



April 1993 \$3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

Memories of Bedell

Thornton, 60 Years Later

Call for Privatization of CN



Branchline

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

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We will gladly accept articles in WordPerfect or ASCII text file format on an IBM-compatible 5¼" or 3½" disk. Please include a printed copy.

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For general information about Society activities, or should you wish to convey information, please call (613) 745-1201 (message machine).

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Tourist Railway Association Inc.

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MEETINGS (September to June) - Regular meeting on the first Tuesday of the month; 'informal slide night' on the third Tuesday of the month.

NEXT REGULAR MONTHLY MEETING

Tuesday, April 6, 1993

Red Cross Auditorium, 1800 Alta Vista Drive, Ottawa at 19:30

Ted Wickson, the Toronto Transit Commission's photo archivist, will take us back over the last 100 years of the TTC and its predecessors. Coffee and donuts will be available for a small fee.

NEXT INFORMAL SLIDE NIGHT - Tuesday, April 20 - at the National Museum of Science and Technology, 1867 St. Laurent Blvd. at 19:30. Bring out your current slides, or some oldies, and share your experiences and skills.

CANRAIL FOR FREIGHT? The biggest news for this month's edition is the disclosure that CN and CP freight operations to the east of Thunder Bay might find themselves under one name - a Canrail, pardon me a 'Canrail' as it were. Times are tough, especially in eastern Canada and the over capacity problems that spawned Canadian National in the beginning when trucks weren't a problem continues to plague the company bottom line. This month's issue talks about privatizing Canadian National and other such aspects of a different type of freight rail operation in the east.

Coincidentally, Michael Leduc offers a look at some observations and predictions made by Sir Henry Thornton, Canadian National Chairman and President, during the course of a heated review of CN activities by the Railway Committee of the House of Commons in 1931. It is interesting to note the accuracy of Thornton's claims. Had they been pursued early on, would Canada's railways be in the predicament they find themselves to be in today? As always, we hope that this month's issue will give you pause to reflect.

Canadian Trackside Guide 1993

The expanded 1993 edition of the **Canadian Trackside Guide** is now available. This, our twelfth edition, contains 520 expanded and updated pages.

The only comprehensive guide to Canadian railways includes updated sections which provide full and accurate listings of mainline, shortline and industrial locomotives, passenger cars, preserved equipment, urban rail transit equipment, cabooses, cranes, spreaders, work service equipment and more. Delaware & Hudson and Soo Line locomotives have been integrated into the CP Rail System listing.

The updated **Railfans Guide to Canada**, introduced in the 1992 edition, features detailed subdivision listings, including station names, siding lengths, location of crossovers and wyes, radio frequencies, and location of hot box detectors, plus schedules for virtually every passenger train operation (including excursion operations) in Canada.

Order your copy today. The Guide is available at \$15.95 plus \$2.00 shipping and handling, plus \$1.26 GST when shipped to a Canadian address (total of \$19.21) direct from the Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1. For U.S. orders, kindly remit in U.S. funds to cover additional postage charges. Don't leave home without the 1993 edition of the Guide.

ON THE COVER: CP Rail SD40-2 5701 and SD40 5530 whisk Train No. 482 through Bedell, Ontario, enroute to Montreal. Photo by Ross Harrison.

-- PRESS DATE FOR THIS ISSUE IS MARCH 16 --
-- DEADLINE FOR THE APRIL ISSUE IS APRIL 12 --

Information Line

MP PUSHING FOR COMMUTER DOLLARS: MP Ian Waddell intends to form a non-partisan lobby group to petition Defence Minister Kim Campbell for federal money for commuter rail in the Vancouver area.

"The Federal government committed \$16 million in 1988", Waddell said on January 27. "That money should still be there and it should have earned some interest by now."

But Gerry St. Germain, the former MP who talked the Conservative government into the commitment in the first place, isn't sure the funding would still be available. "That money was committed for a two-year period. The deal was dependent on the B.C. government participating but no one would agree, so I don't think the money will still be there," said St. Germain. (*The Tri-City News*, 31/01/93, thanks to John Cowan)

McCAIN FOODS KEEPS ON FIGHTING TO PRESERVE LINE: McCain Foods will appeal a recent Supreme Court decision disallowing a McCain attempt to overturn an NTA decision permitting the Canadian Atlantic Railway to abandon service over its Gibson and Shogomoc Subdivisions. McCain's had earlier opposed the CAR application to abandon service on the New Brunswick branches, citing the impact that abandonment would have on its ability to secure competitive shipping rates for products arriving at or originating from its giant food processing plant in Florenceville. (*Saint John Telegraph Journal*, 16/01/93, thanks to H. Fred C. Deakin)

COUNTY COUNCIL WANTS RAIL CORRIDOR PRESERVED: If CP Rail System receives permission to abandon major portions of its Chalk River Subdivision, the Lanark County Council wants to ensure that the right-of-way is preserved as a future transportation corridor. In conjunction with Renfrew County and the Regional Municipality of Ottawa-Carleton, Lanark has sent a letter to the National Transportation Agency expressing concern over the possible loss of the corridor. "The purpose is to try and retain the property for use as a transportation corridor in the future when sanity returns to our society," said a spokesperson. (*The Record News*, Smiths Falls, 27/01/93)

HOTEL MAY BE BUILT IN CONJUNCTION WITH WAKEFIELD TOURIST TRAIN OPERATION: Marc Grondin, Hull tourist promoter and owner of the Wakefield steam tourist train operation, has announced that he is looking for a national hotel chain to build a facility in Wakefield, adjacent to the proposed new Wakefield station. The project is subject to the installation of appropriate sewer and water services and would serve to "anchor" the northern end of the train's operations. (*The West Quebec Post*, 03/02/93, thanks to Clive Spate)

ST-JEAN STATION WILL GO TO MUNICIPALITY: CP Rail System and the City of St-Jean, Québec, are negotiating the transfer of the local station to the municipality. Originally, St-Jean had wanted to acquire the land where the station sat for a proposed urban development scheme, conditional upon the station's removal. Now, it appears, that the station will be saved, to be used as a rest stop for a bicycle path which follows the nearby Chambly Canal. There are indications that commuter rail service may be resumed between St-Jean and Montreal over CP Rail's Adirondack Subdivision. A new station would be built as opposed to re-opening the present facility. (*Le Canada français*, 03/02/93)

BC RAIL OFFERS DOUBLE DISCOUNTS: BC Rail is fighting off competition by doubling the discount it offers loyal high-volume lumber shippers. The Crown corporation is increasing its discount to \$500 from \$250 for every additional carload of lumber

shipped past a certain point. The general manager of the B.C. Trucking Association, meanwhile, is upset - "they are a Crown corporation and have a comfort level denied to private-sector competitors." (*Vancouver Province*, 05/02/93, thanks to Dale Whitmee)

TRANSPORT CRITIC SOUNDS WARNING OVER CN ROUTE IN NORTHERN ONTARIO: Iain Angus, federal transport critic for the New Democratic Party, predicts that CN Rail will abolish its route between Longlac and Sioux Lookout as part of its current joint exercise with CP Rail System to set up a coproduction rail network in eastern Canada. A spokesperson for CN has denied the allegations, saying that Angus was "jumping to conclusions". It remains to be seen as to who is telling the truth. (*Thunder Bay Times-News*, 05/02/93)

CP RAIL ANNOUNCES LAYOFFS AT WESTON SHOPS: CP Rail System has axed 170 jobs at its Weston Shops in Winnipeg, Manitoba. Some of the jobs will be transferred to Moose Jaw, Saskatchewan (where the move is seen as a major economic boon), while others will go to Coquitlam, British Columbia. Prior to the changes, Weston employed some 440 people. The changes arise from greater use of CP's Soo connections through the United States and a diverting of certain trains from running through Manitoba in favour of a more U.S. routing. (*Canadian Press*, 08/02/93)

KETTLE VALLEY ROUTE MAY BE TRANSFERRED TO PROVINCE OF BRITISH COLUMBIA: CP Rail System has asked the Government of British Columbia to consider purchasing its now-abandoned Kettle Valley line through the southern part of the province. At stake is 140 km of right-of-way between Okanagan Falls, near Penticton, and Spences Bridge. The news is a welcome sign to a heritage organization which had been negotiating with CP for the purchase of approximately 16 km of trackage - which is still in place near Penticton. The organization, the Kettle Valley Railway Heritage Society, would like to set up a steam tourist operation by leasing the trackage from the province as opposed to purchasing it from CP. (*Canadian Press*, 08/02/93)

X2000 STIMULATES CANADIAN INTEREST: Transportation officials from Canada have been to the United States to get a close-up look at the X2000 train which Amtrak tested between New York and Boston and is now in scheduled service between Washington and New York/New Haven. Presently, one train set is in service over the line but, if successful, Amtrak would like to purchase a total of 26 train sets. With high speed rail, the U.S. passenger rail corporation hopes to increase ridership on the Boston-New York route by 30%. (*Montreal Gazette*, 08/02/93)

NEW CHAIRMAN FOR VIA RAIL CANADA: VIA Rail Canada has a new chairman. He is Marc Lafrancois, a Montreal businessman and prominent Conservative. Lafrancois replaces Lawrence Hanigan, also a Montrealer. Lafrancois was appointed to a five-year term. The job of chairman pays an annual salary of \$180,000. (*Toronto Star*, 09/02/93)

JANUARY RESULTS MAY INDICATE A POSITIVE YEAR FOR RAIL FREIGHT TRAFFIC: It may be too premature to celebrate but the U.S. railroad industry is quite pleased with traffic results for January. Although starting slow, by the end of the month, carload shipments were up 3.2% over the same January 1992 period. (*Journal of Commerce*, 10/02/93)

RAIL SAFETY PROBE TO TAKE PLACE: The National Transportation Safety Board will launch a cross-Canada study into

rail safety and derailments. The decision comes following repeated lobbying by NDP transport critic Iain Angus, MP for Thunder Bay. A spokesperson for the NTSB has denied that the decision to launch the study is a result of Angus' protestations about the current level of rail safety in Canada. (*Thunder Bay Times*, 12/02/93)

CHARTER APPLICATIONS: Applications have been made to the Legislative Assembly of the Province of Ontario for six new provincial railway charters. Five of the applications relate to the planned sale of five CN Rail lines. The names for the new railways will be:

- Cambridge-Guelph Railway Co. Ltd.
- Georgian-Simcoe Railway Co. Ltd.
- Picton-Trenton Railway Co. Ltd.
- Waterloo-St. Jacobs Railway Co. Ltd.
- Waubaushe Railway Co. Ltd.

A sixth application is for a charter named the Stratford Huron and Bruce Company Limited which would be used by Canadian Agra for the reinstatement of parts of CN's abandoned Southampton Subdivision.

The applications are for an act to deem each of the corporations incorporated by a special act for the purposes of The Railway Act as required for each of the corporations to operate a railway. (*Globe and Mail* 13/02/93, thanks to John Clark)

TRANSPORT STUDIES REVEALED: Canada's recent Royal Commission on Passenger Transportation did not come cheap according to figures recently disclosed in Ottawa. The nine commissioners and executive director collected a total of \$1.4 million in salaries while running up expenses to the tune of \$400,000. The commissioners were paid on a per diem basis, in accordance with government policy.

Chairman Lou Hyndman was paid \$261,000 for his efforts while economist Marc Gaudry earned \$236,250. The commission was announced in 1989 to try and deflect criticism over government plans to cut VIA Rail services by half. (*Vancouver Province*, 14/02/93, thanks to Dale Whitmee)

PARCEL EXPRESS DIVISION SOLD: Canadian Pacific Limited has reached a deal for the sale of its CANPAR parcel delivery service. CANPAR has been losing money since 1988. The company will be sold to Westminster Holdings of Toronto, Ontario. CANPAR has 1,500 employees and annual revenues of about \$100 million. (*Financial Post*, 16/02/93)

VIA STILL FIGHTING CREDIBILITY BATTLE: Tell all your friends, VIA Rail Canada is in business for the long haul! That essentially was the essence of a briefing made by VIA President Ron Lawless during a recent appearance before the House of Commons Committee on Transportation. According to Lawless, many believe that VIA is out of business - having succumbed to its fate on January 15, 1990. The belief was recently reinforced following the re-broadcasting of a British documentary on the American PBS network called "The Last Train Trip Across Canada" - an excellent visual chronicle of many of Canada's lost passenger trains.

Lawless also used the occasion to announce that the proposed abandonment of the Canadian Atlantic Railway would mean that VIA would merge its tri-weekly "Atlantic" with the tri-weekly "Ocean" and operate Montreal to Halifax service on a 6 day-a-week basis over the CN (Intercolonial) route now traversed by the "Ocean". (*Canadian Press*, 17/02/93)

BRIDGE REPLACEMENT ON TISDALE SUBDIVISION MAKES USE OF RECYCLED COMPONENTS: A bridge replacement job near Leacross, Saskatchewan, on CP Rail's Tisdale Subdivision involves a little ingenuity and reliance on the today's current recycling vogue.

Until last summer, the Tisdale Sub. crossed the Leather

River on a 69-foot high, 553-foot long timber trestle built in 1954. Age and increasing tonnage on the line dictated that the structure be replaced.

In order to remove an operating bottleneck, CP opted to replace the trestle with a nine-span bridge mounted on concrete piers. In order to save money on the job, CP decided to recycle existing bridge units. Six of the spans were recycled from an abandoned section of the Empress Subdivision between Leader, Saskatchewan, and Empress, Alberta. The remaining spans came from the Teeswater Subdivision in Ontario, the Cardston Subdivision in Alberta and the Drummondville Subdivision in Quebec.

The Tisdale decision is just one occurrence in what is becoming regular company policy. For instance, two spans from elsewhere on the Empress Subdivision have been shipped to the Davenport Subdivision, a Soo Line holding in Iowa, while two other spans from the Empress line were used on the reconstructed Shantz Spur in Alberta. Meanwhile, CP has taken other spans off the Empress line and stockpiled them at Empress for future use elsewhere on the system.

Companies such as Dominion Bridge may not like CP's approach, but it is sure to be a winner with both environmentalists and accountants alike! (*CP Rail System News*, February 1993)

CANADIAN PACIFIC MAKING MOVES IN MARINE CONTAINER BUSINESS: Canadian Pacific Ltd. has acquired controlling interest in Canadian Maritime Limited. In the process, CP has also purchased two container ships. Canadian Maritime is a dominant force in transatlantic container shipping and has developed a strategic hub at Montreal which utilizes CP's Racine Terminal container facility there.

According to CP chairman and chief executive officer William Stinson, "Container shipping has been profitable for us and is an important component of our core transportation business." (*Financial Post*, 17/02/93)

RUSSIANS INTERESTED IN PORT OF CHURCHILL FOR WHEAT SHIPMENTS: A delegation from Russia is pursuing the idea of having its wheat shipped from Churchill, Manitoba. The Hudson Bay port was recently visited by the Russians as part of an attempt to pressure the Canadian Wheat Board to use Churchill as a port of choice for Russian wheat. This summer, a pilot project will see up to six ships loading at Churchill. Should the project succeed, it might guarantee the long-term survival of the port which is now in danger of being closed. Closure of the port would likely lead to the abandonment of the CN Rail line to the port. Aside from tri-weekly VIA Rail service, the line hosts a once-a-week CN freight. (*Canadian Press*, 17/02/93)

GERMAN GOVERNMENT AGREES TO RAIL PRIVATIZATION: The German cabinet recently agreed to a major reform of the German rail system that will pave the way for its privatization. The plan still requires the support of the opposition Social Democratic party which holds a majority in Germany's upper house. (*Journal of Commerce*, 19/02/93)

C.A.R. TO RAILTEX?: RailTex, the U.S. shortline operator, that is now developing an empire in Canada, is one of ten companies expressing interest in purchasing segments of the Canadian Atlantic Railway.

It would appear that RailTex would not acquire all of the CAR but rather would focus just on the money-making portions. Indeed, according to CP Rail System, none of the interested parties is interested in a total purchase of the CAR between Mégantic, Québec, and Saint John, New Brunswick. (*Financial Post*, 25/02/93)

CN EMPLOYEES PROTEST SUGGESTED CUTS: Angry CN Rail employees have denounced a proposal to eliminate up to

10,000 jobs with the crown corporation over the next three years. The cuts are necessary, according to CN Rail president Paul Tellier, to put the company back on a profit-making basis by the mid-1990s. No region will be spared, with massive layoffs projected for Atlantic Canada and the CN Headquarters in Montreal. (Montreal Gazette, 25/02/93)

C.A.R. MAY GO OUT IN STYLE: God and Mother Nature have provided the Canadian Atlantic Railway with a chance to go out in style. Ice jams on the St. Lawrence River during the latter days of February halted operations at the Port of Montreal, forcing CP Rail System to redirect container ships to Saint John, the eastern terminal of the Canadian Atlantic Railway.

Although a logistical problem for the CP System, the situation has been a boon to the CAR and to the staff at the Brunterm Terminal in Saint John.

Business has boomed with the number of trains handled over the line equal to its glory days during the 1970s before Saint John was displaced as CP's main eastern container port in favour of a consolidation of facilities from there and Quebec City to Montreal. (CP Rail Employee Communications, 25/03/92)

END OF THE LINE FOR CN STATION IN HAMILTON: An era came to a close on the evening of February 26 as Canadian National's Hamilton Station served the travelling public for the very last time. Unused by VIA Rail Canada since the opening of the Aldershot station during the spring of 1992, Hamilton Station had still been open during the morning and evening from Monday to Friday to serve GO Train patrons between Hamilton and Toronto. Because of costs, however, GO Transit opted to move out of the station and relocate its ticket facilities to a couple of trailers adjacent to the platforms. GO will use these temporary facilities until the opening of a new station in the revitalized ex-Toronto, Hamilton and Buffalo station which is in the centre core of Hamilton.

