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Branchline

CANADA'S RAIL NEWSMAGAZINE

Donald-Revelstoke Saga

Cuba - Vintage Train Paradise

Mr. Jordan's Spreader

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Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

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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.

The editors thank all who have contributed articles, items and photos for this issue.

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

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TRAIN
TOURIST RAILWAY ASSOCIATION INCORPORATED

ON SHEET

Meetings:

■ A **regular meeting is held on** the first Tuesday of each month, except July and August, in the Red Cross Auditorium, 1800 Alta Vista Drive, Ottawa at 19:30. Our next meeting will be **on Tuesday, January 6 - our Annual General Meeting** at which we will elect the executive for 1998. If you wish to let your name stand for an executive position, kindly **contact David** Stremes at (613) 729-7850. Following the election, we will welcome **member** Bert Titcomb who will take us on a 'Colorado Adventure'. Coffee and **donuts will be** available for a small fee.

■ An **informal slide night is held** on the third Tuesday of each month, except July and August, at the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30. The next informal slide night will be **Tuesday, January 20.**

Equipment restoration/maintenance takes place every Saturday at the rear of the National Museum of Science and Technology in Ottawa. There is always plenty to keep one busy year round. Come out and lend a hand.

Black & White Photo Contest Deferred: As a result of the postal strike, the deadline for contributions to the black and white photo contest has been extended to February 1, 1998. Full details appear on Page 14.

Help wanted: Manny Jacob is looking for any information on Canadian Pacific's Keewatin Subdivision around the Molson and Lydiatt, Manitoba, areas. Molson had a station/train order office into the '80s; when was this torn down? When was the CTC installed? Might anyone have photos of the 'hopover' about 1 mile from Molson, VIA's "Canadian" which used to run on Keewatin sub, CP Rail trains in the '80s, and photos on the Lac Du Bonnet spur; Might anyone have blueprints or diagrams or recollections of the past in the area? Manny will pay the costs to have photos reprinted from negatives or slides. If you can help in any way, please contact Manny Jacob at: 333 Munro Avenue West, Cornwall, Ontario, K6J 4L4; or e-mail: railbus@hotmail.com

Thank you: Canadian Tire coupons are eagerly sought to help defray the Society's restoration expenses. Many thanks to the many readers who have kindly forwarded CTC coupons. They have been put towards the purchase of paint, tools, sandpaper and numerous other supplies utilized in the restoration of the Society's artifacts.

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

On the Cover: Canadian National **train 204, powered by** SD40-2(W) 5332, **and** SD40s 5087 and 5175, is detouring over **Ottawa Valley RaiLink** (formerly **Canadian Pacific's** North bay Subdivision) west of **Mackey, Ontario, on** November 18, 1997, as a result of a derailment at Beaverton, Ontario. **Photo by Ray** Farand.

Press date for this issue was December 15
Deadline for the February issue is January 12

Information Line

CN TO INVESTIGATE CLAIMS OF UNSAFE TRESTLE CONSTRUCTION: CN management will investigate allegations that construction of a Terrace, BC, trestle was unsafe, and led to the October 27 collapse that killed two workers and injured four others (December **Branchline**).

The crew, made up of CN staff and employees of an Edmonton-based company contracted to do the construction work, was replacing the trestle's wooden centre spans with steel ones when it collapsed. The victims' relatives and the workers claim the contractor ignored repeated concerns that the bridge became weaker during the replacement process. CN denies it ignored safety concerns before the trestle collapsed. The cause of the accident is still under investigation by Labour Canada, the Workers' Compensation Board and the Transportation Safety Board. The report will not be finished for several weeks.

The process of replacing the wooden beams with steel ones has been done successfully at most of the 12 to 15 trestles between Kitimat and Terrace over the last six years. The bridge that collapsed was the second last one to be reinforced along the 65-kilometre stretch of track to allow for heavier loads. (**Vancouver Sun**, 10/11/97, thanks to Joe Howard and **Vancouver Province**, 13/11/97, thanks to Dale Whitmee)

RAILINK TO ACQUIRE LINES IN NORTHWESTERN ALBERTA AND NORTHWEST TERRITORIES: On November 14, CN announced it had reached an agreement in principle to sell its rail network in northwestern Alberta and the Northwest Territories to RaiLink Ltd. of Edmonton. The network consists of 1,025 km (640 miles) of track running north from Smith, Alberta, (located about 210 km north of Edmonton) to Hay River, NWT. A branch line running west of Peace River to Hines Creek, Alberta, is included in this network. The transaction is expected to close by year-end with RaiLink's operations of the network scheduled to commence no later than March 1, 1998.

The northern Alberta network now handles 30,000 carloads of traffic annually, serving major shippers in the agriculture and forest products industries. The railway is also part of the northern re-supply system. RaiLink expects to generate approximately $18 million in annual revenues from the lines.

RaiLink will hire approximately 80 employees to operate this line, with local management based in Peace River. (CN Press Release, 14/11/97)

CN WELCOMES THE FIRST OF 80 NEW GE LOCOMOTIVES TO ITS WINNIPEG LOCOMOTIVE RELIABILITY CENTRE: The first of 80 new high horsepower GE Dash 9-44CWL locomotives arrived in Winnipeg on November 14 as CN added a third Locomotive Reliability Centre in Symington yard to the two already in place in Edmonton and Toronto.

Earlier this year, CN and GE signed an agreement that called for GE to manage the maintenance and repair of CN's GE Dash 8 and Dash 9 locomotives. All of this work is being done by CN employees under GE supervision at CN's Symington Locomotive Reliability Centre in Winnipeg.

"When it comes to the availability and reliability of our locomotives, our standards are very high," said Jack McBain, CN's executive vice-president, operations. "This maintenance agreement with GE is a win-win situation for everyone. CN benefits from GE's expertise as manufacturer of these locomotives. GE benefits from first-hand, field level input as to the performance of the locomotives. The resulting reliability and availability of our locomotive fleet ensures our customers consistently receive the transportation service they count on." (**Business Wire**, 14/11/97)

REINSTATED: The conductor and brakeman fired after a fatal train accident near Edson, Alberta, on September 12, 1996, have been reinstated. The men were fired following the release of a CN-commissioned investigation into the crash that killed three men when 20 cars rolled out of the yard at Edson and collided with a westbound freight near Yates, six miles to the east.

An arbitration hearing was scheduled into the firings, however, CN agreed to reinstate the men without a hearing. The investigator cited insufficient hand brake pressure and failure by the yard crew to perform a mandatory test of the brakes as being the primary causes of the accident. A union official said the findings of a year-long transportation board investigation supported the union's position that the conductor and brakeman had done their job properly. (**Vancouver Province**, 14/11/97, thanks to Dale Whitmee)

OMNITRAX BUYS CARLTON TRAIL LINE: On December 8, OmniTRAX Canada Inc. expanded its western Canadian rail network anchored at the Port of Churchill with the addition of a shortline railway in northwestern Saskatchewan. Carlton Trail Railway now operates over 450 km of CN track between Prince Albert and Saskatoon, and Meadow Lake and North Battleford.

Former CN workers who work on the line said their new contract is much simpler than the collective agreement with CN. Workers are paid by the hour instead of by the mile and receive the same pension and benefits. Saskatchewan Labour Minister Bob Mitchell said the province feels vindicated by the deal. (**Saskatoon Star-Phoenix**, 18/11/97)

CN HANDS OVER NORTHEASTERN ALBERTA RAIL NETWORK TO RAILINK: CN transferred its northeastern Alberta rail network to RaiLink Ltd., on November 24 in a ceremony at Fort McMurray, Alberta. The network extends 324.9 kilometres (201.9 miles) north from Boyle to Lynton, located approximately 15 km south of Fort McMurray. The agreement was reached on September 2, 1997, and operations commenced on September 4, 1997.

"This sale is part of CN's strategy to concentrate operations on a high density core rail system served by a network of cost-effective feeder lines," said Steve Pound, general manager for CN's Great Plains District, which connects with RaiLink at Boyle. "The energy industry and its suppliers now have an additional, economical way to move products to and from the area by utilizing RaiLink's services to CN's continental rail connections." (CN Press Release, 24/11/97)

CN'S WINTER PLAN: CN has unveiled a comprehensive, customer-driven winter operations plan that will help the company maintain its service commitments throughout the winter months ahead. Key elements of the winter plan include the hiring of 300 new employees to operate trains, and 93 mechanics to perform minor repairs; adding 115 new high-horsepower engines (35 GM SD75Is and 80 GE Dash 9-44CWLs) by mid-winter; leasing 85 more locomotives as well as more than 1,500 freight cars to handle more traffic in pulp and paper, heavy cargo and auto-imports; and maintaining a fleet of 50 serviceable locomotives in reserve.

CN also aims to boost on-time reliability by adding 32 new "hot-box" trackside detectors, boosting its wheel inventory by 30 percent and adding 86 pieces of snow-clearing equipment.

CN's winter plan should position the company to respond to

major snow storms, extreme temperatures, or other weather-related operating challenges. (**Edmonton Journal**, 28/11/97, thanks to Tim Green, and CN homepage)

PROPOSED RAIL ACT AMENDMENTS WOULD HELP RAILWAYS FOSTER "BEHAVIOUR BASED" SAFETY PROGRAMS: CN President and Chief Executive Officer Paul M. Tellier said that CN supports recommendations advanced in a review of the Railway Safety Act by the Parliamentary Committee on Transportation last year.

Tellier said implementation of the recommendations would help Canada's railways promote workplace safety as an integral part of employee attitudes and practices. Tellier said CN has one of the best safety records in the rail industry - it has the second-best record for derailments among Class 1 railways in North America - but it is determined to hold the best record in the industry by moving beyond a rules-based approach to safety and launching a new safety campaign. He said CN has recorded a 20 per cent improvement in its accident rate and 60 per cent improvement in its lost time injury ratio since 1990, while handling 26 per cent more traffic with 43 per cent fewer employees.

CN's safety campaign next year will have three elements: 1) CN will post billboards in major urban centres that emphasize its commitment to safety; 2) CN will advertise its safety measures in major Canadian magazines; and 3) the company will canvass municipalities, telling officials about the importance of rail safety and the role of railways in the economy. (CN Press Release, 10/12/97)

CN TO CLOSE VICTORIA BRIDGE IN MONTREAL TO AUTOS: On December 10, CN said that it will close the approximately 2-km long Victoria Bridge indefinitely to bus traffic beginning on December 19, and to automobile traffic on March 1.

CN made the decision after reviewing a technical study of the bridge, which carries 30,000 to 40,000 cars daily between the island of Montreal and suburbs south across the St. Lawrence River. CN said the bridge needs major repairs to its steel highway deck. The railway bridge will remain open to rail traffic.

The highway deck, which includes two lanes on each side of the two tracks, supporting structure and tension ties, needs $46 million of repairs to ensure the safety of users. CN indicated that under an agreement dating back to 1962, the federal government reimbursed the company for the cost of maintaining and repairing the highway portion of the bridge. The federal government recently decided that it would not fund a renovation of the bridge's highway deck. CN feels that the government chose not to honour what CN considers their obligation to be responsible for repair costs. In the interests of finding a timely solution to this disagreement, Transport Canada has offered to immediately enter into binding commercial arbitration with CN.

In 1994, CN began a $31 million, three-year renovation of the bridge's rail deck to allow it to carry heavier freight cars. CN has a plan for repairing the highway deck with a minimum of disruption for automobile commuters, but the company will not proceed without the federal government's agreement to pay for repairs. CN owns the bridge, which was built between 1854 and 1859. Roadways were added to the bridge in 1901 and 1958. (CN Press Release, 10/12/97, and Transport Canada, 10/12/97)

CANADIAN PACIFIC RAILWAY

NEW FREIGHT TERMINAL: On November 7, CPR Vice President Hugh MacDiarmid and Calgary Mayor Al Duerr broke the snow covered ground for the railway's new $27.5 million freight shipping facility in Calgary.

The state of the art intermodal terminal will contain 25,000 feet of track, easy road access for truck traffic and enough toplifters to handle 100,000 containers and trailers every year.

MacDiarmid believes the presence of the facility will be a magnet for the creation and expansion of the warehousing and distribution sector. Activity at the railway's Alyth Yard will be scaled down; it will remain a CPR marshalling yard for commodity traffic such as grain and potash, while container traffic will move to the new terminal. (**Calgary Herald**, 08/11/97)

DERAILMENT IN THE ROCKIES: On December 2, 83-car grain train No. 353-936 (10,944 tons) had stopped at the west end of Partridge, B.C., (approximately mile 128.7, Laggan Sub.) in Yoho National Park. The engineer then released the brakes and proceeded downhill towards the Upper Spiral Tunnel. The speed of the train increased until the train was beyond control. As the train proceeded through the Upper Spiral Tunnel at more than twice the allowable limit of 20 mph, cars 55 to 69 from the head end derailed and wedged inside the tunnel (at approximately mile 129.1), with many of the cars rupturing and spilling their loads; cars 70 to 83 remained on the rails.

The remainder of the train (AC4400CWs 9558 and 9587 and 54 cars) broke away from the derailed cars and continued westward at increasing speed through Yoho, the Lower Spiral Tunnel (mile 131.1), Cathedral, two short tunnels and a snowshed after which cars 1 to 49 derailed on a sharp curve at mile 134.3 (some cars travelled over the embankment and others remained on the roadbed). Cars 50 to 54 remained on the rails. The two units rolled through to Field (mile 136.6). There were no injuries to the three-man crew.

A preliminary investigation by Canada's Transportation Safety Board turned up no evidence of mechanical or brake system failure. Media reports indicated that federal inspectors were looking at the training of the crew. The dynamic brakes could not hold the train to the allowable speed limit.

CPR auxiliaries from Calgary and Golden were dispatched to the site along with various off-track heavy equipment. The 15 derailed cars in the Upper Spiral Tunnel were cut up and hauled out the tunnel and the spilled grain was sucked up by vacuum devices. A Bailey bridge was installed across the Kicking Horse River below mile 134.3 to allow the removal of cargo. Much of the contaminated grain was moved to Golden. Recovered non contaminated grain was moved to Field and transferred to covered hopper cars. The cleanup is expected to continue until spring.

The line was reopened on December 9. During the closure, trains were rerouted through the Crowsnest Pass, over CN lines between East Edmonton and Basque (57 miles west of Kamloops), and over BNSF between Sweet Grass, Montana, and New Westminster, BC. After the line was reopened, CPR continued to detour selected trains via Crowsnest Pass and over CN lines so that a further clean up of spilled grain and derailed cars could continue. (With thanks to many, especially to Ray Corley)

StL&H TO REMAIN PART OF CPR AND PROVIDE STRONG COMPETITION IN THE EAST: Due to substantial financial improvement and new opportunities in the U.S. Northeast, Montreal-based St. Lawrence and Hudson Railway (StL&H) will remain a part of the CPR and will be fully supported in its efforts to build its market franchise in the East.

"Legal niceties aside, the CPR will operate as one railway," said CPR President and Chief Executive Officer, Rob Ritchie. "The StL&H will continue to ensure the presence of the CPR in the East. I hope that with that clear statement, we can bring to an end the rumour and speculation about the sale or breakup of the StL&H."

Since its creation in 1995, the StL&H had been under strong pressure to dramatically improve its performance and reduce its costs. The creation of the StL&H was the culmination of more than 10 years of frustrated efforts to attach woefully inadequate returns and skyrocketing costs in the East. The StL&H was created as a separate company to give a strong dedicated

management team freedom to deal with the highly competitive eastern market, and to provide the CPR with options if the turnaround didn't make the grade.

Ritchie said that by year-end the StL&H will have dramatically reduced its operating ratio to 90 or lower and that new agreements with the Norfolk Southern and CSX railroads in the U.S. will give the StL&H's Northeast U.S. subsidiary, the Delaware and Hudson Railway (D&H), new business opportunities in the Northeast market. He stated that the StL&H is no longer a financial drain on its owner and there is every reason to believe the StL&H can reach its four-year goal of having a competitive operating ratio and an operating income of $100 million. Mr. Ritchie is counting on organized labour to help make this happen. He said the CPR continues to believe that there should be different approaches to labour on the StL&H and was pleased that unions had agreed to a dialogue.

Mr. Ritchie described the StL&H's Montreal/Chicago corridor as "the fourth corridor" of the CPR network and the D&H is potentially an extremely valuable network feeder. The CPR's other three corridors are Moose Jaw to Vancouver, Moose Jaw to Toronto and Moose Jaw to Chicago. (CPR Press Release, 05/12/97, **The Financial Post**, 05/12/97, thanks to Stephane Bisson and John LeBlanc, and **La Press**, 06/12/97, thanks to Roland Legault)

StL&H GAINS ACCESS TO SARNIA AS PART OF NEW AGREEMENT WITH CSX: For the first time ever, CPR, through its eastern subsidiary StL&H, will have effective competitive access to shippers in Sarnia, Ontario, as part of a new agreement with CSX Corporation. Under terms of the agreement, the StL&H will move CSX's Sarnia traffic on StL&H lines between Chatham, Ontario, and the U.S. gateways of Windsor and Niagara Falls, Ontario, where it will then link up with CSX's U.S. network.

