brought in on flat cars, along with an underframe and put together for a plant opening celebration. I was a foreman there at the time and can vouch for the fact that at least the paint job was all Canadian.

The first locomotive to be completely fabricated at London was Canadian Pacific FP7A No. 4028, which was immediately assigned to the Algoma District with servicing out of Chapleau.

Looking at CP's D4 locomotives in the April and May issues, it is curious to note that the 425 and 450 had different headlight styles, different pilot styles and that they trailed different mail cars and coaches!

Finally, in the June issue, the engineer on CP 0-8-0 No. 6925 has left his engine in forward gear while taking water! What does "Tid Bit" author Duncan du Fresne think about that? [signed ... F. H. (Joe) Howard]

**"GET THE STORY FIRST, BUT FIRST GET IT RIGHT", CLARIFICATION ON THE 'FIRST LAST SPIKE':** I would like to draw your attention to the item in "Information Line" (Branchline July/August 1991) headed "First 'Last Spike' on Display". Having discussed this with Omer Lavallée, Canadian Pacific's Corporate Historian Emeritus, he agreed that I should write you on behalf of both of us to offer clarification.

One of the great maxims of journalism is said to be "get the story first, but first get it right." As anyone who has had anything to do with the media knows, this slogan is honoured more in the breach than the observance, particularly if technical matters are involved, and this news item, apparently reprinted verbatim from the Vancouver Sun, is no exception.

The facts are as follows: Donald Smith did pocket the bent spike and it was cut up for jewellery, but this was not the 'last spike'. There are many apocryphal stories as to what happened to the true 'last spike' and these will continue to circulate as long as there are railfans to spin yarns. The truth of the matter is that nobody really knows its fate, since, as Van Horne himself said, it was "a plain iron spike as good as any other on the railroad." Not being of precious metal there would have been little reason to withdraw it since it was identical to the other 33 million spikes on the transcontinental railway. However, it seems that the Governor General of the day, Lord Lansdowne, felt the need for something to mark the occasion and he commissioned a solid silver replica which he presented to Van Horne. Readers of Branchline may recall this being on display as part of the CP exhibit at the National Museum of Science and Technology that was opened by the Prime Minister on 1 November, 1985.

At the commemorative celebrations held at Craigellachie on 7 November 1985, three spikes were presented by CP Rail to the then director of the National Museum of Science and Technology, Dr. J. William McGowan. These were: the remains of that referred to that in the article; the 'last spike of the first century' driven by the present Lord Strathcona; and the 'first spike of the second century' machine-driven by R.S. Allison, the then President

of CP Rail. It was planned that CP Rail and the Museum would jointly fund a travelling exhibit to display these artifacts across Canada, but although the exhibit was designed, changing priorities at the Museum led to the project being shelved. Consequently, all three spikes remain in the custody of CP Rail.

I hope this serves to clear up any confusion on the matter. [signed ... R. John Corby, Curator Industrial Technology, National Museum of Science and Technology (retired)]

## Fifth Annual Branchline B&W Photo Contest

Deadline - November 15, 1991

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 up to three (3) previously unpublished 8" x 10" black and white glossy photographs for each of the following categories:

- 1) Waterside Locations (trains along rivers, lakes, bays)
- 2) High Summer Pictures (definite feeling of heat, eg. engineer sweating, minimal clothing)
- 3) Stations and People (showing station facilities in use)
- 4) Artistic Railway Scene

Be sure to include caption information to describe the train, route, date, and other pertinent data.

Contest results, including the publishing of the winning photographs, will be in the January 1992 issue of Branchline.

All photographs 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.

**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.

# Along the Right of Way



**ROUNDHOUSES IN THE NEWS:** The roundhouse in Neebing Yard in Thunder Bay, Ontario, fell to the wrecker's ball in late-May; fire severely damaged the abandoned roundhouse in Windsor, Ontario, on July 27. (Geoffrey Peters, John Mitchell)

**P.E.I. UPDATE:** Rails on Prince Edward Island are slowly being lifted, with the Borden to Charlottetown segment removed.