CN's Hamilton Station, known as the James Street North Station because of its location, was officially opened on May 27, 1931 by the Governor General, the Earl of Bessborough. From the street side, the station presents an imposing site, so much so that it is protected from demolition by federal designation under the Heritage Railway Station Act. In latter years, CN had allowed the platform areas to become quite rundown, even using a part of the facility as a car repair facility. (Hamilton Spectator, 27/02/93, thanks to Don Grove and Clive Spate)

MONTREAL SUBURBS NOT AS PRO-TRAIN AS ONCE THOUGHT: Plans to expand rail commuter services in and around Montreal have run into a major obstacle: political will or lack of the same. Although the Montreal Urban Community is anxious to see progress, the project could be jeopardized by the reluctance of a number of area Mayors who do not want to see their tax revenues going towards infra-structure development and equipment purchase. There is also a fear now coming forward that the commuter rail service might jeopardize ridership on the various municipal transit systems. Overall, the situation has gone from positive to tenuous. (La Presse, 27/02/93)

CP RAIL CLOSES WINDSOR BUNKHOUSE: Time and costs have caught up with the CP Rail bunkhouse in Windsor, Ontario. The two storey, thirty-room, structure will close on March 31 with CP housing its crews at local hotels. (Windsor Star, 27/02/93)

RAIL EMPLOYEES CLEARED OF MISCHIEF CHARGES: Former CP Rail employees charged with causing a derailment at Poplar Point, Manitoba, have been acquitted of charges of public mischief. The derailment took place during the worst days of a bitter strike involving shopcraft employees which took place in 1988. The derailment took place on April 22 of that year and involved the derailment of 19 freight cars on a switch that had been tampered with. The acquittal arose after the Judge was

unable to ascertain that the prosecution's evidence could prove beyond the shadow of a doubt that the accused had actually caused the sabotage. (Canadian Press, 02/03/93)

CENTENNIAL OF FIRST RAILWAY SAFETY ACT: March 2 was the centennial of the passage by the U.S. Congress of the first rail safety legislation in the United States (if not North America). The Rail Safety Appliance Act required power driving wheel braking, automatic coupling, hand holds and other safety appliances. (Journal of Commerce, 03/03/93)

NEW TRANSPORT POLICIES COULD SEE CANADA ENCOURAGING MODAL COMPETITION: During a recent interview in New York, Transport Minister Jean Corbeil stated that Canada may soon have just one national airline and one national railway. According to the Minister, "There's no national policy stating that Canada must have two railroads. ... We need to have competition in the transportation industry. It exists between trucking and rail." Corbeil also stated that transport was in a "terrible mess. Our financial position is worse than (that of the United States). The question is, what are the best methods to improve it?"

Corbeil's remarks come at a time when both CN and CP are talking about extending their Ottawa Valley Co-production agreement to include a lot more trackage in eastern Canada. Rumours even abound that a Conrail-equivalent might be set up for all trackage east of Thunder Bay with CN and CP continuing to compete for the lucrative bulk products traffic that is found in western Canada. (Journal of Commerce, 04/03/93 and various sources)

SKYTRAIN ORDER: BC Transit expects to order up to \$200 million worth of new SkyTrain cars within 60 days, chairman Eric Denhoff said. But Denhoff said the new cars won't arrive in time for the winter opening of the Vancouver rapid transit system's Whalley extension in Surrey. (Financial Post, 11/03/93)

CN TO UNVEIL LINK WITH U.S. TRUCKER: At press time, in a bid to boost revenue and seize more transborder freight traffic, CN North America was expected to announce an alliance with U.S. trucker J.B. Hunt Transportation Services Inc., the leading operator of rail-truck intermodal services. J.B. Hunt has said rail is more competitive than trucks in certain long-haul corridors. The new J.B. Hunt-CN service is expected to link Chicago with central Canada via CN's Chicago-Sarnia-Toronto-Montreal main line. (Financial Post, 16/03/93)

GM LANDS BIG DIESEL ORDER: General Motors has received an order for 350 SD70M-AC locomotives from the Burlington Northern Railroad, a contract worth \$835 million. Most of GM's 244 laid-off workers at its London, Ontario, plant will be recalled by the end of 1993. (Ottawa Citizen, 17/03/93) ☐

CAN YOU HELP?

The Western Vancouver Island Industrial Heritage Society of Port Alberni, B.C., requires photographs, diagrams or information for the restoration of former Esquimalt & Nanaimo parlour car "Strathcona". The wooden car was built in 1882 by Jackson & Sharp as the Credit Valley Railway's "Grand River". It was renamed "Montmorency" when acquired by the CPR circa 1884, and renamed "Strathcona" in 1901.

Please contact Irvin McIntyre, 4747 Morton Street, Port Alberni, B.C., V9Y 3T1.

Steven Bedingfield, Box 115, Cambridge Bay, N.W.T., is looking for information on passenger or mixed trains travelling between Montreal and Toronto (particularly in the Cornwall-Brockville area) during September 1912. If possible, exact consists, including locomotive and car numbers, are sought. Any information, even general in nature, would be appreciated.

CN Awards Contract for Tunnel Construction

A construction contract in excess of \$50 million has been awarded to an international consortium for the construction of a new underwater railway tunnel linking Sarnia and Port Huron, 80 feet north of the existing tunnel. It follows favourable rulings from the Canadian Coast Guard and the U.S. Army Corps of Engineers. Preparatory work will begin immediately. In announcing the contract, CN's President and Chief Executive Officer said that the tunnel "will give CN North America the efficiencies it needs to attract more freight traffic from congested highways and become a strong competitive force in North American transportation". The tunnel project will create more than 250 construction-related jobs per year in Sarnia and Port Huron. Total length of the new tunnel will be just over 6,000 feet, of which one-third will be under the river bed.

The tunnel will have an outside diameter of 31 feet, and will be excavated by a \$15 million tunnel boring machine (TBM) being built for CN by the Lovat Tunnel Equipment Inc. in Toronto. The 724-ton, 330-foot long TBM, three stories high and weighing as much as two Boeing 747s, is the first of its type to be built in North America. It is expected to begin boring a 31-foot diameter hole through the soft clay under the St. Clair River from the Sarnia side by late this summer. Approximately 160 working days later, it will emerge on the Michigan side, having completed the largest "soft ground" tunnel of its kind in North America. The TBM is expected to move 25 feet a day through soft blue clay, powered by 8 electric motors totalling 2,400 horsepower. An enormous steel triple-roller bearing will turn the machine's drilling head at speeds up to four revolutions per minute. As it moves along guided with the help of laser beams, 16 inch-thick steel-reinforced concrete tunnel liner segments will be positioned, resulting in an inside diameter of 27.5 feet. At one point, the crown of the tunnel will be only 15 feet below the bottom of the river! The TBM will be operated around the clock by a crew of eight, and controlled by an on-board computer. In addition, the excavated debris will be hauled to the surface by a small railway system. There it will be checked for contaminants, before being hauled away for disposal.

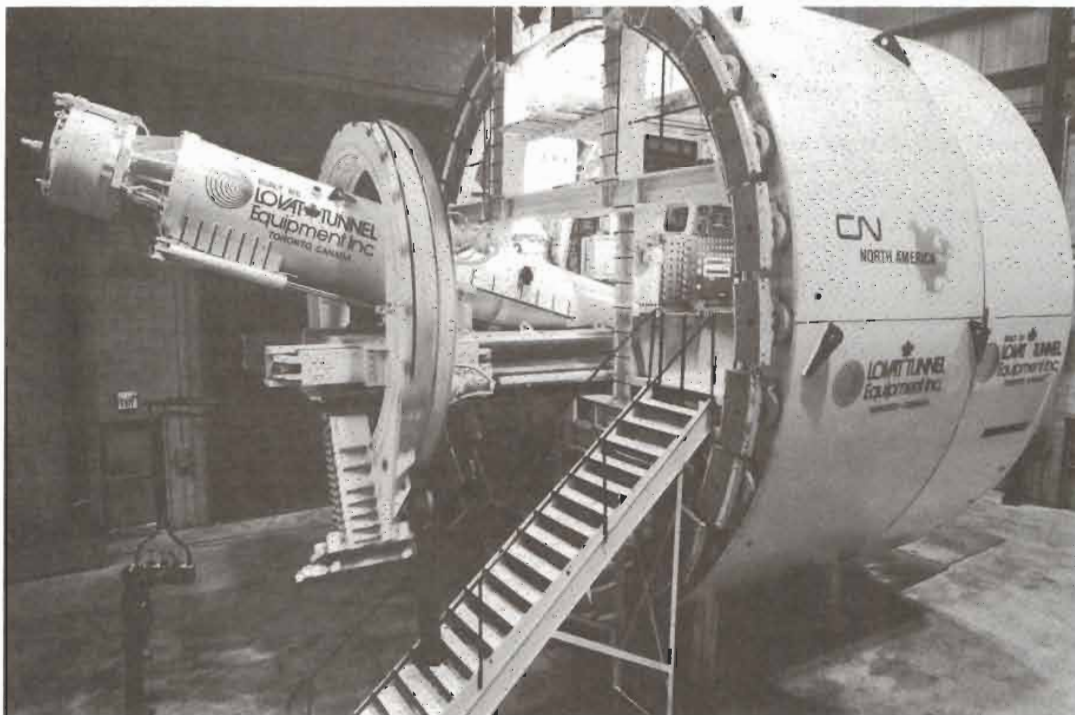
Before tunnelling can begin, excavation must be done to allow the East Portal to be constructed. The TBM will then use this portal as a "brace" when it starts boring, and as it progresses

further underground, will use the tunnel itself to push forward.

When the \$200 million tunnel is completed late in 1994, CN will be able to move double-stack containers and large automotive carriers through it, at speeds up to 50 mph, cutting 12 hours off shipping time between Toronto and Chicago. It will also make the two rail-car ferries that now ply the St. Clair River obsolete, as well as the existing tunnel. CN is developing an "interpretative centre" in downtown Sarnia near the Eaton Mall where a N-scale model (1:160) of the TBM, and the tunnel itself will be on display. Plans include being able to see actual progress at the face of the excavation. In the meantime CN is holding a "name the TBM" contest (the TBM has already been dubbed "Mighty Mouse" by some).

CN has also indicated that it will retain the current tunnel with the track taken out of service and the entrance fenced off. Acknowledging the historic significance of this work, CN will design the facing of the new tunnel portal to complement the old one. (David Stremes, with background information courtesy of CN, Doug Wilson; *The Detroit News*, 19/02/93; *CanAm Express*, 13/10/92; *London Free Press*, 30/01/93)

MOVE MADE TO BLOCK RAIL TUNNEL: CP wants to stop rival CN from building the railway tunnel underneath the St. Clair River linking Sarnia and Port Huron. CP has filed a complaint with the U.S. Interstate Commerce Commission that asks the agency to review CN's tunnel project. CP wants the commission to examine what impact the tunnel would have on U.S. operations of its own rail division. CN and CP jointly own a tunnel under the Detroit River between Windsor and Detroit, and it is currently being enlarged, but when complete, will not be able to handle double-stack containers. CP official John Cox says that "the basis of the filing is either stopping (the tunnel) or delaying it until such time as all parties can take a look at it." CP's application closely follows CN's announcement that it had awarded a \$50 million contract to begin construction. (Sarnia Observer, 06/03/93, thanks to Doug Wilson)



The working, or shield, end of the TBM dwarfs workers testing it at the Lovat plant in suburban Toronto. Out of sight at the right is the actual cutting face. Looking similar to the front of a rotary snowblower it is made up of 200 scrapping teeth, 53 ripper teeth and 53 cutting teeth. Excavated material exits the screw conveyor at the left where it is transferred to a secondary conveyor for loading into "muck" cars. This section will be surrounded by tunnel segments. Photo courtesy of CN North America.

In Memoriam

Helen Grace Tucker, P.Eng.
(BRS Director)

It is with the greatest regret that we inform the membership of the untimely death of Helen Tucker on February 12, 1993, after a lengthy and horrible battle with cancer.

Helen was an active member of the Society who will be sorely missed. Her work in an organizational role at the shop will be remembered for she, as a professional engineer, was organized, methodical and analytical, as well as practical. She will be remembered for her equipment drawings and sketches and her accurate estimates of the material required to complete a job. She will be remembered for her sense of humour, and her ability to exchange quip for quip with the best of us. Her absolutely filthy coveralls, which the guys threatened to steam clean, with Helen in them of course, are legend. She will be remembered for her procurement of tools and equipment with diligently collected Canadian Tire coupons.

Helen's ability to become "one of the boys" on our famous trip with steam locomotive 1201 from Ottawa to Saint John, N.B. in June 1989 will long be remembered by the other nine of us who were honoured to have her as a fellow crew member. She was a real hit with the CP and Canadian Atlantic Railway officials and crews alike who were taken back at BRS's lady "fireperson" in the cab of 1201, and in CP's and CAR's bunk houses.

At age 49, Helen has been taken away from us. She may be gone but she'll not be forgotten. (Duncan du Fresne)

When the Great Dispatcher Calls

What seemed to me at times, to be distant light
This tunnel I've emerged from, ended in a silvery light
All around me now I see, trains that come and go
And people moving everywhere with places they must go

But it's in the engine cab for me, my favourite second home
My heart leaps up inside me as I get that urge to roam
I love to feel that Johnson bar and watch the steel ahead
While that light Pacific glides along the old roadbed

I love to hear the whistle, like an old familiar song
As we whisk by the thistles and that Pacific speeds along
I'll run this train 'til Kingdom comes, to the wee hours of morn'
And listen to the music of the drivers going round

When I'm not out on the road, you know I'm to be found
Down by the shops with greasy gloves and matching coveralls
If by chance you look for me and I'm not on the ground
I'm wiping down my engine till I get another call

I know her intimately, sometimes we are as one
Her number plate on the front end reads number twelve-o-one
I'll fire her up and wipe her down, I'll lubricate her joints
There is no better sight for me than that Pacific on the point

When the Great Dispatcher calls once more to ride the rails
Though the nights are black as coal, her headlight never fails
So once more I'll wear my coveralls covered up in grease
Because you know that this is when, I am most at peace

Dedicated to Helen Tucker, a good friend and
major contributor to the BRS. (Pierre Ozorak)

R.I.P.



Helen Tucker calculates the amount of material needed for the restoration of BRS' former CP caboos 436436. Photo by Pierre Ozorák taken at the Museum of Science and Technology, January 26, 1991.

Memories of Bedell

by 'SAM' GAW

In the December 1992 issue of *Branchline*, Duncan du Fresne in his 'Tid Bits' column, wrote about the 258 mile passenger train trip from Prescott to Brockville on the CPR that went through Bedell, Ottawa, Carleton Place, Smiths Falls and then into Brockville. The trip from Prescott to Brockville on the CNR is only 12 miles! Duncan mentioned the good drinking water the engine crews got from the tap in the tower at Bedell and this got me thinking about the tower before the tap was even there.

I will reminisce from the early 1930s, about 60 years ago, until mid-June 1958 when I finished working as an operator at Bedell and left to work as a train dispatcher and then other occupations during my career with CP Rail. Throughout this article, I wander a bit but the main focus will always be on Bedell. Originally, it was named Kempton but it was renamed Bedell after a General Bedell who was prominent in the war of 1914-1918.

Not the most desirable place for operators ...

Bedell is located at mile 103.2 of the Winchester Subdivision, a two (double) track main line running between Montreal and Smiths Falls and mile 30.8 of the Prescott Subdivision, a single main track running between Prescott and Ottawa.

The tower was built in the early 1900s in the south west quadrant beside the diamond where the two subdivisions crossed. Operators were on duty around the clock, seven days a week.

The tap referred to in 'Tid Bits' was in the bottom of the tower and was installed in the 1940s. Prior to that, operators got their drinking water from wells in the neighbourhood. It wasn't always cold, but it was wet!