A marketing agreement also provides the StL&H with access to customers in Sarnia on a competitive basis with Canadian National using CSX's line between Chatham and Sarnia. The StL&H will be able to compete for traffic destined for points in Canada as well as to points in the U.S. that are not within CSX areas. Sarnia has one of Canada's largest concentration of petrochemical processing and manufacturing facilities which have markets throughout North America. (CPR Press Release, 08/12/97)

StL&H TO EXPAND "IRON HIGHWAY": After a year of in-service trials the StL&H is expanding its "Iron Highway" between Toronto and Montreal. Customers of the Iron Highway service - a successful trailer-on-train alternative to congested highways - will benefit from a $20 million investment in new equipment and terminal development in 1998.

In their first year of experimental service, the 24 Iron Highway train departures each week between Toronto and Montreal have attained an on-time performance average of 95 per cent. Two train sets (known as elements) are currently in service. Elements divide and lower self-contained ramps so trailers can be driven on and off rather than being hoisted by special lifting equipment. Although the service has yet to break even, the fact that it has been running at 75% of capacity has convinced StL&H to continue developing the system.

Additional railway equipment is already on hand and terminal capacity in Toronto and Montreal is being increased this winter to make room for trains which will eventually double in length from the current maximum of 366 metres (1,200 feet). Scheduled to open next summer is a new Iron Highway terminal on the western outskirts of the Greater Toronto Area, with 4,267 metres (14,000 feet) of track and room for 250 highway trailers.

The Iron Highway service is intended to recapture some of the business lost to truckers, whose market share in Canada has gone from less that 20% in 1950 to more than 60% today. Extension of operations from the new terminal to Detroit is under study. (CPR news release, 10/12/97, and **The Financial Post**, 11/12/97, thanks to John LeBlanc)

CPR OFFERS ALBERTA LINE FOR SALE: CPR is offering for sale to the shortline railway market the 35-km (22-mile) line from Fort Macleod north to a point just south of Claresholm, Alberta, in accordance with Section 143(1) of the Canada Transportation Act (CTA). Parties interested in acquiring the line for railway operations must make their interests known to CPR in writing by February 10, 1998. In recent years, traffic on the line has averaged less than 35 loads a year. (CPR Press Release, 12/12/97)

StL&H STAFF CONSOLIDATION: Following CPR's decision to retain ownership of its StL&H subsidiary (see above), the StL&H announced plans on December 12 for its modernization and the consolidation of its presence in Montreal. Most key management functions are to be centralized in Montreal.

The creation in Windsor Station in Montreal of a new Network Management Centre will entail the transfer to Montreal of a total of up to 70 managerial, supervisory and unionized positions from Ontario and the United States, the latter being subject to a final arbitration ruling. The functions of this new Centre include service design, planning and day-to-day coordination of the railway's operations, rail traffic control and the management of train crews for Quebec, Ontario and the northeastern United States.

The StL&H has also entered into an agreement with shortline railways Les Chemins de fer Québec-Gatineau Inc., Le Chemin de fer Québec-Sud and Progress Rail, to examine the feasibility of creating a new joint facility in Montreal to maintain locomotives and other rolling stock. The StL&H and its partners are examining a joint venture that would meet the maintenance needs of the new shortline railways as economically and efficiently as possible. This initiative coincides with the modernization of the StL&H locomotive fleet announced in 1996, and could minimize the loss of employment related to that rationalization.

One of the StL&H Montreal shops' mandate is to maintain the fleet of older MLW locomotives that are being phased out of service, due to the transfer of feeder lines to new shortline railways as well as the acquisition of new locomotives. However, some of the new shortlines will continue to use MLW locomotives, providing this opportunity to create a joint venture that will provide job opportunities for employees no longer required by the StL&H shops in Montreal.

The maintenance of newer GM locomotives for the StL&H as well as locomotives being used by CPR is carried out at the Toronto shop. The existing workforce of the Toronto shops will provide maintenance for the entire StL&H GM fleet, including the new units entering service in the spring of 1998. (StL&H Press Release, 12/12/97)

VIA

CONTROVERSY CONTINUES OVER FATE OF LEVIS STATION: When will the federal government make a decision over the fate of the station in Lévis, Quebec? For the past two years, the fate of the station has hung in a balance as local governments have dithered over whether or not to allow the abandonment of that portion of CN's Montmagny Subdivision between Charny and Harlaka that serves Lévis Station. CN does not require the track and has received permission to abandon it while the local municipality wants the track removed to develop a recreational corridor.

VIA Rail, which uses Lévis for its 6-day-per week Montreal/Halifax service, has had several options to maintain

service to the area including either the construction of a station on the nearby Diamond Subdivision at either Saint-Rédempteur or Saint-Nicolas or the use of the station at Sainte-Foy on the north shore. The latter decision would involve a four-mile back-up move along a steep grade, over the historic Quebec bridge and including the negotiation of three level crossings, the interlocking at Charny and the crossing of several highway bridges. The former involves finding a good location which, in itself, has prompted a federal/provincial squabble. VIA Rail engineers have decried the Sainte-Foy move for safety and time reasons, indicating that they are reluctant to back-up long passenger trains by only relying on the vigilance of a radio-equipped flagman at the rear who is describing how things are going. Meanwhile the present stay of execution on Lévis is due to expire on January 13, 1998. (**Le Soleil**, 15/11/97, merci à Michel Tremblay)

OTHER INDUSTRY NEWS

TERMINAL UPGRADE: Vancouver Wharves Ltd., a wholly-owned subsidiary of British Columbia Railway Co., is planning to revamp its North Vancouver facilities at a cost of about $110 million. Of that amount, $51 million will go to the rebuild of the sulphur-handling facility, including a new railway loop that can hold 104-car trains, which in turn will reduce unloading time to 4 hours from the current 10 hours. $49 million will be spent to build a specialty agriproducts terminal, the first on the West Coast of North America. Vancouver Wharves will also build an additional pulp storage facility costing $7.9 million. (**Vancouver Sun**, 02/10/97)

FOOD FOR THOUGHT: Railroads transport 84% more freight in the United States than they did during the golden age of railroading during World War II. This performance is all the more impressive given the massive subsidies enjoyed by rival modes of transportation, considering that user fees paid by heavy trucks represent only 50% to 60% of the financial costs they impose on government highway budgets.

But the industry is now a victim of its own success: railroads are coming under increasing fire for abusing their market power and for failing to keep up with surging traffic.

One proposal to reduce the growing monopoly power of railroads enjoying particular momentum is open access strategy. Congress could form a single private corporation to which each railroad would contribute its track in return for an equity position in the company. Access to the track would be rented out to competing operators. This is being done in Britain, and although the idea is ahead of its time in the US, it seems the political climate is changing. (**US News & World Report**, 27/10/97, thanks to Bruce Chapman.

DEVCO WARNS OF EARLY PHALEN CLOSURE: The Phalen coal mine could be forced to close years ahead of schedule if safety problems can't be solved, says the federal coal mining corporation in Cape Breton. When the Phalen mine began production in 1986, the Cape Breton Development Corp. (Devco) hoped to keep it in operation for at least 25 years.

Devco chairman Joe Shannon said "The coal that would be available to us in what I'm calling the upper part of the mine would be about 11 to 12 million tonnes," said Shannon. "Depending on how much coal you take out on an annual basis, (that) would give you anywhere ... from seven to 10 years life (left) in that mine."

The Phalen colliery has been plagued by problems over the years. Rock falls, which at one point even halted development work on the mine, are continuing to disrupt operations. When coal is removed from the mine it causes a change of pressure in the rock above the coal seam. Sometimes the rock lets go with almost explosive force. "As long as we can mine it profitably and safely, we'll stay there," mine union official Steve Drake said. "But I don't think that anyone in Cape Breton can afford to lose Phalen mine without a backup mine."

The backup plan, as far as miners are concerned, is to open the Donkin mine. In the 1980s, Devco spent tens of millions of dollars driving a tunnel in Donkin and mining a few thousand tonnes of coal for testing purposes. But officials said the high sulphur content would make the coal difficult to sell.

Shannon said that Devco is looking at every option to keep men working. But he doubts if the federal government would finance a reopening of Donkin. "If (Ottawa) would entertain the possibility of financing the Donkin mine, which I doubt very much ... I would say that it would be a good five years by the time we got into production."

Meanwhile, things are going better at the corporation's other mine. The Prince mine could last for another 20 years. (13/11/97)

Flooding in the mine resulted in closure in November with public announcements that there is little chance of the mine being online before early-1998. The downturn in shipments has resulted in layoffs on the Devco Railway and the Cape Breton & Central Nova Scotia Railway.

REPORT ON GRAIN TRANSPORTATION INDUSTRY: A two-part series on the changing nature of the Canadian grain transportation industry was aired on television in November.

The first show looked at grain movements to Thunder Bay, Churchill and Vancouver. Among the highlights, CPR's Rick Sallee spoke of co-production with CN, mentioning in particular one idea that is being worked on: having bi-directional train movements with CN between Kamloops and Vancouver. Many participants spoke of the co-operation between grain industry players, with Bob McPherson, Grain Workers Union president, the main exception, blaming the railways for not having enough engines last winter and leasing engines to the US. The Canadian Wheat Board's Al Kirton noted that there are no penalty or incentive plans in place yet to ensure smooth movement this year. CN's Jim Feeny explained why Prairie elevators must sometimes wait for cars, underlining that such matters must be looked at system-wide.

Saskatchewan agriculture minister Eric Upshall criticized today's higher freight rates and warning of even higher rates if the cap is removed. He urged the end of rail line abandonments and called for more freight rail competition by opening up CN's and CPR's lines to other haulers. "If you look at southern British Columbia, there are five railroads in the lower mainland. They run over each other's lines every day. What's wrong with doing that outside Vancouver?" Upshall asks.

The second show looked at the trend to high throughput elevators, with the announcer noting that that system leaves little room for error. If the wrong kind of grain moves into storage at the wrong time, congestion occurs. CPR's Rick Sallee explained the ramifications of that congestion for the railways, customers and others. He also discussed CPR's investments in locomotives and facilities. Grain companies, who blame congestion on the way commodities are pushed to port, not on high throughputs, discussed the need for a pool system. NM Paterson and others want to see a level playing field, without political interference in the transportation system. CN's Jim Feeny discussed how the railway is looking at turning over branch lines to shortline operators, not closing them down.

Other subjects discussed include the government hopper car issue, the Canada Marine Act, labour issues concerning grain handlers at the Port of Vancouver, rail car unloads, the Port of Churchill's and Hudson Bay Line's new owner, OmniTRAX's intentions to resuscitate these operations, and what detractors say about the deal which saw the federal government invest many millions to ensure the takeover. (CACK/BBS-TV 15/11/97 and 21/11/97)

TRANSPORT MINISTER CHANGES COURSE ON PRIVATIZATION: Federal Transport Minister David Collenette says the government went overboard in privatizing national transportation services and must now reassert the federal presence to bolster national unity.

Collenette's speech on November 17 in Toronto to the Canadian Council for Public Private Partnerships signals a marked departure from the policy followed by the Chrétien government in its first term, but the change in tune reflects the dawning of the post-deficit era.

The minister touted the idea of more government-private sector partnerships. In particular, Collenette said he wants to address the issue of VIA Rail in the next 12 months. Although VIA's performance has improved, he stressed that taxpayers can't be expected to pay hundreds of millions of dollars for equipment needed in coming years. The Federal government may look at restructuring the railway so it can raise money from the private sector, and franchising agreements for certain sections may be sold.

On November 18, Collenette told Parliament he was considering selling British-style franchises to help VIA Rail finance new equipment. Britain's former Conservative government implemented a system where private companies operate passenger rail services for certain period of time, usually providing their own rolling stock.

Collenette also said a rail link from CN's main line to Toronto's Pearson airport is being examined. The IBI Group has a contract of about $25,000 with Transport Canada to assess the best way of linking the airport with Union Station. (**The Financial Post**, 18/11/97 and 20/11/97, thanks to John LeBlanc, and **Canadian Press**, 18/11/97)

RAILWAY ASSOCIATION OF CANADA MEETING ROUND-UP: Representatives of Canada's railway industry were out in force in Ottawa on November 18 meeting with Parliamentarians to exchange ideas and discuss issues vital to the railway industry, such as employment, investment, infrastructure, taxation, fuel-efficiency and highway congestion.

Entitled "On Track for the Future," the gathering was a collective effort by the nation's railways, its suppliers and customers to demonstrate the importance of this multi-faceted industry and to make its needs known to government officials.

The lobbying campaign was organized by the Railway Association of Canada (RAC) and the Canadian Association of Railway Suppliers. The two organizations produced an information kit which noted that the railway workload is up 10 per cent in recent years and that the carriers handle 40 per cent of Canada's exports and provides 47,000 railway jobs as well as another 10,000 in the supplier industries.

The issue of tax relief received particular attention, with RAC President Bob Ballantyne noting that Canadian railways total taxes equal 14.2% of gross revenue compared with 7.9% in the US. The railways want Ottawa to lower federal fuel taxes from 4 cents to 2.2 cents a litre to match the tax in the US and to speed up the depreciation allowed on equipment. Locomotives can take 20 years to depreciate in Canada and only eight in the US. Restrictive depreciation rules means the American locomotive fleet averages 15 years of age compared to 23 in Canada.

In a joint letter to Minister of Finance Paul Martin, CPR's President and CEO Rob Ritchie and CN's Paul Tellier underlined the need for the Canadian government to address levels of "unfairness in tax depreciation rates as they apply to railways." Existing capital cost allowance rates pertaining to railway investment, they said, are "inequitable to the point of threatening the competitiveness of the industry." (CPR Government & Public Affairs, 19/11/97, and Alex Binkley)

INSTANT BORDER CLEARANCE FOR A HALF-MILLION RAIL CARS PER YEAR - TRANSBORDER TRAIN TRAFFIC TO FLOW FREELY: A new customer accord will let trains skirt border bottlenecks, making rail the fastest and most economic means for shippers to move their goods to Canada.

On November 24, the Railway Association of Canada (RAC) announced an agreement to automate the customs clearance of goods entering Canada by rail, developed in collaboration with the Canadian Society of Customs Brokers and Revenue Canada-Customs.

"Besides trimming 48 hours, on average, from delivery times," explained Brad Norrad, chairman of the RAC's Customs Committee, "the new system will save shippers the cost of maintaining bonded rail sidings, lower their brokerage costs and eliminate unnecessary demurrage fees." Mr. Norrad added that 98 per cent of the 550,000 rail cars entering Canada each year are already cleared without inspection. "The process, until now, was entirely paper-driven, which kept goods sitting needlessly idle in rail cars on bonded sidings."

During the past year, six member railways participated directly in the development of the new border clearance system, under the auspices of the RAC: CN, CPR, Wisconsin Central, Burlington Northern & Santa Fe, CSX Transportation and Norfolk Southern. Two-thirds of Canadian rail traffic either originates in or is bound for another country.

Railways have begun to implement the new system with the electronic process fully available to shippers by Fall 1998. (Canada News World, 24/11/97)

GTA SHARED SERVICES BOARD DELAYED FOR SEVEN MONTHS: On December 2, Ontario Transportation Minister Tony Clements said that the Greater Toronto Area Services Board, which will oversee GO Transit and other shared services between the unified city of Toronto and its 905-telephone area neighbours, will not likely be in place until July 1998. He said the province is looking at an interim arrangement to finance GO Transit until the proposed 28-member board is brought together. (**Toronto Star**, 03/12/97)

RAIL REVIEW TO BE ANNOUNCED: Federal Transport Minister David Collenette said he will announce some details of the grain transportation review by Christmas, even though he has said it will not proceed formally until the Canadian Transportation Agency has dealt with the Canadian Wheat Board's complaint of poor performance by the railways during the winter of 1996-97. Those hearings will begin March 30.

"Hopefully by Christmas, we'll be in a position to give people a signal as to the way we're going in terms of how we're going to conduct the review and who will conduct the review and under what auspices," he said. The review, originally slated for 1999 to review the grain freight rate cap, will start early in part because of pressure flowing from last winter's backlog which cost prairie grain farmers about $65 million in demurrage and lost sales.

Collenette suggested the review may be wrapped around the CTA inquiry. It will be conducted by an independent person able to analyze the system impartially and make recommendations for change. (**Western Producer**, 04/12/97)

CORRECTION: The December 1997 **Branchline**, page 3, carries a news item concerning "CN's Meaford Subdivision." The Meaford Subdivision no longer exists; its status was changed to the Meaford Spur in the CN Great Lakes Region Timetable 52 effective April 30, 1995. (Paul Bloxham) Φ

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

The Donald-Revelstoke Saga Continued

by LES KOZMA

Note: The following is intended to be read in conjunction with Mr. David J. Meridew's article entitled "Revelstoke" in the September 1997 edition of ***Branchline****, pp 8-14.*

The CPR was a typical pioneer line. That is, it was built to a low initial standard that would be improved only as traffic warranted. The decision to abandon the Yellowhead Pass route in favour of the more direct but more rugged southerly alignment through the Kicking Horse and Rogers Passes also had a major effect on construction costs.

Indeed, by 1884, the company was in such poor financial shape that it appeared likely that the venture would fail before it was completed. Work had to be rushed and many concessions were made to economy. While the rails between east and west were joined in Eagle Pass, British Columbia (BC), in late-1885, operations across the mountainous sections would not begin until the following year.[1] Then, just as the fledgling company was beginning to make headway, it had to contend with economic recession in the early-1890s. Railway improvements and betterments necessitating heavy expenditure were curtailed through these adverse economic times.

