



October 1999

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Branchline

CANADA'S RAIL NEWSMAGAZINE



Roberval-Saguenay



Hog on The Hill



Dinner in the Diner

Branchline

PO Box 141, Station A, Ottawa, ON K1N 8V1

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

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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), or via Internet.

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

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

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Meetings: A regular meeting is held on the first Tuesday of each month, except July and August, in Ottawa at 19:30. Ben Levesque of the Railway Association of Canada will present a program on Operation Lifesaver on **October 5** in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa. 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. The next informal slide night will be **October 19**.

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.

Photo request: Photos for the **Canadian Trackside Guide 2000** are sought - see Page 27 for details.

Ten Years Ago in "Branchline":

- On September 9, 1988, the death knell fell on CN's Montreal/St-Hilaire commuter train. The train had shrunk to three cars.
- Former Amtrak LRC cars 40 to 49, withdrawn from service in 1982, have been refurbished by Bombardier for dedicated service on the "International" between Toronto and Chicago. Coaches 41-44 and 46-49 have been renumbered VIA 3500-3508; club cars 40 and 44 have been renumbered VIA 3511 and 3512.
- An integrated train-bus terminal at Dorval, Quebec, was opened August 29. The new facility provides a direct link between the Montreal-Rigaud suburban trains and a terminal area for seven West Island bus routes, a pedestrian walkway under Highway 20 and two parking lots for 250 vehicles.
- GO Transit took delivery of F59PH 520-535.

Archives: The Society maintains its archives at the National Museum of Science and Technology. As well, many of the Society's books have been placed in the C. Robert Craig Memorial Library located at the City of Ottawa Archives. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us at P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1.

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

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

On the Cover: *Roberval-Saguenay Super 7-23B No. 52 teams up with two GP38-3s (nee GP40s) at Alcan's plant in Jonquière, Québec, on August 3, 1999. Photo by Jeff Parker.*

Press date for this issue was September 7
Deadline for the November issue is October 4

Information Line



CN TO TRANSFER OKANAGAN AND LUMBY SUBDIVISIONS TO KELOWNA PACIFIC RAILWAY: On August 10, CN announced it had reached an agreement in principle with Kelowna Pacific Railway Ltd. for the transfer of 167 kilometres (104 miles) of rail lines in British Columbia's Okanagan Valley.

The transfer agreement includes CN's Okanagan and Lumby subdivisions, which extend from Kelowna and Lumby in south-central B.C. through Vernon to Campbell Creek, near Kamloops. The rail network transports mostly forest products, grain and industrial products for rail customers in the Okanagan. It handles an average of 12,500 carloads of freight traffic annually. The Kelowna Pacific Railway has agreed to enter into a 20 year agreement with CN relating to the lines.

Kelowna Pacific Railway is owned 35 per cent by Trillium Railway Company Ltd. of Dunnville, Ontario, and 65 per cent by KnightHawk Inc. of Toronto. Trillium, a short-line operator with corporate headquarters in Dunnville, Ontario, and administrative headquarters in Gowanda, New York, is owned by Canadian entrepreneurs and U.S. operators of short lines. KnightHawk provides domestic and Canada-U.S. contract rail and air cargo freight services for rail and courier customers. It has air cargo services out of Calgary, Ottawa and St. John's, Newfoundland, and feeds into larger air cargo companies such as Federal Express Canada Ltd. (CN and KnightHawk Releases, 10/08/99, and *The Hamilton Spectator*, 17/08/99, thanks to Johan Wigt)

SASKATCHEWAN BATTLES RAILWAY RATES: The Canadian Transportation Agency (CTA) has announced that a public hearing into the value of Saskatchewan branchlines will take place in Saskatoon commencing November 15.

At the hearing, the CTA will examine evidence and arguments relating to an application from seven municipal governments in the province of Saskatchewan requesting that the Agency's determination of the net salvage value of a rail line exclude the value of assets that have been funded pursuant to various Rehabilitation Agreements entered into during the period 1977-1990 between CN, CPR and the Government of Canada.

At issue is whether taxpayers' money spent years ago to fix up branch lines should be taken into account in setting the selling price of those lines. Local governments and the province will argue that the railways did not pay to upgrade the track, so they should not reap the financial rewards when it is sold to a short-line buyer. This case is expected to set a precedent for all Saskatchewan branch lines.

CN opposes the application, stating that the improvements made to Prairie branchlines were a form of payment to compensate for freight rates that were below cost, as the railways were not being paid "anywhere near" what it was costing to move grain at the time.

On June 22, CN asked the CTA to determine the net salvage value of its interest in its Cudworth Subdivision. The rural municipalities of Bayne, Fish Creek, Hoodoo and St. Louis, the towns of Cudworth, Wakaw, and the Village of Domremy had agreed to purchase the line at net salvage value. On July 12, those governments applied to the CTA, asking that it exclude the value of assets funded through various rehabilitation agreements when determining net salvage value. (CBK-AM, 12/08/99, *Western Producer*, 26/08/99 and CTA homepage, 26/08/99)

SUBDIVISION TRANSACTIONS: CN has advised that it has abandoned operation on the portion of its St. Leonard Spur (New Brunswick) from mile 0.75 to mile 0.94 (end of spur) effective June 22.

The following lines in southern Manitoba were transferred to

the Southern Manitoba Railway on August 22: mile 2.01 (near Morris) to mile 102.2 (Belmont) of the Miami Subdivision; and mile 0.0 (Belmont) to mile 41.0 (Elgin).



**CANADIAN
PACIFIC
RAILWAY**

CSX RESPONDS TO CPR IN DISPUTE OVER TRACKAGE RIGHTS IN NEW YORK CITY: In a response to CPR's request that the US Surface Transportation Board (STB) referee a long-running dispute over New York trackage rights, CSX flatly denied it is doing anything wrong and urged the STB to reject CPR's request for further access.

Earlier in August, CPR complained to the STB that in order to access the Harlem River Yard, located on a portion of the CSX line where CPR has trackage rights, it must first send its freight to nearby Oak Point Yard. There, CSX charges CPR to switch freight between Oak Point and Harlem River. CPR wants the right to serve Harlem River Yard directly. It also complains that CSX imposed too-severe restrictions on the type of equipment CPR could move into Harlem River Yard, allowing only double-stack equipment that CPR can't move over the line because of inadequate clearance heights. CPR also claims that CSX has denied it all access to customers at the Hunts Point Terminal in the Bronx.

CPR's arguments are supported by the state of New York and the New York City Economic Development Corp., which agree that CPR should have "unimpaired access to Harlem River Yard," owned by the state. They also support CPR's argument that it has a right to serve shippers at Hunts Point Terminal. (Rail Business, 23/08/99)



VIA RESTRUCTURING BLUEPRINT DELAYED: David Collenette, Federal Transport Minister, has delayed announcing his strategy for restructuring VIA Rail until the fall, and is drawing fire from opposition critics who say the VIA reforms are being sideswiped by departmental bickering and the airline crisis.