Various stations on the island have been converted for further use: Summerside station is to become a library; O'Leary station is now the "Railway Cafe"; Kensington station is now an Information Centre and Craft Shop with CN RSC-14 1762 displayed in front of it; the stations at Alberton and Cardigan have become craft shops; Elmira station is a railway museum with two baggage cars displayed; the stations at Charlottetown and Montague have been converted for private use; and the station at Royalty Jct. has been moved to Hunter River for private use. (George Horner)

**TRAGIC COLLISION:** On August 5, Montreal-Vancouver Train 201 collided with a three-trailer tank truck loaded with light crude oil at Kinsella, Alberta, (Mileage 172 of the Wainwright Subdivision) killing the three man CN crew and the truck driver. The train travelled three kilometres after impact and left a trail of fire destruction for the three kilometres. Water bomber aircraft were pressed into service to quell the blaze.

Fire-gutted in the collision were SD40-2(W) 5300 and SD40 5130. The trailing unit, SD50 5418, was heavily damaged by fire along with several of piggyback and container cars and loads on the 31-car train. During the cleanup, several freight trains and VIA Rail's "Canadian" were routed over the Warman, Aberdeen and Vegreville Subdivisions between Saskatoon and Edmonton. (Several)

**NEW BICYCLE PATH:** The former CN right-of-way between Granby and Waterloo, Quebec, has been made into a bicycle path. The station in Granby is still on its original site. (Daniel Poirier)

## CP Rail

**STATIONS RAZED:** The station building at Red Rock, Ontario, was demolished in late-May, followed by the demolition of the stations at Marathon and Terrace Bay in late-June. Still standing in early-July, with indications it is about to meet the same fate, was the station at Heron Bay. (David Gagnon)

**UNUSUAL LASH-UP:** On July 19, Train 556 from Montreal to the D&H at Saratoga, New York, was powered by CP M-636 4707, Norfolk Southern B32-8 3533, PLM SD40-2 3000 and CP M-630 4568. Norfolk Southern units rarely visit Montreal. (Bruce Chapman)

**ISLAND VISITORS:** On July 25, Track Recording Car 63, and Railway Technology Exhibit Car 91 (nee RDC-2 9108) journeyed between Nanaimo and Victoria, B.C. (Dale Whitmee)

**NEWS FROM WHITEMOUTH:** The station at Whitemouth, Manitoba, (70 km east of Winnipeg on CP's Keewatin Subdivision) has been removed. In deteriorated condition, the building last saw passenger service when the final eastbound "Canadian" dropped off a television cameraman on 15 January, 1990.

Whitemouth was once the junction point with the Manitoba Eastern Railway which ran 15 km north to the hydro dam at Seven Sisters on the Winnipeg River. The dam was completed in 1951 and the rails were removed. Little remains of this line, although one can still see bridge abutments from where the line crossed the Whitemouth River.

The CPR water tank at Whitemouth survived well into the 1970s as it had been modified to serve as the town water supply. Upon its demolition, some of the apparatus was saved for future display at the local museum. A further remainder of the railway at the local museum is former CP caboose No. 437189 built in 1947. It has been there for 18-years now and is poor condition, a victim of both vandals and the elements. (Morgan Brown)

## BCRAIL

**CONTROVERSIAL CHARTER:** Newly-elected British Columbia Premier Rita Johnston and several cabinet ministers and aides travelled from North Vancouver to Lillooet on a charter train on July 23. BC Rail Dash 8-40CW 4612 powered the short train which included caboose 1876, a box car and three of BC Rail's private cars ("Northern Summit", "Caribou" and "Discovery"). (Dale Whitmee)

**BRIDGE REPLACEMENT EXCEEDS ONE MILLION:** By the time the last bills are paid, BC Rail will have spent \$1.2 million to replace a burned down trestle over Cale Creek, 23 km south of Prince George, British Columbia.

The company has installed a steel-lined culvert and 114,683 cubic metres of earth. BC Rail will absorb the whole cost of the rebuild. According to a spokesperson, "we have a \$2-million deductible on our insurance policy." (Vancouver Province, 14/07/91 via Ken McKenzie and Dale Whitmee)

**ROCKSLIDES:** On August 10, a rockslide halted a train four miles south of Lillooet, B.C. During the stop, another slide hit the middle of the train, derailing two freight cars. (Dale Whitmee)

## MISCELLANEOUS

**HELPING HAND:** Ontario Northland's "Northlander" departing Toronto on July 5 was powered by FP7A 1517, hauling ailing FP7Am 1985 (used as an electric generator only) and cars 1984-2, 1984-3 and 1984-4. No. 1517, sister 1521, and modified FP7Am's 1986 and 1987 are the only operational FP7A units of the 22 built for the provincially-owned railway. (Elbert Simon)