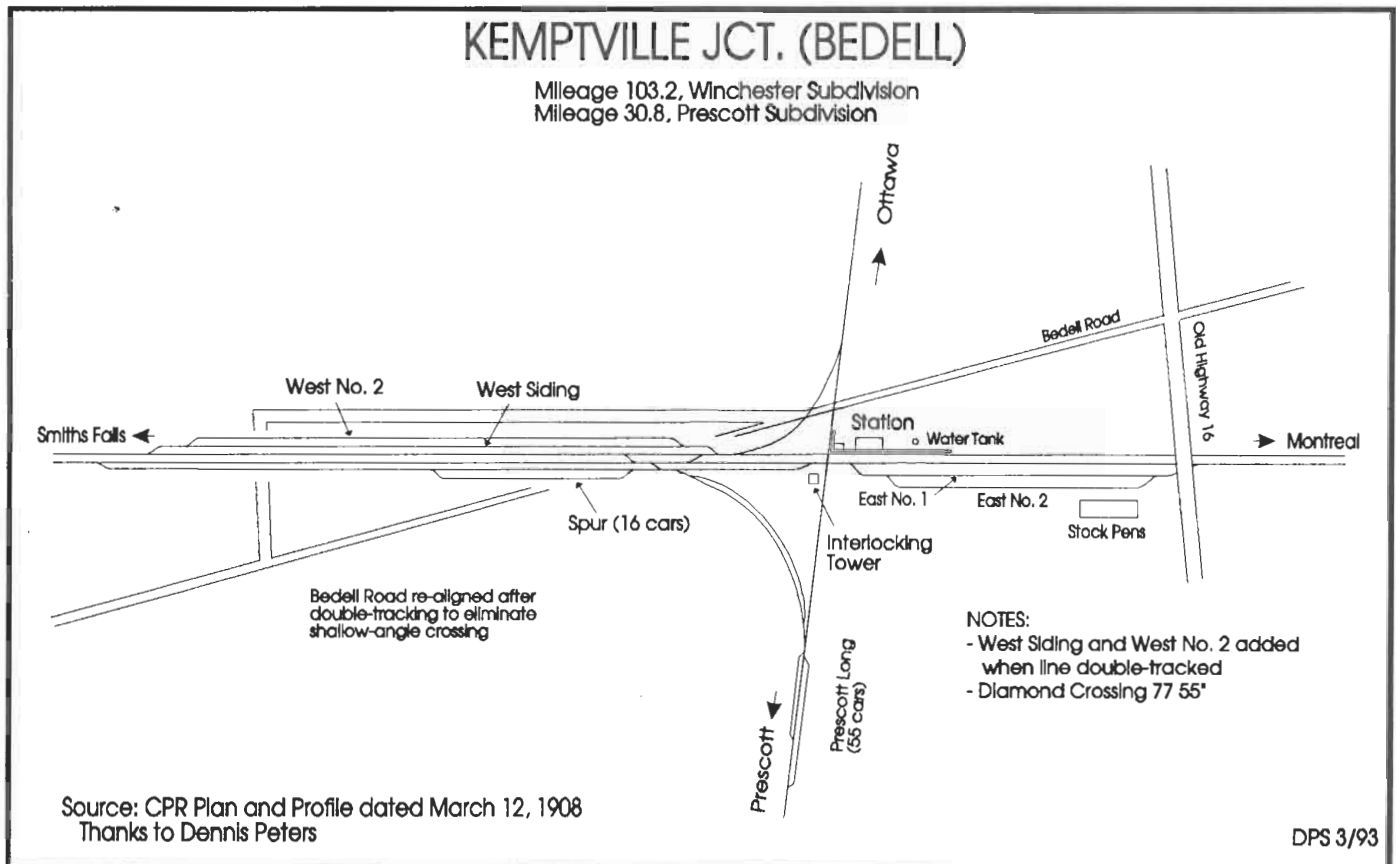
There were 35 hand operated levers in the upper or 'working' floor of the tower, six of which activated switches at

various locations in the yard, up to 600 feet away. They were painted black. A second lever, painted blue, locked the switch in the desired position and a third, painted red, gave the appropriate signal. The levers had to be operated in the appropriate sequence to line a route through the 'plant'. This was necessary as all levers worked through an interlocking mechanism located on the main floor of the tower. The interlocking mechanism, which prevented the operator from selecting conflicting routes, was installed in a secure room with a padlock door in charge of the signal maintainer.

Bedell was not the most desirable place for operators to work, unless they lived in the area, so many spare men worked there over the years. There was a bit of a trick in handling the levers to reverse the distant switches and the inexperienced operators sometimes had difficulty with them. When this happened, the local 'old timers' referred to the spare man as being a bit light in the rear end, or words to that effect.

There was an enunciator or bell attached to the signal system which rang when a train was approaching from the east, west or north. A light appeared simultaneously on the track profile board which hung near the north side of the tower over the row of levers. The sound of the bell was particularly useful when the operator was busy at his desk and not watching the board. It was also useful if he happened to be in a relaxed mode! There was no warning bell when trains were approaching from the south (Prescott).

There were windows all the way around the upper floor, four of which opened easily. They were opened as required to inspect passing trains or to get the attention of train crew members or sectionmen in the vicinity. The operator occasionally used a megaphone, called a bull horn by the operators, to get the



G1s Pacific No. 2207 thumps across the Winchester Subdivision at Bedell enroute to Prescott on September 18, 1948. Note the manicured lawn and flower garden to the right, and the canopies on both platforms parallel to the Winchester Subdivision. Photo by Omer Lavallée, collection of the author.



attention of those who were some distance away.

There were train order signals attached to the roof governing trains approaching from all four directions. The signal for trains on the Prescott Subdivision was always displayed at Stop. Thus the conductor had to come up into the tower and register his train in the train register. There was an exception to this arrangement. When Train Nos. 33 and 23, the Ottawa-Toronto passenger trains went around the north wye from the Prescott Subdivision onto the Winchester Subdivision each night around midnight, the operator walked over to the road north of the tower and 'hooped' the clearance and any train orders up to the engine and train crews as they went by. The same procedure took place in the morning between 6:00 am and 7:00 am when Train Nos. 34 and 24, the Toronto-Ottawa passenger trains, went by. It was much appreciated by the operator when a crew member on any of these trains threw off a Toronto or Ottawa newspaper. At times it was lonely working at Bedell.

Every fall and until spring, a sectionman was assigned to the night shift in the tower. He was available to clean snow from the switches so there would be no trouble reversing them when required. When not shovelling snow, a good part of his time was spent visiting with the operator or helping with the levers.

The station was located on the north side of the Winchester Subdivision about 100 feet east of the diamond. There was a dwelling at the rear for the agent and his family to live in. It was a pretty good arrangement financially as the rent was only \$15.00 a month. This included light, heat and telephone. However, this dwelling was no Taj Mahal. Prior to the installation of an oil furnace, the agent had four stoves to keep stoked up with coal to keep the place warm in winter. That alone was a good part time job. There was another small problem every spring - the basement would invariably have a foot or so of water in it until the spring run-off was nearly over. At other stations that had a dwelling attached, the dispatcher could call the agent in an emergency when he was off duty. That was never the case at Bedell, as stated previously, operators were always on duty in the tower.

Not many amenities

There were no washrooms in the station for the travelling public. Two seater accommodation was available behind the water tower which was about 60 feet east of the station. Operators in the tower were not blessed with any indoor facilities either. Theirs was about 75 feet from the tower toward the south wye

facing the bush. For a time in the 1940s it was equipped with a two by four to sit on with the two turned up. Needless to say, 'downtime' was kept to a minimum if the operator had to wade through deep snow during the winter to get there or, in summer when the mosquitoes were bad, which was frequent. Mosquitoes were attracted to the area as there was a lot of bush and swamp near the tower. Later on, an appropriate seat was installed but the place was never equipped with a door so privacy was never complete. Used reading material was always kept at the ready, for several purposes.

These facilities were cleaned periodically by a man who travelled from station to station performing the task. In Bedell parlance he was called a 'honey dipper' but the railway, for identification purposes on his railway pass, called him a 'sanitary engineer'.

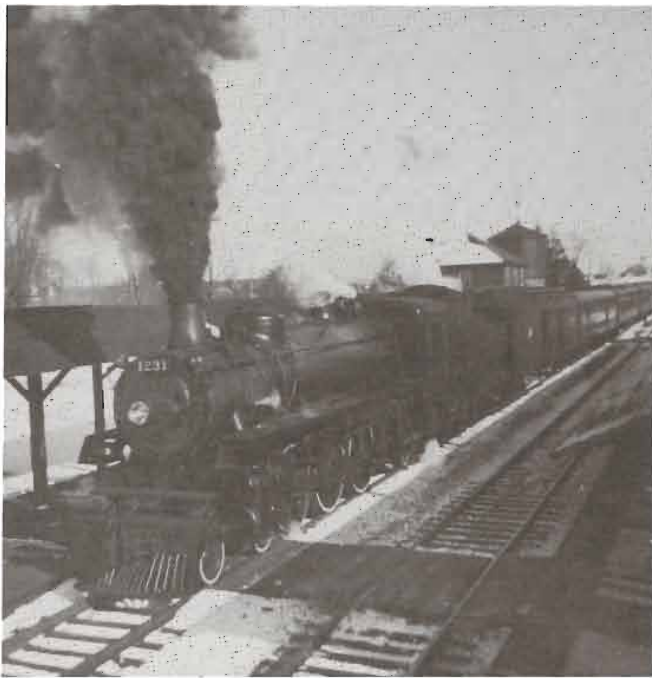
The water tower provided water for four hydrants for watering steam engines. There were three hydrants on the Winchester Subdivision and one on the Prescott Subdivision. On top of the water tower was a pole with a ball on it. The position of the ball indicated the level of water in the tank. The water was pumped from a stream about two miles west of Bedell. It was refreshing to go into the bottom of the tank on a hot summer's day as it was cool in there with the water up above. There were no air conditioners in Bedell in those days.

During the steam engine era, many new locomotives built at Montreal Locomotive Works and at Angus Shops in Montreal were 'road tested' on the Winchester Subdivision before being dispatched to their assigned locations in Canada. I saw many of them taking water at Bedell on their first trip out of the shops. If only I had been photo conscious, what a collection would be available today.

The most famous train I saw going through, pulled by a steam engine, in the early-1930s, was the 'Royal Scot', a British (L.M.S.) train that operated between England and Scotland. It was on tour in Canada and went through about 9:00 pm. It was travelling so fast it was gone in a flash.

The milk can transfer

There were three section gangs and a signal maintainer headquartered at Bedell. Two of the gangs worked on the Winchester Subdivision and one on the Prescott Subdivision. The sectionmen came to work at 7:00 am and their first task was to unload cans of milk from Train No. 563, a Prescott-Ottawa



G5b Pacific No. 1231 pauses at Bedell with Montreal-Toronto Train No. 35 in the 1950s. Collection of Bruce Chapman.

passenger train that arrived about 7:25 am. The milk came from Domville, Spencerville, Groveton and Oxford. When Train No. 30, the (Perth) Smiths Falls-Montreal passenger train known as the 'Perth Local' arrived about 7:45 am, the sectionmen loaded the milk onto this train. The milk was destined for Elmhurst Dairy at Montreal West. As well, several farmers who lived near Bedell trucked their milk to Bedell for loading onto No. 30. The 'Perth Local' was powered for years by light Pacific No. 1201, a locomotive well known to many of our readers for its revival in excursion and 'centennial' service between 1976 and 1990. No. 1201 is the only Canadian locomotive to touch both the Atlantic and Pacific shores after being retired.

While waiting the arrival of No. 563 and then again after it backed clear of the interlocking plant waiting for No. 30, the sectionmen gathered in the bottom of the tower and exchanged stories about world affairs, the previous night's hockey games and other important events. In the mid-1950s television sets were coming on stream and one of the stories of importance involved who was able to bring in the most distant TV station the night before. Another story, told in the winter time on cold mornings, concerned whose car started the easiest that morning without being 'plugged in' overnight. The best story teller had bragging rights for the day. The stories were not always true but they were told anyway.

In the evening, Train No. 29 arrived from Montreal about 7:30 pm. The operator on duty had to tranship the empty milk cans from No. 29 to No. 562 for return to the farmers on the Prescott Subdivision south of Bedell. The procedure then started all over again the next day.

It got hectic at times ...

I vividly recall one evening in the early 1950s, when eight trains were at Bedell, coming and going from all four directions at the same time as the two passenger trains had to be 'worked'. I kept them moving as best as I could. I did a lot of running up and down the stairs giving the trains their signals while at the same time, transshipping milk cans. The situation was compounded by the fact that the west wayfreight was right behind No. 29 with the

vision car and vision examiner on board. Operating employees have to be examined for vision and hearing every two years and mine had to be examined that evening. I think that was the busiest time ever for me at Bedell with eight trains around, all wanting to get going at the same time.

There was a freight shed beside the road north of the tower, between the Prescott Subdivision main track and the north leg of the wye. It was never used very much in my time.

There were two livestock pens near the overhead bridge about one quarter mile east of the tower. They were used extensively, usually on Mondays. Stock was shipped to Canada Packers in Hull and to the East End Cattle Market at Point St. Charles in Montreal. We young lads used to help the drovers herd cattle, pigs and sheep into the stock cars hoping the drovers would give us a quarter, which they occasionally did. Other times we didn't get anything, but dirty.

A sectionman/gardener looked after the lawns and flower beds at several stations on the Winchester Subdivision, including Bedell, in the 1930s and 1940s. CP had a system-wide contest for the best kept grounds but I don't think Bedell ever won the prize. In the 1950s, CP management realized they weren't making any money out of lawns and flower gardens so they were allowed to deteriorate. It soon showed.

There were eleven houses at Bedell. Eight were occupied by CP employees, including my Dad who worked 29 years as the 12:01 am to 8:00 am operator. He was the agent from 1952 until 1959 and retired after 52 years with CP.

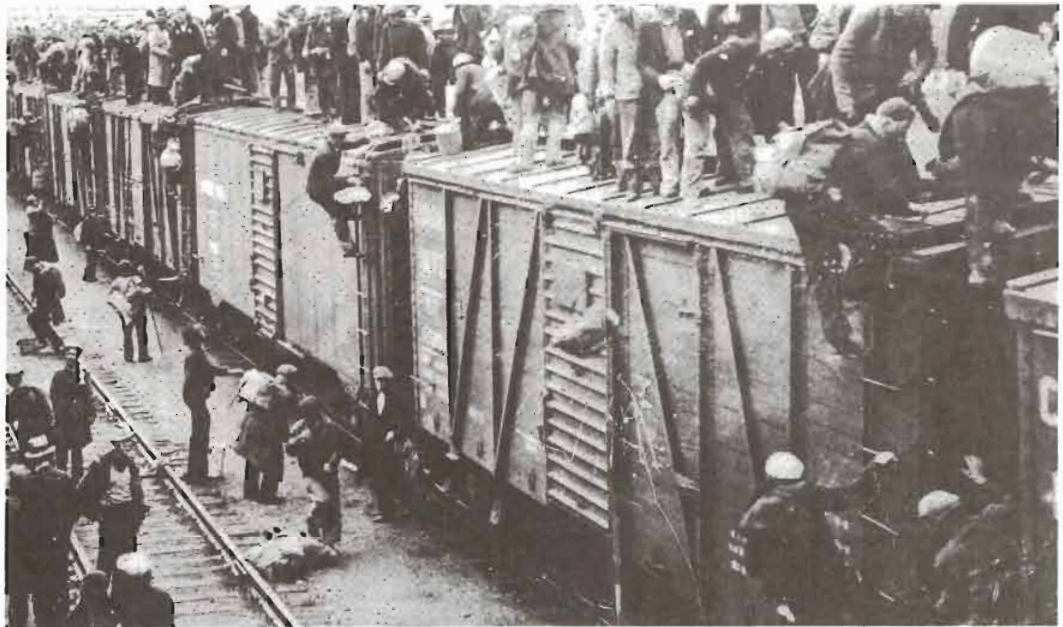
In the early 1930s, as a young lad, I enjoyed riding to Oxford, four miles south of Bedell early on Monday mornings during the summer on a steam engine. I can't recall the engine numbers but D4 4-6-0s 423 and 437 may have been on the Winchester Subdivision wayfreight at that time. The wayfreight was ordered at Smiths Falls for 5:00 am, would arrive at Bedell about 6:00 am and usually took three or four empty iced refrigerator cars to Oxford for loading cheese at S.J. Sanderson's cheese factory. The cars were loaded during the day and the Prescott wayfreight on its return from Prescott to Ottawa West, lifted the cars to Bedell for furtherance in the evening to Montreal. In the 1930s and 40s, it was said that Sanderson's was the largest exporter of cheese in the British Empire and that cheese business got preferred handling.

'Trekks' and hobos

In the summer of 1935, many Canadians were unhappy with the manner in which the Conservative government of R.B. Bennett was handling the economy. Several hundred started out in western Canada and walked a good portion of their way to Ottawa to protest. I was at my grandparents farm, which was at the overhead bridge on highway 16, just east of the tower. The walkers, called 'trekkers', were on their way north from Prescott to Ottawa. It was exciting for a nine year old to see all those people walking through Bedell but in retrospect it was sad. Some who were tired or with sore feet were riding on trucks. They stayed on Parliament Hill for two or three days, got nothing, and started their homeward trek. They arrived back at Bedell in a surly mood. The picture accompanying this article, although not taken at Bedell, is exactly what it looked like when they boarded No. 94, the Prescott wayfreight, on a warm summer day on their way to Prescott and then highway 2 for the trip back west.

There were literally hundreds of hobos at Bedell for various periods of time in the 1930s. In the summer time they stayed in a hobo jungle in the bush just west of the tower, north of the road that is adjacent to the Winchester Subdivision. Several of us young lads used to visit them in the bush. They would have a bonfire going and maybe making tea or coffee or just telling stories to pass the time. We often heard them say they had heard of a job in Vancouver or some other far away place and they were leaving in a day or so to go there. They would leave and often be back in a few days, still with no job. After a while I often wondered if they really wanted a job. Maybe it was just my young

This is what it looked like when the 'trekkers' were getting on No. 94 at Bedell, the Ottawa-Prescott wayfreight, on a summer day in 1935. Collection of the author.



mind at work.

Many nights in the 1930s, 40s and even into the early 1950s, when the weather was cold, men without work would sleep in the bottom of the tower. Over the years many of them came to our house looking for something to eat and Mother never turned one of them away. I never heard of them bothering or molesting anybody or stealing anything at Bedell. It's a different world today.

One of the more humorous occasions occurred when a man came to the door at my grandmother's place one evening when I was about 8 or 9 years old. There always seemed to be a big crowd around and this night was no exception. About eight of us had just sat down in the kitchen to eat when there was a knock at the door. It was a dark night, the kitchen was lit with an oil lamp only and obviously there was no light outside. I was told to answer the door and when I did this fellow, standing in the dark, asked for two slices of bread. My grandmother said 'tell him I have no bread but I will give him some warm tea biscuits'. I told him that and he said 'you tell her to keep her warm biscuits' and he turned and walked away. We laughed about that many times over the years until my grandmother died in 1972 when she was 107 years old.

When the war started in 1939, many of these men who had been around for years disappeared and never returned. Most of them likely went into the military.