Finally, by 1896, the situation had improved. Indeed, it signalled the beginning of unprecedented prosperity and a railway boom, particularly in the West. By 1897, as railway traffic soared, the CPR began making major improvements to its system; but now it could barely keep up. Among its more ambitious projects was a virtual reconstruction of its main line through the West including an operational realignment between Medicine Hat, North West Territories (NWT) and Kamloops, BC. This would entail the elimination of the existing divisional points at Gleichen, Canmore and Donald in favour of terminals at Calgary, Laggan, Field and Revelstoke.

Although provided with all the necessary appurtenances, Gleichen had become - for all intents and purposes, - a "phantom terminal". Already by late-1897, engines and crews were running from Medicine Hat straight through to Canmore,[2] 246 track miles!

By contrast, Donald was the demarcation between the Pacific and Western Divisions.[3] As home terminal, Donald crews operated trains to Canmore and Kamloops over some of the most severe railway grades on the continent. In 1886, a 6-track classification yard, 12-stall roundhouse (identical in construction detail to Revelstoke's), machine shops and related repair facilities were erected at Donald (refer yard plan). Five dwellings were erected north of the Columbia River for the CPR's administrative staff and their families while a large boarding house and a rag-tag collection of shacks housed its other employees. In 1887, the eastern run over Rogers Pass was reduced to 79 miles, terminating at the new divisional point of Revelstoke. By 1888, a dozen locomotives were assigned to the Donald Shops (Table 1).

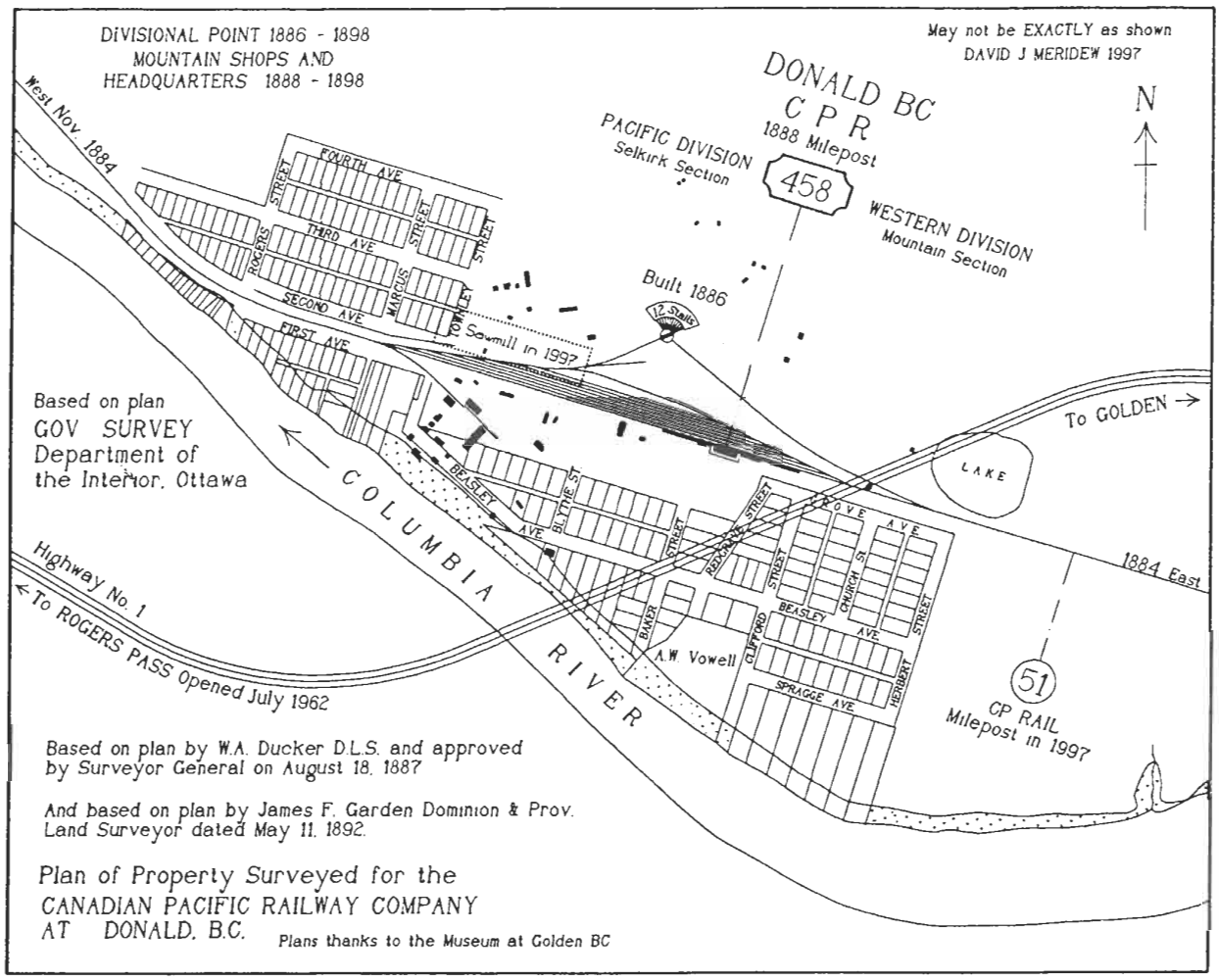


Table 1
Selkirk Division Locomotive Assignments
1 August 1888

Class	Engine No.	Type	Service
--	72	2-6-0	Freight
--	73	2-6-0	Work
--	152	0-6-0	Yard Switcher
SE	312, 313	2-8-0	Pusher
SE	316	2-8-0	Passenger
--	368	4-4-0	Work
SD	402	2-8-0	Passenger
SD	403	2-8-0	Freight
SD	404	2-8-0	Work
--	408, 409	2-6-0	Freight

Source: Glenbow Association M1, CPR Superintendent H. Abbott's Notebook, CPR Operations in British Columbia 1886-1889.

Rumours of the impending closure of the Donald Terminal were quite disconcerting to the railway families at Donald.[4] But once it was made official, Van Horne promised that, "... the company [intended] to do all in its power to make the change as advantageous as possible to those who [were] affected."[5]

Regardless of Van Horne's reassurances, however, the employees who owned property in Donald petitioned the CPR for compensation for losses sustained through the removal of the shops and divisional yards.[6] In November 1898, an agreement was reached whereby, "... all those who desired to move to Revelstoke and had lots in Donald would receive an equal area at the new divisional point and their goods would be moved free."[7] Since the lots at Revelstoke could not be surveyed until the following spring, employees had to leave their families in Donald over the winter.[8]

The engineers and trainmen at Donald were initially opposed to the operational changes brought about by the shift in divisional points. Unlike their compatriots on the prairies who, as mentioned previously, manned their trains from Medicine Hat to Canmore, the Donald crews balked at the proposed "extended run" from Revelstoke to Field - an extra 17 miles - albeit over extremely rugged terrain.[9] But this problem too was eventually overcome.

The main beneficiaries of the CPR's operational changes were Calgary, Laggan, Field and Revelstoke. The railway buildings at Donald were removed and re-erected at Field and Laggan. The rails taken up from the Donald yard were relaid at Field. Most of the plant from the Donald repair shop was moved into the new 8-stall roundhouse and machine shop at Field. Additional trackage was also laid in the Laggan yard and it too received a 6-stall roundhouse.[10]

Effective 1 February 1899, Donald was abolished as a divisional point. The Western Division between Donald and Laggan was then operated as part of the Pacific Division and together with the old Selkirk Section, formed one operating section extending from Revelstoke to Laggan which became known as the Mountain Section. Laggan remained a part of the Western Division. Field, previously a pusher station, became an important divisional point with engines and crews running between there and Revelstoke. The pusher engines were still headquartered at Field, moving all traffic between Field and Laggan under the Pacific Division. Dispatching on the Big Hill - formerly handled during slack periods out of Medicine Hat or out of Field when traffic was particularly heavy - was thereafter done out of Revelstoke.[11] Further east, Gleichen and Canmore lost their divisional point status on the Western Division, superseded by Calgary. These were just the beginning of a series of costly improvements in the evolution of the CPR main line to the present day.

Exactly a hundred years later, the CPR is looking at yet another realignment of its divisional points on its "Mountain Section", possibly with an eye to eliminating Field and Revelstoke in favour of Golden. Many in the latter community would look upon such a move as a "golden opportunity."

Revelstoke's Railway Facilities

STATIONS

There is an intriguing possibility that the mentioned double station could have been comprised of the 1887 Revelstoke depot and an identical building relocated from Donald in 1900.[12]

With the opening of the new passenger station at Revelstoke in 1905, the former depot building was moved to the foot of the embankment, at the far east end of the station platform, and leased to private operators as a lunch counter. By 1919, the east half of the old station became the CPR's yard office. The building was removed by the mid-1940s.

LOCOMOTIVE SERVICING AND REPAIR

A wood-frame roundhouse was erected at Revelstoke in 1887, within a wye which subsequently formed part of the junction with the branch to Arrow Lake.[13] Since Revelstoke was merely a turnaround for engines and crews, it could be assumed that only a four or six stall engine house was erected here.[14] In any case, in mid-summer 1897, a severe fire caused by a wiper handling a torch

The 12-stall roundhouse at Donald in the 1880s. The glazed doors and transom were a distinctive feature of the CPR's first standard engine house design. The Donald roundhouse was likely dismantled in 1899, with the salvage removed to Laggan or Field to construct other divisional point buildings. ***Provincial Archives of Alberta, Ernest Brown Collection B2390***

-likely used to light-up an engine - reduced the Revelstoke shop to ashes. Three locomotives and a rotary plow were also badly damaged, with losses estimated at $45,000.[15] This fire proved to be a convenient, if not suspicious, coincidence for the CPR.

There was talk that the CPR would take down the old divisional stores and other buildings at Donald and move the lumber to Revelstoke where it would be used in the erection of temporary shops into which the plant of the Donald shops would be moved pending the erection of the permanent shops at Revelstoke.[16] But this did not happen. Regardless, for the interim some form of temporary engine house must have been built.

Plans for the Revelstoke shops were completed in August 1898. The massive locomotive shop was built within the wye directly behind and concurrently with the new 12-stall roundhouse in 1898.[17] Two tracks originating from the south end of the wye ran through the cavernous main repair shop (63' x 136') and the roundhouse to the turntable. To the west, transverse to the main shop, was the blacksmith and machine shop (62' x 101'), also erected in 1898). The locomotive shop's structural frame was of heavy timber, while the exterior infill was of wood-frame walls clad with wood siding. A row of tall windows in the walls and in the monitor roofs illuminated the interior during the day. The roundhouse also had a timder frame, but also had brick firewalls at six-stall intervals and at the end walls. The interior was fireproofed in 1900.

Opening of the Revelstoke shop in November 1898 marked the end of the shop at Donald.[18] Within a year, all work for the main line between Laggan and Kamloops and for the Kootenay branches was handled at Revelstoke.[19]

Until 1902, the Revelstoke shop was a dim, drafty, smoke-and-steam filled work place. Oil lamps and torches were the usual means of lighting. Then, a 52' x 44' wood-frame addition was made to the north side of the blacksmith shop for an electric plant for power and lighting in the yards, station and hotel.[20] The shop then became an electrically lighted, drafty, smoke-and-steam filled workplace!

The new roundhouse was quickly outgrown as the size of the company's locomotives grew by leaps and bounds. In 1905, the existing 72' long roundhouse stalls were extended by 18'. Two years later, six 90' stalls were added to the east end of the roundhouse. Then, in 1909, the company spent $84,000 upgrading all 18 stalls to the then newest standard (all brick).[21]

Nine of the easternmost stalls were extended by 30' in 1929 to accommodate the new Selkirk locomotives (2-10-4) stationed at Revelstoke. The power house (51' x 55') was replaced in 1937 by a larger brick structure on the same site.

Late in 1941, while Ogden Shops in Calgary began turning out naval guns and gun mountings for the Allied war effort,[22] Revelstoke was one of the outlying facilities which had to shoulder the CPR's locomotive shopping requirements for the duration.

There were at least four, perhaps five, turntables at Revelstoke. The original 1887 table was 55' diameter. David Meridew cites a 62.5' diameter turntable in a 1904 insurance map but CPR records are clear that a 70' turntable was installed in 1901. (The insurance plan may just not have been updated.) A new 90' turntable was installed in 1920 and was replaced in 1929 by a 100' continuous deck turntable for the "Selkirks". The 1919 table was re-installed at Moose Jaw, Saskatchewan.[23]

Erection of the coaling trestle east of the turntable in 1900 likely marked the end of wood burning locomotives running out of Revelstoke. In 1903, the portion over the elevated coal dump, where cars were unloaded, was housed in with a wood-frame enclosure. This facility was removed in 1918 after completion of a new double sand house.[24]

By 1913, Bunker "C" locomotive fuelling facilities were installed between Field and Vancouver. Revelstoke had one of the larger such fuel oil installations. But in December 1920, CPR's contract with the Union Oil Co. expired and, without some guarantee of a sufficient supply of oil, "at a reasonable price", the CPR set about converting its locomotives back to coal burners. Indeed, the CPR had re-converted all its mountain section switching locomotives and stationary boilers and about 40 road locomotives back to burn coal, before receiving "satisfactory assurances" that its oil supply would not be jeopardized.[25] The CPR then converted many of its locomotives back to oil firing.

Between 1920 and 1921, five new mechanical coaling plants were erected on the Mountain section to fuel the "new" coal burning locomotives. Revelstoke was one of these sites, boasting the installation of a standard 280-ton facility.[26] Even with the return to oil-fired engines, the new coaling facilities were maintained as a hedge against future fuel oil shortages. Interestingly, while the Revelstoke coal dock was demolished in the late-1950s, the fuel oil station - unused since about 1958 - remained on site for another 20 years.

In 1951, extensive diesel servicing facilities - fuel and sand - were installed along the east leg of the wye.

Sometime prior to 1913, a large two-stall brick car shop was built north of the turntable, but this was removed by 1919.

ICEHOUSES

The 1887 icehouse (#1) was demolished or relocated to make room for the expanded yard trackage in 1905. Based on the frugality of CPR President Shaughnessy, the building or its components - were likely re-used. This may be the icehouse (#2) which appears east of the roundhouse in an early yard plan.

A new icehouse (#3) was erected in 1905, due south and across the tracks from the depot. It was nearly doubled in size in 1910.

A large new icehouse (42' x 100') was erected in 1912 (#4) about 1,000 feet east of the depot. Five years later, following a 137' extension to the west end of icehouse #4, icehouse #3 was razed. For a time in the 1940s, icehouse #4 was leased by Inland Ice and Cold Storage. A 76' section of the 1917 addition was torn down in 1965 and the balance of the icing facility (#4) came down in 1977.[27]

Revelstoke in 1916, the 1905 passenger depot (far right), the 1905 icehouse (right), the coaling plant showing the sandhouse on the end (centre left) and the Bunker 'C' fuel service tank (left). In the foreground just beyond the 70' turntable is the shallow ash pit, with a mound of cinders awaiting loading into the gondola on the short spur. ***Canadian Pacific Archives A-3105***

Acknowledgement

Special thanks to Stephen Lyons, Canadian Pacific Archives, Montreal, for his ongoing support.

Rotary plow 400804 at the south end of the Revelstoke locomotive shop in March 1916. A second row of windows was added above the original windows along the east wall of the main shop. Trying to keep such an immense building warm was virtually impossible. The small annex to the right (1913) was the tool crib, later the shop foreman's office, then a washroom. ***Canadian Pacific Archives A-3095***

Endnotes

1 **CPR Annual Report** (1886), p. 11. Through passenger service on the main line was inaugurated 28 June 1886. Through freight service commenced a month later.

2 "CPR Divisional Changes," **Medicine Hat News** 16 December 1897, p. 4.

3 **CPR Annual Report** (1886), p. 36. Canmore, N.W.T. was the temporary eastern terminus of the CPR's Mountain Section.

4 "Around Town", **Medicine Hat News** 29 July 1897, p. 8. "In spite of recent rumors to the contrary, inquiries made here point to a continuance of the CPR shops at Donald - **Revelstoke Herald**."

5 "Mountain Division", **The Railway and Shipping World**, (November 1898), p. 236.

6 "Revelstoke", **Calgary Herald**, 28 September 1898, p. 4.

7 "Mountain Division", **op. cit.**, p. 236.

Glenbow M2269, File 2005, Land Commissioner to T.L. Haig 26 May 1899. "...lots selected by employees who had purchased property from the company at Donald we will allow these men, in consideration of their having to move from Donald, 25% reduction from regular schedule price, and apply on account of the new purchase the amount paid on their Donald lots taking a re-conveyance of the Donald property to the company."

8 "Railroad Notes", **Cranbrook Herald** 8 December 1898.

9 "Echoes of the Rail", **Cranbrook Herald** 3 May 1898

10 "Mountain Yards, Shops, etc." **The Railway and Shipping World** (June 1898), p. 154.

11 "CPR Western & Pacific Divisions", **The Railway and Shipping World** (January 1899), p. 15.