## Canadian Trackside Guide 1991

Now in its tenth year of publication, the expanded **Canadian Trackside Guide 1991** is now available. Still in its convenient 5.5" X 8.5" format, this year's 396-page edition contains a full and accurate listing of the motive power and passenger cars owned by Canada's Class I and II railways, the most comprehensive record of industrial locomotives in Canada, an expanded section on preserved railway equipment, a detailed breakdown of urban rail transit equipment, cabooses, cranes, spreaders, and work service equipment. The Guide also lists the radio frequencies of Canada's railways and includes subdivision maps for CN, CP and BC Rail. A new section lists the originating and terminating points for most CN, CP and VIA Rail trains.

The Guide has been described as "a must for the serious enthusiast" and is acknowledged to be the single-most comprehensive listing of motive power and rolling stock ever issued.

Retailing at \$13.95 plus \$2.00 for shipping and handling (U.S. orders, please remit in U.S. funds to cover additional postage), the Guide is available direct from the Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1.

**NOTE:** Please add \$1.12 G.S.T. for each copy of the Guide shipped to a Canadian address (bringing the single copy price when shipped to a Canadian address to \$17.07).

# The Motive Power Scene including equipment items

Many thanks to Martin Berubé, Bruce Chapman, Ray Corley, Ryan Cruickshank, Ian Fisher, John Godfrey, Ross Harrison, George Horner, Brad Jolliffe, Omer Lavallée, Tom Lawson Jr., Pierre Alain Patenaude, Mark Perry, Daniel Poirier, Bill Reddy, Larry Russell, Elbert Simon, Adrian Telizyn, Frank Vollhardt Jr., Dale Whitmee, The Injector, The Sandhouse, Extra 2200 South and WCRA News.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the 1991 Canadian Trackside Guide, eg. (p1-85).



**PURCHASED:** (p1-35, 1-86) CN has purchased GO Transit GP40-2(W)s 700-702, and 704-710. The ten units have been renumbered 9668-9677, and assigned to Montreal for maintenance. Initially the units will operate as trailing units until backshopped. NOTE: GO Transit 703 is leased to Tri-Rail in Miami, Florida.

**THE LAST CONVERSION:** In late June, GMD1 1056, the last unmodified 'original' 6-axle GMD1 acquired for light branchline work, was released from Transcona Shops with B-B Flexicoil trucks in place of its A1A-A1A trucks, and carrying new number 1156.

Of the 83 A1A-A1A equipped GMD1s (Nos. 1000-1082) acquired, 46 have received B-B trucks (renumbered into the 1101-1182 group), 21 were rebuilt to B-B trucked 1403-1423, and 15 were rebuilt to A1A-A1A trucked 1600-1614. No. 1035 was retired in 1969.

**STORED SERVICEABLE RECAP:** RS-18s 3100, 3624, 3640, 3642, 3644, 3661, 3668, 3673, 3682 and 3832; GP40-2L(W)s 9657 and 9665 (on long-term lease to the AAR Test Center, Pueblo, Colorado); along with 24 C-630Ms and 10 M-636s.

**STORED UNSERVICEABLE RECAP** (\* added since last issue): SW1200RS's 1227, 1228, 1242, 1245, 1262, 1268, 1288 and 1310; C-630Ms 2000-2002, 2005, 2007, 2018, 2020, 2024, 2030 and 2041; M-636 2326; M-420(W) 3534; GP9s 4224\*, 4229, 4232, 4261, 4277\*, 4284, 4324, 4365, 4391, 4394, 4417\*, 4425, 4475, 4533 and 4572; SD40 5130\*; SD40-2(W) 5300\*; SD50 5418\*.

**SOLD:** Ten switchers have been sold through Canac to Relco Locomotive Inc., in Minooka, Illinois: SW1200RSs 1205, 1207, 1212, 1235, 1240, 1246, 1263 and 1309; SW1200s 7726 and 7733.

**RETURNED:** Retired RS-18s 3625, 3629, 3648, 3651, 3655, 3663, 3665, 3674, 3678 and 3681 were interchanged with CP Rail at St. Luc Yard in Montreal in mid-June for movement to Metrecy in Laval, Quebec, for dismantling (July-August Branchline). By mid-July, the units had been returned to Taschereau Yard and remained stored there at press time.