The start of my railroad career ...

In the late 1930s I hung around the tower with the operators, many of whom were spare and, in some cases, not very good telegraphers. I learned the morse code when I was 13 or 14 years old and was able to help them send and copy telegrams. I also learned how to handle the levers which was a big help to the spare operators who relied on the 'locals' to help them. There weren't many other exciting places to be in Bedell anyway, except the tower.

The telegraph call for Bedell was 'KO'. Because we used and heard the call letters for the various stations along the line so often over the telegraph wires, those call letters are entrenched in our minds forever.

On February 18, 1938, a terrible fire occurred at Bedell. Two adults and two of their children, relatives of ours, were burned to death. That was my first experience as a pallbearer. I was eleven years old.

I started my railroading career on July 15, 1942, shortly after turning 16. I boarded Train No. 563 and left for Petawawa to start working as an assistant agent. The pay for a six day week was \$75.00 per month.

In 1944 I joined the Royal Canadian Corps of Signals, spent two years in the army and was discharged in Kingston in 1946. While returning home by train and after leaving Brockville, I was handed a message by the conductor, signed by the Chief Dispatcher in Smiths Falls, who somehow knew I had been discharged. He wanted me to get off the train at Carleton Place on my way through there and start back to work as an operator right away. I sent a message back informing him that I had to go home first and get a change of clothes. I had worked at Carleton Place before going into the army and knew many people used the station every day because of the many passenger trains through there. I didn't think it appropriate to be working in the station in my army uniform. Passengers might think the army had taken over the CPR. In any event, I did go there to work two or three days later.

Shortly after returning to work in 1946, with only two years seniority as an operator, I got a job that nobody else wanted. It included three shifts at Bedell, one in Smiths Falls, one in Almonte and one in Cobden. All except one of the shifts was at night. It was rightfully called the 'around the world swing' but at least I knew where I had to be every day of the week. I worked that job until 1948 when it was changed to three shifts at Bedell and three at Smiths Falls. In 1949 it was changed again to three at Bedell and three at Carleton Place. Travel between all these outposts was as a 'deadhead' on any passenger or freight train available. A well-used 1940 Pontiac, purchased for \$1,000 in 1949, simplified some of the travel arrangements.

In August 1950, the first ever strike occurred on CP. I was working at Carleton Place when it took effect at 6:00 am. The station door had no lock on it as it had never been locked since it was built, likely before the turn of the century. We waited until about 5:30 am hoping the strike might be called off, but when it wasn't, we installed a lock and locked the station up before going off duty. Out of the strike came the 40-hour work week which resulted in a full time 'swing' job for me at Bedell. I thought I was in heaven not having to travel more than the two miles from my home in Kemptville to get to work.

Rail traffic was heavy during and after the war. Fourteen passenger trains regularly went through Bedell every 24 hours. One midnight shift when I was working, a total of 23 passenger

and freight trains went through in only eight hours. One of the trains, No. 905, was a Montreal-Toronto merchandise freight that went through each week night about 9:00 pm. It was a fast train and someone gave it the name 'Mae West' after the movie star who was popular at that time. It was said that CP management was not amused by the name and if it could be determined that it originated with a CP employee, his services would be terminated. That was a story at the time but I'm not sure if it was true.

About 2:00 am one fall morning in the 1950, a surge of power came through the hydro wires and down a pole outside the tower. The grass caught fire when it reached the ground and was spreading, fanned by a strong wind. I grabbed the fire extinguisher off the wall and hurried down the stairs. Having never used one before, or since, I inadvertently turned it upside down, spilled the contents and burned a hole in my pants. I got the fire out and ran back upstairs and reported it to the dispatcher in Smiths Falls. The phone was noisy so we knew something was wrong. There was a panel in the tower and by sticking a plug in the appropriate hole, it could be determined the direction of a problem for the dispatcher's phone and for the telegraph wires. It was soon established that the problem, in this case, was right at Bedell. The next day, telegraph and telephone experts arrived to confirm the surge had caused many of the wires to melt together behind the panel. It was a big job to get everything straightened out. I don't recall what triggered the power surge.

There was another problem that created noise on the dispatcher's phone in the 1950s. In many cases, it was north of Bedell and it was further pinpointed to be on the Waltham Subdivision, west of Hull. Investigators discovered that a gang of thieves was cutting the phone wires and stealing the copper for resale purposes. Copper was valuable in those days.

One dark evening in the 1950s about 9:00 pm, I was leaning out one of the windows on the east side of the tower when all of a sudden the sky lit up like it was day. A large meteorite had come down, apparently in Labrador. It was a bit scary not knowing what it was for a few seconds but a radio report soon established it as a fallen meteorite.

In the 1950s we had mice in the tower. They were tame and at night would run along and over the telegraph relays located in front of the operator's desk. A cat was acquired and stayed in the tower for several years. The mice disappeared soon after the arrival of the cat!

I made hundreds of calls on the Bell telephone over the years, some were happy and some were not. Two are vividly remembered. In 1947 radio station CFRA came on the air in Ottawa. In their early years they had a promotion whereby anyone who phoned in a news item that was put on the air would receive \$1.00. One evening in 1947 or 1948, Extra 5300 West struck an automobile at a crossing at Mountain, seven miles east of Bedell. A father and his daughter were killed. I phoned CFRA and Tom Foley, a well known radio and TV sports announcer answered and I told him about the accident. He remembered me from our army days in Ottawa playing golf together when he was a reporter for an army paper called 'Khaki' and I was a wireless operator in the Army Signal Corps. Sure enough, in a few days a cheque for \$1.00 came in the mail, signed by Frank Ryan, the owner of the radio station. I kept the cheque for many years. Somehow the management at CFRA heard that I had it and they would appreciate getting it for their archives so in the mid-1980s I sent it to them but never did get an acknowledgement. Unfortunately, Tom Foley was killed in an automobile accident while travelling from the airport to downtown Toronto in the late 1950s or early 1960s.

The other call was in 1952 to Frank Boucher in New York. He was general manager of the New York Rangers hockey team and a well known and respected resident of the Kemptville area. I was playing hockey for a senior team in Brockville at that time and I called, kind of on a lark, to see if he would bring the Rangers to Brockville to play us. He said he would and he did. We didn't win the game but it was a huge success as the rink was packed with over 3,200 fans.

I was getting some work as a spare dispatcher in Smiths Falls in the mid-1950s and one day about 1957, my Dad was working at Bedell as agent/operator and my brother Don was the conductor on a train going through Bedell. I guess in retrospect, issuing those orders to my brother through my Dad is one of my fondest memories as a train dispatcher. Don was a CP trainman/conductor for 43 years, and also a member of the Bytown Railway Society.

When steam was retired, the romance went out of railroading ...

CP was almost completely dieselized in 1958 when I finished working as an operator. Dieselization is a more efficient and economical method of running a railroad, but in my opinion, the romance went out of railroading with the demise of the steam engine. I used to like to listen to the sound of a steam engine working, particularly on a clear cold winter's night. The whistle was like music. Diesels have never seemed quite the same.

A visit to Bedell now brings back memories of some of the characters who worked there during my time. Some of them were not adverse to wandering off into the realm of fantasy when telling a fabricated story to 'keep the pot boiling'. All in all, though, they were good people having some fun in life. All the facilities I was familiar with are long gone. The station was closed in 1969 and torn down about 1972. The water tank was taken down in the mid-1960s. The operator positions were abolished on January 16, 1970, and the tower was gone shortly after. The diamond was removed in the early 1970s, because of the decline in traffic on the Prescott Subdivision.

I was always concerned that a speeding train would derail when passing the tower which stood only about eight feet from the eastward main track. If that had happened, anyone in the tower would have been trapped and would have been en route to the great beyond in a hurry. On January 18, 1974, two trains were passing each other and an equipment failure on one of the cars on the westward train caused it to derail and strike the train travelling on the eastward track, a few hundred feet west of the tower. Two units and 37 cars derailed. It's easy to imagine what could have happened if it had occurred a few years earlier and a few hundred feet east of where it happened, when operators were on duty in the tower.



Operator John Gendron looks out the west side of Bedell Tower in the early-1950s.

I worked 42 years for CP. During my early years I worked at most stations between Smiths Falls and Chalk River as assistant agent and spare operator. Then I worked permanently at Bedell, Smiths Falls, Farnham, Quebec, Smiths Falls again, Toronto, London and finished at CP headquarters in Montreal. Working at headquarters allowed me to travel to many places all over North America on railway business but the memories I cherish most about railroading, maybe because it was home, was from 1946 until 1958 when I worked as an operator at Bedell.

"Sam" Gaw is presently Senior Investigator/Operations (Rail) for the Transportation Safety Board of Canada. ☐

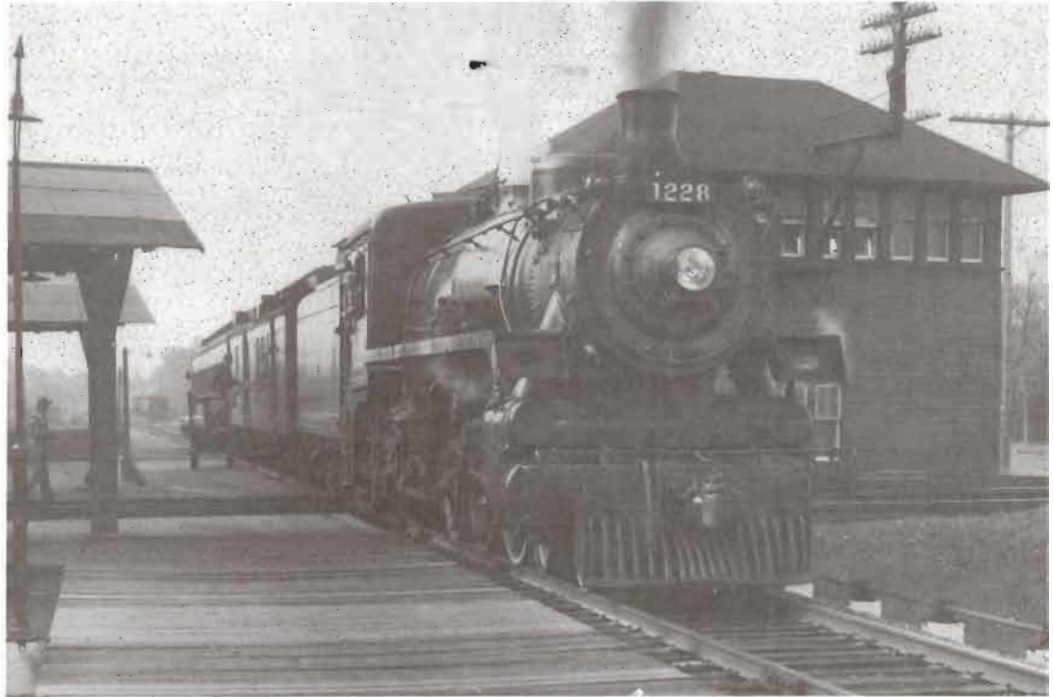
Change at Bedell

by Michael J. Shufelt and T.O. Jackson

More than 30 years separate the following photographic endeavours that capture the spirit of railroading in eastern Ontario. In the mid-1950s, as steam died south of the border, T.O. "Ted" Jackson travelled north to the Dominion of Canada to seek out steam and traditional railroading that was fast disappearing in the United States. Today many individuals who

grew up with ALCo locomotives travel to Canada to seek what has become "traditional" to them. As the Canadian Pacific Railway transforms from a box car era to third generation motive power and double stacks, it seems appropriate to compare the many changes which have occurred over the past 30 plus years.

CPR G5 Pacific 1228 stands guard over the diamond as James Gaw, Agent at Bedell (and father of 'Sam', author of 'Memories of Bedell' on Page 8) loads and unloads mail, express and milk cans on Prescott-Ottawa local Train No. 563 in 1955. Wooden platforms, the expansive interlocking tower and the wood baggage-RPO car give this scene a truly 'Canadian' flavour. As one who journeyed to Canada to relive past American railway experiences, I quickly came to appreciate the uniqueness of Canadian railway operations. These qualities include a certain orderliness; a sense of purpose by the crews and by many of the unique Canadian locomotives designed especially for Canadian operating conditions.



The coal cars in the background are standing in the 'Prescott Local' which held 22 cars. The train order signal for the Winchester Subdivision is suspended from the roof of the tower. The train order signal for the Prescott Subdivision is barely visible through the steam coming from 1228. The canopies at the left extended along each side of the Winchester Subdivision for about 100 feet. Photo courtesy of T.O. Jackson.



Thirty-six years later (November 9, 1991) a clean RS-18u 1813 leads three C-424s west on a container train. Clean stacks, fresh paint and a rapid pace suggest a sense of continued pride in CP Rail operations. Photo by Michael Shufelt.



Although attracted by steam, Ted photographed diesels and the railway environments that surrounded them. It must have been difficult for Ted to photograph the new order when his heart was with steam and tradition. It is fortuitous for us that Ted composed scenes such as FA-1 4005 and a FB-1 rolling westbound tonnage past the Edell water tower in May 1955.



Cab units are long gone, but MLW power still frequents the Winchester Sub. 36 years later in the form of road freight and road switcher units. From the bridge visible in Ted's photograph above, a four-unit MLW lashup approaches Bedell on September 28, 1991. On the head end are M-630 4561, C-630M 4503, RS-18u 1845, and another 'Big ALCo'. Photo by Michael Shufelt.



ABOVE: Spotless RS-10 8481 arrives at Bedell with 'local' No. 35 to Toronto via Peterborough in May 1955. This passenger train is as alien to the steam power and wooden equipment of the Prescott local as it is to today's MLW and GMD lashups. Photo by Ted Jackson.



RIGHT: Flanges squeal as RS-18u 1833 rounds the curve south toward Prescott. This local is in marked contrast to the new order on CP Rail - containers and unit trains. This local freight harks back to the days when small communities all over North America saw the arrival of the daily "way freight." Photo by Michael Shufelt.

Bedell offered a great deal to the rail enthusiast in 1955. The trains that continue to roll through Bedell hold the same fascination for the contemporary railway photographer. As soon as Ted returns from his winter hiatus in Arizona, you'll find us both (and our families) taking in the action at Bedell.

Ed note: In recent years, very few trains make a stop at Bedell. However, since February 1, 1993, Bedell sees the exchange of traffic between a three-unit road switcher that brings traffic from the Quebec industries between Thurso and Hull, and traffic from

Ottawa, to Bedell, six mornings a week. Traffic for Toronto is lifted at Bedell by Montreal-Toronto Train No. 903, while traffic for Montreal and the Delaware & Hudson is dropped for pickup by Train No. 926 in the early afternoon. Traffic from Toronto destined for Ottawa and the Quebec industries is dropped by Toronto-Montreal Train No. 904 before the arrival of the road switcher from Ottawa. And traffic from the D&H and Montreal destined for Ottawa and the Quebec industries is dropped by Train No. 903 at Bedell. ☐

Thornton 60 Years Later

"Coproduction seen as a viable option over 60 years ago"

by MICHAEL LEDUC

In June 1931, the Railway Committee of the House of Commons began its review of the Canadian National Railways for the previous year. As soon as questioning began, it became apparent that biases developed. The political situation was such that the Liberal government of MacKenzie King had been defeated at the polls in the Fall of 1930 by the Conservative government of R.B. Bennett. Sir Henry W. Thornton, Chairman and President of the Canadian National Railways since December 1, 1922, had been appointed by the Liberal government. The Railway Committee appeared to turn its direction from an inquiry into company matters to that of an inquisition towards discrediting Sir Henry. As part of his giving evidence at the Railway Committee, Sir Henry suggested that a tribunal be appointed to study the overall transportation situation in Canada and make appropriate recommendations.

In January 1932, hearings were held as part of the Royal Commission set up by the government based on Sir Henry's suggestion to the Railway Committee in 1931. It was headed by Mr. Justice Lyman Duff. It was noted that the government would not necessarily adopt the commission's recommendations.

Facing the Commission was the fact that the country had entered an economic depression as a result of the stock market crash of October 1929, and the railways, notably the Canadian National, were still engaged in significant expenditures through 1931. One of the Commission's mandates was to recommend whether or not Canadian National and Canadian Pacific should amalgamate. Many of the activities of Canadian National were under severe scrutiny such as major upgrades to the inherited lines, construction of hotels in Halifax and Vancouver, Jasper Lodge, the new ships for the West Indies trade, branch line expansion, and overall aggressive competition with the Canadian Pacific Railway. Also under review were the expenditures by the officers of the Canadian National.

Prime Minister Bennett publicly favoured competition saying "competition ever ... amalgamation never".

The position taken by the Canadian Pacific at the hearings, as presented by Sir Edward Beatty, was that its administration could manage the amalgamation of both railways. Through economies of scale, \$60,000,000 could be saved annually.

On the other hand, Sir Henry Thornton stated: "Like most remedies [amalgamation] has advantages and disadvantages, and a sound conclusion can only be reached by striking a balance between the two, not overlooking the chances of practical achievement." The Sir Henry said: "In short, for a variety of reasons, ... the amalgamation of the Canadian National and the Canadian Pacific would be definitely repugnant to the people of the Dominion, ... and apart from anything else, it becomes politically impossible."

After his conclusions, he listed eight proposals in which, with the co-operation of the Canadian Pacific, would reduce duplicate expenditures. Were it necessary, the following could be brought into effect:

- 1) The pooling of all competitive passenger services, and probably of all passenger services whether competitive or otherwise.
- 2) The elimination of competitive city ticket offices.
- 3) The co-ordination of competitive fast freight services.
- 4) The elimination of trackage where there is definite duplication and where one line can perform efficiently the services of both companies.
- 5) The consolidation of the telegraph companies of both

Canadian National and Canadian Pacific into one company, each to have an equal interest. Such joint company to be administered as the two companies may decide.