More than a year ago, the Liberal government promised the Commons it would come up with a long-term strategy for VIA by September 30, 1999, at the latest. On September 1, Peter Gregg, spokesman for Collenette, broadened the timeline, saying the announcement should come "in the fall."

Lee Morrison, the Reform party's transport critic, said: "Maybe their plate is full with the airlines, problems with the new port corporations and other issues, but it has had more than a year and there's no sign of action,".

Collenette recently rejected a solution proposed for VIA by a senior departmental taskforce, insiders said. Because VIA's \$170-million-a-year federal operating subsidy is insufficient, it has had to dip into capital reserves and it may face more cutbacks, they added.

In June Mr. Collenette dropped the idea of dividing up the national passenger network into three franchises and inviting the private sector to run the trains in each. He embraced "public-private partnerships" but insisted on "one seamless network based in Montreal with a national ticketing system." He promised a policy statement by September. "Finding a solution that is workable and acceptable politically is much more difficult than Mr. Collenette thought when he made his promise last year," said one well-known consultant. "Franchising is one way but subsidies would still be needed." (*National Post*, 02/09/99)

OTHER INDUSTRY NEWS

MONTREAL-SOUTH SHORE COMMUTER LINK COULD BE OPERATION BY FALL: On August 6, the Agence métropolitaine de transport (AMT) said a commuter-rail line linking Montreal and the South Shore could be in operation within weeks.

After almost a year of negotiations, the AMT has reached a deal with CN over the costs of running a five-station line between Montreal and Mont-Saint-Hilaire. A number of municipalities along the route also agreed to shoulder roughly 40 per cent of the day-to-day costs, said AMT Spokesman Bernard Theoret. If the remaining municipalities using the tracks agree to chip in, an interim train between Montreal and Saint-Bruno could immediately be up and running, Theoret said.

The Montreal-Mont-Saint-Hilaire train is slated to start running in 2001. The four stations in the South Shore would be located at Mont-Saint-Hilaire, McMasterville/Otterburn Park, Saint-Bruno and Saint-Lambert.

In early-August, the nine municipalities forming the Conseil Intermunicipal de Transport de la Vallée du Richelieu agreed to share the costs of operating the tracks and the stations in their areas. Those include Mont-Saint-Hilaire, McMasterville, Otterburn Park and Saint-Bruno. But the municipalities in the South Shore Transit Corp., which includes Saint-Lambert, have not yet agreed to contribute.

A market study commissioned last year by the transit agency showed that a train departing five times during rush hours at serving the five stations would attract about 12,500 riders daily. (The Gazette, 07/08/99)

SASKATCHEWAN BRANCHLINE SAVED: On August 12, Red Coat Road and Rail Ltd. (RCRR) held their grand opening of the 115 km shortline between Pangman and Assiniboia in south west Saskatchewan.

The RCRR group is made up of farmers, local governments and communities. It's been fighting to keep grain moving on the former CPR line. The shortline will allow local farmers to ship their grain by rail instead of hauling the crop long distances by truck.

"Saving branch lines across Saskatchewan helps us battle the devastation of rail abandonment and elevator closures caused by federal government transportation policy changes," said Judy Bradley, Minister of Highways and Transportation. "Saskatchewan Highways and Transportation has played an important role in developing the Red Coat Assiniboia shortline and we will continue to help it any way we can to ensure savings go back into farmer's pockets."

The RCRR Assiniboia Subdivision officially became operational on July 19, 1999. (M2 Presswire, 12/08/99)

U.S. GOVERNMENT CONTRIBUTES TO CANADIAN LOCOMOTIVE PROJECT: The U.S. federal government has contributed a further \$7 million to a Canadian project to develop a locomotive that could provide high-speed rail service without expensive electrification of rail lines.

The Department of Transportation (DOT) sent the funds to Montreal-based Bombardier Inc. for work on the gas turbine-powered train, which will aim for a top speed of 150 miles per hour (241 kph).

Bombardier and the DOT are sharing the development costs equally. Each party contributed \$3 million last year to commence the project. The prototype is scheduled for delivery next August for testing at the Federal Railroad Administration facility in Pueblo, Colorado. The design uses a gas turbine connected directly to a generator to deliver power to four independent motors.

The new locomotive is being built around the same chassis Bombardier is using for all-electric locomotives due to begin hauling high-speed trains between Washington, New York and Boston in 2000. (Reuters, 13/08/99)

BLAINVILLE COMMUTER TRAIN EXTENSION TO DOWNTOWN MONTREAL SLATED FOR NOVEMBER: Commuter train service from Blainville to Park Avenue Station will again be extended to

Windsor Station in downtown Montreal in November. Quebec's ministry of transport has allocated the funds necessary for upgrading the infrastructure, and the St. Lawrence & Hudson Railway (StL&H) is waiting for the material necessary to complete the upgrade. Some \$800,000 of the \$1.9 million cost for the upgrade will be paid for by the StL&H and Agence métropolitaine de transport, and \$1.1M by Transports Quebec. (Le Devoir, 12/08/99)

ON TRACK FOR 100 YEARS: With the simple dedication of a bronze plaque on August 11 outside its headquarters in Sault Ste. Marie, Ontario, Algoma Central Corp., the inland shipping giant, quietly celebrated the 100th anniversary of the opening of the north shore of Lake Superior to industry, settlement and recreation. (Sault Star, 14/08/99)

GO IMPROVEMENTS COMING FOR TORONTO UNION STATION: GO Transit will open up access to the west side of Toronto Union Station, giving passengers a more direct route between the train platforms and York Street or the SkyWalk.

To ease congestion, new stairs will be built at the extreme west end of Union Station to connect one platform directly with the SkyWalk, and link three other platforms with the covered pedestrian "teamway" (or walkway) on the west side of York Street below the tracks.

Construction has begun and should finish in February 2000. Union Station is GO Transit's busiest station, used by 115,000 GO commuters every weekday.

GO will also be preparing for winter by modernizing some key track switches and snow blowers in the approaches to Union Station, just outside the station's west end. Five hot air blowers for snow melting will be installed, and 10 key switches will be upgraded with new, more-powerful motors. The new equipment, to be installed before this winter, will reduce the impact of severe weather and heavy snowfalls such as the ones in last January's big snowstorms. (GO Release, 17/08/99, thanks to John Thompson)

REFLECTIVE-TAPE PLAN FOR 1.3MILLION CARS COULD COST SHIPPERS, CARRIER MILLIONS OF DOLLARS: Rail shippers and carriers could face hundreds of millions of dollars in new costs if the U.S. Federal Railroad Administration (FRA) proceeds with a plan to require reflective tape on the 1.3 million railcars used in the United States.

Rail customers, lessors and carriers are watching closely as the FRA considers a measure to require reflective tape to reduce accidents in which drivers hit the side of a train. A total of 27 people died and 247 others were hurt last year in 266 such accidents.

Potential expenses from the potential requirement -- known as reflectorization -- is a pivotal question. A spokesman for Dow Chemical Company of Midland, Michigan said, at \$400 a car, putting reflectors on the estimated 600,000 cars that shippers lease or own would cost \$240 million initially.