## CP Rail

**RETIRED:** (p1-50) C-630Ms 4502 and 4505; M-630s 4509, 4553, 4554, 4558 and 4564; and M-636 4732.

These represent the first retirements of the 82 'Big Alcos' acquired from MLW between 1968 and 1971, other than the loss of 4506 and 4552 in wrecks in 1974.

**UPGRADED:** SD40 5538 was recently upgraded to SD40-2 electrical specifications at Angus Shops in Montreal. Undergoing or awaiting similar upgrading are sisters 5501, 5528, 5535, 5541, 5542, 5544 and 5548.

**MODIFIED:** Alyth-assigned SD40-2s 5693, 5765, and 5816 have recently been equipped with Positive Traction Control.

**MORE 'B' UNITS:** SD40-2 'B' units 5703, 5766, 8060 and 6061 were recently stripped of most cab appurtenances and have had their windows blanked over.

**'NEW' MODEL:** GP9u 1534 has been converted to a hump slug, and is mated with GP9u 1518 for service at St. Luc Yard in

Montreal. Other conversions are expected.

**BACK IN SERVICE:** SD40-2 6051, damaged in a derailment at Nobelford, Alberta, on October 24, 1990, returned to service in early July.

**OUT OF SERVICE RECAP** (\* added since last issue): GP7u 1500; GP9u 1517; GP38-2s 3058, 3067 and 3117; C-630M 4501; M-630s 4510, 4556 and 4564; M-636s 4701 and 4727; SD40s 5501, 5528, 5535, 5541, 5542, 5544 and 5548\*; SW900s 6716 and 6719; RS-23s 8018, 8031\*, 8040\* and 8043\*; GP9u's 8206, 8224 and 8237.

**TRANSFERRED:** GP9u 1598 from Montreal to Toronto; SD40-2s 5693 and 5696 from Winnipeg to Calgary; SD40-2s 5862 and 5863 from Calgary to Winnipeg.

**'CP' UNIT TO CALGARY:** In mid-July, privately-owned former Squaw Creek Coal H16-66 721001 (FM Serial 16L1159, built 1/58), now lettered CP Rail 7009, moved from the Museum of the Highwood at High River, Alberta, to CP's Calgary facilities for some mechanical work.

**RENUMBERED:** Caboose 434576 has been given 'work service' number 422991 and is assigned to a Burro crane in Montreal; caboose 434316 will soon be renumbered 422992 and assigned to Toronto for firefighting, a duty previously performed by wooden caboose 437113; caboose 434636 has been renumbered 434617 (second use) to replace the original 434617 which was owned by Ontario Hydro and was recently scrapped.

**ONE OF A KIND:** CP 352000, an aluminum coal hopper built in October 1990, is in service. CP has had several aluminum cars similar to the new one which have disappeared. The car carries a yellow stripe on one end to indicate to switch crews which end of the car has a rotary coupler.



**IN TRANSIT:** On July 5, Dayneters 5726 and 5729 were noted at CN's Turcot Yard in Montreal in transit to the Great Canadian Railtours Company in Vancouver. Their arrival in Vancouver brings GCRC's fleet of former VIA Dayneters to 20.

**FOR SALE:** Canac, acting as agent for VIA, offered the following 73 passenger cars for sale in late-June:

- Tempo Cafe-Coaches 352 and 354;
- Tempo Coaches 370 and 372;
- Cafe Lounges 751, 753 and 754;
- Sleeper Buffet Lounges 1090-1092;
- 'E' Sleepers 1110, 1111, 1116, 1119, 1123, 1134, 1150, 1154 and 1161;
- 'Green' Sleepers 1164, 1173-1175, 1179 and 1180;
- Diners 1341 and 1358;
- 'Bay' Sleepers 2023-2025;
- 'River' Sleepers 2136, 2141, 2143 and 2149;
- Cafe-Bar Lounges 2502 and 2505;
- Coach-Cafe Lounges 3024 and 3035;
- Cafe-Coaches 3206, 3209, 3214, 3221, 3225, 3231-3234, 3236, 3241 and 3243;
- Coaches 5452, 5455, 5483, 5533, 5541, 5571, 5610 and 5647;
- Dayneters 5728, 5735, 5737, 5739-5743, 5745 and 5751;
- Baggage-Coaches 9300-9303;
- Baggage-Dormitory 9477.