- 6) The same arrangement with respect to the hotel systems of both companies.
- 7) The joint use of local facilities wherever practicable and economical.
- 8) The interchange of trackage rights and the use of each other's lines where economical.

In reading these, it must be remembered that they were made at a time when the country's economy was in a depression. Here we are in 1993, and it is said by some financial analysts that we are just recovering from the worst recession since the economic depression of the 1930s. There have, from time to time, been economic recessions over the past 60 years: post World War II, the late 1950s, the oil crisis of the 1970s, the 1981 recession and this most recent recession. Throughout these crises, companies, including the Canadian National, have made efforts to tackle excess expenditures. The means of doing so were often through reduction of operating costs; the acquisition of diesel-electric locomotives to replace steam was one example.

In reviewing Thornton's proposals, it is interesting to note how they have been addressed by the railways over the years, although not all between the CN and CP. They have occurred over time and in context with the economy of the times, most notably during periods of recession. With each of Sir Henry's proposals, one notes:

1) Pooling passenger services: This occurred in three stages, from the pooling of services on highly competitive lines to the full integration of passenger services under one company.

a) Pooling of passenger services between three pairs of cities began on April 2, 1933. Services affected were between Quebec and Montreal; Montreal and Toronto; and Toronto and Ottawa. Such trains in the CN timetable were noted with the word "POOL". This pool service extended until October 30, 1965.

b) Cuts in passenger services began in the late-1950s with the widespread use of the automobile. It was just during the time of the 1967 Canadian Centennial celebrations that rail passenger competition was brisk. Then as the 1970s approached, each railway continued cuts in service. With the Fall 1976 time change came the first joint timetable appearing under the name VIA, issued October 31, 1976. Negotiations had begun for the railways to turn over all passenger services to be operated by VIA.

c) On October 30, 1978, the passenger services of both railways were now transferred under the control of a new Crown Corporation, VIA Rail Canada Inc. The only passenger trains operated by CN or CP were the non-competitive commuter services.

2) Eliminate competitive city ticket offices: Elimination of city ticket offices was based on whether or not they paid their way. It did not occur in earnest until the wide distribution of travel agencies began, resulting from air travel. In all forms of passenger transportation, the travel agent is the one most likely to issue tickets. On the other hand, each company would have its own ticket sales offices in its respective stations. Today, VIA Rail

controls the issuing of railway tickets at the railway stations through computer terminal access to VIA's computerized reservations.

3) Co-ordination of fast freights: This proposal will only come to pass with the complete amalgamation of CN and CP. The Canadian railways have always maintained their own operations of fast freight trains.

There have been co-operation of freight services among the railways, but through strategic alliances with other railways and take-overs, notably in the United States, rather than between CN and CP.

4) Elimination of duplicate trackage: The elimination of duplicate trackage in favour of the more efficient carrier began in earnest in the early 1960s. Recognizing that highway transport was taking more and more freight away from the railways, the latter began petitioning for abandonment of affected branch lines. Changes in government policies, emanating from Royal Commissions such as the MacPherson Report (1961-62) and the Hall Report (1977), allowed the railways to accelerate line abandonments.

Railway excel at bulk commodity transportation. The less than carload business is mostly relegated to the trucking industry. Applications are continually being submitted to the National Transportation Agency for line abandonments. In some cases, branch lines are being sold to small operators.

More recently before a parliamentary committee, CN stated that, because of excessive costs, much of the rail network east of Winnipeg may have to be rationalized, particularly to Thunder Bay.

5) The consolidation of both railways' telegraph companies: In some cities and towns competing railway telegraph offices were a stone's throw away from each other. The amalgamation of these services took place over a period of time.

a) In the 1947 post-war era, the first traces of unity occurred. Both railways united their sales forces, against rival telephone companies, on private circuit operations.

b) By 1961, CNCP Telecommunications was a 50/50 partnership between CN and CP. This company handled a nationwide service and built a microwave network from Montreal to Vancouver.

c) In 1986, Canadian National established a policy to stick to its core business. By 1988, CN sold its 50 percent share of CNCP Telecommunications to Canadian Pacific.

6) Same arrangement with respect to its hotels:

a) In the 1970s and early 1980s, the company began selling off some of its hotels which operated severely in the red. One of these was Halifax's Nova Scotian hotel which was an element of discussion in the Duff inquiry of 1931-32.

b) With the same policy by which it sold its share in CNCP Telecommunications, Canadian National sold its remaining CN Hotels, by 1988, to the Canadian Pacific.

7) Joint use of local facilities: Both railways have begun a rationalization of auxiliary trains; whoever has the one nearer to an accident will be called into use. This has resulted in reducing the total number of auxiliaries on both railways.

Looking at facilities, one wonders whether the same may be considered for car and locomotive repair shops, hump and other yard services.

8) Interchange of trackage rights and use of other's lines where economical: A joint announcement on December 23, 1992, takes

this proposal beyond trackage rights. Both CN North America (Canadian National) and CP Rail System (Canadian Pacific) said: "..... they have concluded a co-production agreement to provide for a common rail route in the Ottawa Valley from a point near the Quebec-Ontario border to North Bay, Ont." It goes on to say: "The agreement reached will see a shared line owned equally by the two railways." They estimate that they could have a single shared route operative by the end of 1993.

This has been brought about by the fact that, aside from bulk commodities, the railways' share of freight traffic is being eroded as a result of trucking.

Conclusion: In bulk commodities and unit trains the railways do compete with each other, primarily in western Canada. In other commodities, it is clear that highway transport is the real competitor to the railways of today. Reading between the lines of the December 23, 1992, joint statement, we see the likely coalition of forces which were unheard of a decade ago.

When Sir Henry said no to amalgamation and cited his eight proposals to the Duff Commission, one wonders if, being known as a man of vision, he was really advocating union of both CN and CP. Of his eight proposals, all but the third have come, or are in the process of coming, to fruition. If one extends the current trend of rationalization and co-operation by both major railways to a logical conclusion, the next step will result in one major transcontinental railway in Canada; the coming to pass of Sir Henry's proposals.

Let's face it, when it comes to railways, we are overbuilt as a nation!

Sir Henry Worth Thornton died on March 14, 1933.

Ref: The Tragedy of Henry Thornton
D'Arcy Marsh
The MacMillan Company of Canada, 1935

History of the Canadian National Railways
G.R. Stevens
MacMillan Publishing Co., 1973

The People's Railway
Donald MacKay
Douglas & McIntyre, 1992

CP Rail BusinessWATCH
December 23, 1992 ☐

A Sample of Diesel Lashups

25/01/93 CN #411 at London, Ontario: SD40u 6002, SD40u 6001 and GP9RM 4135.
30/01/93 CP #505 at London, Ontario: SD40u 5528, M-636 4702, and new Conrail SD60Ms 5523 and 5524 being delivered.
03/02/93 CN #392 at Paris Jct., Ontario: SD50F 5402, CN SD40u 6003 and HR616 2111.
05/02/93 CP #300 (grain) at Thunder Bay: SD40-2s 6041, 5565, 5718, M-636 4726 (failed) and SD40 5402.
07/02/93 CN #415 at Paris Jct., Ontario: Dash 8-40CMs 2412 and 2437.
20/02/93 CP #528 (Roadrailer) at Ayr, Ontario: SD40 5525 and GP38-2 3060.
22/02/93 at Edmonton, Alberta: new BC Rail Dash 8-40CM 4625 being worked west.
26/02/93 CP #300 (grain) at Thunder Bay, Ontario: SD40-2s 5659, 5595, 5718 and SD40u 5564.
28/02/93 at Edmonton, Alberta: Kennecott Copper GP38-2 799 being hauled to AMF for overhaul.

(Thanks to David Brandenburg, James Gamble, Emily Kew and Geoffrey Peters)

Some Personal Memories of the C.P.R. Lachute Subdivision, or CP Rail's Lachute Subdivision, or "The North Shore"

In my railroading days it was the Canadian Pacific Railway Company's Lachute sub., extending 98 miles from Ste-Therese to Hull East, Quebec. At one time it was part of the Quebec, Montreal, Ottawa and Occidental Railway (that's Occidental, not Accidental!), and was acquired by the C.P.R. in 1884. The Lachute sub., as a result of CP Rail's great plan for the '90s (not the 1890s), and beyond, ceased to exist as a viable railway operating between Montreal and Ottawa on January 30, 1993, with the last runs of Train Nos. 85 and 86.

A few BRS stalwarts, this Tid Bitter included, braved the cold, clear air early that morning to observe and photograph the passing of westbound Train No. 85 for the last time. A through freight train running between Montreal and Ottawa by that number has been a reality on the Lachute sub. for approximately 70 years.

In CP's plan, that portion of the Lachute sub. between Marelan (mile 55.2) and Thurso (mile 90.6) will be closed to traffic, effectively cutting the last direct CP Rail route between Montreal and Ottawa. The track will not be removed immediately so I'll not say it's over 'till it's over.

Memories go back almost 60 years

During the week or so leading up to January 30 the knowledge of CP's plan gave me much to think about, for my memories of the Lachute sub. go back almost 60 years. As a kid I used to ride trains on the North Shore with my mother and dad between Montreal and Papineauville (mile 79.1) for a stay in a cabin at Larocque's fishing camp on the Ottawa River. In those years the Ottawa River produced healthy, unpolluted fish and Monsieur Larocque, a commercial fisherman, used to ice and ship his catches to Ottawa for the retail market.

The little frame cabins were located on the Larocque property on the relatively narrow shoreline between the river and the tracks. The cabins were probably not more than 100 feet or so from the tracks, which curved along an embankment about 30 feet above the cabins.

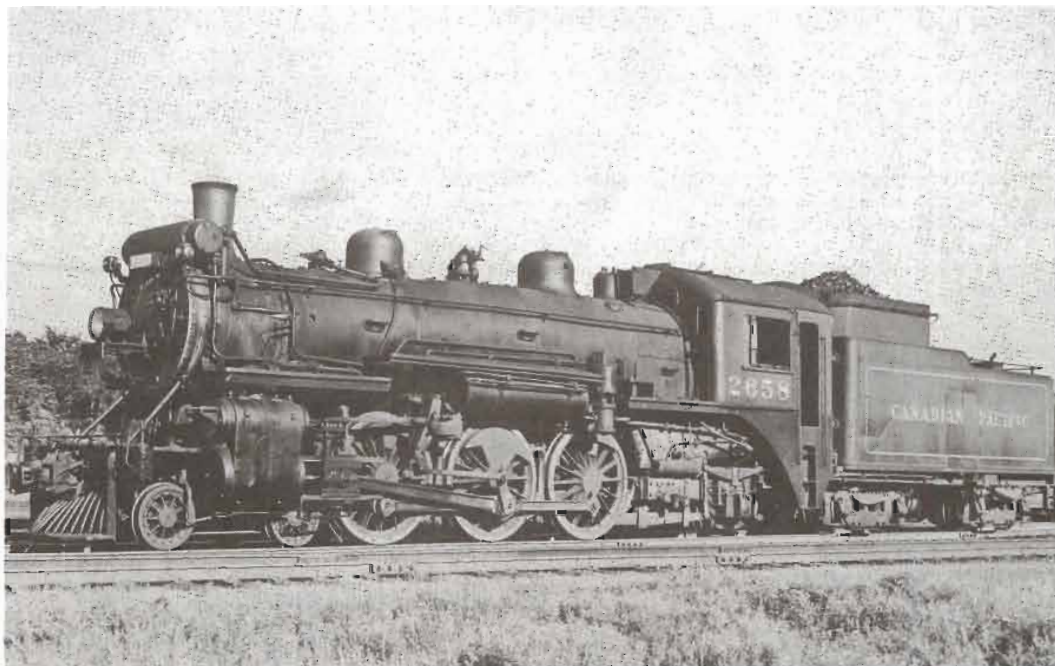
My most vivid memories here took place in "the wee small hours of the morning" as the thunderous passage of Train No. 86 shook the little cabins, and woke up the occupants. Little did I realize that within 15 years I would be firing 85 and 86 and all the other jobs on the North Shore.

On one of our family trips up to Papineauville, probably around the earliest days of World War II, we sat in a passing track for an hour or so waiting for a special train to pass (officially, a passenger extra). I no longer remember which passing track it was but my guess is it was probably Ste-Scholastique (mile 32.4) or St-Hermas (mile 37.3). Anyway, it doesn't matter, what really matters is that the passenger extra was conveying Princess (later Queen) Juliana of the Netherlands to Ottawa where she spent the war years in safety after her country had been overrun by the Nazi's. The friendship that developed between the Canadians and the Dutch as a result of the Canadian Government providing a safe haven for the Princess is as well today as it was then and can be seen each spring in Canada's capital with the profusion of blossoming Dutch tulips.

Another of my early North Shore memories is sitting on the CP local at a left side coach window enroute to Ottawa and seeing Perley Lumber's Shay locomotive come up from the banks of the Ottawa River on their right-of-way to stop beside, and parallel to, the CP train. What I wouldn't give to see that again!

Working the North Shore

In adulthood, as I mentioned, I ended up working on the North Shore and I have a lot of special memories of that work. It was also the one subdivision upon which I never worked with diesel power. D10 class 4-6-0s, G1, G2, G3 and G5 class 4-6-2s, P1 and P2 class 2-8-2s and H1 class 4-6-4s were the power in my



Canadian Pacific G2 class light Pacific 2658, a regular fixture on the North Shore in both passenger and freight service. She survived two world wars, many rebuilds and upgrades, and here, on July 27, 1956, in her final metamorphosis she's got the 12-ton (coal), 7,000 Imperial gallon (water) tender, vestibule cab, higher pressure boiler, new frames and cylinder saddles with "in line motion", Elesco boiler feedwater pump and heater (the pump is hidden behind the door in the left side of the tender), while she still has her old single cylinder (bicycle pump) air compressor, clearly visible in this left side view. An excellent example, except for the air compressor, of what can be done to upgrade an old, but sound, design. She was retired in March 1959. Photo by Lawrence Stuckey, collection of Bruce Chapman.

time. The long hours we put in are now legend, but it was good railroading and I'll never forget crawling into some passing track with a drag, after midnight, during the winter months to eat our "supper". The head end brakeman would cut off the engine, we'd run ahead out onto the main, run around the train, and come back in behind to couple up to our van. Then we'd go inside for a "supper" prepared by the "tail end" crew. Chinese food was popular at the time. There was lots of it, and, best of all, it was hot. These Montreal-based train crews sure knew how to look after their Ottawa-based engine crews, and we, French speaking and English, got along just fine (current day politicians please take note).

Another of my North Shore memories is my longest "day" ever, 38 continuous hours with the "big hook" (the 75 ton Ottawa auxiliary) at Plaisance (mile 83.9). I've written about this one before (Branchline, April 1989) so I'll not repeat myself here, suffice to say that our D10 and the accident damaged D10 we were "sorting out" at Plaisance resulted in one hell of a good "days" pay in the winter when we needed it most. Again, we ate well in the Cook-Diner (car) and, at that stage in my life, I could work hour after hour just so long as I got well fed.

And how could I ever forget trying "to get over the road" on those North Shore "Plow Extras". These jobs were always long, drawn out affairs. We'd plow the main line, the passing tracks, the business tracks and maybe, just maybe, the Staynerville Branch up to the CIL Plant in Brownsburg. The Staynerville Branch began at mile 48.7 and ran toward the foot of the Laurentian escarpment, whereupon it rose sharply on a westerly curve to a switchback. This resulted in having the plow on the "wrong" end for the move into Brownsburg. Backing into four or five feet of hard packed snow with the back of the tender usually resulted in having to take a couple of "runs" at it to get through. Not having any back-up sanders on CP's main line engines didn't help much either. But we'd eventually bang our way through. As long as the tender tank had a good load of water in it she'd likely stay on the rails. Needless to say, our trip ticket would have lots of "miles" (pay) on it when it went into the box at either St. Luc or Ottawa West. [Want to read more about snow plows? Find a copy of the BRS publication "Snow Plow Extra, written by yours truly in 1980, but presently out of print. My colleagues have hinted that an updated version is in order.]

The joys of steam railroading!

And speaking of long hours, we'd put in a bunch on one of those summertime drags out of Montreal (St. Luc Yard) with a solid train of "Florida pebbles" (phosphorous ore) bound for Buckingham Jct. (Masson), to eventually be hauled up the 3.2-mile long Buckingham sub. to Murphy (mile 1.7) and the ERCO (Electric Reduction Company) spur.

One lone P1 class 2-8-2 could haul 30 gondolas of pebbles to Buckingham Jct. from Montreal, although doubling the ruling grade just west of Staynerville (mile 48.7) was a good possibility. The slow progress of one of these drags on a hot summer day was painful. We'd reach Calumet (mile 59.5) and take coal from the ancient wooden coal bucket hoist to replenish the tender which, on a P1, carried 18 tons of the stuff. It was on one of these occasions that I lost my balance while standing on the top back and right side edges of the coal box (13 feet off the ground) and fell in, with the one ton capacity bucket of coal after me. Luckily I wasn't hit by the bucket or some real damage (to me) would have been done. I climbed out of there just slightly blacker than when I went in as the coal dust stuck to all my exposed sweat covered flesh. The joys of steam railroading!

It was just dandy upon reaching Buckingham Jct. to get a message ordering us to take the loads up the branch to Murphy. Now a good P1 just might take six of those cars up the grade in one crack, and then again it might only take five. Simple mathematics and just a little knowledge of railway operations tells you that our already 12 hour long day is going to be a 16 to 18 hour day (at the very least) before we get to the shop at Ottawa

West. When it's all over we'll have earned our pay. I can recall sweeping the last of the coal in the tender into the stoker screw coming across the Prince of Wales bridge from one of those jobs just to get into Ottawa West with the P1 and the van.