A Department of Transportation research study pegged initial application at \$19 a car. That study was based on cost data from reflective material makers. Annual maintenance is another matter. The DOT's estimate of maintenance costs is \$20 a year per car. Industry sources peg those costs at \$100 plus per car.

"The real issue here is not the method of costing," said George Gavalla, the FRA's associate administrator for safety. "The real issue is how effective this will be . . . and what kind of maintenance requirements will they have? We can conclude reflectorization improves visibility of freight cars, but to what extent can they prevent accidents?" He wouldn't say when the FRA would decide whether to issue a rule.

Many industry officials say privately that they believe the FRA will propose standards. New DOT rules announced in March require truckers to retrofit older equipment so that all highway trailers have reflective markings.

There were nearly 3,000 crossing accidents in 1998. Of the 266 incidents in which vehicles hit the side of trains, just 88 occurred at night at unprotected crossings. Because the other

178 incidents happened in daylight or at a crossing with warning devices, some have questioned whether the money might not be better spent elsewhere.

Some railroads already use reflective material. At least 90% of Burlington Northern Santa Fe Railway cars have reflectors, as do approximately one-third of all Union Pacific Railroad equipment. (Journal of Commerce, 10/08/99)

BUS SUPPLEMENTS WEST COAST EXPRESS SERVICE: A motor coach trip will extend evening West Coast Express service between Vancouver and Mission, BC, by an hour, beginning in September. Dubbed "TrainBus", the deluxe bus will run roughly the same route as the trains, departing Vancouver at 19:00, forty minutes after the last train. Service will operate for a 12-month trial, after which it will be made permanent or discontinued, depending on usage.

A TransLink report says another train cannot be added to the schedule because of limited access to CPR tracks. Thus, the plan is to emulate the train with a bus offering "an equivalent level of comfort". Regular WCE fares (\$4 to \$7 one way) will be charged, and the bus will stop at all regular WCE stations. (Pat Scrimgeour)

NEW WELL-CAR DESIGNED SPECIFICALLY FOR 53-FOOT CONTAINERS: If there was any doubt that 53-foot containers are the way of the future for domestic intermodal transportation, it is probably less now that TTX Inc. has taken delivery of 2,004 well cars designed specifically for the 53-foot box. In addition, TTX plans to place an order of similar size, if not larger, in 2000.

"Clearly the vast majority of shipments are still occurring in the smaller containers," said Hank Logan, senior vice president, fleet management, TTX Inc. "But we're seeing now the beginnings of a transition that I think will go on for quite a few years."

The reason for the large well-car order is simple: demand for the 53-foot container is now adequate to justify it. Forty-eight-foot well cars allow for the placement of 53-foot boxers stacked on top of the 48s in the lower position. "But now there's enough containers where you can have an opportunity to put a 53-footer in the lower position as well," Logan said. "Even though (53-foot wells) are more expensive, there's enough density in certain corridors to justify it."

Intermodal marketing companies have become a driving force behind the use of 53-foot equipment. Logan believes it marks a step forward in the evolution of doublestack containers. "There are a lot of shippers out there that have commodities that can fully use that additional cube of the 53-foot container," he said. "If you get into a real heavy commodity, it's going to weigh out before you can use all the cubic capacity. But if you're shipping tissue paper, you're able to load the entire container from end to end."

But the rise of 53-foot equipment does not mean the demise of smaller equipment; 20-, 40-, 45- and 48-foot equipment still supplies a huge international market that is driven by the below-deck loading requirements of steamships. But even in domestic service, Logan says, there is still a sizable market for smaller boxes due to the problem of manoeuvring through downtown urban areas.

PASSENGER RAIL FULL-SCALE CRASH TESTS: Simula, Inc. has been awarded a contract by the U.S. Federal Railroad Administration (FRA) to lead human-injury and occupant-protection portions of a first-ever passenger train crash test that FRA will perform this fall at a Pueblo, Colorado, test facility. The \$1 million dollar Simula contract will be administered through the Volpe National Transportation Systems Center.

The full-scale test will crash a single passenger rail car travelling at 30 miles per hour into a rigid concrete barrier. Human-like test dummies of various sizes will be situated in seats throughout the train and instrumented by Simula to measure crash forces. Additionally, high-speed still and video cameras within the rail car will capture dummy movements. This data will allow Simula to calculate the probability of human injury under various crash scenarios. A second full-scale crash test will involve two coupled passenger rail cars with seats and dummies in a crash

condition similar to the first test.

Recognizing that crash testing of rail equipment has lagged behind its automotive and aviation counterparts, and with the introduction later this year of high-speed passenger trains in the United States, the U.S. Senate Transportation Appropriations Subcommittee provided funding for the FRA to perform full-scale crash tests of passenger trains.

Simula, the FRA, Volpe and the American Public Transit Association (APTA), as part of the rail industry's Passenger Rail Equipment Safety Standards (PRESS) Task Force, have collaborated over the past several years in evaluating safety systems for passenger trains. This effort resulted in the APTA's publication earlier this year of the Manual of Standards and Recommended Practices for Rail Passenger Equipment, and culminated in FRA's promulgation of safety regulations that now require dynamic testing of rail passenger seats for strength and occupant protection. (Simula Inc. release, 30/08/99)

MEXICAN RAILWAYS NOW TOTALLY PRIVATE: Mexico's railroads, once a symbol of emerging industrial might and the warfare of the Mexican Revolution, are ending the century where they began - in private hands. On August 31, Mexico formally concluded the privatization of its dilapidated rail network when the state company National Railways closed its doors. The process was started by President Ernesto Zedillo, who promised to auction off the rails when he was elected five years ago. (Reuters, 31/08/99)

WHITE PASS AND YUKON CENTENNIAL CELEBRATION ANNOUNCED: The White Pass and Yukon Railroad will hold a grand centennial celebration at Carcross, Yukon, on July 29, 2000. First built to access the historic Klondike gold fields and used latterly to ship mineral resources from the Yukon interior, the narrow gauge line now offers excursions to cruise ship passengers and independent travellers.

In 1998, the WP&Y carried more than 258,000 passengers over 40 miles of the former 120-mile route. Passengers ride in both restored parlour cars and new coaches which are being built at the rate of five per year in the company's shops. On the roster are 19 diesel-electric locomotives as well as Mikado locomotive No. 73 which is used to take trains 1.5 miles out of town after which diesels take over for the tough job of climbing 2,865 feet in just 20 miles.

The WP&YR was designated an International Historic Civil Engineering Landmark in 1994. On April 10, 1999, it operated its restored 1899 rotary snowplow to clear the line in preparation for the season. It is one of only two steam driven rotary plows operating in North America.

Further information on the WP&Y may be had by calling 1-800-343-7373. The e-mail address is info@whitepass.net while the web site may be accessed at <http://whitepassrailroad.com>. (White Pass and Yukon Route, Press Release)

TRAIN DELAY MAY BE COSTLY FOR BOMBARDIER: Bombardier Inc.'s plans to deliver the first high-speed train in US history by October 1999 have suffered a setback because of technology problems with excessive wheel wear. Bombardier has tentatively postponed delivery of the first of 20 train sets for Amtrak's northeast corridor until next spring, killing a much ballyhooed inaugural run scheduled for this fall.