**CORRECTION:** A 'typo' crept into the July-August issue - stainless steel car 124 is undergoing conversion to Head-End-Power, not 125 which has been converted and renumbered 8125.

## MISCELLANEOUS

**HULKS ON HAND:** On July 5, the following GE-built 'hulks' were noted at General Electric's plant in east-end Montreal, their frames destined to be used for 'Super 7' units: Union Pacific (nee Missouri Pacific) U23Bs 546, 565 and 568;

Santa Fe U23B 6311; Western Pacific U30B 3069; Delaware & Hudson U33Cs 652 and 662. Also on hand was former BC Rail MLW-built M-630 707.

**ON HAND:** On hand at Century Locomotive Parts in Lachine, Quebec, in July were:

- ex-Quebec North Shore & Labrador GP9s 149, 151 and 174;  
- ex-CN S-13 114; SW9 405\*; SW1200RS's 1216, 1504, 1505 and 1508; RSC-14 1783; RS-18s 3102, 3107 and 3835; SW8 7151\*; SW9 7703; S-13s 8506, 8510 and 8511; F7Au's 9158 and 9163.  
- ex-VIA F9Bs 6636, 6637 and 6653; FPA-4s 6770 and 6781; FPB-4 6865.

\* SW9 405 and SW8 7151 have been resold to National Railway Equipment in Illinois.

**BACK IN SERVICE:** BC Rail baggage/coach 990602, formerly CN coach 5248 [built by NSC in 1928], operated on BC Rail from 1972 to 1979 and was then stored. After 12 years of storage, the car has been refurbished to carry food and passengers on the reopened Talka line.

**NEW FROM GMD:** Recent deliveries include Southern Pacific GP60s 9759-9762, and several Santa Fe GP60Bs in the 325-347 group.

### ON THE INDUSTRIAL SCENE

**STORED UNIT MOVED:** (p2-5) Former Long Island C-420 202, stored at Western Canada Steel in Calgary, Alberta, since 1985, was poised to move to Ipsco in Regina, Saskatchewan, as we went to press. After many years in commuter service, the 202 saw service on the Vermont Northern, and the Wabash Valley Railroad before being acquired by PV Commodity Systems in 1978.

**STILL EXTANT:** (p2-8) Ipsco S-2 No. 4 (ALCO Serial 75653, built 1/48), reported as scrapped, is still on the property in derelict condition. The unit was previously Los Angeles Junction No. 4. Noted operating at Ipsco were NW2 No. 5 (ex-Burlington Northern 493) and SW900 No. 6 (see CP 6714). Not seen was S-2 No. 1 (ALCO Serial 70155, see USA 7114 in 8/43).

**LIGHTENED AND RENUMBERED:** (p2-9) The Greater Winnipeg Water District acquired BC Rail S-13s 501 and 503 in October 1989. GWWD has reduced the 503's weight from 115 tons to 88 tons in deference to their light rail, and renumbered the unit 201. No. 501 will undergo the same treatment and assume number 203. Nos. 200 and 202 are ex-Devco RS-23s 200 and 202.

**SWITCHER ADDED:** (p2-14) Diesel Division - General Motors of Canada has added an EMD-built SW900 switcher at their plant in London, Ontario. Numbered D0069, the unit was built in February 1955 (serial 19703) as Buick Division of General Motors (Flint, Michigan) 818. In the mid-1970s it carried bicentennial colours and was numbered 1776. It later operated as Buick City Railroad 818 until sold to Peaker Services (Dealer).

**GONE SOUTH:** (p2-19) Union Carbide Canada 80-Ton No. 10 (GE Serial 31847, acquired new in 4/53) has been sold to Locomotive Marketing Inc. in Birmingham, Alabama.

**ON THE MOVE TO?:** (p2-25) On July 14, a GE 25-ton unit lettered B.F. Goodrich was noted on a flat car westbound on CN's Kingston Subdivision. Likely the unit was B.F. Goodrich's 25-ton (GE Serial 29231, built 8/47 for Shawinigan Engineering) from their Shawinigan, Quebec, plant. Can anyone confirm its destination?