12 "Pacific Division", **The Railway and Shipping World** (May 1900), p. 143. After the Donald telegraph office was closed and moved to Golden in 1900, there was little need for such a large depot at the aforementioned point. It could very easily have been taken down, moved to Revelstoke and re-erected.

13 National Archives of Canada, RG 12 Volume 1861 File 3268 -30, G.J. Desbarate to Collingwood Schreiber 18 September 1894.

14 The roundhouse at Broadview, N.W.T. had 4 stalls and the one at White River, Ontario, had 6 stalls.

15 'Around Town", **Medicine Hat News** 5 August 1897, p. 8.

16 "Railroad Notes", **Cranbrook Herald** 26 April 1898.

17 "Mountain Division," **The Railway and Shipping World** (November 1898), p. 236. "...the work of erecting the necessary shops and roundhouse is well underway."

18 'Pacific Division", **The Railway and Shipping World** (September 1898), p. 183.

19 "Revelstoke Shop", **The Railway and Shipping World** (October 1899), p. 292.

20 "Revelstoke Shop", **The Railway and Shipping World** (June 1902), p. 203.

21 CPR Engineering, MWS forms and Revelstoke Yard Plans 1913 and 1919, (Vancouver).

22 W. Kaye Lamb, **History of the Canadian Pacific Railway**, p. 354.

23 CPR Engineering, MWS forms, Montreal and Vancouver.

24 CPR Division Engineer, AFEs, Revelstoke.

25 CPR Engineering, AFEs and Contracts, Vancouver; "CPR Discontinuing Use of Fuel Oil", **Canadian Railway and Marine World** (December 1920), p. 650; and "Fuel Oil for CPR British Columbia Locomotives and Steamships", **Canadian Railway and Marine World** (February 1921), p. 71.

26 CPR Engineering, AFEs and Contracts, Vancouver. The other coaling plants were installed at Golden, Beavermouth, Albert Canyon and Sicamous.

27 CPR Engineering, MWS Forms, op. cit. Φ

Cuba: A Vintage Train Paradise

by ADOLF HUNGRY WOLF

The best-kept secret in the world of vintage railroading is finally becoming common knowledge: that Cuba still operates an antiquated transportation system which includes over 300 American-built steam locomotives, plus Brill interurban cars, GE steeplecab electrics, Canadian MLWs and Mack Railbuses. To add to the mix, there is a great assortment of old American cars, horsedrawn coaches, even oxcarts. I've been going there for five years now and can tell you that the number of train photographers going to Cuba practically doubled from 1996 to 1997 alone.

Steam locomotives operate on standard and narrow gauge tracks of some 63 sugar mills, bringing sugar cane from fields to factories during the annual zafra, or sugar harvest, which just happens to be around the time of Canada's annual snow and ice harvest! With Cuba's increasing dependence on tourism, there are now seasonal flights from every major Canadian city to several choice island destinations in Cuba. Steam operations are within an hour of nearly all of them, so that you can leave home in the morning and chase trains that same afternoon.

Twenty minutes' drive into the lush countryside from the popular tourist beaches around the city of Cienfuegos is the sugar mill of Central Pepito Tey, whose roster of 2'-6" gauge locomotives includes 2-8-0 No. 1357, built new for this mill by Baldwin back in 1909 and today one of Cuba's most original engines in appearance. Note the former oil headlight, now fitted with an electric car lamp. (Photo by Adolf & Okan Hungry Wolf)

The white beaches of Varadero are lined by dozens of luxury hotels where most Canadian tourists end up, seeing nothing of the "real" Cuba nor realizing that within a two hour drive are several dozen sugar mills using all manner of steam locomotives, from an 1878 Baldwin 0-4-2T to a 1935 Baldwin 2-8-2, with practically every wheel arrangement in between, and most American builders from the last century. Nowhere else in the world is there such an operating assembly of North American railroad equipment.

As an example, Central Fructuoso Rodriguez (sugar mill) is about an hour inland from Varadero, near the small town of Limonar. You could bring your family to Cuba in the morning, get them settled under some palms on the beach and be at the Fructuoso Rodriguez mill by mid-afternoon. Most likely you'd find 2-4-0 No. 1216 switching cane cars in the yard, frequently whistling at the traffic in the congested mill area and slipping and spinning her drivers on the greasy rails. This rare machine was built as a Forney-type 2-4-4 by Rogers back in 1895, going to work for the United Railways of Havana, with the name "San Augustin" on her cab. Her less-often seen standby is No. 1313, a 1915 Alco 2-6-2T, similar to a shortline veteran owned by a California railroad museum.

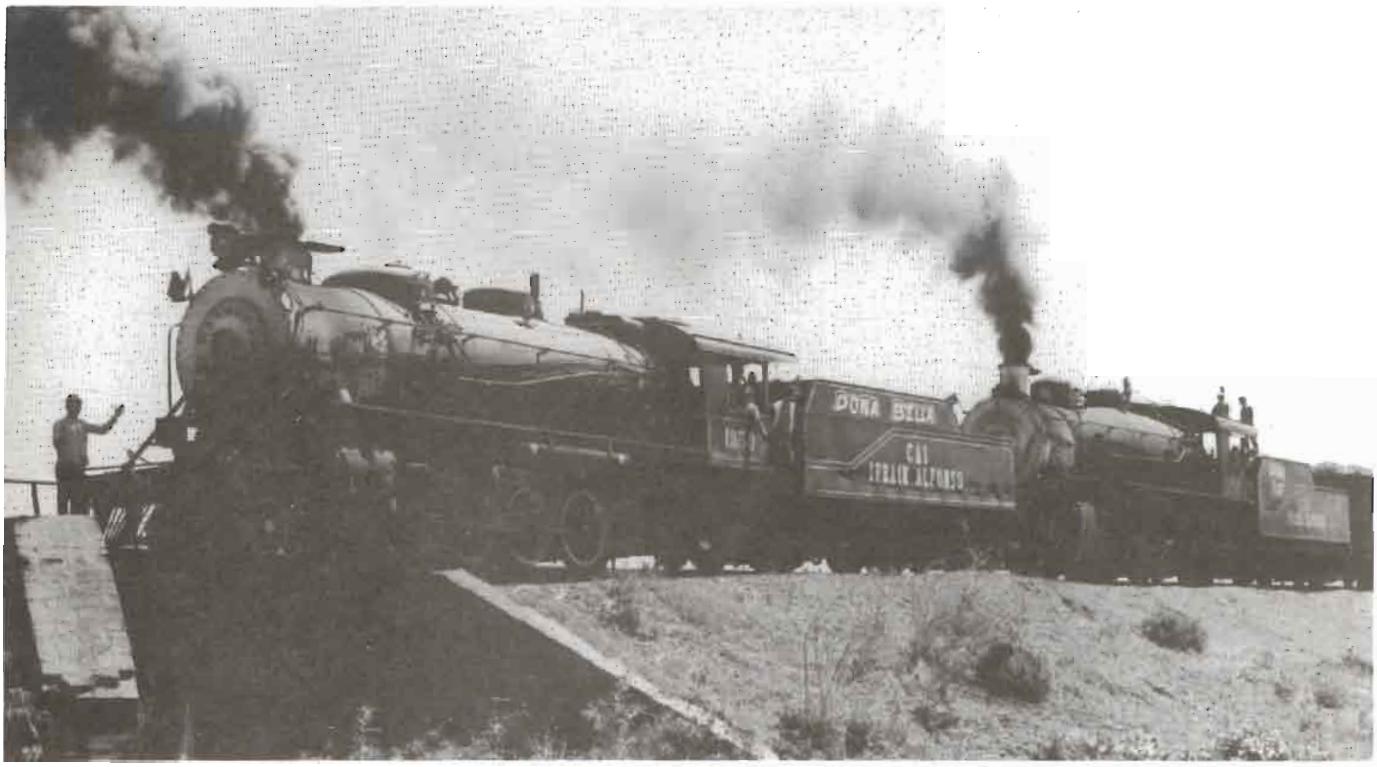
This husky tanker will probably be down at the two-track engine house along with one of the road engines, a 2-8-0 and a high-stepping ten-wheeler built by Baldwin. If you're lucky, the other of the two will come puffing into the yard with a fresh load of cane from one of the nearby reloading points - where trucks, tractors and ox teams drag trailers of cane fresh from the fields, to be placed into the mesh-sided cane cars for dumping at the mill. Trips to more distant railroad points are now handled by a Russian-made diesel, after the heavy Alco 2-8-0 that worked these runs finally broke down for good a few years ago.

From the Rodriguez mill you can go in almost any direction for an hour or less and reach the next mills with steam, including a couple of dual gauge operations. Besides standard gauge, Cuba has a number of mills with 2'-6" track, a few with 3-foot and three with the odd size of 27.5 inches. One of these latter still runs on a portion of track that was the main line of the common carrier Caibarien & Moron Railway. Some of the line's original steam locomotives (three of its 2-8-0s plus a cute little Baldwin Mogul) are today still in sugar cane service.

Travelling around Cuba is not particularly easy, with few people speaking English out in the country where the sugar mills are located. Adding to the difficulty is the fact that services such as food, phone and gas are mostly limited to the main centres. After my first years of struggling along with photocopied, hand drawn maps and scribbled notes of information from friends who'd gone ahead of me, I finally compiled the guidebook **Trains of Cuba** so that potential visitors would have some idea of what to see and how to find it. There's far too much for any one visit. In five years of month-long trips, I still haven't seen half the mills or steam engines.

The increase in railfan traffic to Cuba has benefitted the country's struggling economy but not always the local people nor their usual goodwill. Few of us would like to have strangers with cameras and rented cars racing through our peaceful country lanes day after day, trampling fields and ignoring the safety of children and livestock while often not even bothering to wave or say hello. Worse, from official viewpoints, are those who trespass into shops and mill grounds without permission or - the ultimate scourge - those who bribe poor workers to steal builder and number plates from the locomotives!

To drive from the beach at Varadero to the mill of Rodriguez, you first reach the old port city of Matanzas where a short detour through narrow streets with old Spanish colonial architecture will bring you to the southern terminus of the Hershey Electric



The two largest steam locomotives operating in Cuba - and the country's only 2-8-2s - are seen here doubleheaded for the first time on the well-ballasted mainline of Central Ifrain Alfonso, near the city of Santa Clara. Leading is No. 1850, built by Baldwin in 1935 as Banes RR No. 112, followed by No. 1910, which was turned out by Alco-Brooks in 1925 as Cuba RR No. 351. Both engines sat for years on scrap lines but were brought to the Ifrain Alfonso shops recently for complete rebuilds since the demise of Soviet aid has left Cuba without funds to continue the sugar railroad dieselization program that was well underway in the 1980s. Ifrain Alfonso trains - like those of many sugar mills - operate over FCC trackage in order to reach branches out into the cane fields. With diligent work, plus lots of time and luck, one can photograph steam passing by old FCC stations at times even with freight (usually boxcars and hoppers with sugar or molasses from the mill). In 1997, I caught two such trains at two different stations - one of them with a royal blue Model A Ford parked on the platform (albeit with some prior arranging). (Photo by Adolf Hungry Wolf)

The famous chocolate maker from Pennsylvania went to Cuba around 1920 and built the Hershey Electric Railway to serve several company-owned sugar mills, providing freight and passenger services from them to the port cities of Havana and Matanzas. Tracks outside the large Hershey locomotive shops show some of the line's electric power in 1996 while stacks from the large Hershey sugar mill (now called Central Camilo Cienfuegos in honour of a revolutionary hero) smoke in the background. At left is one of the original steeplecabs, built by GE in 1920 as No. 22. At right is an interurban car that was converted from an American heavyweight coach some years ago in the Hershey shops, although the line still uses some of its original Brill cars, mostly for branch line service. The line car in the centre was rebuilt from one of the original Brills. (Photo by Adolf Hungry Wolf)

Numerous Budd RDCs remain on the nationalized FCC roster, though mostly serving as demotored coaches as in this scene by the large classic station in the city of Camaguey. An overnight express (with air conditioned cars but no diner or sleepers) connects Havana with Santiago de Cuba, while a variety of slower trains serve branch lines and a large fleet of Cuban-built railbuses take passengers to more stations. Fares are cheap, lines are long, schedules and information are not easy to come by. But for the intrepid traveller, there are numerous routes, stations and yards that have hardly been seen or photographed. One branchline by the tourist town of Trinidad now offers steam service with other steam excursions being considered.

Railway whose scheduled service to Havana offers the world's last old-style North American interurban operation, with many stops at quaint little country stations.

Downtown Matanzas has one of the many beautiful FCC stations found throughout Cuba. The various railroads they once served have now been nationalized into the single Ferrocarriles de Cuba or FCC. This government ministry operates passenger trains through Matanzas every day, most of them hauled by one of the two-tone brown MX-624s built in Montreal and sent to Cuba in 1975. They are considered by Cuban railroaders to be the country's best locomotives although a number of newer Soviet models are also on the FCC roster.

Other interesting equipment includes a fleet of yellow and green "mini-Geeps" built by General Motors in 1955, numerous Budd RDCs that now serve as motorless passenger cars (usually hauled on branch lines by one of the GMs) and even some remaining Mack railbuses, rolling on freight car trucks and serving commuters around Guantanamo. FCC rolling stock is an international mixture of various colours and builders including some surviving U.S. heavyweight coaches and baggage cars plus cars for freight brought over when several railroads still operated ferry service from the mainland.

If you have yearned to turn back the clock "just one more time", for a glimpse of real working steam or even old electrics, then grab your films and fancy lenses for the encore of a lifetime. Be careful! Don't get hooked like I have and turn "just one more time" into an annual expedition. Come the first melting snow in March and I'm eager for warm beaches, friendly people, fantastic scenery and railroading like I never dreamed I'd see again! Φ

P.S. Readers may send a stamped self-addressed envelope to Box 844, Skookumchuck, BC, V0B 2E0, for a free copy of ***Cuba Travel & Steam Newsletter****, which includes the latest information, plus details about tour groups going to Cuba.*

11th Annual B&W Photo Contest

Revised Deadline - February 1, 1998

Eligibility - Open to all members and friends of the Bytown Railway Society Inc., with the exception of the **Branchline** 'staff', their families and the judges.

Categories - 1) "Freight Trains"; 2) "Passenger Trains"; 3) "Historical"; 4) "Miscellaneous"

Limits - Maximum of three (3) previously unpublished 8" x 10" black and white glossy photographs for each of the categories. Participants may win in one category only.

Prizes - A two-year subscription to **Branchline** for the Grand Prize winner; a one-year subscription to consolation winners.

Photo Identification - Be sure to include caption information to describe the train, route, date, photographer's name and other pertinent data.

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

Contest results, including the publishing of the winning photographs, will be in the March 1998 **Branchline**. Photographs will be retained for a year after the contest, and may be utilized in future publications of the Society. When published, credit will be given to the photographer. Photo submissions will be returned after a year, if requested by the submitter. All decisions of the judges are final.

Tid Bits by DUNCAN DU FRESNE

Mr. Jordan's Spreader

One of the better pieces of MOW (Maintenance of Way) equipment that has endured the test of time is the Jordan Spreader. Do our readers know what this is? If you don't, don't feel bad, they're not seen every day and they're seen even less often when they're at work. Before I get to the end of this Tid Bit, everyone will know at least a little bit about this most interesting piece of railway technology.

The Jordan (ballast) Spreader was invented by a Canadian, Mr. Oswald F. Jordan. Around the year 1900, Mr. Jordan, who was the roadmaster for the New York Central's Canada Southern (CASO) Lines out of St. Catharines, Ontario, at the time, produced the first of the many machines that bear his name. It is fitting that a railroader employed as a roadmaster conceived the need for a machine that truly exemplified his company's slogan: "Does The Work of an Army of Men". It did and it still does.

Jordan's machines have been around for nearly a century now and will continue on well past the millennium. Modern models still bear a striking resemblance to his earliest creations, despite the ongoing improvements made over the years. Over the years, 1,023 spreaders and 3 ballast shaping machines were built. If there is one description that best describes this railcar with its bulldozer-like blades it is: "durable tough brute". If any machine can come close to being the "irresistible force that meets the immovable object", then that machine is the Jordan Spreader.

The first spreaders were built in the CASO shops in St. Thomas, Ontario, under Oswald Jordan's supervision. About five years later he left the NYC/CASO organization for the big bright world of business, the business of building his spreaders for the North American railroad market. Before he was able to establish a plant of his own he went to the management of various major railway companies with a scheme that would allow them to build his machine in their own shops, using his plans and erecting drawings, - for a fee of course, this was after all a business venture. The railways liked what they saw and took to it like the proverbial duck to water, and as they say: "he never looked back".

So successful was his business that he was able to open up his own manufacturing/repair facility in East Chicago, Indiana, in about 1910. Unfortunately, Oswald Jordan never saw spreader production of his great machine in the new plant for he died before that happened, what a shame. Nevertheless, the plant, which was now the property of his widow and daughters, was taken over by a good friend, Walter J. Riley, who also happened to be an "up and coming" young banker. In a very "unbanker-like" manner, Mr. Riley did not liquidate the assets as one might expect from a banker, but incorporated the new O.F. Jordan Company in 1914. Mr. Riley became its president (and later its Chairman). He hired good engineers and other competent officers and staff to successfully run the business and he carried on until his retirement in 1960! How about that! Around 1964 things were about to change when the surviving stockholders decided to sell the company to Jackson Vibrators, (which became Jackson Jordan, and is now known as Pandrol Jackson) who made the O.F. Jordan Company one of their divisions, but retained the Jordan name for the new division.