In a joint conference call with journalists, both Amtrak and Bombardier downplayed the delay, saying it is far more important to have the trains functioning properly before they enter service. But the stakes are high for both players. It was not clear how much the contract delay could cost Bombardier, which has its reputation to consider. It is also counting on the high-profile US project to lead to other lucrative deals for high-speed corridors.

Amtrak wanted to have the high-speed trains shuttling passengers along the busy New York-Boston-Washington route at 230 km/h by the millennium. It is also up against a deadline to make its operations profitable by 2003 or be forced by the US Congress to dismantle its operations. (National Post, The Globe and Mail, and Washington Post, 02/09/99) ♦

To the Roberval-Saguenay and Lac Saint-Jean

By James R. Hay

So what do you do when a couple of railfans from Toronto come to Québec during the Ontario civic holiday weekend of 1998? In my case, I, the two fellows in question (Pat Scrimgeour and Scott Haskill), and a friend from Lachine (Roman Hawryluk) rent a car and head for the Saguenay-Lac Saint-Jean area of Québec. Why in heaven's name, you ask, would anyone want to drive five hours to the middle of nowhere? Well the answer is, apart from some beautiful scenery and a chance to see first-hand what happened during the recent floods, we wanted to have a look at the Roberval-Saguenay Railway.

The Roberval-Saguenay is the result of merging the former Roberval and Saguenay Railway with the Alma and Jonquières Railway. Both of these lines were built to serve the Alcan aluminum installations, and they and CN also served other industries in the region. The railway now consists of the 18.2-mile Saguenay Division, which runs between Arvida and Port Alfred, and the 10.0-mile Lac Saint-Jean Division, which runs between Alma and the junction with Canadian National's Lac Saint-Jean Subdivision.

RS Saguenay Division

Mileage and stations

0.0—Arvida
1.0—Arvida Yard Limit
12.0—Ruisseau Rouge
14.2—Junction with Grande Baie and Laterrière Branches
18.2—Port Alfred

RS Lac St-Jean Division

Mileage and stations

1.1—Alma
10.0—Saguenay Power (Junction with CN Lac Saint-Jean Subdivision)

These two disparate divisions of the R&S are joined by the CN Lac Saint-Jean Subdivision, which runs between Garneau Yard, east of Shawinigan, to Arvida. CN's Roberval Subdivision branches off at Chambord and runs north around Lac Saint-Jean to Dolbeau. (And note that the Roberval-Saguenay does not reach Roberval.)

CN Lac St-Jean Subdivision

Mileage and stations

0.0—Triage Garneau (Garneau Yard)
7.3—Saint-Tite
18.1—Connection to La Tuque Subdivision
18.6—Junction with La Tuque Subdivision
18.7—Hervey
39.9—Rivière-à-Pierre
47.3—Talbot
53.4—Laurent
61.9—Linton
77.0—Hegadorn
84.2—Pearl Lake
95.3—Lac-Édouard
110.8—Brooks
125.1—Lac-Long
141.3—Saint-André
143.0—Lac-Bouchette
155.2—Blackburn
159.5—Chambord
159.6—Junction with Roberval Subdivision
173.2—Dechene
181.4—Hébertville
183.2—Saguenay Power (Junction with Roberval-Saguenay Lac-Saint-Jean Division)
191.5—Moquin
200.8—Jonquières
201.4—Connection with Price Company Spur (runs 1.5 miles north—railway west)
203.5—Arvida (Junction with Roberval-Saguenay Saguenay Division, and CN Alcan Spur; runs 2.1 miles east—railway north)

The locomotives being used on the CN are run-of-the-mill units which are generally seen throughout eastern Canada. On the R&S several new units have been purchased resulting in some recent retirements. Their motive power roster looks like this:

24, 25 RS-18
26, 27 M-420TR
33, 36, 40, 41 C-420
50-52 Super 7-23B
60-66 GP40 (rebuilt as GP38-2)

Units 24-27, built by the Montréal Locomotive Works, and C-420s 33, 36, 40 and 41, built by Alco in Schenectady, New York, have been retired from service. Nos. 50-52 are former U23B units rebuilt by General Electric in the former MLW plant in Montréal in 1990/91; Nos. 60-66 were built by General Motors either in London, Ontario, or La Grange, Illinois, depending on the unit, then rebuilt for RS by GEC Alsthom AMF Transport (now Alstom) in Montréal in 1996/98.

Some of the paper mills in the area have their own switchers which we also wanted to try to see.

With the weather looking good, this promised to be a good weekend. I should also explain that when I mention highways, those which start with "A" are usually four-lane divided highways, while "R" refers to secondary highways, which are usually two-lane undivided roads.

August 1

We took A13 to A440 to A40 and stopped at Trois-Rivières where we had a look at the long-disused VIA station and adjacent yard. There were three Québec-Gatineau locomotives sitting there, but it wasn't a beehive of activity. Fortunately, the auto race going on near the yard, while noisy, didn't interfere with our getting around town, so we drove through the tunnel under the yard and had a look through the gate on the other side. There was a fellow working on the brake lines of a train but not much else happening.

We headed up A55 to Shawinigan to see what might be happening there but, with the Abitibi-Consolidated plant closed due to a strike, all was quiet. We carried on up the road to Grand'Mère where all was equally quiet.

Since we were well into the afternoon, the A&W was a convenient place to stop for lunch. It is now a restaurant but the bases for the intercom system remain from its days as a drive-in. The wiring can still be seen where it was cut off when the conversion was made to restaurant from drive-in. It appears as though the dining room was formed by simply extending the building into the parking lot and removing a few parking spots.

With our hamburgers digesting, it was off to Garneau to see what possibilities there might be there. The VIA station is in the yard office, and we found CN GP40-2L(W) 9404 sitting with a work train and sisters 9470, 9507, 9414 and 9490 near the shop. The yard switchers, CN GP9RM 7249 and GP9-Slug 251, were sitting nearby. With no sign of anything about to move, we decided to carry on our way.

La Tuque is up R155. We found the VIA station but all was quiet so we called the hotel in Alma to confirm our rooms for the night and carried on, it being after 5:00 p.m.

The next stop along the way was Fitzpatrick, where we found the station with bunkhouse upstairs in good condition. CN GP40-2L(W) 9484 was parked near some work equipment and all was quiet here. After getting our pictures of the station and whatever else interested each of us it was back into the car.

After Fitzpatrick it was back to R155 and off to the Saguenay-Lac Saint-Jean region. The first town we came into near the junction of R169 was Chambord, where we found the station and nearby yard. The late afternoon sun offered excellent lighting for a few pictures of the station. A Jordan spreader (CN

50987) and snow plough (CN 55382) were sitting on a siding east of the station. While in good condition, it was evident that this equipment had not been used in years. Also tied-up in the yard were CN GP40-2s 9529, 9578 and 9646.