### ON THE PRESERVED SCENE

**RELOCATED:** (p3-5, 3-19) The West Coast Railway Association's former BC Government Display Car "Cowichan River" (see CP Coach 2263) has moved from storage at Squamish to the B.C. Transportation Museum site in Cloverdale, B.C., to be set up as a museum display car.

**TO VANCOUVER ISLAND:** (p3-5, 3-16) Former Koppers International Canada crane at the B.C. Transportation Museum in Cloverdale (British Columbia) has been acquired by the West Vancouver Island Industrial Heritage Society in Port Alberni, B.C. It departed Cloverdale on April 6.

**MOVED AGAIN:** (p3-9) Former CP wooden caboose 436603 has moved from Fort Langley to Art Knapp's Nursery at Dominion and Lougheed Highway in Port Coquitlam, B.C.

**TO BE RESTORED:** (p3-12) Former MacMillan Bloedel 2-8-2ST 1055 (BLW Serial 60942, built 5/29), owned by the Royal B.C. Museum and stored at Ladysmith, B.C., will soon be moved to Port Alberni and for eventual restoration by the West Vancouver Island Industrial Heritage Society.

**GONE WEST:** (p3-16, 3-64) On July 30, former CN 4-6-0 1520 (CLC Serial 738, built in 1906 as CNoR No. 83) was loaded onto two flatcars at the Canadian Railway Museum in St-Constant, Quebec, destined for the Prince George Railway Museum in Prince George, B.C.

No. 1520, a number carried only between 1956 and retirement in 1960, was No. 1223 for most of its Canadian Northern and Canadian National careers. No. 1520 is the only remaining example in Canada of an engine with inboard piston valves.

**HELD FOR MUSEUM:** (p3-19, 8-2) CN wedge snow plow 55365 (built 1929) has been acquired by the West Coast Railway Association for their future museum site in Squamish, B.C. The plow will be stored temporarily in CN's yard in Kamloops, B.C.

**ADDITIONS:** (p3-23, 8-4, 8-5) Recently added to Heritage Park in Calgary, Alberta, are former CP Rail wedge plow 400884 (built 1911) and former CP Rail Jordan Spreader 402829 (built 1912).

**MOVED:** (p3-34) CN wooden caboose 78654 (previously 78615) has been moved from its resting place next to the CN roundhouse in Dauphin, Manitoba, to CN's Transcona Yard near Winnipeg.

**SAVED:** (p3-40) CN steel caboose 79322 has been preserved next to Highway 33 between Conway and Aldolphustown, Ontario.

**GONE STATESIDE:** (p3-46) Former Gulf Pulp & Paper 0-6-0 No. 38, built by Davenport in April 1931 (serial 2187) as Dominion Construction 2187, has been moved from display at Christian Bell Porcelain in Mount Forest, Ontario, to the Bath & Hammondsport Railroad in Hammondsport, New York. Plans are to restore the locomotive for use on a dinner train.

**RELOCATED:** (p3-52) Former CN wooden caboose 78491 has been relocated by its owner from the Port Stanley Terminal Rail in Port Stanley, to his private residence in London, Ontario.

**NEW HOME:** (3-54, 6-5) CP Rail steel caboose 434145 has been acquired by the Halton County Radial Railway in Rockwood, Ontario. The caboose, to provide sleeping accommodation for members, arrived at the Rockwood site on June 29. Previous numbers carried were 437468 from 1954 to 1969 and 439870 from 1969 to 1975.

**PURCHASED:** (p3-57) CP steel caboose 437392 has been purchased by an individual in Sultan, Ontario.

**RELOCATED:** (p3-58) Former TTC PCC Streetcar 4412, displayed at the Stone Cottage Inn on Kingston Road in Scarborough since 1981, moved in April 1991 to the Fair Haven's Bible Camp in Gamebridge, Ontario (near Lake Simcoe).

**EQUIPMENT MOVEMENT TURNS A FEW HEADS:** (p3-60) On June 29, more than a decade after official abandonment, rail cars once again traversed CN's Beeton Subdivision between Palgrave and Tottenham, Ontario. Lineside residents were more than a little startled, especially since the tracks have been long since removed. But these were no ghost trains. Rather the South Simcoe Heritage Railway Corporation was moving two box cars acquired from a private individual, and CP Rail steel caboose 434708 via a flatbed tractor trailer between CP Rail's Palgrave siding and the equipment's new home at the SSR in Tottenham. What better way to avoid the delays and inconvenience of a road haul! The boxcars will be utilized for storage, and the caboose will see work train service and provide accommodation for crews.