What it Does and How it does it

So much for historic background. On to the guts of the thing. Conceived as a machine for spreading right of way ballast, it needed, and got, plow-like blades on its front and movable wings on its sides which could be raised, lowered and angled out, up, and down, to meet the operational requirements of the particular job at hand. For the most part these heavy blades and wings were moved by compressed air in large (pneumatic) cylinders whose pistons were connected to the blades (wings on the sides) and controlled by one or two men using simple to operate levers on the car. The required compressed air was supplied by a locomotive, as was propulsion, as spreaders were, and are, not self propelled. The locomotive also supplied electricity for lighting requirements. The amount of work possible with the machine was directly related to the slow speed pushing ability of the locomotive (4 to 5 mph) and its capacity to supply compressed air. A Jordan Spreader working in conditions where a lot of blade movements are required eats up a lot of

In this 1966 Paterson-George Collection photograph, location unknown, we see CP's 402887, a (then) brand new "J" model hydraulic Jordan Spreader. Note the total absence of the large pneumatic cylinders. This model has the "greenhouse" cab, complete with windshield wipers (I think Mr. Jordan would have approved). This cab places the operator in the more advantageous position in front of the wings. The old fashioned 32 volt "golden glow" headlight has been vanquished in favour of a modern dual sealed beam unit. Note the bank sloper blades (wing extensions) are in an upright position and cross bolted for safety when travelling to and from the work site. The all wood caboose behind is identical to the Society's 436436.

In this marvellous 1955 Paterson-George Collection photograph taken near Kenora, Ontario, we see Canadian Pacific's (then) two year old "A" model pneumatic Jordan Spreader 402877, (note the large pneumatic cylinders). The '877 is being handled by one of CP's finest, modern, 2-8-2s, #5435, built by the Canadian Locomotive Company (Kingston, Ontario) in 1943. Note that there is another pneumatically operated Jordan coupled to the back of the 5435's tender in a back to back configuration to meet some operational requirement or other. Although the 5435's valve gear is in "forward" motion the hogger is intent on looking back at something related to the rear facing Jordan.

compressed air, which is stored in the spreader's on-board reservoir, - more about that in a moment.

The earliest, so called "Standard" machines (no longer built) were not equipped with a cab as most ballast spreading was done in the warmer seasons, but spring and fall must have been something else for the MOW operators in northern climes. You had to be tough back then to be a railroader.

From Ballast Spreader to Snow Plow

As time went on and the machines became a little more sophisticated, cabs were provided. These early cabs were really nothing more than a large wooden box with a few strategically placed window openings near the pneumatic operating levers. In order to operate the machine effectively you still had to have your head outside, however. It quickly became apparent that in addition to being a ballast spreader the machine was a great snow plow, especially so after the advent of the cab with its coal burning stove. The forward facing angled blade could also be equipped with a set of ice cutting teeth, and in the steam era this was an important tool. The use of steam locomotives, especially around shop and servicing facilities where a lot of water was spilled, created lots of ice. The Jordan's ice cutters were ideal for removing this hazard, but let me tell you from personal experience that cutting through a few inches of ice requires a lot of pushing power, far more than a few feet of even hard packed snow, and with a "hand bomber" (coal burning steam locomotive fired with a scoop) the fireman had to spend more time on the deck to keep the "old girl" hot for this sort of work. Frequently Jordan Spreaders are used out on the road along with, and behind, a regular wedge snow plow. With its side wings extended and with the blade extension (bank sloper) in place a modern Jordan can move snow back to a maximum of 26 feet from track centre, per side!

The Modern Jordan

Naturally, as with all great inventions, changes, modifications, and improvements came along as time went on and operating conditions changed. The basic early machine grew into a much more complex, more productive, more efficient and even more robust unit. The Jordan Company's current "production model" is the hydraulically operated "J" model. It is offered in three versions, one with straight wings and two with the variable positional "ditching" wings. Of these one is equipped with a high front snow plow.

The "Standard", "Roadmaster" and "A" models, all air operated machines, are no longer in production, the last examples being built in 1971, 1968 and 1972 respectively. While the "J" is the current model, the last of these was built in 1985. All these machines are/were built to accommodate various optional attachments to suit the operational requirements of any particular road.

Of the many design changes which came along, one of the most important of these was the provision of air cylinders on the diagonal braces of the wings to provide for easy angling. Also, and probably equally important, was the incorporation of a ditcher blade built into the back of the main spreader wings. With the main wing(s) extended and the ditcher blade lowered (it can be either fixed or movable) the machine can dig a continuous, and perfectly aligned, drainage ditch along the outer edge of the ballast. Best of all it can do it more quickly, more uniformly, and cheaper than off rail equipment can.

Another important advance is the addition of the "bank sloper" blade on the end of the main wings. This blade allows the operator to create a perfect "V" slope on the far side of a drainage ditch. The bank sloper blade can also be used in another configuration whereby it can move excess fill along with the machine from a high area, as in a cutting, to a nearby low area. All of these attachments are powered, of course, either by compressed air or hydraulic pressure, using small easy to use controls, manipulated by the spreader operator(s).

Another step forward was the relocation of the operator's position from just behind the wings to a more forward position ahead of the wings where the operator can observe the work the wing is doing. In addition to this relocation the old narrow style cab became full width, elevated, and of the all glass "greenhouse" type with 360 degree visibility. Jordan has come a long way since the wooden cab with its small window openings!

Blade and Wing Power

Throughout the steam era Jordan Spreader blades and wings were moved about with compressed air. The limitation as to how

We're in Montreal, it's 1959 and the end of the steam era is upon us. Nevertheless, in this snowy Paterson-George Collection scene we see CP's ancient "Standard" model Jordan #402807 moving upgrade, in reverse, after having done some snow and ice clearing on CP's industrial lead down to St. Henri. Although she's been modified to eliminate the old wooden wing brace superstructure on her aft deck, she never did get pneumatic cylinders on her diagonal (wing) braces. (Note her ice cutting teeth in the raised position). The photographer is standing on the embankment below the 3 track passenger main line between Windsor Station and Westmount Station. The propelling steam locomotive is class N2a, 2-8-0, #3642 built by the Montreal Locomotive Works in March 1911, and almost the same age as the Jordan. The 3642 was a "fixture" around Montreal for many years and was a regular yard engine in the Glen Yard. She was frequently seen moving "drafts" (empty passenger cars) down from the Glen to Windsor Station to await departure behind their assigned road engines.

much blade and wing movement could be accomplished in a short time frame was the capacity of the locomotive's air compressor. By and large a high pressure steam driven cross compound air compressor could keep up with the demand for air under most circumstances, regardless of the slow "over-the-road-speed" of the propelling locomotive.

Then the diesel-electric locomotive came along. The diesel-electric's air compressor is turned by the prime mover's crankshaft, therefore, the compressor's capacity is limited by, and directly proportional to, the rotational speed of the prime mover. With the diesel's throttle in its lower settings a slow moving diesel-electric locomotive does not always provide sufficient compressed air for the efficient operation of the spreader.

The problem was quickly recognized and solved with yet another improvement. The Jordan Spreader became equipped with its own onboard diesel engine. This engine drove an hydraulic pump, need I say more? The big 19-inch diameter pneumatic cylinders of the older spreaders gave way to smaller and more efficient hydraulic cylinders. Hydraulic oil under enormous pressure was moved into these cylinders and when the wings were moved they were locked in place, rock solid. Many buyers, however, still wanted pneumatically operated machines so Jordan, ever cognizant of customer needs, also provided a spreader with a diesel engine driven air compressor onboard. Got to have something for everyone! Either of these systems obviated the need for locomotive generated compressed air. The spreader was now self sufficient, except for propulsion. There still are Jordan Spreaders in use which rely on the propelling locomotive's air supply, and no doubt they'll be around for many years yet. In fact the Jordan Spreader itself will probably be around as long as there are railways. If Oswald Jordan could only see what he started!

How Many Jordan Spreaders are Still in Use? (Canada only)

Canadian Pacific has 44 machines on the roster at the present time. The oldest of these was built in 1928 and the newest, Nos. 402897 and 402898, were built in 1985. Seven of these are assigned to its D.& H. (U.S.) subsidiary.

Canadian National has 51 Jordans on its roster, of which two are being operated by the Grand Trunk Western and one by the Duluth Winnipeg & Pacific. The oldest of these machines was built

Now, if this doesn't tickle my fancy! Here is a 1951 Paterson-George Collection photograph of elderly CP "Standard" model Jordan #402831, minus the cab, and the way it might have looked as built. While we don't have a builders date for this machine, or for the 402807, it's quite likely both were built before 1910 by CP. This photograph was taken at Yoho, B.C., and shows the '831 "in the hole", and "clear of the main". With the exception of the modified "folding wing braces" on her aft deck and the tool box on her forward deck, this is what the Society's 402818 looks like as of the end of 1997 (watch for photos of 402818 next month). In front of the '831 is the end of an "air dump" ballast car (no doubt there are many more in front of that one) and moving all of this along is CP's #5330, a husky P2 class 2-8-2 built by the Montreal Locomotive Works in 1923 (and considerably modernized since).

in 1921 and the newest in 1978, but the majority were built in the 1950s and the 1970s.

The British Columbia Railway has four modern Jordans. Three are Roadmasters (two built in 1956, one in 1965) and the other is an "A" built in 1972.

The Ontario Northland Railway has two type "A" Jordans in North Bay, one built in 1945 and the other in 1957.

The Algoma Central Railway of Sault Ste. Marie, Ontario, owns two Jordans, one a type A, the other a Composite (a Standard with ditcher wings).

Algoma Steel, also in Sault Ste. Marie, owns a single type A Jordan, built in 1948.

INCO of Sudbury, Ontario, owns four Jordans, all type As, built in 1947, 1948 and 1971. They also have one machine rebuilt as recently as 1992.

The Quebec Southern/Canadian American Railroad operate three machines between them, all acquired from CP. Two were built in 1931, the other in 1928.

The Cartier Railway operates two type A machines, both of which were built in 1960.

The Quebec North Shore & Labrador Railway operates two "A" type spreaders, built in 1968 and 1970 respectively.

The Wabush Lake Railway has two machines, one a type A spreader built in 1962 and a second, purchased used from the Baltimore & Ohio, type unknown.

The New Brunswick Southern owns three former CP spreaders. Two Type "A"s were built in 1944, and the third is a modern Type "J" spreader-ditcher-snowplow model built in 1983.

One single "Standard" type, a former CN spreader, exists in Nova Scotia on the Cape Breton & Central Nova Scotia Railway, built in 1950.

And that's about it for Canada, a total of approximately 121 machines, and there may have been a few withdrawals from service since the last tabulation. I won't even try to speculate on how many are around on U.S. roads, but I suspect it's a sizeable number.

As a matter of interest I know of at least one Jordan Spreader that migrated as far away as Australia. How about the readers letting me know of other migrations that I'm not aware of so that we can add to our store of knowledge.

Next month I'll tell you about what got this long winded dissertation going in the first place. Φ

The Bank Robbery

By ROBERT F. BUCK *

I was working the shed job at Fergus, Ontario. Earl Day was the Drayman (Trucker). He had a real warped sense of humour.

One morning, he put on an old ragged coat and took a mophead and put it on his head. Perfect disguise.... He came up to the ticket wicket and asked the Agent (Doc Masters) for a ticket to anywhere. Doc sold him a ticket to Guelph. The train (172) came in two minutes later and Earl jumped on the train. He ran to the back of the coach, jumped off the train and removed his coat and wig.

After the train left, he came into the station all excited about some old guy with ugly white hair and a dirty coat who had held up the bank ten minutes ago and the police were looking for him.

Poor Old "Doc" did not know what to do.... I was having a coniption from laughing and went to the freight shed. I really don't know how that one turned out after Doc discovered the prank.

** The author spent 40 years in a variety of station functions with Canadian National at various points on the old Stratford Division in Ontario. It is with regret that we report Bob's passing in October 1997. The Society expresses its sincere condolences to Bob's wife Marilyn and family.*

Eating and Sleeping in Cabooses

By DON GROVE

When I started as a brakeman on the CNR in 1952, all regular freight conductors were assigned their own caboose. Each conductor was responsible for outfitting, cleaning and maintaining his assigned caboose. With this opportunity for individual expression, there were many different decors in the cabooses, some were like palaces while others were like pig pens. There was a caboose called the Palace assigned to a conductor in chain gang service out of London, Ontario. It had linoleum on the floors, curtains on the windows, oil cloth on the tables, and the cupboards and footlockers were waxed. You were expected to wipe your feet on a mat before you entered. If you did get dirt on the floor, you were expected to get down on your knees and clean it up. There were other cabooses that had not had the floor swept in months, let alone washed.

Prior to the introduction of pool cabooses in the 1960s, all freight crews ate and slept in their cabooses when away from their home terminal. Regular men supplied their own blankets and food. The dishes and cooking utensils were supplied by the company, however, this did not stop crews from confiscating utensils they found in deadhead diners or work equipment.

A spare man, called to relieve a member of a crew, would normally use the blankets of the man he was relieving. (I cannot believe that I ever slept in someone else's blankets.) If the man had bid onto another assignment, there might not be any blankets so you would sleep with your clothes on.

Sometimes, if you knew in advance that there were no blankets, you would take your own. However, if the caboose was on the tail end of the train, a half-mile or more away from the yard office, it could be a real problem getting blankets to the caboose. Because you had other duties to perform in preparation for leaving town, many times it was not worth the effort and you left town without the blankets.

Sleeping in the close confines of a caboose at the other end of the line with two other men was not always a pleasant experience. Normally, the three of you would try to go to bed at the same time, but this did not always work. The regular men working on an assignment would normally have a pattern they would follow regarding eating and sleeping. If you were a spare man, you did not always fit into their pattern.

On my third trip after starting as a brakeman, when I was still trying to find which end of the train was the head end, I made my first trip on a freight train where I was required to sleep over in the caboose. The train was called the "Owl", indicating that it was a night job, as Owls do not normally move about in the daylight. The "Owl" ran from Hamilton to Sarnia and was ordered about 23:00 at both stations. We arrived in Sarnia about 07:00.

I had been up all day before going to work that night and I was tired, so I went to bed. The regular men had had a good sleep at home and they stayed up till noon, or later, and slept until it was time to eat and get ready for work. About the time they were going to sleep, I was awake and all slept up, so that I had to get out of the caboose so that I would not keep them awake, meaning that I was tired when it came time to go to work.

Some of my most memorable and fondest memories are the times I shared a caboose with my fellow workers. With three men working, eating and sleeping together, you really got to know one another and many strong and long lasting friendships developed. This camaraderie was also extended to crews in other cabooses who may have been tied up at the same terminal. There were many card games played in the cabooses at the other end of the line.

On the other hand, some of my worst experiences were sharing a caboose with someone I did not get along with. When you are eating and sleeping in the same small enclosure, the people involved have to be considerate of others. This did not always happen; some men did not know the meaning of the word considerate and acted and lived like pigs.

Cooking and eating in the old wooden caboose could also be a challenging experience. Don't forget, in the days of the wooden caboose, there was no Tim Horton Doughnuts, no McDonalds on every corner. Three men trying to cook and eat at the same time in a small space could be trying. When possible, you carried a meal that was already cooked and only had to be heated. But this could not always be done, especially if you were on an outpost job, or a work train for a week at a time, and a week meant six or seven days. You had to cook some meals.

Cooking with the old coal stoves was easy in the winter time. If the caboose got too hot, you just opened the door. But in the summer, it was a real problem. The smallest fire would heat up the caboose and make it hot and uncomfortable to work and live in.

To get around the problem of too much heat from the stove in the summer, some men brought along small naphtha stoves. The best idea was a small grate that fit in the top of the stove. The grate would hold a handful of charcoal or wood chips, enough to cook a steak or bacon and eggs and not create a lot of heat.

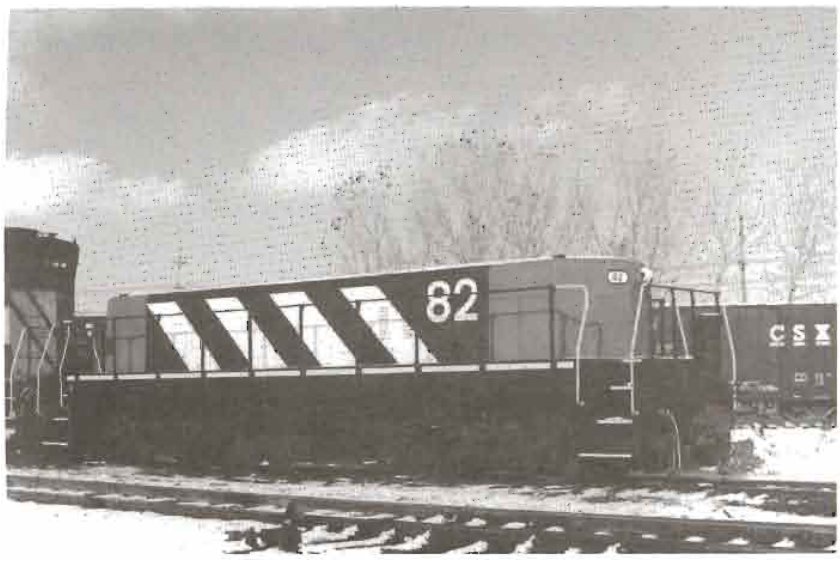
Canadian National caboose 76058 is an example of hundreds of wood cabooses assigned to a conductor. No. 76058, which serves today as a travel infocentre in Kamloops, British Columbia, was rebuilt in 1900 from Intercolonial/ Canadian Government Railways box car 8778. Photographer unknown.