CN's aluminum-glad station and bunkhouse at Fitzpatrick, Quebec, sees VIA's "Abitibi" to Senneterre on Mon-Wed-Fri, and its return on Tues-Thurs-Sun. Photo by James Hay.

By now it was getting late and the sun was about to set, so it was off along R169 to Alma where we decided to check out the lay of the land before checking into our hotel. At the Isle-Maligne Alcan plant we found RS GP38-3 65 resting for the weekend beside the road and in a scrap yard across the street was a Central Vermont boxcar (CV 50026) which Roman had a quick look at. With that, we headed to the hotel.

Once checked-in we dropped our bags in our rooms and went to find somewhere to eat. The nearest spots, McDonald's and Tim Hortons, didn't appeal; neither did a place called Dixie which obviously used to be called Dixie Lee. None of us had the nerve to try the place called Goofy even though it had quite a number of patrons. The bars with all the motorcycles out front were

avoided and we noticed a pizza place which we thought we'd try. As we went to check the menu, a lady appeared and asked if we were looking for somewhere to eat. We didn't catch what she said at first and she asked where we were from. We told her that two were Montrealers and the others Torontonians. She again asked if we wanted to try the new restaurant upstairs and when we decided in the affirmative, she led the way upstairs. We then enjoyed a fine dinner and were set for a good night's sleep.

August 2

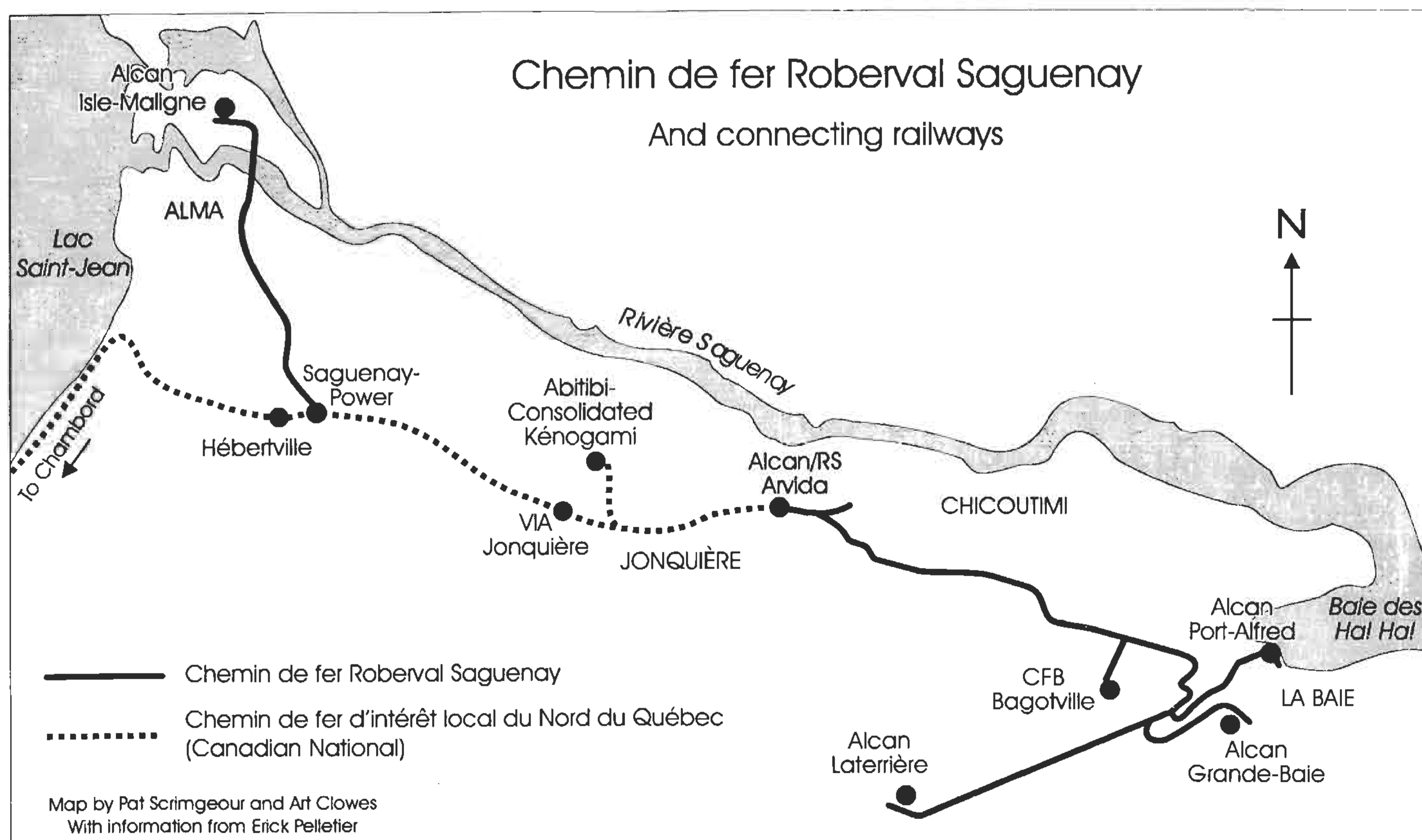
Sunday morning dawned bright and clear but we were a bit slow in getting started. The \$2.75 continental breakfast at the hotel was adequate but we all felt it didn't quite satisfy us. After breakfast it was into the car and off to the Jonquière VIA station. Just east of the station we found a small shop and yard where the VIA train to Montreal with VIA FP9Au 6307 was sitting pending its trip south later that day. Nearby sat Alcan crane T-3017. While there were no tracks connected to it, the turntable is intact, and even the electrical connection remains.

Having seen the passenger equipment and yard, it was off to Arvida. Here we found the same four CN locomotives which had been in the Garneau yard the day before. We found a spot which offered a view of the dead line of the eight retired RS units in the Roberval-Saguenay yard (Nos. 36, 24, 40, 27, 25, 41, 26 and 33). Next we saw RS 51, 50 and 62 bringing a string of bauxite cars into the Alcan plant next door.

Next it was off to La Baie. At the port facility we found RS 60 and 66 at the head of a train waiting to go, but there was little evidence that he might be about to head out. A small old steam engine, R&S 0-4-2ST 15, was on display beside the entrance to the port. So we got pictures of it while we were at it.

Next it was back to Jonquière to see VIA Train 602 depart. When we arrived, we found the train at the station with engine 6307 ahead of coaches 4115 and 4102 and baggage car 8615. While we were there an Ultramar truck arrived and refuelled the locomotive, which caused a short delay in the departure. We can only wonder if Ultramar forgot to send the truck until the last minute or if VIA forgot to call.

We walked down the street to the banks of the Rivière aux Sables where we found a good spot to photograph the train on the bridge. At 13:15 he left the station and within a minute he was on the bridge. Having got our pictures we headed out to



catch him on the way to Chambord and found a spot near Metabetchouan (Mile 174 on the CN Lac Saint-Jean Subdivision) where we photographed the train approaching us, very quickly, over the bridge. With him past, it was off to Chambord.