How well I remember looking out of the cab of one our engines at Thurso into Singer's (later McLaren's) yard. There stood this odd looking, short, decrepit, former C.P.R. business car. I later learned that its C.P. number had been 27. In my wildest dreams I couldn't have possibly imagined being involved in its rebuilding, movement and preservation much later in my life. Life sure takes some strange twists and turns.

Passenger Train Memories

I also have some fond memories of working the four passenger trains (per day) on the North Shore. When I was firing them they terminated at CP's Montreal Windsor Station. I just missed the tail end of the era when those Montreal-Ottawa jobs terminated at Place Viger (P.V.) by the Montreal wharf.

The east end of the Lachute sub. began (or ended) at Ste-Therese (mile 19.9). Why start a subdivision at mileage 19.9? Well, it actually started at mile .0, although it was called the Park Avenue sub. at mile .0 but it ran out to Ste-Therese at mile 19.9, whereupon it became the Lachute sub. Let me list the stations and railway locations on the Park Avenue sub.:

MILE	NAME	NOTES
19.9	Ste-Therese	Jct. Ste-Agathe sub.
17.9	Rosemere	
17.2	Ste-Rose	
12.8	St-Martin Jct.	Jct. Trois-Rivieres sub.
12.0	St-Martin	
10.2	Laval Rapides	
9.8	Bordeaux	
8.4	Jacques Cartier Jct.	Jct. C.N.R.
6.1	Park Avenue	Major CP station
5.9	Breslay	- operator on duty
5.0	Mile End	- one time station
3.1	Angus	as in "Angus Shops"
2.0	Hochelaga	Yard and roundhouse
.0	Place Viger	Major station and co-located with one time CP Hotel Place Viger

Coming in to Montreal on the Park Avenue sub. when the jobs terminated at Windsor Station meant leaving the Park Avenue sub. just south of Park Avenue Station and crossing a large part of the Island of Montreal in a westerly movement through Outremont, St. Luc, St. Luc Jct. and on up to Montreal West. At this point the track turned back into a generally easterly direction for the run over to Westmount (the Glen Yard) and down the hill to Windsor Station. A roundabout and time consuming "scenic tour" to go just a few miles "as the crow flies".

G5 class, 1200-series engines like the 1262 and the 1257 worked passenger Train Nos. 421, 422, 423 and 424 daily. Westbound, Saturday only Train No. 427 left Windsor Station at 1.00 P.M. (13:00) and, in my time, usually drew a hand bomber G2 like the 2658. By the time you got to Ottawa Union Station, 3½ hours, 12 stops and a couple of flag stops later you knew you'd done some railroading. In order to stay on time the G2 took quite a beating as it had the hell run out of it between stations. Being a hand fired engine, the fireman paid the price.

I will always remember the stop at the beautiful log station at Montebello (mile 74.5), with its matching freight shed. In my time, most passengers getting off here rode the tail end Parlour Car, for they were going to the C.P.R.'s Seignior Club, a private club located just west of the town and adjacent to the railway, and housed in the largest log building in the world. All daily passenger trains were met by the club's bus and stake body truck, the bus for the passengers and the truck for their luggage. I often

wondered, as I looked back from the cabs of our engines, just who some of the high priced "mucky mucks" were who got off in their classy duds and wouldn't have given the overalled likes of me the time of day. Another time in another era - today that log "club" is, of course, C.P. Hotel's Chateau Montebello and (without my overalls) I've dined there! I guess they'll let anyone in now!

MONTREAL—OTTAWA Via Montebello

423 Daily	427 Sat.	421 Daily	Miles	TABLE 44		422 Daily	428 Sat.	424 Daily
P.M.	P.M.	A.M.		Eastern Time		A.M.	P.M.	P.M.
..	12.10	7.40		Lv. MONTREAL	Wd. Stn. Ar	..	4.30	9.40
..	12.16	7.46		Westmount	.....	..	4.22	9.32
..	12.22	7.52		Montreal West	.....	..	4.15	9.25
4.55	..	..	0.0	Lv. MONTREAL	Pl. Viger Ar	11.55	..	..
5.10	12.40	8.10	6.1	Lv. Montreal	Park Ave. Ar	11.40	4.00	9.10
5.35	1.05	8.35	19.9	Lv. Ste. Therese	42. Ar	11.10	3.33	8.40
5.47	..	8.47	27.5	St. Augustin	.....	10.55	..	8.26
5.55	..	8.55	32.4	St. Scholastique	.....	10.46	..	8.19
6.03	..	9.03	37.3	St. Hermas	.....	10.37	..	8.12
6.20	1.35	9.17	44.1	Lachute	.....	10.25	2.58	8.03
6.28	..	9.29	48.7	Staynerville	.....	10.15	..	7.54
f 6.38	..	f 9.40	54.9	Marelan	.....	f 10.06	..	f 7.45
f 6.43	..	f 9.46	57.6	Grenville	.....	10.00	..	f 7.40
6.52	2.00	9.55	59.5	Calumet	.....	9.55	2.34	7.35
7.03	..	10.03	64.8	Pointe au Chene	.....	9.45	..	7.26
7.16	..	10.13	70.8	Fassett	.....	9.34	..	7.16
7.27	2.27	10.22	74.5	Montebello	Seignior Club, P.O.	9.26	2.11	7.07
7.37	2.34	10.31	79.1	Papineauville	.....	9.14	2.02	6.56
7.46	..	10.38	83.9	Plaisance	.....	9.03	..	6.47
7.57	2.51	10.48	90.6	Thurso	.....	8.51	1.47	6.37
f 8.03	..	f 10.53	94.0	Lochaber	.....	f 8.45	..	f 6.31
8.16	3.05	11.04	99.9	Buckingham Jet	.....	8.35	1.35	6.22
f 8.23	..	f 11.10	103.8	Angers	.....	f 8.25	..	f 6.13
f 8.32	..	f 11.19	109.7	Templeton	.....	8.15	..	6.04
8.37	3.24	11.23	111.9	Gatineau	.....	8.11	1.17	6.00
f 8.42	..	f 11.27	114.4	Talon	.....	f 8.06	..	f 5.56
8.52	3.38	11.37	118.2	Hull	.....	7.58	1.08	5.48
9.00	3.45	11.45	119.9	Ar. OTTAWA	Lv	7.50	1.00	5.40



VIA Rail RDC-1 9055, in scarred CP Rail paint, accelerates away from Thurso, Quebec, with Ottawa-Montreal Train No. 132 in September 1979. Photo by Pierre Ozorák.

And how can I ever forget the Postmistress at Papineauville who made a practice of meeting evening Train No. 423 to pick up the mail bag(s), accompanied by her pet racoon on a dog leash! Quite a sight, and just one more interesting thing to look for.

On a Sunday evening, Train No. 424 from Ottawa frequently got as many as 12 cars, almost all coaches, and once we got east of Lachute (mile 44.1) you'd be hard pressed to find a seat on the train. Power on the head end had to be something more than a light Pacific of the G1 or G2 class, so a heavy Pacific of the G3 class (2300-2400 series) or, on occasion, an H1 Hudson was used. We'd have close to 1,000 people on board that Sunday evening train by the time we hit Park Avenue Station on a busy night. It's hard to believe that not too many years later, in 1981, the single (occasionally two-unit) Budd car, the last passenger equipment to ply the Lachute sub., was removed.

My 85 was followed by another 85 ...

Back to reality. It's 09:00 on January 30, 1993, and there's No. 85 blasting along on a bright, cold winter morning, creating a snow storm of its own just east of Thurso. There are four MLW

units on the head end - two C-424s and two RS-18u's. My mind goes back to another day, in another time, and another 85. I'm firing the job, a G2 hand bomber is on the head end and I'm trying to stuff some food down my throat sitting on a bouncing seat box while the head end brakeman fires the G2 for a few miles. Unlike the four diesel units of today, our cab is drafty and the coal dust is flying around. The snow is entering the cab through all its many openings, but as soon as I consume my can of stew I'll be OK again for the rest of the all night trip to Ottawa. I'll have shovelled 8 to 10 tons of coal, taken water twice, swept the cab deck dozens of times and been the "eyes" on the left side of the head end hour after hour. No matter, I'll climb off the old hog at Ottawa West shop, book 8 or 10 hours rest, and be ready to go at it again.

The boys on today's 85 are having an easier time of it than I had - or are they? My 85 would be followed by another, and another, and yet another. Their 85 won't.

Farewell to the Lachute sub., farewell to 85 and 86, gone but not forgotten!

P.S. As described in last month's **Branchline**, points on the Lachute sub. west from Thurso are serviced by a three-unit road switcher assignment out of Ottawa six days a week. Traffic is brought in and out of Ottawa by the same three-unit set of power from connections made at Bedell, Ontario, utilizing the Prescott sub. Points east of Marelan are serviced as required from Ste-Therese. And in between Marelan and Thurso, lies 35.4 miles of dormant track. ☐

G5c No. 1262, one of the modern passenger engines on the North Shore. Built by the Canadian Locomotive Company (Kingston, Ontario) in November 1946, the 1262 was stored at Ottawa West 14 years later, awaiting her fate - she was scrapped in June 1961. The little 4-year-old by the crosshead is Bruce du Fresne, son of Tid Bitter Duncan du Fresne who often fired the 1262. Photo by Duncan du Fresne.



The Saga of Ol No. 9

During 1992, steam fans in Ontario had cause to rejoice as the South Simcoe Heritage Railway returned ex-CPR 4-4-0 No. 136 to revenue service on a 4.7 mile segment of the former Canadian National Beeton Subdivision. After all, this marked the first time in two years, following the 1990 'retirement' of ex-CPR 4-6-2 No. 1201 by the National Museum of Science and Technology, that a working, full-sized, standard gauge steam locomotive had actually pulled a revenue load (in Ontario).

In a sense, the triumphs of 136 have eclipsed other steam news in the province.

At the Ontario Hydro Generating Station in Nanticoke, Ontario, the Southern Ontario Locomotive Restoration Society is in the throes of returning Essex Terminal 0-6-0 No. 9 to operating condition. It is hoped that the locomotive will be used in excursion service, operating out of Guelph. The 1923 MLW product has been at Nanticoke since July of 1986 when it was trucked there from Milton, Ontario, where it had been under the custodianship of the Ontario Rail Association.

The task has not been easy for the denizens of the SOLRS. No. 9 was in less than ideal condition when she arrived at Nanticoke. Last outshopped in 1956, the engine arrived at Nanticoke a victim of 20 years of outdoor storage. Because of this, and because of the fact that overhauling a steam locomotive is literally a 'ground-up' operation, the locomotive is now quite literally in pieces.

Activities to date have included lifting the boiler off its wheels and placing it on blocking. This has allowed for the dismantling and cleaning of all the brake rigging, major motion works, and the preparation of the driver hub liners for re-babbiting. As well, the boiler has been hydro-tested to 150 psi without major incident. Unfortunately, ultra-sonic testing of the boiler reveals that the firebox needs new sidesheets from the mud ring to above the first row of staybolts on three sides. That problem notwithstanding, the testing has revealed that the throat sheets, tube sheets and crown sheets all appear to be healthy as are the tubes and arch tubes.

Other appliances requiring varying degrees of repair include the superheater units, the air compressor, the grate side carriers, the front end netting and baffles, the exhaust nozzle, the cab structure and flooring and the piping for the steam and the brakes.

Although not considered a write-off, the tender is not in good shape. The tank and frame have been separated, revealing that most of the tender channel beams need replacing while the tank will need some new floor and wall sections. Not surprisingly, all wood on the tender needs replacement.

Although SOLRS President Dave Spiegelman is optimistic that No. 9 will eventually be under steam, he admits that the project is much more arduous than originally anticipated. Two things are in short supply: money and help. Conservative estimates suggest that many of No. 9's problems could be overcome if \$200,000 could be found. At the same time, far too few people are willing to devote the time and effort to work on the engine. To complicate matters, it should also be noted that properly directed human resources are required. Enthusiasm is the principal quality of all volunteers but Spiegelman is looking for an enthusiasm tempered with a willingness on the part of volunteers to be aware of, and grow into, their technical and other limitations. It is perhaps the peril of all such projects; how does one channel enthusiasm and get people working at appropriate levels of their technical competence?

In addition to No. 9, the SOLRS also owns ex-Canadian National work car No. 57636 (nee CN baggage car 8759 built in 1930) and ex-Canadian National box car No. 565342 built in 1953. The two cars serve as storage space for parts, etc. Both cars have had cosmetic restorations to make them presentable on the exterior. In the case of the baggage car, this also involved a new canvas roof.

The SOLRS has an ambitious challenge in front of it. To be a part of the dream, contact Dave Spiegelman, Southern Ontario Locomotive Restoration Society Inc., Box 96, Jarvis Ontario, N0A 1J0, telephone (519) 587-4270. The SOLRS is a registered charity (No. 0825976-56) and financial donations are always welcome. (Background information courtesy Dave Spiegelman) ☐

Essex Terminal Railway No. 9 in the yard at Windsor, Ontario, on February 19, 1957. Photo by Elmer Treloar, courtesy National Museum of Science and Technology, No. 632.



Review of NTA 1987 Calls for Privatization of Canadian National

A special commission has called for sweeping changes in regulations governing the transportation industry in Canada. One of the key recommendations from the National Transportation Act Review Commission (NTARC) report, which places a major focus on the rail sector, calls for the privatization of Canadian National, citing the fact that the company's status as a crown corporation can no longer be justified since CN is 'no longer performing a public policy mandate' and is becoming increasingly active in the United States.

The NTARC was established a year ago to review and analyze the impact of the government's controversial transportation deregulation policy, implemented over five years ago. Under the moniker 'freedom to move', the policy was a radical departure from the heavily regulated system of transport that Canada had long been familiar with.

'Freedom to move', embodied in the 1987 National Transportation Act, was designed to benefit both shippers and consumers. At the time the Act was passed, the transportation companies put a brave face on things and pledged to cooperate with the new system. Indeed, the only caveat expressed at the time by CN President Ron Lawless was that 'freedom to move' also meant 'freedom to manage'.

To date, Canada's railways have not had that 'freedom to manage' that they so eagerly sought. Although facilitating deal making and spawning a number of innovative approaches with respect to inter-line and terminal switching, NTA 1987 did not permit companies to divest themselves of money-losing trackage with the ease which they had hoped for. Government freeing-up of freight rates, moreover, was poor compensation for the railways when, at the same time, they were asked to compete with truckers and more unfettered American railways in an environment where they were hit with a spate of taxes at the federal, provincial and municipal levels.

Many of these problems could change if the commission's recommendations are adopted as government policy. The NTARC has suggested a number of measures including more emphasis on co-production to the east of Thunder Bay, and a significant easing of procedures for abandoning uneconomic track or selling such lines to short-line operators "without being required to demonstrate financial loss or absence of public need". Railways would be treated as commercial enterprises in deciding which markets they choose to exit. In addition, the current freeze on prairie branch-line abandonments would be lifted.

A related recommendation would see the current six-month period of notice to the Agency of a proposed railway line conveyance be reduced to 30 days, with the Agency being required to approve a conveyance if satisfied that the proposed buyer of an interprovincial railway line could meet operational and safety standards, or that the proposed buyer of an intraprovincial railway line had operating authority under provincial law.

Another recommendation was that "all levels of governments adopt policies to ensure that taxation structures and rates do not affect adversely either the ability of Canadian carriers to compete in interprovincial and international markets." Some of the recommendations echo recent pronouncements by both Paul Tellier of Canadian National and Rob Ritchie of CP Rail System (reproduced elsewhere). The rail system in eastern Canada is too large for current and anticipated demand. In addition, about 90% of Canada's rail shipments travel on about 10% of the system's track. Put another way, 14,000 miles of track, 44% of the total, is of very low or low density and that if it were scrapped the railways would save \$260 million a year. The commission also suggested that railway operations might be separated from track ownership and maintenance - with operating companies competing on publicly-owned railways, in the same way as trucking

companies compete for business on publicly-owned highways.

Predictably, the recommendations of the commission were condemned by the federal opposition parties, wholeheartedly supported by Rob Ritchie of CP Rail System and given cautious approval by Paul Tellier, Canada's former top bureaucrat now turned chairman of Canadian National. From the political perspective, transport minister Jean Corbeil was non-committal, stating that the report would be reviewed by the House of Commons Committee on Transportation. The *Financial Post*, in its editorial on the report, stated that it "has made several useful recommendations. But the government needs to act on them, not embark on more study."

Given that this is an election year, very little is expected to happen until a new government is installed. In the meantime, enthusiasts are advised to get their pictures while there is still time. The potential for forthcoming change will make the 1990 VIA Rail cutbacks look like a picnic! (Philip B. Jago and David Stremes, background information courtesy of the NTARC, *The Globe and Mail*, *The Ottawa Citizen*, *The Financial Post* 10/03/93)

Book Review

by PAUL BOWN

ON TRACK - The Railway Mail Service in Canada

by Susan McLeod O'Reilly

While thumbing through a brochure put out by Canada Post, I came across an advertisement for this publication. While aimed at the general public, the book is of interest to both the railfan and philatelist. It was produced by the Canadian Museum of Civilization and Canada Post Corporation as an offshoot of the exhibition of Railway Mail Service in Canada held at the museum.

The 150-page soft covered book is divided into four major sections. The first section sets out the historical context of railways and the mail, and includes a listing of dates important to railways and to the Railway Mail service in general. The second section covers railway mail operations and includes descriptions of the mail cars, sorting the mail, and how pickups and deliveries were made. The third section addresses the Railway Mail Clerks and how they adapted to this type of service. The final section deals with Philately and includes such items as Postal Markings and Royal Train Cancellations.