With the advent of the pool cabooses and crews being put up in modern bunk rooms and hotels, with each person having their own room, the sleeping and eating conditions may have improved but much of the camaraderie has been lost. Crews tell me that there are some trips when they never see the other members of the crew from the time they book off duty, at the away from home terminal, until they report for duty for the return trip.
Perhaps, there was something to be said for the old wooden caboose. Φ

Canadian National Dash 9-44CWL 2525, the third of 80 being delivered by General Electric by spring 1998, pauses at Illinois Central's Woodcrest Shops near Chicago, Illinois, on November 16, 1997. (Photo by Ken Lanovich)

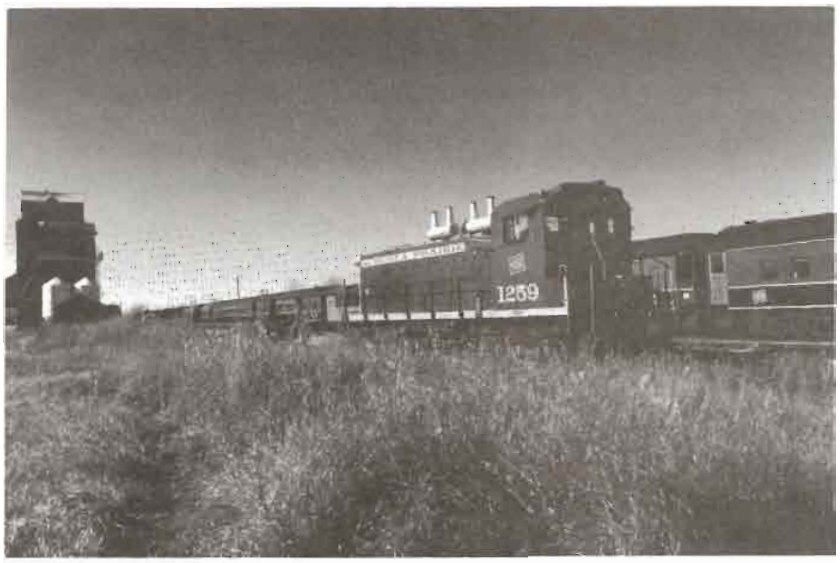
Photo Corner

Brand new Canadian Pacific AC4400CWs 9606 and 9607 await attention at Toronto yard on November 6, 1997, before heading west. The units are part of an order for 101 to be delivered by January 1998; an additional 80 will follow in late-1998. (Photo by Bruce Chapman).



Former Houston Belt & Terminal slug No. 82 (built from Houston Belt & Terminal SW9 No. 28) is shown at Bedford Park, Illinois, on November 16, 1997. No. 82 was enroute from National Railway Equipment to Neptune Bulk Terminals in North Vancouver, BC, where it will be mated with former Norfolk Southern SW1500 2341. (Photo by Ken Lanovich)

Ontario Southland S-13 502 sits outside the former Michigan Central shops in St. Thomas, Ontario, on September 14, 1997. No. 502, built in 1959 as Pacific Great Eastern 1002, was recently repainted in a Toronto Hamilton & Buffalo-inspired livery. (Photo by Pierre Ozorák)



Alberta Prairie SW1200RS 1259 (nee CN 1259) lays over at Stettler, Alberta, on October 7, 1995. The 1259, along with Alberta Prairie 2-8-0 No. 41, power excursions and dinner trains over Central Western Railway's former CN Stettler Subdivision. The line between Big Valley and Morrin has been abandoned; the retention of the line between Stettler and Big Valley is dependent upon Alberta Prairie purchasing it. (Photo by Jeff Geldner)

Majestic former CPR Northern 3101 rests so quietly at Ipsco Inc. Park in Regina, Saskatchewan, in July 1997, her home since 1965. No. 3101 and sister 3100, CP's only 4-8-4s (Northerns), ran the overnight pool service (Trains 21 and 22) between Montreal and Toronto from 1928 to 1954. They finished their careers on the prairies, converted to oil firing. Sister 3100 is displayed at the National Museum of Science and Technology in Ottawa, Ontario. (Photo by Charles Dever)

A SELECTION OF PASSENGER CONSISTS

30 October 1997 VIA #291 (Mixed) at The Pas, Manitoba	15 November 1997 AMT Test Train at Dorval, QC:	17 November 1997 VIA #16 - "Chaleur" at Gaspé, Québec	22 November 1997 VIA #1 - "Canadian" at Edmonton, Alberta	***17 August 1976*** CN/ONR #98 - "Northland" at Cochrane, Ontario
HBRY GP35 2504	VIA F40PH-2 6450 (leased)	F40PH-2 6436	F40PH-2 6444	ONR FP7A 1512
HBRY GP10 2511	Coach 1078 (nee GO 1078)	Baggage 8613	F40PH-2 6443	ONR Baggage 411
HBRY GP35 2503	Coach 1076 (nee GO 1076)	Slpr. "Chateau Iberville"	Baggage 8616	ONR Baggage 410
16 freight cars	Coach 1098 (nee GO 1098)	Slpr. "Chateau Marquette"	Coach 8123	CN Sleeper "Green Gables"
VIA Baggage 9631	Coach 1091 (nee GO 1091)	Diner "Emerald"	Coach 8105	ONR Coach 812
VIA Coach 3248	Coach 1084 (nee GO 1084)	Coach 8134	Skyline 8507	ONR Coach 806
	Coach 1079 (nee GO 1079)		Diner "Fairholme"	CN Snack-Coach 4885
	Coach 1088 (nee GO 1088)		Sleeper 'Lorne Manor"	
	AMT GP9u 1311		Sleeper 'Macdonald Manor'	
			Sleeper 'Elgin Manor"	
			Dome-Obs. "Banff Park"	

(Thanks to Bruce Chapman, Harm Landsman, David Maiers, David Osborne, Mike Swick and Michel Tremblay)

A SAMPLE OF DIESEL LASHUPS

Nov 9 - NS 304 at Erie, PA: NS SD40-2 6146, NS GP50 7035 and CN Dash 9-44CWL 2526.
Nov 9 - CN at Dorval, QC: GP40-2L(W) 9570, CR SD50 6752, GP40-2(W) 9676, SD40-2(W) 5260, LMSX C40-8W 730, CR SD45-2 6665, CR SD40-2 6426 and CR SD45-2 6654.
Nov 11 - CN 565 at Drumheller, AB: SD40-2(W)s 5296, 5265 and 5287.
Nov 15 - CP 356 at Tappen, BC: SD40-2s 5573, 6074 and 5968, and AC4400CWs 9583, 9604, 9507 and 9573.
Nov 15 - CN at Moncton, NB: CN SD40u 6027 and ONT SD40-2 1737.
Nov 16 - CN 204 at Ottawa, ON: GP40-2L(W) 9508, SD75I 5728, SD40-2(W) 5316, SD40u 6019, GP40-2L(W) 9540, SD40-2(W) 5256 and SD40 5147. (detoured train due to derailment at Beaverton, ON - Bala Sub.)

Nov 16 - CN 564 at Niagara Falls, ON: GP9RMs 7041 and 4132, SD40 5224, SD50F 5413 and Dash 9-44CWLs 2528, 2523, 2524, 2529, 2530 and 2527.
Nov 16 - CN 203 at Paris, ON (detoured train): GP40-2L(W) 9445, LMSX C40-8W 716 and CR SD40-2 6441.
Nov 17 - BCOL PJ/JP at Fort St. John, BC: Dash 8-40CM 4626, B36-7 7484 and Dash 8-40CM 4616.
Nov 18 - CBNS 305 at River Denys, NS: C-630s 2039, 2028 and 2032, and GP38-3s 3806, 3801 and 3800 (the GP38-3s being transferred to the Indiana & Ohio Railway)
Nov 19 - CN at Montreal, QC: SD40-2(W) 5358, LMSX C40-8W 726, SD40u 6026, M-636 2338, HR616 2114, and GP9RMs 7070 and 4119 ('stored' 2338 and retired 2114 enroute to AMF for evaluation/repairs)
Nov 22 - CP 991 at Port Coquitlam, BC: SD40-2s 6049 and 5918, SD40M-2 5495, with MPEX MK5000C 9902, MKCX SD45 9502 and MKCX F45s 5527, 5529 and 5525 (the five MK units destined to lease by BC Rail).

Nov 22 - CN 799 at Roberts Bank, BC: GCFX SD40-3s 6031 and 6032, and CN SD75I 5666.
Nov 23 - CN 447 at Edmonton, AB: SD60F 5557, SD75I 5694 and SD40-2(W) 5328.
Nov 23 - CN 195 at Edmonton, AB: Dash 9-44CWL 2527 and SD40-2 5395.
Nov 24 - CP 824 at Roberts Bank, BC: AC4400CWs 9608 and 9600, with AC4400CWs 9599 and 9613 operated remotely.
Nov 26 - CN 441 at Ottawa, ON: GP40-2(W) 9655 and HR616 2115.
Nov 26 - CN 350 at Melville, SK: Dash 9-44CWLs 2531 and 2532 and Dash 8-40CM 2441.

Nov 26 - CN 367 at Montreal, QC: GP40-2(W) 9636, SD40s 5108 and 5246, CR SD40-2 6461, SD40 5077, CR SD45-2 6657 and General Chemicals SW1200RS B-15 (nee CN 1318).
Nov 27 - STLH transfer to Vaughan, ON: C-424 4230, RS-18u 1812, C-424 4238 and RS-18u 1865.
Nov 28 - CP 403 at Toronto, ON: SD40-2 5836 and AC4400CWs 9630 and 9631.
Nov 28 - STLH at Bedell, ON: SD40 5546, SD40-2 5424, HLCX SD40-2 6201 and SD40-2 5618.
Nov 29 - STLH 514 at Windsor, ON: HATX GP40 518, NS SD40 1610, STLH SD40-2 5615, CP SD40-2 5426 and IMRL SD45 365.
Dec 1 - STLH at Smiths Falls, ON: SD40-2 5819, HLCX SD40 5035 and HATX GP40 420.

Dec 1 - CN 402 at Clover Bar, AB: SD40u 6000, SD40 5147 and GMD1m 1147.
Dec 2 - RaiLink-Lakeland Waterways at Boyle, AB: TOR GP9E 4204, NREX GP10 7718, NREX GP8 408 and CWRL GP7u 4302.
Dec 3 - CP detoured train at Edmonton, AB: SD40-2F 9011 and SD40-2s 6005 and 5714.
Dec 6 - CN 424 at Clover Bar, AB: GP40-2L(W) 9509, SD40 5132 and GMD1u's 1409 and 1405.
Dec 6 - BNSF SWECBC1 (CP detoured train) at Sweet Grass, Montana: BN GP39-2 2734, CP SD40-2s 5877 and 5718, and SD40-2Fs 9024 and 9012.
Dec 7 - CN 444 at Brettville Junction, AB: GP38-2(W) 4789, GP38-2s 4718, 4705 and 4719, and Canadian Railserv GMD1m 1118 (ex-CN) enroute to Central Western Railway.

Dec 8 - NS 310 at Erie, PA: NS GP60 7143, C39-8 8616, CP GP9u 8234, CP Control Cab 1104, CN Dash 9-44CWLs 2549 and 2548, and CP AC4400CWs 9638, 9634, 9637, 9635 and 9636 (last 7 units being delivered from General Electric).
Dec 10 - BNSF (CP detoured train) at Seattle, WA: BN GP39E 2753, CP SD40-2 5989, HATX GP40-2 503 and CP SD40-2 5828.
Dec 14 - QGRY at Montreal, QC: QGRY C-424 4222 (lettered CP Rail), Buffalo & Pittsburgh GP9 886, Genesee & Wyoming GP38 51 and CP RS-18 1855.

Legend: BCOL = British Columbia Railway; BN = Burlington Northern; BNSF = Burlington Northern & Santa Fe Railway; CBNS = Cape Breton & Central Nova Scotia Railway; CN = Canadian National; CP = Canadian Pacific Railway; CR = Conrail; CWRL = Central Western Railway; EMDX, GATX, GCSX and LLPX = Locomotive Leasing Partners; GCFX = GEC Alsthom; HATX, HLCX and MKCX = Helm Leasing; HCRY = Huron Central Railway; IMRL = Indiana & Missouri Rail Link; LMSX = Locomotive Management Systems; MKCX and MPEX = MK Rail (leased units); NREX = National Railway Equipment; NS = Norfolk Southern; ONT = Ontario Northland; SP = Southern Pacific; STLH = St. Lawrence & Hudson Railway; TOR = Trans Ontario Railway.

(Thanks to Steve Adamson, Rich Bartela, Terry Bilson, Martin Boston, James Brock, Duane Cooke, Brian Ellis, Ray Farand, Ken Garber, Marc Giard, John Godrey, Bob Heathron, Harm Landsman, Bryce Lee, Ed Motis, Luc Nowlan, Randy O'Brien, Dean Ogle, Marty Phillips, John Read, Carrie Sherwood, Adrian Telizyn, Edwin Van Pelt and Barry Williams)

Along the Right of Way

SOME DISCREPANCIES: The article in the October 1997 **Branchline** concerning the spur from CP Rail's Mactier Subdivision at Ypres (mile 52.8) contains some discrepancies.

This spur to Base Borden also contained a wye at the junction with the Mactier Sub. (Ypres siding). A few years back the north leg of the wye was removed, along with the rails from Base Borden to the switch into Ontario Hydro's transformer station. It then became a spur into this station (approximately ½ mile long). The summer of 1997 saw the removal of the south leg of the wye, however, CP relaid the north leg to maintain the spur. CP has a major contract to rebuild a trestle at mile 54.5 crossing the Nottawasaga River. CP is using the spur to store rail equipment as well as a portion of the transformer station for material stockpile. This keeps the siding at Ypres clear for rail traffic. (Craig Smith)

RAILS LIFTED: In the summer of 1997, CN pulled up all rail and ties of the former Thousand Island Railway (Gananoque Spur). The company was incorporated by the Rathbun Company and opened for traffic in 1884. The 3.1-mile line from the waterfront in Gananoque to the Grand Trunk main line at Gananoque Junction became part of CN on January 31, 1923, and continued to provide passenger service until January 1962. Freight service was provided by CN way freights, but declining traffic led to abandonment of the line in 1996. A fixture on the line for many years was Thousand Island 40-ton centre cab diesel-electric 500 which is displayed in downtown Gananoque. (**Kingston Rail**, Nov/Dec 1997)

CENTRAL WESTERN RAILWAY UPDATE: RaiLink-Central Western Railway is building a single stall enginehouse at Morrin (Mile 100.4). A large new elevator is located at Starland (Mile 102.0). RaiLink will leave a unit at Morrin to serve Starland and CN interchange. The Stettler Subdivision is abandoned from Mile 73 (just south of Big Valley) south to Morrin and rails will be lifted. The tracks will remain in place between Big Valley north to Stettler (approximately 19 miles) if Alberta Prairie Rail Excursions can raise money to purchase the line and get a tax exemption from Province of Alberta. (Phil Mason via Dean Ogle).

AFTER 15 YEARS, WP&Y TRAIN ARRIVES IN WHITEHORSE: On October 10, 1997, a White Pass & Yukon Route inspection train consisting of GE 'Shovel Nose' No. 95, two passenger cars and caboose 901 arrived in downtown Whitehorse, Yukon Territory, 15 years after the railway was shut down when the Faro lead-zinc mine began a four-year shutdown. WP&Y trains had hauled concentrates from Whitehorse to Skagway where they were loaded onto ships. When the mines operate, trucks cover the entire Faro-Skagway route.

In 1988, passenger service was resumed between Skagway, and White Pass Alaska, with some runs operating to Fraser, British Columbia. Later, some trains operated through to Bennett, B.C. Earlier in 1997, the line was reopened into Carcross, Yukon Territory.

Considerable track work was carried out on the northern end of the line into Whitehorse to allow the WP&Y an easier way to remove an old oil pipeline. The company has no immediate plans to begin operating trains into Whitehorse, however, there are tentative plans for a celebration in the year 2000 that would mark the railway's 100th anniversary, the centennial of Skagway, and the 50th anniversary of the incorporation of the City of Whitehorse. (**The Whitehorse Star**, 09/10/97, and **Yukon News**, 15/10/97, thanks to Trevor Heavens)

MONTREAL'S WINDSOR STATION RENOVATION: On November 25, St. Lawrence & Hudson Railway (StL&H) inaugurated Windsor Station's concourse, marking the completion of an important program to restore and renovate this more than 100-year-old building.

A StL&H press release marking the official opening noted that the $13 million investment to restore the station's public areas "was part of a vast joint real estate project involving Molson Companies Limited and Canadian Pacific in the construction of the Molson Centre."