VIA FP9Au 6307 heads across *Rivière aux Sables* in Jonquière with the three-car "Saguenay" on August 2, 1998. Photo by James Hay.

On the way we caught up to and passed the train which we could see for much of the way. It looked as though we would have no problem getting to Chambord for more pictures. Unfortunately, we forgot about the "Fête du Cowboy" for which we had seen signs the night before. We got stuck in a half-hour traffic tie-up. We heard the train reporting on the radio his approach to Chambord, his arrival, and finally his departure, all before we could get through the traffic.

Rather than turn around and sit through another traffic jam, we decided to head to Roberval to see what it had to offer. There wasn't anything on flanged wheels moving, so we found a Mike's restaurant for lunch. After lunch we drove around the west side of Lac Saint-Jean to Dolbeau to see if there was anything to see there, but nothing was moving, so we headed back to Alma, this time around the north side of the lake.

While waiting for the sun to return we had a look at the construction site of Alcan's new Alma plant and also the "dam-en-terre." With the sun coming back out we headed for the Isle-Maligne plant and got our pictures of RS 61 quietly reposing beside the parking lot. That was the first time I'd taken a picture while standing in the trunk of the car to be high enough to see clearly over the fence. (The things you'll do in a rental car!) Next, we checked to see if the plant switcher might be visible at the Abitibi paper plant — it was! — so we got a picture over the fence of SW900 7910 and headed for the hotel.

Dinner on Sunday night was rather more spartan than Saturday as we walked across the street and picked up a local road map before getting some soup and a sandwich for dinner.

August 3

We rose somewhat earlier on Monday morning and went over to McDonald's for a more substantial breakfast. Once refuelled and ready for the day we were off again to the Abitibi plant in hopes of seeing the plant switcher in action. When we arrived the switcher came to a stop almost where we had seen it the night before. We took a few pictures and waited for him to resume work, but this didn't seem forthcoming, so we headed off to Isle-Maligne for a picture of a covered hopper (RS 38733) near the locomotive photographed the night before.

Our next stop was the Hébertville station before heading to the Abitibi paper plant in Kenogami (part of Jonquière) where we were rewarded with the switcher, the former CN SW1200RS 1336, arriving to take a string of box cars to the CN siding. After a few pictures it was off to find another good photo spot. He beat us to one grade crossing and a crew member recognising the car gave us a cheery wave as they passed by. After he cleared the crossing we found the siding and took some pictures of the cars being left for CN.



Abitibi-Consolidated SW1200RS 1336 at Kenogami. Photo by James Hay.

Thinking he would bring more cars, we waited on a nearby street where we could easily move to a new spot, but finally decided the crew must have gone for lunch. We headed for the Arvida Alcan plant, and saw RS 64 doing some switching, but he disappeared as we parked the car. RS 63 was sitting near the roundhouse, but little else was moving. We drove to the other end of the plant in time to see the crossing lights come on and we parked in time to see RS 51, 50 and 62 bring a train of bauxite cars into the plant.

On our way to see Alcan's Laterrière plant we stopped at CFB Bagotville where a CF-5, CF-100, CF-101 and Sabre were on display outside the air base museum. After finding no activity at Laterrière, it was back to Port-Alfred where we found RS 65 switching cars.



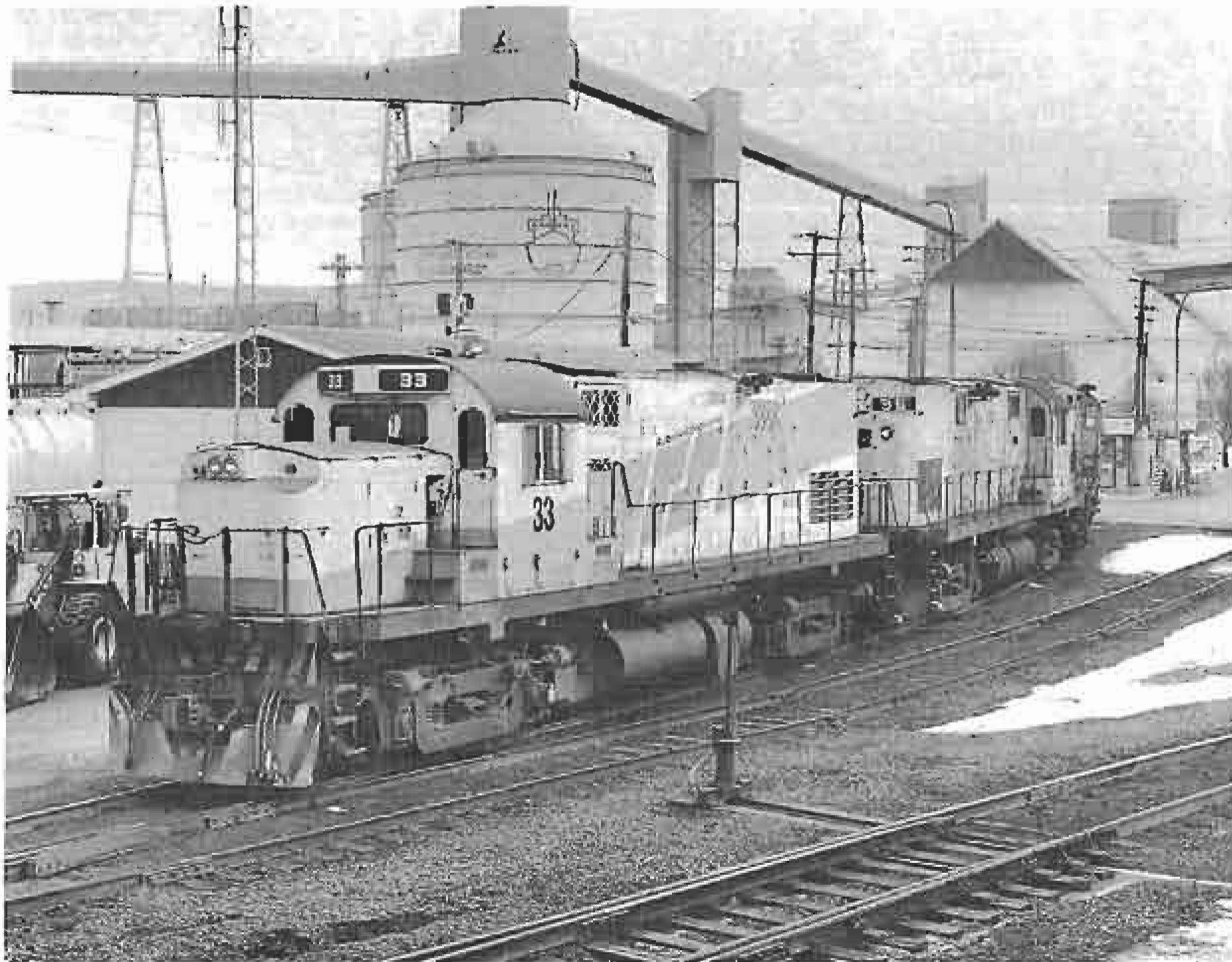
Roberval Saguenay GP38-3 65 (ex-CN GP40 9316, nee 4016) switches cars at Port-Alfred on August 3, 1998. Photo by James Hay.