As with many books dealing with railways from a non-railway perspective, there are some errors concerning railway technology or terminology. Comments such as "steam locomotives have funnels" and "after dieselization cars were heated electrically" tend to cast some doubts on the accuracy of the writing. Some of the information in the book is based on interviews with former mail clerks and events and operations tend to get clouded or forgotten with the passage of time.

Despite these minor shortcomings, the book is a good value. It is well illustrated with photographs of all aspects of the mail service. Included are photographs of activities in a mail car, gathering the mail 'on the fly', views of the equipment (both mail and rail related) plus illustrations of Postal Cancellations.

The book is available at \$17.95 from the National Philatelic Centre, Antigonish, Nova Scotia, B2G 2R8, or from Canada Post Philatelic outlets.

THE REGISTER BOOK

KINGSTON, ONTARIO: The Kingston Division of the C.R.H.A. will hold its 4th Annual Rail O Rama on **April 3 and 4** at the Portsmouth Olympic Harbour, 54 Yonge Street, Kingston, from 11:00 to 17:00 both days. Admission: Adults \$3; Seniors \$2; Children \$1. Model railroad layouts, railway displays and clinics, railway vendors of all types. Information from Gary Haggart, 109 Fairview Road, Kingston, Ontario, K7M 3B2; telephone (613) 548-3294.

KOMOKA, ONTARIO: The Thames Valley Central Modular Railroad Club will present its 4th annual Model Railroad Flea Market and Operating Display on Saturday, **April 17** from 10:00 to 15:00 at the Komoka Community Centre, Simcoe Avenue in Komoka. Admission: Adults \$3; Students \$1; Children 12 and under free when accompanied by an adult. The Komoka Railway Museum will sponsor a "Pancake & Bacon Breakfast" from 09:00 to 12:00 for \$4 each. Information from Bill at (519) 439-7008 or Dan (519) 471-7302.

LINDSAY, ONTARIO: The Lindsay & District Model Engineers will present their 19th Annual Model Railway Show on Saturday, **April 17** from 11:00 to 17:00, and Sunday, **April 18** from 12:00 to 16:30 at the Victoria Park Armoury, 210 Kent Street West, Lindsay. Admission: Adults \$4; Seniors and Students \$2; Children \$1. Information from Eric Potter at (705) 328-3749, or Wayne Lamb at (705) 324-9865, or C/O Box 452, Lindsay, ON, K9V 4S5.

ST. THOMAS, ONTARIO: The Elgin County Railway Museum will hold "Nostalgia Day" on Sunday, **May 2** from 10:00 to 16:00 at the former Michigan Central RR shops, Wellington Street between Ross and First Avenue, St. Thomas. Featured will be CN 4-6-4 5700 (nee 5703), a former CN baggage car, railway memorabilia and a flea market (dealer tables at \$10). Information from the Elgin County Railway Museum, R.R. #6, St. Thomas, Ontario, N5P 3T1, or (519) 631-0936, or fax (519) 659-7915.

C.A.R. EXCURSION: Ride from Brownville Jct. (Maine) to Saint John (New Brunswick) and return on **May 29 and 30**, including a side trip from Brownville Jct. to Greenville (Maine) on **May 29** to permit a daylight round trip across Onawa Viaduct. This 400-mile, two-day trip will be diesel powered with three open window coaches. The fare of \$185 US per person (no childrens' fare) includes all rail transportation, overnight double occupancy accommodation in Saint John, Sunday buffet breakfast and a lunch box each day. Train limited to 175 passengers. Information from: Trip Committee, The 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106, Phone/FAX (207) 799-5955.

STEAM SCHEDULE ANNOUNCED: Alberta Prairie Steam Tours of Stettler, Alberta, has announced its 1993 steam excursion program. The first trip takes place on **May 22** with the final run taking place on October 30. For information, contact Alberta Prairie Steam Tours, 4611-47 Avenue, Stettler, Alberta, Canada. Telephone (403) 742-2411, Fax (403) 742-2844.

PORT STANLEY TERMINAL RAIL ANNOUNCES SPECIAL TRAINS: Easter Bunny Special, April 11; Flora and Fauna Tour, April 18, May 1, May 15, May 29, June 5; Mothers Day Special, May 9; 10th Anniversary Celebration, May 13; Victoria Day Weekend, May 22-24; Fathers Day Special, June 20. For Information contact Port Stanley Terminal Rail, 309 Bridge Street, Port Stanley, Ontario, N5L 1C5 (519) 782-9993.

SEASHORE TROLLEY MUSEUM: On July 1 (Canada Day) see and ride examples of the largest collection of Canadian streetcars outside Canada, including ex-Montreal Tramways "Golden Chariot" No. 2. Telephone (207) 967-2800.

TRAINS '93: The 7th Division, Pacific Northwest Region, of the National Model Railroad Association (NMRA) will sponsor "Trains '93" during the annual convention of the Pacific Northwest Region (Canada). The convention will be held in Burnaby, British Columbia, running from **November 11 to 14**. For information, contact R.A. (Dick) Sutcliffe at 12140 - 230th Street, Maple Ridge, British Columbia, Canada, V2X 6R5.

NTA News

CP FILES NOTICE OF INTENT TO ABANDON THE BERTHIERVILLE SPUR: CP has notified the NTA that it will be filing an application for abandonment of the Berthierville Spur, which extends 2.1 miles from mileage 44.0 of the Trois-Rivières Subdivision, to Berthierville Quebec. (CP Notice, 08/02/93)

CN RECEIVES PERMISSION TO ABANDON PORTION OF ATHABASCA SUBDIVISION: CN has received permission to abandon that portion of the Athabasca Subdivision between Legal (mileage 32.2) and Athabasca (mileage 93.1), a total of 60.9 miles, in the Province of Alberta, 30 days from the date of the Order. No opposition to the proposed abandonment was received by the NTA, nor were any applications to purchase received. (NTA Order 1993-R-46, 11/02/93)

CP FILES NOTICE OF INTENT TO ABANDON LINES IN EASTERN PROVINCES: As a follow-up to the original report in the January 1993 Branchline, CP has applied, in four separate applications, to the NTA for authority to abandon almost all of its trackage east of Sherbrooke, Quebec. Applications cover:

- the trackage in Quebec east of Sherbrooke
- the trackage in New Brunswick on the Mattawamkeag, McAdam, St. Stephen, and Fredericton Subdivisions
- the trackage on the Edmundston Subdivision in New Brunswick
- the trackage on the west end of the Halifax Subdivision

Further details can be found in the January 1993 Branchline.

CN RECEIVES PERMISSION TO CONVEY TRACKAGE TO US SUBSIDIARY - ST. CLAIR TUNNEL COMPANY: In the first decision related to the new St. Clair Tunnel, the NTA has approved the transfer agreement between CN and the St. Clair Tunnel Company for the transfer of 1.19 miles of the St. Clair Tunnel Subdivision from mileage 0.54 to mileage 1.73, by CN to the St. Clair Tunnel Company, including land and buildings. This trackage, which forms the approach to and the Canadian portion of the existing tunnel, will become part of the Hobson Subdivision from mileage 0.0 to mileage 0.19, in Sarnia, Ontario. Under terms of the transfer agreement, the SCTC will construct a new larger diameter tunnel parallel to, and about 85 feet north of the existing tunnel. The SCTC will also grant running rights to CN in the existing tunnel and the new tunnel after completion of its construction. (NTA Decision 112-R-1993, 25/02/93)

CN RECEIVES PERMISSION TO ABANDON PORTION OF GRANBY SUBDIVISION: CN has received permission to abandon that portion of the Granby Subdivision from a point near Granby, Quebec (mileage 15.57) to Marieville (mileage 38.7). With only one regular customer on the line, ICG Propane, carloads handled in 1989, 1990 and 1991 amounted to 34, 95 and 20 respectively. The higher number in 1990 was due to an abnormally high number of shipments. Abandonment has been ordered for January 31, 1994 in order to allow existing shippers to arrange alternate service. (NTA Order 1993-R-57, and Decision 116-R-1993, 01/03/93) ☐

OUT OF OUR PAST: February 24, 1893

"The B&W express, which left Westport Monday morning, reached here about five o'clock last night (Thursday) and both engine and cars looked as though they had experienced a hard time of it. The crew of eight men worked like beavers from the time they left Westport until they reached Lyn, most of the distance having first to be cleaned by snow shovels." Brockville Recorder and Times, 25/02/93, thanks to J. Norman Lowe)

Letters to the Editor

SAFETY CONCERN: In this countryside, the sound of a train whistle is no longer heard ... the CN rails are brown with rust ... it appears that the railroading age, 110 years old in this village [Howick, Quebec], is gone forever!

The long freights, which passed this way, have now been rerouted through Coteau and Valleyfield on CN lines, and then from Ste-Cecile Jct. southwestward, on CONRAIL track, through Huntingdon to Massena, N.Y. The former CN trackage between these two latter points was sold to CONRAIL some years back.

The new routing, as described in "RUNTHROUGH PAIRS" (Branchline, February 1993, p.20) is more efficient - saves a WHOLE DAY in transit! How can anyone find fault with that?

Yet, on the very same page, there are three separate headings having to do with DERAILMENTS, the first of which speaks of the recent Oakville (Manitoba) disaster. In that case, there was a three-week period during which local residents were kept away from their homes - and for many, from their work.

Those who are familiar with the geography of Valleyfield know that these long freights must now pass through a heavily-populated urban area, the CN tracks bisecting one side of the city, and the CONRAIL tracks "doubling back" through the other side of town enroute to the bridge spanning the St. Lawrence Seaway and Beauharnois Power Canal.

There are a number of level crossings over which nothing but local shunting operations have taken place for some years. As a result, the "locals" often pay no heed to the ringing bell or flashing lights, and charge directly across, passing other drivers who have stopped.

What would happen if a collision took place, resulting in a derailment of cars carrying toxic substances, which seem to make up most of the "tonnage"? How many hundreds, even thousands, of citizens might have to leave their homes? Where would they be temporarily housed? At what cost? How many workers would not be able to reach points of employment? What would be the "tally" of lost wages?

Then, there is the problem of equipment failure - axles seem to be the culprit far too often. To quote from the article entitled "DERAILMENT STATEMENTS", we read the words of Brian McDonough ... "I don't think people realize how serious the situation is. You're looking at potential bombs running up and down the rail lines."

If Mr. McDonough's statement is true, and it is certainly not the first observation of the potential danger, WHY have the folks at CN Headquarters not taken note in relation to this new routing?

The writer, of course, would not like to see any derailments, but they have taken place ever since railroading began. Measures must be taken to minimize the consequences of these accidents. Surely, it would be better to retain the line about to be abandoned, passing as it does through areas of small population - despite the extra transit time! How many days in transit will be lost if another "OAKVILLE" occurs in the Valleyfield area?

The "powers that be" in Ottawa should refuse the request for abandonment of the line between St-Isidore Jct. and Huntingdon, pending the rationalization of trackage.

Such rationalization might see these CN-Conrail freights being routed over CP trackage across that railway's LaSalle bridge, and on to Delson, where they could regain the long-established southwestward trackage to Massena. {signed ... Eric H. Rumsby}

SOME THOUGHTS ON RECENT 'BRANCHLINES': Although I once worked in CPR's locomotive drawing office in Windsor Station, I hasten to ensure Duncan du Fresne that I wasn't responsible for the G3 cab insulation (Tid Bits, November 1992 Branchline); I can think of one or two who were, maybe inspired by a salesman! However, I did work on the first

ditchlights mounted on the convex smokebox fronts on the streamlined T1s (5900-series 2-10-4s). The idea was to broaden the headlight beam significantly so as to illuminate more areas beside the track on the mountain curves. Ditchlights on today's diesels don't shine deliberately sideways.

One should be skeptical about the monorail proposed for Montreal (page 6, January 1993 Branchline). It isn't a monorail but an elevated narrow-gauge slow speed sharp curve duorail of the Axel Wenner Gren (Swiss) design, called Alweg and used at Disneyland, the Seattle World's Fair and Montreal's Expo 67. A real monorail exists only in Wuppertal, Germany. Even a suspended duorail car, masquerading as a mono, is almost impossible to switch from one track to another, as is the Alweg supported car.

Ron Ritchie's piece on CP's Angus Shops (January 1993 Branchline) was excellent. The picture on Page 9 was taken either before or after the flower bed saying "Angus Works" was located on the right of the midway. Just out of the picture to the right was a branch of the Bank of Montreal, open only on paydays, and right across Rachel Street was a tavern, very busy on paydays! [signed ... Joe Howard]

"THE WATER LEVEL ROUTE": The March Branchline contained a super interesting article re memories of "The Water Level Route" by D.C. McCaffrey, MD.

On several occasions in the mid-1950s I travelled between Saint Lazare (Quebec) and Smiths Falls (Ontario) on Train Nos. 35 and 36 and I remember the junction with the NYC at Finch. At that time the station at Finch was smaller than the one shown on Page 10. I suspect the older station was destroyed by fire and CP built a more humble building to replace it.

The Toronto-Montreal CP train connecting with NYC's Ottawa-Cornwall and US train was No. 36 which I often used in the '50s and up to April 23, 1960 when CP killed it. I still miss it. At the time I used it, the Buffet-Parlour had been removed. Life was much nicer at that time, and we were more relaxed. [signed ... Gilles Chevrier]

A FINAL 'BRANCHLINE' CONTRIBUTION: Have you ever been brought face to face with the prospect of your own mortality? I was - at 15 - a ruptured appendix and peritonitis almost put an end to my teenage years. It certainly changed my outlook, but how quickly we forget those lessons. Having survived such a crisis, we may again begin to feel almost invincible. Life doesn't work that way and life gave me another jolt in July 1991. What should have been a routine operation turned into a bit of a nightmare when the pathology report indicated a malignancy. I was put on chemotherapy! (Subsequently radiation treatment was to follow).

The support I received from my friends was incredible. It would have been difficult to carry on without that support. Duncan du Fresne, his wife Joyce, and Joe Toscas contributed many hours of taxi service. Much additional support came from BRS, particularly from the executive and the members of the "Dirty Hands Club". Thanks guys!

Let me pose a few questions for you to ponder. If this were to be your last night on earth, how would you spend it? Have you recently told your loved ones how much they mean to you? What would you most regret leaving undone? Would your estate be handled as you wish? Stop and think about it. You might like to revise some priorities. Not everyone is lucky enough to receive the kind of reminder and reprieve that I had. Most of all ENJOY THE REST OF YOUR LIFE! [signed ... the late Helen Tucker]

WORDS OF THANKS: "Thanks for the excellent mag'; great info. and articles. Keep us at CN informed! [signed ... David Thornton, Locomotive Engineer, Capreol] ☽

Along the Right of Way



HUMP SHUTDOWN: On February 7, GP38-2m 'hump mother' 7513 collided with some cars at the start of the hump incline at Calder Yard in Edmonton, effectively shutting down the hump until rerailed by crane 50387. A casualty of the collision was caboose 79508 which was turned sideways in the collision. (Geoffrey Peters)

HEADING HOME: CN GP40-2(W)s 9657 and 9665 passed through Chicago on February 15, enroute home after a lengthy lease to the AAR Test Centre in Pueblo, Colorado.

On February 13, CN GP9u 4100 arrived in Chicago on the "Laser", believed to be first time a CN GP9 has made it to Chicago since the passenger days of the late-1960s.

GTW SD40-2 5930 made its first trip in the new CN North America paint scheme on February 13. (Ken Lanovich)

OOPS: On February 23, 18 cars derailed at Red Lake Road, 72 miles west of Sioux Lookout, Ontario, forcing the detouring of trains over CP Rail lines; On February 26, 7 cars derailed at Regis (near Cornwall), Ontario, resulting in several freights being detoured over CP Rail's Winchester Subdivision; Also on February 26, a car, derailed on a broken rail, was dragged for some 10 miles on the Ashcroft Subdivision, necessitating the detouring of traffic over CP Rail lines until 33 more broken rails and many popped out rail clips on the concrete ties were repaired. (Bruce Chapman, Ray Farand and David Meridew)

DETOURS: In early-February, excavation caused a pier of the international bridge at Fort Erie (Ontario) to settle, forcing CN to detour its traffic over the bridge at Niagara Falls and over Conrail to Buffalo. At press time, the detour was still in effect.

CP Rail System

ECLECTIC MLW LASHUP: On February 3, Train 556 from Montreal to Binghamton, New York, was powered by M-636 4743 (the last CP M-636 built), C-630M 4500 (the first CP C-630M built), M-636m 4711 (Caterpillar-powered) and one-of-a-kind RSD-17 8921. The lashup was assembled for a VideoNews program to be filmed between Binghamton and Buffalo the next day.