In accordance with Windsor Station's designation under the Heritage Railway Station Protection Legislation, design and implementation of the restoration work were authorized and conducted in close co-operation with the Canadian Historic Sites and Monuments Board.

McGill University architecture professor, Peter Sijpkes, says that "the city has gained a hockey arena at the expense of seeing an architectural landmark dismembered and diminished." Noting that he has been against the CPR-Molson scheme from the beginning, he remarks that although the new hockey arena next to the station might be a "cash cow" for Molson, it meant tearing up the tracks that accounted for the station's vocation. He adds that the renovation of the station was not "an act of generosity on the part of the promoters, but a mandatory part of the Molson-CPR deal, as set out in a 1993 order in council in accordance with Section 8 of the Heritage Railway Act." (**Montreal Gazette**, 26/11/97 and 29/11/97)

KETTLE VALLEY RIDERSHIP FOR 1997 EXCEEDS EXPECTATIONS: 1997 ridership for the Kettle Valley Railway is ahead of provincial expectations for Okanagan tourist rail operation but down from the expectations of the Kettle Valley Railway Society. The last run of the Shay-powered operation took place on October 13, 1997 and the winter will be spent planning improvements for 1998. In the cards are extending the line over the Trout Creek Canyon trestle in Summerland, BC, as well as finding a back-up diesel locomotive for Shay Locomotive No. 3 (Lima, 1924) which was plagued with a number of breakdowns. Other priorities including the construction of a proper station in Summerland and improvements to the overall ambience of the railway. Said executive director Joe Cardoso, "We're going to try to improve the visitor experience for 1998 - in terms of recapturing the past." (**Okanagan, The Daily Courier**, 14/10/97, thanks to Harold Lake)

SPERRY CARS IN CANADA: On October 26, 1997, six Sperry Rail Cars were testing in Canada:

119 (built 1934) at Guelph Junction, ON (StL&H)
127 (built 1926) at Port Coquitlam, BC (CPR)
131 (built 1941) at Cantuar, SK (CPR)
132 (built 1942) at Lloydminster, SK (CPR)
144 (built 1975) at Courtenay, BC (E&N)
148 (built 1985) at Mattawa, ON (OVL)

(Mark Gustafson)

MONUMENT UNVEILED: In early-November, a monument was ceremonially unveiled at the Bayshore Trail at the foot of Fraser Avenue in Belleville, Ontario. A plaque on the monument says, in part: "Dedicated to all Belleville area railroaders and their families" and in recognition of their "dedication and support of the community". Also on the monument is an engraving of a lineup of various types of locomotives.

The monument is a replacement for former CN 2-8-0 2534 in

Zwicks Park. No. 2534 has been sold to the new owner of the former GTR station in Brighton, Ontario, and should be moved shortly. (**The Intelligencer**, 08/11/97, thanks to Brian West)

150 YEARS AGO: On November 19, 1847, the Montreal and Lachine Railroad, the first steam railway in the City of Montreal, began operation.

Canada's first steam railway, the Champlain & St. Lawrence, began operation from Laprairie, across the St. Lawrence river from Montreal, to St. Johns (now St-Jean-sur-Richelieu) in 1836, but the Montreal & Lachine (M&L) was the first railway on the island of Montreal. These two companies were merged in 1857, as the Montreal & Champlain (M&C).

Meanwhile, a much larger railway was coming into being. The Grand Trunk Railway (GTR) began running trains in Montreal in 1854, and lines to Toronto were completed in 1856, and to Portland, Maine, in 1859. The GTR's Montreal station was located in Point St. Charles, not convenient to downtown. To gain access to Bonaventure Station, the GTR leased the M&C in 1863, and bought it in 1872. New buildings were built on the site, but Bonaventure Station served as one of Montreal's principal stations for nearly 96 years, for the M&L, M&C, GTR, and, after 1923, Canadian National. It was replaced as the main CNR station in Montreal when Central Station opened on July 14, 1943. Bonaventure continued in limited use for commuter trains until it was damaged by fire on August 22, 1948, more than 100 years after the first train ran from this site. It was replaced by a freight and express terminal which was in use until 1978. (Tom Box, with some of the information from an article by Michael Leduc in the March 1997 **Rail & Transit**, and from **Montreal Island Railway Stations -- CN & Constituent Companies**, by Michael Leduc)

PORT OF HALIFAX PLANS DREDGING AT HALTERM CONTAINER TERMINAL: The Halifax Port Corp. plans to dig a little deeper at one of its south-end piers to make it more accessible to larger containerships. The port will spend $2.5 million to dredge at Pier B, at the Halterm Terminal. The terminal is served by Canadian National. (**Canadian Sailings**, 03/11/97)

RAZED: ■ The last five stalls of CN's roundhouse at Belleville, Ontario, were demolished in October 1997. The remaining section was all that remained of a 42-stall roundhouse with a large workshop with two tracks used for heavy repair. In spite of the demolition, the turntable remains in place. (**Kingston Rail**, Nov/Dec 1997); ■ St. Lawrence & Hudson Railway's freight shed at Smiths Falls, Ontario, was demolished in November (Bob Heathorn); ■ CN's station at Midland, Ontario, built in 1949, was torn down in early-November. The last regular passenger train called there in the fall of 1958 (Eric May and John Thompson); ■the former CN station in Collingwood, Ontario, which housed the community's museum, has been torn down (Robert Hughes); ■CPR's station at Ignace, Ontario, in spite of being designated a "Heritage Railway Station", has been razed (Gary Hersemeyer); ■ CN's roundhouse in Stratford, Ontario, was demolished in December (Dave Hooton); ■ ONR's station at Haileybury, Ontario, which was sold to the town for conversion to a museum, an idea that fell through with the station being sold back to ONR, has been demolished (Gary Hersemeyer).

LIFTED: That portion of CN's Newmarket Subdivision between Barrie (mile 63) and Casino Rama (mile 91.25) was abandoned in 1996. Rails were lifted north from Barrie to Orillia station (mile 86.3) while negotiations were underway to retain the line north from Orillia for a planned tourist passenger operation and to provide freight service to businesses in Orillia. The rails have now been lifted from Orillia, across the narrows at the base of Lake Couchiching, to just south of Casino Rama. (Eric May)

NEW OIL TRAIN: On December 3, a new unit oil train departed the Port of Albany, New York, destined for Ontario Hydro's oil-fired generating plant at Bath, Ontario. The unit oil train operates approximately twice a week via StL&H's Delaware & Hudson Railway to Montreal and then over CN to Bath.

INSPECTION TRAIN: A Conrail inspection train operated from Syracuse, New York, into Montreal via Massena, Huntingdon, Cecile, Chateauguay and Adirondack Jct. on December 2, and return on December 3. Operations between Cecile and Adirondack Jct. have been minimal in recent years. The 8-car train was powered by E8As 4020 and 4021. (John Godfrey)

CROSSING COLLISION CAUSES DERAILMENT: On December 12, CN train 569, powered by GP9RMs 4126 and 7037, collided with a flatbed truck carrying steel beams at a crossing in Port Robinson, Ontario (mile 24, Stamford Sub.). Both units derailed and rolled on their sides, putting three CN employees in hospital, one with serious injuries. The truck driver was unhurt. The driver of a car that was hit by flying steel beams also escaped injury.

The two units and five freight cars were cut up on site. The accident resulted in detours across the Suspension Bridge at Niagara Falls, Ontario, onto Conrail's Niagara branch to access Buffalo, New York. (Ken Jones) Φ

Book Review

THE PIG THAT FLEW by Harry Bruce. Published by Douglas and McIntyre, Vancouver and Toronto, 1997

This is a "trade" book and is widely available in the bookstores. It is ostensibly the story of the privatization of the Canadian National Railways. Somehow it didn't satisfy me as a piece of railway history. I got the feeling that it was produced for the stock market crowd rather than for historians or railbuffs, and that the PR department of the privatized CN was behind it.

The book clearly belongs to the "great man" field of history, wherein "an event" is attributed to the foresight, drive and influence of a single person (in this case Paul Tellier - with his sidekick Michael Sabia). It is also of interest that one of the other major proponents of privatization, Doug Young, was subsequently privatized by his own constituents! The book is, I think, premature as the full effects of the change in ownership have yet to be fully felt. The story is mildly interesting but the attempt to introduce "conflict" into it by presenting the CPR as the villain in the piece doesn't really convince me. While reading this book it doesn't hurt to remember that CN wasn't created as a matter of a government policy to build and own the railways as infrastructure but because private enterprise had failed badly and the bankrupt roads that resulted couldn't be allowed to disappear because there was no other reliable high-capacity year-round alternative form of transportation.

The price is $29.95, but if I were you I'd follow a different strategy by 1./ borrowing it from a library, 2./ waiting until it turns up on the remainders table of the bookstores, or better yet in yet in second hand-book stores. I should have! [Reviewed by David Knowles]

The Motive Power and Equipment Scene

Our thanks to Martin Boston, Al Broadfoot, James Brock, John Burbridge, Bruce Chapman, Ray Corley, John Cowan, Paul Crozier Smith, Doug Cummings, John Godfrey, Ross Harrison, Roman Hawryluk, Roland Legault, John Read, Wayne Regaudie and **The Marker**.

NEW ARRIVALS: (dd/mm = date added to roster;
* = painted at AMF Transport)

- CN Dash 9-44CWL 2523-2524 (14/11 - corrected date); 2527-2530 (14/11); 2531-2532 (16/11); 2533 (17/11); 2535 (17/11); 2536-2543 (26/11); 2544 (28/11); 2545 (3/12); 2548-2551 (07/12); 2552-2558 (14/12); 2563-2564 (14/12). *[NOTE: 2534, 2546, 2547, 2559-2562 and 2565-2602 to follow]*
- CN SD75I 5759* (12/11); 5761* (14/11); 5762* (15/11); 5763-5764* (12/12). *[NOTE: 5765 to follow]*

RETIRED: (dd/mm = date removed from roster)

- CN GMD1 1901 (08/12);
- CN M-420(W) 3500 (25/11); 3501 (25/11); 3504 (11/12); 3515 (25/11); 3518 (25/11); 3563 (25/11); and HR412(W) 3580 (25/11) - all to Canac to be leased for service on Matapedia Valley Railway and New Brunswick East Coast Railway;
- CN SD40 5082 (08/12); 5086 (20/11); 5110 (14/11); 5112 (25/11); 5127 (25/11); 5137 (08/12); 5138 (08/12); 5167 (17/11); 5168 (08/12); 5169 (10/12); 5181 (08/12); 5197 (17/11); 5199 (25/11); 5204 (20/11); 5237 (17/11) - to be overhauled and upgraded by AMF as GEC Alsthom SD40-3 units.

TRANSFERRED:

- From Saskatoon to Edmonton: GP9 Slug 237;
- From Saskatoon to Winnipeg: S-3 Slug 267 and GP9RM 7220;
- From Winnipeg to Saskatoon: GMD1u 1600-1605;
- From Winnipeg to Vancouver: SD40 5065, 5180 and 5207;
- From Vancouver to Winnipeg: SD40 5230, 5231 and 5237 (the latter then retired);
- From Toronto to Winnipeg: SW1200RS 1357 and GP9RM 7054;
- From Toronto to Edmonton: GP9RM 7024 and 7030.

LEASED OUT:

- CN GMD1u 1401 and 1408, GP38-2 4703, 4704 and 4711, and SD40 5164 and 5180 leased to Carlton Trail Railway;
- CN M-420(W) 3539 and 3567 leased to RailLink Southern Ontario (former CN Hagersville Subdivision);
- CN M-420(W) 3542, 3545 and 3554 leased to Chemin de fer Baie des Chaleurs.

STORED SERVICEABLE (MAINLY WINTER RESERVE):

- At Vancouver: GP40-2L(W) 9440, 9603;
- At Prince George: SD40 5001, 5105; SD50F 5422, 5436; SD60F 5504, 5560;
- At Edmonton: GMD1m 1120; GP38-2(W) 4762, 4772, 4779; SD40 5021, 5109, 5165, 5215; SD40-2 5390, 5393, 5394;
- At Saskatoon: GMD1u 1604, 1605;
- At Winnipeg: GMD1m 1106, 1115; GMD1u 1606-1608, 1610-1612; M-420(W) 3510, 3530, 3540, 3541, 3575; SD40 5102; GP40-2L(W) 9405, 9410, 9430, 9453, 9504, 9541, 9564, 9605.
- At Toronto: HR616 2103, 2106, 2107, 2112, 2113; M-420(W) 3502, 3509, 3514, 3517, 3544, 3549, 3555, 3560, 3569, 3574; HR412(W) 3583, 3585, 3588; SD40 5015, 5016, 5085; GTW GP38 6204; GP40-2L(W) 9434; GP40-2(W) 9665.
- At Montreal: M-420(W) 3508, 3516, 3522, 3533, 3548, 3550, 3553, 3556;
- At Moncton: M-420(W) 3559.

STORED UNSERVICEABLE: (* = added since last issue)

- CN M-636 2338; Dash 8-40CM 2415, 2437; M-420(W) 3538*, 3546 and 3558* (the three M-420s to be leased to Quebec Railway Corp.);
- GTW GP9 4137, 4138 and 4434; GP18 4706.

LEASED UNIT CHANGES SINCE LAST ISSUE:

Added:

- Conrail (CR) SD40-2 6429, 6433, 6434, 6435, 6439, 6440, 6443, 6448, 6452, 6453, 6459, 6461, 6470;
- Conrail (CR) SD45-2 6657, 6658, 6661, 6662, 6666;
- GEC Alsthom (GCFX) SD40-3 6035, 6038-6049;
- Locomotive Management Systems (LMSX) C40-8W 715, 716, 718-720, 726-729, 731, 732, 734, 735, 737, 738.

Off lease:

- WC SD45 6502, 6603, 6611, 7496, 7554 (correction - units were on horsepower hour payment rather than leased).

114 UNITS LEASED:

20 from GEC Alsthom:

- GCFX SD40-3 6030-6034 *(nee CN 5200, 5176, 5173, 5120, 5202);*
- GCFX SD40-3 6035-6039 *(nee CN 5156, 5115, 5122, 5198, 5177);*
- GCFX SD40-3 6040-6044 *(nee CN 5153, 5125, 5189, 5135, 5143);*
- GCFX SD40-3 6045-6049 *(nee CN 5212, 5194, 5219, 5206, 5098).*

39 from Conrail:

- CR SD40-2 6425, 6426, 6429, 6430, 6433-6435, 6438-6441, 6443, 6444, 6448, 6450, 6452, 6453, 6459, 6461, 6466, 6470, 6479, 6482, 6484, 6492, 6499, 6513;
- CR SD45-2 6654-6659, 6661-6666 *(nee EL 3669-3674, 3676-3681).*

12 from Helm Leasing:

- HATX GP40 425 *(ex-CSX 6620; nee CS/B&O 4045);*
- HATX GP40 426 *(ex-CSX 6537; nee CS/B&O 3761);*
- HATX GP40 427 *(ex-CSX 6761; exx-SBD 6761; nee SCL 1607);*
- HATX GP40 428 *(ex-CSX 6754; exx-SBD 6754; nee SCL 1599);*
- HATX GP40 429 *(ex-CSX 9721; exx-CSX 6625; nee CS/B&O 4050);*
- HLCX GP40-2(W) 4290 *(nee CN 9640);*
- HLCX SD40 5001-5006 *(nee Detroit Edison 001, 002, 005, 013, 015, 016)* - assigned to GTW.

7 from Locomotive Leasing Partners:

- EMDX GP40 182, 187, 190, 193 *(nee MKT 182, 187, 190, 193);*
- EMDX GP40 195 *(ex-SOO 2001; exx-MILW 2001; nee MILW 181);*
- EMDX GP40 196 *(ex-SOO 2004; exx-MILW 2004; nee MILW 184);*
- EMDX GP40 197 *(ex-SOO 2019; exx-MILW 2019:2; nee MILW 193).*

20 from Locomotive Management Systems:

- LMSX C40-8W 715-721, 724, 726-735, 737, 738.

16 from National Railway Equipment:

- NREX SD40 869, 870, 872, 878, 882, 886, 889, 892 *(nee C&NW same numbers);*
- NREX C30-7 5509 *(nee BN 5509);*
- NREX C30-7 8147 *(nee ATSF 8147);*
- NREX SF30C 9525 *(ex-ATSF 9525; nee ATSF U36C 8711);*
- NREX SF30C 9531 *(ex-ATSF 9531; nee ATSF U36C 8731);*
- NREX SF30C 9538 *(ex-ATSF 9538; nee ATSF U36C 8769);*
- NREX SF30C 9541 *(ex-ATSF 9541; nee ATSF U36C 8797);*
- NREX SF30C 9553 *(ex-ATSF 9553; nee ATSF U36C 8784);*
- NREX SF30C 9561 *(ex-ATSF 9561; nee ATSF U36C 8798).*

SOLD: Auxiliary Diner 59340, last utilized on the Senneterre (Quebec) auxiliary, has been sold to Royal Gorge Industries in Denver, Colorado, for service on a proposed passenger service through Colorado's Royal Gorge. The 59340 was built by Canadian Car & Foundry in 1939 as 8 section/1 double bedroom buffet sleeping car 1003 - "White Court" and was put into auxiliary service in 1973.