Lunch was our next priority and the Mike's in La Baie was a convenient place to stop. After lunch we returned to the port to find RS 65 continuing the switching and then being parked almost beside our car! On the way by, the crew told us that a train was coming, and sure enough, RS 50 and 62 arrived with their string of empty cars for the yard. Once they dropped their empties, they came back to where we were standing, changed tracks, and coupled to RS 60 and 66, which were now parked further down a siding. We watched the new lash-up of RS 60, 66, 50 and 62 make up part of his train and then we headed out. We heard the train pull out and saw him at a grade crossing in town but it being about 3:00 p.m. it was time to head home.

We headed down R169 and R179 to Québec where we joined A40 and headed toward Montréal, arriving at Dorval at 8:30, in time for the 9:00 p.m. flight to Toronto for Pat and Scott. ♦

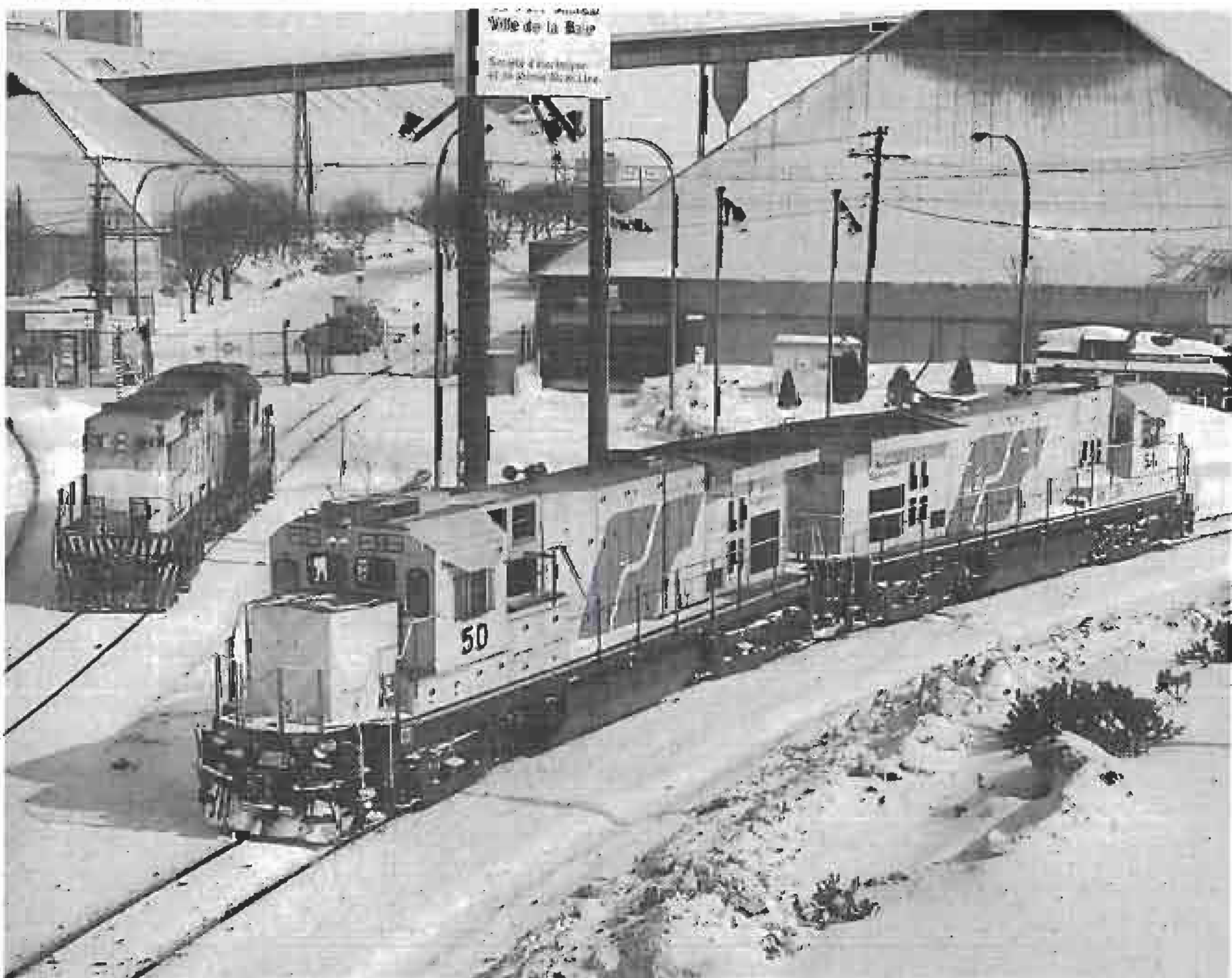
Roberval-Saguenay Memories by Pierre Ozorák

Roberval-Saguenay RS-18 No. 24, built by Montreal Locomotive Works in 1960, idles in front of the station in Port-Alfred (La Baie), Québec, on April 1, 1992.



Roberval-Saguenay C-420 Nos. 33 and 36 at Port-Alfred on April 3, 1992. Both started life as commuter engines on the Long Island Railroad in New York and were two of nine C-420s acquired from the LIRR in the late-1970s.

This view shows parts on the Alcan Company port installation in La Baie, Québec, on March 14, 1992. In the foreground are Super 7 B23-S Nos. 50 and 51; to the left is now retired RS-18 No. 24.



Hog on The Hill

by BILL SANDS

If you were to talk to anyone in Hamilton (Ontario) that worked on the CNR during the 1950s and prior, and asked what hog on the hill meant, you would have been told that the hog was a N-4-a Consolidation (2-8-0), and the hill was the stretch of track between Bayview Junction and Copetown, a distance of approximately 10 miles.

On some railways a hog referred to any steam locomotive, but on the CNR it was the sole reserve of the N-4-a's.

Did you just ask, what is it like to fire a hog on the hill?

The time is in the 1950s and it is the middle of a very hot and humid summer. You are a fireman working the Hamilton spare board. Last evening you had worked an extra yard with 0-8-0 No. 8363. You came off duty at 12:01 a.m. and after checking the board had decided that if you did not book rest you would probably catch the morning commuter train to Toronto, as both the morning passenger trains would be vacant for the week, their firemen had been set up running. This was called a promotion, but the men would be going from one of the top jobs as fireman to the least desirable job as an engineer.

Your scheming worked out quite well and you were called for Train No. 74, the first of the two commuter trains leaving Hamilton at 5.30 a.m. The engine was number 5563, a hand fired K-3-a Pacific. The trip was uneventful and arrived in Toronto on time at 6.35 a.m.