The lashup, with 8921 leading, followed by 4711, an SD40-2, the 4743 and SD40 5547, powered the next day's Train 557 to Buffalo and on to Toronto. Ailing C-630M 4500 was removed at Binghamton and returned to Montreal for fuel pump repairs. (Bruce Chapman)

BEARING FAILURE: On February 7, three loaded grain cars, two empty coal hoppers and an empty box car derailed about 4.5 kilometres east of Coaldale, Alberta (on the Lethbridge-Medicine Hat line). An overheated bearing appears to be responsible for the derailment. (Canadian Press, 10/02/93)

LOCOMOTIVE CHANGES ON E&N: In recent months, CP's E&N Division (Vancouver Island) has been powered exclusively by GP38AC units. In late-January, GP9u's 8213 and 8215 were barged over to the Island to replace two of the GP38ACs. As of February 22, units assigned to the E&N included GP38ACs 3000, 3008, 3009 and 3011, and GP9u's 8213 and 8236. VIA Rail service is provided by RDC-1s 6133 and 6134. (Paul Crozier Smith)



SKI TRAIN SUCCESSFUL: VIA's experiment into running ski trains between Victoria and Courtenay, B.C., was an apparent success. For the first three of four weekends that the ski trains

operated, about 44 of the 66 available seats in a RDC-1 were sold. The last weekend (February 12-14) saw close to 100 make the trip, necessitating the use of both RDC-1s available (Nos. 6133 and 6134). Based on the good turnout VIA has indicated that it will look at running a similar schedule throughout next winter's ski season. (Paul Crozier Smith)

NO 'AD' BUDGET: A VIA spokesperson has indicated that VIA Rail does not plug its discount fares on the E&N Railway because it has no budget for advertising in western Canada. Crew members on the island's RDCs have complained that the public is unaware of 40 per cent discounts available to passengers who book a week in advance. VIA does work with travel agencies to promote its passenger services but it does not provide any cash in the deals. Instead it offers "art work" and complimentary travel in exchange for advertising. On the other hand, the spokesperson stated that some people complain that the federal government is spending too much money on VIA. (Times-Colonist, 25/02/93, thanks to Dale Whitmee)

CROSSING ENCOUNTER: On February 16, RDC-1 6134 on Courtenay-Victoria Train No. 198 collided with an empty tanker truck at the controlled crossing at Jingle Pot Road in Wellington, just north of Nanaimo, B.C., mile 77.3 of CP's Victoria Subdivision. The southbound truck and pup trailer were turning right off the Trans-Canada Highway when it was hit by the southbound RDC. The impact flipped the tanker onto a waiting eastbound automobile at the crossing. While the lead truck of the RDC was derailed, there are reports that damage to the RDC was extensive and that a replacement unit will be substituted for the damaged 6134.

The truck driver, engineer, conductor, car driver and 4 of the 14 passengers were taken to hospital. The United Transportation Union has called for the installation of gates at six crossings on the E&N, including Jingle Pot Road. (Dale Whitmee)

DESIGNATED: The stately Gare du Palais in Quebec City has been designated a heritage station. (David Stremes)

BCRAIL

SQUAMISH DEPOT DESTROYED: The Squamish, B.C., station was destroyed by a fire in the early hours of January 18. Investigators called the fire "incendiary in nature." Someone broke into the terminal from a back window and unsuccessfully tried to access the safe with a chisel. The investigators think the fire could have been started by mistake or on purpose in an attempt to cover up the robbery. The whole structure has been levelled and a temporary trailer is housing the Operations Department until a new terminal can be built. The fire will cost BC Rail about \$500,000.

The 100' x 24' one-storey station was built entirely of wood in 1957 to replace the original Squamish station at Cleveland Avenue and Main Street on the line to the old ferry slip. (Coupler, 01-02/93)

FLAT CARS DONATED: BC Rail has donated two scrap 70-foot bulkhead flat cars to the West Coast Railway Association. These cars, less trucks, couplers and other unnecessary accessories, will be used to construct a new vehicle access bridge across the slough onto the site of the parking lot for WCRA's new museum in Squamish, B.C., eliminating the need for a road fill and culverts at the site entrance. (WCRA News, 03/93)

MISCELLANEOUS

FOR TESTS: Iranian Railway U30C 2026, built by General Electric Canada in Montreal in November 1992, arrived in Ottawa on a flat car on March 11, enroute to the National Research Council for testing. The standard gauge locomotive weighs 264,000 pounds and carries serial no. 4756-5. (David Stremes)

The Motive Power Scene including equipment items

Many thanks to Ken Ardinger, Douglas Bardeau, Bruce Chapman, Bruce Cormier, Robert McInnis and Geoffrey Peters.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the **Canadian Trackside Guide 1993**, eg. (p1-87).



CN REMANUFACTURED SD40s FROM AMF: (p1-22)

NEW	OLD	SERIAL	ASSIGNED	RELEASED
6005	5159	A2418	Montreal	February 19
6008	5166	A2425	Montreal	February 25
6009	5073	A2325	Montreal	March 10

(Nos. 6004, 6006 and 6007 to follow)

CN REMANUFACTURED GP9: (p1-27) GP9u [GP9RM] 7078 (nee 4502, serial A977) was released from AMF on February 10 and is assigned to Montreal. No. 7078 is the last unit from the 1992 GP9 rebuild program.

25 'BIG MLW's RETURNED TO SERVICE:

- C-630Ms 2022, 2029, 2034 and 2035;
- M-636s 2305-2308, 2310, 2313-2316, 2319, 2320, 2322-2324, 2327-2329, 2333, 2337-2339.

CN STORED SERVICEABLE:

- RSC-14s 1752, 1754, 1757, 1758, 1760, 1764 and 1765 (at Moncton);
- GMD1s 1904, 1907, 1908, 1911, 1914 and 1915 (at Thunder Bay);
- RS-18s 3627, 3675 and 3684 (at Moncton);

CN STORED UNSERVICEABLE (* added since last issue):

- SW1200RS's 1260, 1279, 1296*, 1302, 1305, 1315, 1320* and 1321* (failures);
- C-630Ms 2026*, 2027 (failures);
- GP9s 4208, 4213, 4279, 4304, 4305*, 4374 and 4422 (for rebuild program);

- GP38-2(W)s 4766 and 4770 (washout damage).

TRANSFERRED:

- from Montreal to Edmonton: Dash 8-40CMs 2402-2404, 2406, 2409, 2416-2418, 2420, 2422, 2424 and 2429;
- from Winnipeg to Vancouver: SD40s 5057 and 5160;
- from Edmonton to Vancouver: SD40 5061;
- from Edmonton to Montreal: SD40-2(W)s 5312-5321;
- from Vancouver to the DW&P: DW&P SD40s 5902-5904;
- from Thunder Bay to Winnipeg: GP9 'mother' 7216;
- from Winnipeg to Thunder Bay: GP9 'mother' 7220.

ON LOAN: Since mid-February, BC Rail SD40-2 749 has been operating in transfer service in Vancouver to pay off horsepower hours owed.

LEASED: EMD Leasing GP38-2s 763, 775, 795 and 800 (nee Conrail 7963, 7975, 7995 and 8000) have been leased for service on the Grand Trunk Western.

FOR DONATION: F7Au 9161 (GMD Serial A407, built 12/52 as CN 9142) departed Montreal March 12 enroute to Transcona Shops in Winnipeg for cosmetic restoration and subsequent donation to the Winnipeg Children's Museum. The 9161 was retired in December 1989.



FOR REBUILD: Kennecott Copper GP38-2 799 arrived at AMF in Montreal in early-March, after the long trip from Garfield, Utah. The unit, equipped with an extended height cab and short

hood, will be overhauled and returned to Kennecott Utah Copper, the company's present name.

RELEASED: Helm-owned former Soo Line SD40-2 6388 was released and has been placed in lease service on the Soo Line; CN SD40u's 6005, 6008 and 6009, and GP9RM 7078 were released in February/March - see above.

CP Rail System

STORED SERVICEABLE RECAP (CP):

- SW1200RSu 1242;
- C-424 4208;
- M-630s 4551 and 4556;
- M-636s 4725 and 4740;
- GP30 5001;
- GP35s 5004-5006, 5008, 5010-5013;
- SW8s 6701 and 6708;
- SW900s 6712, 6713 (about to be released as a slug), and 6719;
- RS-23s 8013, 8015, 8016, 8021, 8024, 8029, 8031, 8033, 8040, 8043 and 8044;
- SW1200RS 8110 and 8122.

STORED UNSERVICEABLE (* added since last issue):

- GP7u 1500 (accident);
- GP9u 1517 (accident);
- RS-18s 1826, 1827 and 1863 (accidents);
- M-636 4726* (failure);
- GP35s 5007 and 5009 (accidents);
- RS-11 (D&H) 5009;
- RS-36s (D&H) 5022 and 5023;
- SD40s 5401, 5501, 5514, 5517 and 5557 (rebuild program);
- RS-23s 8018, 8020, 8030, 8032* and 8039 (failures);
- SW1200RS 8160 (fire).

TRANSFERRED: SD40-2s 3253 and 3254 (nee Southern) have been transferred from Montreal to the D&H.

SOLD: CP SD40-2s 5670, 5677, 5678, 5689, 5690, 5697 and 5698, previously leased to the Delaware & Hudson, have been sold to the D&H. The seven units are regularly assigned to Trains 555 and 556 between Binghamton (New York) and Alexandria (Virginia).

CABOOSE RENUMBERED: Caboose 434587 has been assigned to work train service in Toronto and renumbered 422997.

END OF AN ERA: Wooden caboose 437251, recently cut up at Mandak Metals in Selkirk, Manitoba, was the last wooden caboose to be removed from CP's roster.



OUT OF MOTHEBALLS: LRC-2 Nos. 6909 and 6914 have been reactivated, bringing the active LRC fleet to 12 (18 remain stored).

BLUE & YELLOW FLEET SHRINKS: With all trainsets to the Maritimes now "HEP'd", the fleet of former CN Blue and Yellow cars has been reduced to 99 cars, plus 15 Steam Generator Units, assigned as follows:

- Montreal for Montreal-Jonquiere, and Montreal-Senneterre-Cochrane service: 6 Baggage Cars (9616, 9617, 9624, 9639, 9671, 9672); 3 Cafe-Coaches (3215, 3217, 3224); 7 Coaches (5440, 5444, 5449, 5464, 5473, 5478, 5487); 3 Coach-Cafe Lounges (3030, 3032, 3033); 4 'E' sleepers (1112 - "Edenwold", 1113 - "Edgeley", 1115 - "Edmundston", 1125 - "Elerslie").
- Toronto for Toronto-Windsor service: 8 Steam Generator Units (15452, 15458, 15461, 15462, 15470, 15472, 15473, 15478); 19

Cafe-Coaches (3200-3204, 3207, 3208, 3212, 3218-3220, 3222, 3237, 3240, 3244, 3246, 3248, 3251, 3252); 28 Coaches (5446, 5448, 5458, 5471, 5499, 5500, 5504, 5509, 5511, 5517, 5522, 5529, 5531, 5537, 5558, 5560, 5576, 5578, 5581, 5583-5586, 5590, 5616, 5621, 5627, 5646); 7 Club Galleys (650, 651, 653, 654, 658-660).

- Winnipeg for Winnipeg-Churchill: 7 Steam Generator Units (15475, 15481, 15483, 15484, 15486, 15487, 15494); 3 Baggage Cars (9649, 9668, 9673); 5 'EM' Coaches (5617, 5648-5650, 5653); 4 Cafe Lounges (752, 755, 758, 759); 6 'E' sleepers (1128 - "Elmsdale", 1132 - "Emerson", 1133 - "Emperor", 1137 - "Enfield", 1152 - "Euclid", 1157 - "Evelyn");
- Winnipeg for Wabowden-Churchill and The Pas-Lynn Lake service: Baggage Car 9631; Combination Cars 7201 and 7209; AC Coach 5186.

'HEP' PROGRAM UPDATE: Between December and mid-March, the rebuild of 14 additional former CP Rail stainless steel cars to Head-End Power was completed by AMF (122 of the 157 planned conversions have been completed). Completed were:

- Coaches 8103, 8108 and 8119;
- Sleepers 8214 - "Chateau Laval", 8218 - "Chateau Marquette", 8224 - "Chateau Roberval", 8316 - "Christie Manor", 8320 - "Douglas Manor" and 8340 - "Stuart Manor";
- Diners 8412 - "Kent" and 8413 - "Louise";
- Skylines 8506, 8511 and 8514.

Undergoing rebuild at AMF at press time were the following 24 cars:

- Coaches 100 and 109;
- Skylines 501 and 503;
- Baggage Cars 612 and 613;
- "Chateau" sleepers Argenson (14201), Brule (14203), Closse (14205), Denonville (14206), Dollier (14208), Iberville (14209), Jolliet (14210), Latour (14212), Lauzon (14213), Maisonneuve (14217), Papineau (14220), Varennes (14227) and Vercheres (14228);
- Sleeper "Dawson Manor" (14319);
- Dome-Observation "Waterton Park" (15517);
- Diners "Acadian" (16501), "Emerald" (16507) and "Wascana" (16517).

The following 10 cars are stored pending rebuild at AMF:

- "Chateau" sleepers Cadillac (14204) and Dollard (14207);
- "Manor" sleepers Amherst (14303), Cornwall (14317), Dunsmuir (14324), Hearne (14329), Macdonald (14334) and Sherwood (14339);
- Dome-Observations "Kokanee Park" (15507) and "Laurentide Park" (15509).

Baggage Car 615 is equipped with 'HEP' pass-through trainlines and is in service on LRC trains between Montreal and Windsor - it is scheduled for complete rebuild at AMF in 1993.

NOTE: There are no current plans to convert the following stored former CP stainless steel cars to Head-End-Power: Sleeper "Aylmer Manor" (fire-damaged), and Dome-Observations "Algonquin Park", "Riding Mountain Park" and "Sibley Park".

Between mid-December and mid-March, the rebuild of the following former U.S. Budd-built cars to Head-End Power was completed by Septa Rail in Coteau, Quebec: Coaches 8132, 8133, 8138, 8139 and 8144; and baggage cars 8618 and 8621. Undergoing rebuild are coaches 8130, 8131, 8134, 8135, 8137, 8140, 8142, 8143, 8145 and 8146.

NEW ARRIVALS: Former Amtrak Budd-built coach 6069 was recently acquired for the 'HEP' program. The car was built in 1947 as Pennsylvania 4059 and was renumbered 5281 when acquired by Amtrak. It was renumbered 6069 when seating capacity was increased from 52 to 60. Pending rebuild, the car has been assigned VIA temporary number 186.

A Budd-built baggage car, assigned VIA temporary number 628, has been acquired from a John Clark in California for the 'HEP' program. The car was built in 1948 as Western Pacific 801 - "Silver Beaver" and was acquired by Autotrain and converted to steam generator 135.

A contract will soon be awarded for the conversion to head-end power of 46 stainless steel cars for corridor services in Southwestern Ontario. The first set of converted cars will enter service in 1994 and all will be completed by 1996.

TO THE SCRAPPER: SGU 15422 has been sold to a scrapper in Richmond, B.C.

REASSIGNED: Until March 7, equipment for the "International" between Toronto and Chicago was provided on alternate days by Amtrak and VIA. Effective March 8, the fleet of LRC-1 cars was withdrawn from the Toronto-Chicago route under an agreement with Amtrak whereby they will provide both sets of passenger cars for this service, with VIA providing a F40PH-2 unit for each set of Amtrak equipment.

Of the eight LRC-1 cars previously assigned to the service, two have been reassigned to the "General Brock" between Toronto and Niagara Falls; two cars are utilized as weekend additions to the "International" between Toronto and Sarnia; six cars are stored. These LRC cars will be upgraded, starting in 1994, to the standards of the other 100 LRC cars and put into service in the eastern corridor.

BCRAIL

FOUR MORE GEs: (p1-82) In February and early-March, Dash 8-40CMs 4623 to 4626 were delivered from GE's Erie (Pennsylvania) plant to BC Rail, bringing their Dash 8-40CM fleet to 26. Serial numbers are 47180 to 47183.

MISCELLANEOUS

FIRST PRODUCTION SD70S: General Motors Locomotive Group has turned out six SD70 units for Norfolk Southern from its London, Ontario, plant. Numbered 2501-2506, the units are the first production examples of the 4,000 hp model.

ON THE INDUSTRIAL SCENE

GONE STATESIDE: (p2-6) In 1992 it was reported that Central Western Railway's GP9 7438 (ex-Conrail 7438) had been sold to the Rarus Railway in Butte, Montana, only to learn that the 7438 was still very much in Stettler, Alberta, resplendent in CWR's new black and yellow scheme.

The unit that went stateside about a year ago was Novacor's GP9 7434 (GMD Serial A1079, built 4/57 as New York Central 6034), which Novacor acquired via the Central Western Railway in 1985. Remaining on Novacor's roster at its plastics division in Joffre, Alberta, are NW2 No. W-111, and SW1500 No. W-115.

ON THE PRESERVED SCENE

ADDITIONS TO MUSEUM: (p3-27) Former CN 'Comboose' 78968 (previously NAR 306) has moved from Lac La Biche, Alberta, to the Alberta Railway Museum in Edmonton, arriving at the Museum by truck on February 12. The combination coach-caboose had been placed on display at the Lac La Biche Cultural Centre circa 1985 and was relocated to a local scrapyards in 1988 after the cultural centre was damaged by fire. The car started life in 1899 as a Boston & Albany coach.

The Alberta Railway Museum is purchasing CN box-baggage 11141 (in the 1954-era green, black and gold scheme) built by CC&F in 1943, and CN snowplow 55245 which was built by Russell in 1952 as Northern Alberta Railways 16531.

The Canadian Railway Atlas, published by the Railway Association of Canada, is a 70-page, 8½" x 11" soft cover atlas illustrating Canada's rail system. The Atlas features fifteen 16" x 11" regional maps and twelve city maps, plus a 27" x 37" wall map showing the entire Canadian railway system.

The Atlas is available by mail from the Society for \$25.00 postpaid, plus \$1.75 GST if mailed to a Canadian address.



THE FIRST: CN North America SD40-2 No. 5930 (ex-Union Pacific No. 4173) is the first CN North America unit to be turned out of Grand Trunk Western's Battle Creek (Michigan) Shops in the new paint scheme. Note the small GTW under the road number on the cab. Photo by Thomas F. Bowers exposed on February 5, 1993.

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