CANADIAN PACIFIC RAILWAY

AC4400CW ARRIVALS FROM GE: (dd/mm = date added to roster)

- CP 9585 (30/11); 9605-9606 (06/11- date correction); 9610-9613 (06/11 - date correction); 9619-9620 (21/11); 9622-9625 (21/11); 9626 (27/11); 9627 (21/11); 9628-9631 (27/11); 9632 (30/11); 9634-9638 (09/12); 9639-9644 (12/12). *NOTE: 9633 and 9645-9683 to follow.*

SOLD: C-424 4211, 4227 and 4233 were sold to the Apache Railway in Snowflake, Arizona, on December 2, via Helm Financial.

NEW IDENTITY:

- SOO SD40-2 760 was relettered CP 760 on November 16;
- CP GP9u 8244 was relettered STLH 8244 on November 22.

LEADERS:

- After several years of operation as Locotrol-equipped "B" units, SD40-2 5713, 5714, 5764, 6068, 6071, 6072, 6077, 6079 have received cab upgrades and returned to leader status with Locotrol retained;
- GP9u 1547 and 1688, GP7u 1687, and SD40-2 6028 have received leader equipment.

STORED UNSERVICEABLE (* = added since last issue):

- **CP:** SW9u 1200 [STLH]; RS-18u 1809, 1817 [STLH], 1826 [STLH], 1864 (STLH); C-424 4205 [STLH], 4229 [STLH], 4234 [STLH] and 4239 [STLH]; GP38-2 4407* [SOO]; GP40 4607 [SOO], 4611 [SOO] and 4623 [SOO]; GP30 5000 and 5001; GP35 5004, 5006, 5007, 5008, 5016*, 5019 and 5020*; SD40-2 5685 (accident at Savona, BC, on 20/08/95); SW1200RS 8100 and 8123 [STLH]; CP GP9u 8236* (STLH); GP9 8275 [SOO].
- **SOO:** GP7 377 and 382; GP9 411; SW1200-Slug 1209; SW1200 1222; GP40 2010 and 2059; GP9 2411; GP15C 4101, 4103, 4104 and 4105; GP30C 4300; GP40 4600.

LEASED OUT:

- CP SW1200RSu 1243 and RS-18u's 1838 and 1839 to Huron Central Railway;
- CP [STLH] SW1200RSu 1247 and CP [STLH] SW1200RS 8132 to Inco Metals at Copper Cliff, ON.

LEASED UNITS CHANGES SINCE LAST ISSUE:

Added:

- Helm Leasing (HLCX) GP40-2 4302.

Removed:

- Helm Leasing (HATX) GP40 414, 416 and 419 (returned to CDAC);
- Helm Leasing (MKCX) GP40 4301 (returned to CDAC);
- Helm Leasing (HLCX) GP40-2 4407 (for repairs).

(At press time, 185 units were leased - details of most appeared in the November issue with updates in the December issue)

GEC ALSTHOM

AMF TRANSPORT

RELEASED:

- CN SD75I 5759 and 5761-5764, new from General Motors, after painting;
- CN HBU-4 509, GP9RM 7274 and GP38-2 7507 after collision repairs;
- CN HR616 2107 after receiving parts from retired sister 2117;
- CN M-420(W) 3538, 3558 and 3563 from repairs;
- EMDX GP40 182 from repairs;
- GEC Alsthom SD40-3 6035, 6038-6049 - upgraded from former CN SD40 5156, 5198, 5177, 5153, 5125, 5189, 5135, 5143, 5212, 5194, 5219, 5206 and 5098 respectively (leased to CN);
- Massachusetts Bay Transit Authority GP40LH-2 1121 and 1122, converted from CN GP40-2L(W) 9511 and 9512, released for final assembly at GEC Alsthom Transportation (formerly Amerail) in Hornell, NY. Their completion reflects the completion of the 25-unit project;
- MBTA GP40LH-2 1131 from various repairs;
- Former GO Transit single-level cab coach 102, and single-level coach 1082 after various repairs for Agence Métropolitaine de Transport (Montreal) - last of 19 cars in contract;
- GO Transit bi-level coaches 2045, 2070 and 2073 from refurbishing.

WORK IN PROGRESS:

- CN SD75I 5765, new from General Motors, for painting;
- CN HR616 2118 and M-420(W) 3518 (retired) for various repairs;
- CN Dash 8-40CM 2415 and 2437 (wreck repairs);
- Former CN SD40 5082, 5086, 5110, 5112, 5127, 5137, 5138, 5146, 5148, 5158, 5167-5170, 5181, 5190, 5192, 5193, 5195, 5197, 5199, 5204, 5211, 5216, 5231 and 5236-5238 for overhaul and installation of a microprocessor, to be released as GEC Alsthom SD40-3 units (6030-6079 series);
- Huron Central Railway SD45E 459 (ex-HATX 917) and 461 (ex-HATX 921) for various repairs, installation of leader equipment and painting.
- Former CN GP40 9313 being converted to Roberval & Saguenay GP38-3 No. 66;
- Metallurgie Noranda Inc. SW1200RM 27 (ex-CN 7315 being repaired with the frame from retired CN SW1200RS 1326);
- VIA F40PH-2 6428 for engine changeout;
- GO Transit bi-level coaches 2040, 2042, 2044, 2046, 2048-2051, 2055 for refurbishing.

WORK PENDING:

- CN HR616 2114 (retired), 2117 (retired); M-636 2338; Dash 8-40CM 2430 for various repairs.

VIA

UNITS SWAPPED: F40PH-2 6430 and 6450, leased to Agence Métropolitaine de Transport in Montreal, were replaced by F40PH-2 6453 and 6458 in mid-December.

BCRAIL

NINE UNITS LEASED:

- GECX B23-7 2002 *(nee WP U23B 2257);*
- GECX B39-8 8002;
- MKCX F45 5525, 5527, 5529 *(nee ATSF 5950, 5958 and 5968);*
- MKCX SD45 9502 *(ex-C&NW 6490; nee BN 6490);*
- MKCX SD45 9532 *(ex-NHL 6689; exx-BN 6689; nee SLSF 942);*
- MPEX MK5000C 9902, 9903.

DONATED: Coaches "D'ARCY" and "SUNDANCE" (nee CP 2267 and 2296) and "BRITANNIA" and "RESOLUTION" (nee Reading) have been acquired by the Mt. Rainier Scenic Railroad in Elbe [Mineral], Washington. The cars have been numbered MRSR 685, 684, 321 and 322 respectively. The four cars join four former BC Rail cars (nee CP) acquired in late-1995: "BRANDYWINE FALLS", "CLINTON", "LONE BUTTE" and "SQUAMISH".

ELSEWHERE

POWER ACQUIRED: Twelve units for the startup of Quebec Railway Corporation's Matapedia Railway (from Mont-Joli, Quebec, to Tide Head, N.B.) and New Brunswick East Coast Railway (from Tide Head to Pacific Jct. [near Moncton], N.B.) have been arranged through Canac: Retired CN M-420(W)s 3500, 3501, 3504, 3515, 3518, 3563, 3571 and 3576, and HR412(W) 3580; and leased CN M-420(W)s 3538, 3546 and 3558.

OMNITRAX DOINGS: Four former Mid South GP10 units (1020:2 [nee QNSL GP9 140], 1025 [nee IC GP9 9328], 1040 [nee IC GP9 9078], and 1064 [nee IC GP9 9115]); and former SP GP9E 3372 (nee T&NO 405) were moved to the Carlton Trail Railway for the December 9 takeover of 289 miles of CN track between Warman Jct. and Prince Albert, and between Speers Jct. and Meadow Lake in Saskatchewan. In addition, seven CN units are on short-term lease (see above).

RAILINK CHANGES:

- Trans Ontario Railway GP9E 4201 and 4202 have been transferred from Ottawa Valley RaiLink to RaiLink Southern Ontario;
- Ottawa Valley RaiLink GP9 4205 is formerly Owego & Harford 151 (nee QNSL 151), not ex-SP GP9E 3372 as reported in the October issue. No. 3372 has been shipped to the Carlton Trail Railway (see above);
- Former IC GP10 8290 (nee C&O GP9 5916) has been moved to the Ottawa Valley RaiLink and renumbered Trans Ontario Railway 1752;
- Trans Ontario Railway GP9 1750 and 1751 have been shipped to Ontario Northland in North Bay for repairs;
- RaiLink - Central Western has leased Canadian Railserv GMD1m 1118 (exx-CN 1118, nee CN 1018).

GENESEE RAIL-ONE CHANGES:

- Genesee & Wyoming GP38 51 (nee Penn Central 7862) has been transferred to the Quebec Gatineau Railway;
- Former HATX SD45E 920 was forwarded to Canada Allied Diesel in Lachine, Quebec, where leader equipment was added and it was renumbered Quebec Gatineau Railway 460.

RAILTEX DOINGS:

- GP38-3 3800, 3801 and 3806 were delivered to the Cape Breton & Central Nova Scotia Railway in October intended for use on RailTex's expected acquisition of a portion of CN's former Intercolonial Railway in northern New Brunswick. RailTex's bid for the line was not successful, with the result that the three rebuilt units were reassigned to RailTex's Indiana & Ohio Railway in November.
- Indiana & Ohio GP50 3106 (nee BN 3106) was pending transfer to the Cape Breton & Central Nova Scotia Railway at press time.

SAVED: The Grand Canyon Railway in Williams, Arizona, has purchased former VIA FPA-4 6762, 6768 and 6774 and FPB-4 6871 from General Scrap & Car Shredders in Winnipeg, Manitoba. General Scrap & Car Shredders purchased the four units from VIA Rail in May 1994. The 6774 has been stripped for parts and will be cut up in Winnipeg; the 6762, 6768 and 6871 have been moved to Williams, Arizona. Plans are to return FPB-4 6871 to service by summer 1998 to work with former VIA FPA-4s 6773 and 6793. Nos. 6762 and 6768 will be worked on later.

NEW LIVERY: Burlington Northern Santa Fe SW1000 391, one of five former Burlington Northern switchers assigned to Vancouver/New Westminster, BC, has been repainted into the new BNSF livery and renumbered 3616.

ON THE INDUSTRIAL SCENE

IMPORTED: Ipsco in Regina, Saskatchewan, has acquired Cayahoga Valley SW1200 1209, built in April 1956 as Aliquippa & Southern 1209. It has been renumbered 10.

NEW HOME: General Chemical in Amherstburg, Ontario, has acquired former CN SW1200RS 1318 through Canac, renumbered B-15.

SLUG ACQUIRED, SWITCHER SOLD: Neptune Terminals in North Vancouver, BC, has acquired former Houston Belt & Terminal SW9 Slug 82 via National Railway Equipment. It will be mated with former Norfolk Southern SW1500 2341. No. 82 was rebuilt from HB&T SW9 28 in 1982. Neptune Terminal's S-6 80 (nee SP 4635) has been sold to Canadian Railserv and moved to the Alberta Railway Museum in Edmonton for rehabilitation.

NEW SWITCHER: Canada Allied Diesel in Lachine, Quebec, has placed former CP SW1200RSu 1211 into service at its facility as CAD Railway Services 1993. Other switchers at CAD are ex-CP RS-23 8024 and ex-CN S-13 8511.

ON THE PRESERVED SCENE

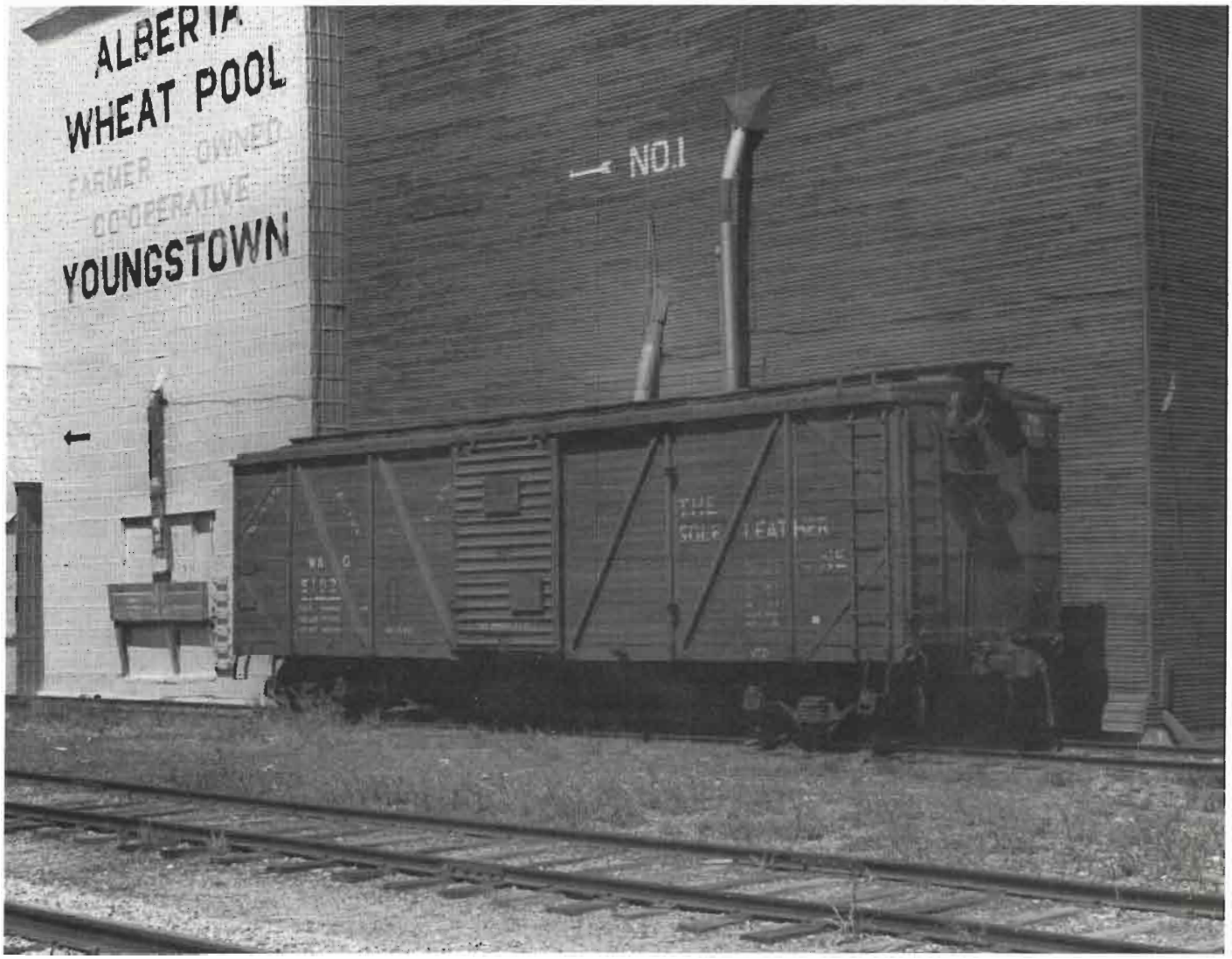
SAVED: Ontario Northland RS-10 1400, retired in 1985 and stored at North Bay, has been acquired by the Canadian Railway Museum, St-Constant, Quebec.

WOODEN CABOOSE MAKES TRIP: The Battle River Historical Society at Wainwright, Alberta, has moved its former CN wood caboose 78492 by road to the Alberta Railway Museum in Edmonton for repairs and painting, after which it will be trucked back to its home beside the Wainwright Station.

ON THE TRANSIT SCENE

MORE SUBWAY CARS DELIVERED TO TTC: As of November 5, Class T-1 subway cars 5000-5069 had been delivered by Bombardier to the Toronto Transit Commission. The Class T-1 order includes 216 cars with final deliveries scheduled for 1999.

TO THE SCRAPPER: In 1965/66, the TTC acquired 164 Class H-1 subway cars from Hawker Siddeley. With the arrival of the Class T-1 cars, 68 of the Class H-1 cars (Nos. 5336-5499) have been retired in 1997 (4 were retired in 1976 as a result of a fire). Retired since the last report (October 1997 **Branchline**) are: 5340-5341 (08/11), 5344-5345 (03/11), 5354-5355 (15/08), 5360-5361 (15/09), 5392-5393 (15/09), 5396-5397 (26/08), 5404-5405 (22/08), 5414-5415 (28/08), 5426-5427 (08/11), 5464-5465 (06/09), 5472-5473 (30/09), 5474-5475 (26/09), 5492-5493 (11/10), and 5498-5499 (23/10). While two pairs (5374-5375 and 5422-5423) have been converted to subway rail service cars, most are taking a one way trip by road from Davisville Yard north on Yonge Street to Highway 401 - the cars have been purchased by Future Enterprises of Hamilton for scrap. Φ



REMEMBER WHEN?: Wellsville, Addison & Galeton boxcar no. 5192 is at Youngstown, Alberta, in July 1972. Formed out of some Baltimore & Ohio branches along the border of Pennsylvania and New York, the Wellsville, Addison and Galeton had a fleet of wooden boxcars that could show up almost anywhere. In the summer of 1972 several were in western Canada, and WAG 5192 had found its way to the Alberta Wheat Pool elevator at Youngstown. Photo by Charles W. Bohi.

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PLEASE DO NOT BEND!