The SSR was featured in the July/August issue of Branchline. **FOUND:** Former CN wooden caboose 78264, previously displayed at Magnetic Hill, New Brunswick, and reported 'missing', has been located in the Moncton Department of Works Yard at Highway 15 and Killam Drive. The caboose was auctioned in 1990 with no taker and is still for sale.

**'CANADIAN' SAVED:** (p3-81) Napa Valley Wine Train's Baldwin DS4-4-660 No. 51 (Serial 73042, built 11/46 as Morrisey, Fernie & Michel No. 1) has been acquired by the Feather River

Railway Society in Portola, California. Plans are to repaint the rare unit in Western Pacific colours, similar to the treatment being accorded recently acquired former CN F7Bu 9190.

**SCRAPPED:** (p3-84) Former Montreal Transportation Commission streetcars 1176 and 1177 at the Seashore Trolley Museum in Kennebunkport, Maine, have been scrapped for parts. The 1176, which finished its service days as a brine car, was dismantled in the spring of 1991; the 1177 was retired as an instruction car and was dismantled in 1990.

These cars, and sisters 1175 and 1178, were built in 1943 with bodies constructed entirely of wood with masonite side panels because of a shortage of steel during World War II. Initially they utilized the trucks and electrical equipment from Montreal's four open observation cars (or Golden Chariots).

**FORMER CN SWITCHER IN EXCURSION SERVICE:** Former CN MLW S-3 8485 (serial 76434, built 3/54) was sold to the Fraser Company in New Brunswick as their No. 7 in 1965. It was acquired in 1972 by the Bangor & Aroostook Railroad and operated as their No. 20 until sold in 1975, eventually going to Lubrizol Corporation of Painesville, Ohio.

In 1991, the 8485 has been repainted into the Delaware & Hudson blue and grey scheme and has regained its original number for service on the Cuyahoga Valley Line, a passenger carrying line between Cleveland and Akron, Ohio, well known for its use of ex-GTW 2-8-2 4070. Keeping 8485 company is ex-D&H RS-3 4099. Ex-Burlington Northern RS-3 4056 is a parts supply.

### ON THE TRANSIT SCENE

**TEMPORARY NUMBERS:** (p5-1) BC Transit's 16 additional ALRT 'SkyTrain' cars were to be numbered 121 to 136. The first six cars delivered were given temporary numbers 57 to 60 and 119 to 120 as a result of the vehicle control computers not accepting numbers above 120. When the computers are upgraded in August 1991, the cars should display their intended numbers in the 121-136 series.

**'LAST IN - LAST OUT':** Class G4 subway car 5115 was the last of 140 'Gloucester' cars to be produced for the TTC (delivered in April 1959). Ironically, No. 5115 was the last of 120 'Gloucester' cars recently cut up.

Of the other 20 cars, 6 (5004, 5005, 5058, 5059, 5204 and 5205) were destroyed by fire in 1963, 8 (5068, 5069, 5100-5105) have been converted to subway service cars, 4 more (5066, 5067, 5074 and 5075) are held for conversion to subway service cars, and 2 (5098 and 5099) are held for preservation at the Halton County Radial Railway in Rockwood, Ontario.

### WHERE ARE THEY TODAY?

The article on the demise of the Thurso & Nation Valley Railway in the June 1991 Branchline prompted an inquiry as to the disposition of the Thurso's five diesel units.

Three of the units remain on the property: GE 70-tonners 5131, 5133 and 5134 (ex-Nos. 7, 11 and 12) continue in use as switchers at the company's plant in Thurso. GE 50-ton 5132 (ex-No. 10) was sold in 1988 for use on a future tourist railway between Hull and Wakefield, Quebec. GE 70-ton 5135 (ex-No. 13) was sold to the Port Stanley Terminal Rail of Port Stanley, Ontario, in 1990.

### CAN YOU HELP?

The editors of the Canadian Tracksides Guide would appreciate your help on two fronts.

1) There are a few entries in Part 2 - Industrial and Shortline Locomotives, that require verification. Our particular interest is in whether the units listed below are still on the property, their present number, and a confirmation of serial numbers and other details:

- Page 2-5 Coleman, Alberta - Chinook Coal's GE 25-Ton unit;
- Page 2-14 Little Current, Ontario - Dominion Mines and Quarries' Whitcomb and two Plymouth units;
- Page 2-22 Havre St-Pierre, Quebec - Quebec Fer & Titaine's locomotive fleet;
- Page 2-24 Noranda, Quebec - Noranda Mines' locomotive fleet;
- Page 2-25 Sorel, Quebec - Quebec Fer & Titaine's locomotives;
- Page 2-26 Ville St-Pierre - Septa Rail's two 'derelict' 45-tonners
- Page 2-28 Clarenville, Newfoundland - Newfoundland Hardwood's three Plymouth locomotives.

2) As part of our continuing effort to refine and improve Canadian Tracksides Guide, we will be reproducing selective information from railway employee timetables. Part of this information is the radio frequency over which train line-ups are broadcast. Any information that you, the readers, could provide us to the times that these lineups are broadcast would be most appreciated. Please forward this information to the Features Editor (see Page 2).

Can you spare a ...? Canadian Tire coupons are eagerly sought to help defray the Society's restoration expenses.

## A SELECTION OF VIA CONSISTS

July 5  
No. 2 - "Canadian" -  
arriving at Toronto

F40PH-2 6401  
F40PH-2 6401  
SGU 15454  
Baggage 606  
Coach 109  
Coach 121  
Skyline 511  
Slpr. "Blair Manor"  
Slpr. "Burton Manor"  
Slpr. "Dufferin Manor"  
Diner "Frontenac"  
Slpr. "Bell Manor"  
Slpr. "Stuart Manor"  
Slpr. "Chateau Laval"  
Dome-Obs. "Banff Park"

July 8  
No. 11 - "Atlantic"  
at Halifax

F40PH-2 6430  
FP9Au 6308  
SGU 15469  
Baggage 9623  
Coach 5618  
Cafe-Coach 3213  
Cafe-Bar-Lounge 758  
Dayniter 5727  
Dayniter 5752  
Diner 1340  
Slpr. "Chateau Dollard"  
Slpr. "Chateau Jolliet"  
Slpr. "Chateau Montcalm"  
Slpr. "Chateau Marquette"  
Slpr. "Chateau Iberville"  
Slpr. "Chateau Rouville" \*  
Dome-Obs. "Yoho Park"  
\* Deadhead

July 9  
No. 1 - "Canadian"  
at Edmonton

F40PH-2 6404  
F40PH-2 6401  
SGU 15420  
Baggage 600  
Coach 108  
Coach 119  
Skyline 505  
Slpr. "Thompson Manor"  
Slpr. "Mackenzie Manor"  
Slpr. "Drummond Manor"  
Diner "Louise"  
Slpr. "Douglas Manor"  
Slpr. "Dawson Manor"  
Slpr. "Chateau Varennes"  
Dome-Obs. "Riding  
Mountain Park"

July 23  
No. 1 - "Canadian"  
at Edmonton

F40PH-2 6456  
F40PH-2 6451  
Baggage 8604  
Coach 8118  
Coach 8106  
Skyline 8515  
Slpr. "Jarvis Manor"  
Slpr. "Brock Manor"  
Slpr. "Lorne Manor"  
Diner "Champlain"  
Slpr. "Osler Manor"  
Slpr. "Craig Manor"  
Slpr. "Chateau Levis"  
Dome-Obs. "Tremblant Park"

August 5  
No. 142 - Senneterre  
to Montreal

FP9Au 6309  
Baggage 9624  
Coach 5652  
Coach-Cafe Lounge 3032  
Coach 5586  
Sleeper "Evelyn"

(Thanks to John Mitchell, Geoffrey Peters and Elbert Simon)



REMEMBER WHEN?: Canadian National Extra 6141 East 'digs in' at Hamilton West, Ontario, on October 9, 1955. Note the flow of sand in front of the second and third driving wheels. No. 6141 was the second of 20 Class U-2-c Northern built by Montreal Locomotive Works in 1929 and was retired in June 1958. Of the 20 locomotives, only 6153 survives, preserved at the Canadian Railway Museum collection at St-Constant, Quebec. Photo by W.H. Newton Rossiter.

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