After booking in at the Spadina roundhouse you had a quick sandwich and then headed to one of the beds provided by the railway for visiting enginemen. By 9.00 a.m. you were sound asleep and slept soundly for six hours until you were awakened by the noise of a rather raucous card game that was going on below. The noise reminds you of the sign posted on the wall downstairs which says "Quiet is requested for those who have retired." You quickly get dressed and head downstairs to the kitchen where you retrieve and devour your remaining sandwiches.

The return trip would be on Train No. 79, and as a heavier train you are assigned engine number 6027, a U-I-b Mountain (4-8-2) equipped with a standard stoker, due out of Toronto at 4.20 p.m.

Sitting on Track 2 in Union Station is somewhat of a challenge as you don't want to make black smoke on one hand, but will receive complaints from the office staff if the blower is on too much because of the noise. This is 1953 and the only air conditioning at that time was to open a window. Heaven help you if you allow the pop valve to blow, but at the same time you had better be ready when it is time to go. Needless to say it was a balancing act.

You head out of Union Station five minutes late and the steam pressure drops almost immediately to about 190 p.s.i. The engineer makes a running brake test and as you pass Cabin D (Bathurst Street) you slowly work the steam pressure back up towards the maximum of 210 p.s.i. A stop at Sunnyside and all is well the rest of the way. The time is made up and you arrive in Hamilton on time at 5.40 p.m.

You head into the shop to book out, making sure that your engineer has your stamp on the time ticket, and then check the board. There are three other jobs open and you are six times out so you figure that you will not be called until tomorrow so you do not book rest. After a quick wash you find your bicycle and head up Stuart Street hill. Still living at home you know that the family will have had supper so you check in, say hi, change your clothes and head to the Bright Spot, a local restaurant at the Delta, where you have your usual hot beef sandwich, fries, peas and carrots, after which you head to George's pool hall to see who might be around. After spending a couple of hours at the snooker table you head back home and are getting ready for bed as the 'phone rings and you hear the familiar voice of the afternoon crew dispatcher "Helper to Bayview 12.30 a.m."!!

Things do not always work out as planned and someone must have booked in sick, however, you did have a good rest in Toronto and you will surely get a stoker-fired Mikado (2-8-2) so you look forward to heading back to work.

After making up some sandwiches and a bottle of coffee you climb on your bike and head back to the roundhouse. Changing into your overalls you head to the shop where you sign in. It is then that you see that you are assigned engine number 2615, an N-4-a Consolidation, so you have caught a hog on the hill. I should point out the N-4-a's are powerful locomotives and by and large good steamers. They are also hand bombers.

Heading back to your locker you retrieve the long-handled shovel that you store for these occasions; as a tall person you find that it saves your back. Climbing up on the locomotive you store your lunch bucket in the fireman's seat box, having removed the large bottle of coffee which you cradle in some cotton waste placed in the space between the boiler and the injector to keep it warm.

You now go through the pre-run check that has become routine; turn on the dynamo, check the water level, the steam pressure, make sure the valve to the air compressor is fully open, open up the butterfly doors wide and check the crown sheet for leaks. And while your engineer is walking around the locomotive doing his pre-run inspection and oiling the running gear you check out the hydrostatic lubricator. You then check that you have the proper number of fusees, torpedoes, lamps (one white and one red) and then you pick up the two white flags that are located in the supply box, and head out the fireman's window and along the running board to the front of the locomotive where you place one white flag in the left flag holder, making sure the classification light is showing white.

You also check to see that the supply person has placed two marker lamps under the smoke box which you will place in the stanchions that are attached to the pilot beam when backing down the hill. You then proceed to the right side and place the other white flag in position and after checking the classification light you continue along the right side running board and step up to check the level of sand in the sand dome, after which you continue to the tender where you check that the water and coal are topped up. At this time you will clear the tender walkways of coal that may have spilled and later you will hose them down with the squirt hose to reduce the amount of dust that would be blowing in your face when backing down the hill. Returning to the cab you start to build up your fire and turn on both injectors to satisfy yourself that they are in working order. Next you dump the water that was left in the galvanized pail that was hanging on the tender coal gate and take it to the shop where you will fill it with fresh water.

While you have been attending to your duties your engineer has finished doing his check and climbs up into the cab and asks if you are ready to go. You say everything is fine, and picking up the white hand lamp you walk to the shop switch and after lining it up you give him a go-ahead signal. He sounds the bell and slowly moves ahead. After he clears the switch points you give him a back up signal, climbing back up into the cab as he comes by. While your engineer heads into the yard office to get a clearance you start to build up your fire.

Your engineer returns with the clearance and informs you that your first pull has passed Burlington and will be waiting for us at Bayview. The Middle yard switch tender has lined up the switches and in short order you are heading toward Hamilton Junction and headed up the west leg of the wye (cow path) and after threading through the crossovers you stop just beyond the switch on the westbound Dundas Subdivision. After a short interval you get a yellow pot signal which allows you to back up the east leg of the wye and couple on to your first pull which has stopped short of the signal at Bayview. While backing up you get a glance at the number of the westbound extra - U-3-a Northern (4-8-4) 6309.

As you are building up your fire, filling in the corners and setting coal in front of the fire door to form a heel (a horseshoe shaped bank of coal directly in front of the fire door extending into the back corners of the firebox), the brakeman from the extra climbs up and says to your engineer "5300 tons, 87 buggies"! He then climbs into the jump seat in front of your seat and after a brake test your engineer asks if you are ready. You remain on

the deck and the pop valve is just about to go when the engineer eases out the throttle, steam pressure is right on the money at 180 p.s.i. You spread some coal down each side of the firebox as you rumble through the switches and add more coal to maintain the heel. Checking that the steam pressure has not dropped, you climb up to your seat box and reaching up you cut back on the blower and at the same time grasp the injector handle with your left hand while steadying yourself by holding on to the blower valve with your right. Slowly you pull the injector to the prime position and by the feel on your hand and the gurgling sound you know that it has primed and so you pull the handle all the way back, then you throttle back the control valve on the injector until you reach a spot that you know from experience should hold the water at the half glass level, being careful not to go too far as that would cause the injector to lose its prime and you would have to repeat the procedure.

If you have made any mistakes in building your fire now is the time that it will show as the water, even though mixed with steam, will cause the pressure to drop. You step back on the deck and glancing at the water gauge you see it is holding at about a half a glass and the steam pressure has only dropped slightly so you begin to add more coal to the fire following the same routine firing up the sides and a few up the middle and maintaining the heel. You are also very careful not to put too much coal to the front of the firebox under the brick arch. With the steam pressure back on the peg you now take a short break and leaning out the window you catch a breath of air and listen to the rapid exhaust of the 2615 with its 63-inch drivers and the somewhat slower pace of the 6309 with its 73-inch drivers. Dropping down you put in another fire and then return to the seat box as you are now approaching Dundas which is on a left hand curve and your engineer is expecting you to relay the position of the train order board. The order board is green and you shout "clear board". The engineer answers with a wave of his arm.



CN 2-8-0 2615 is leaving Bayview as it assists 2-8-2 3482 with Train 493 up the Copetown hill on March 24, 1956. Photo from Paterson-George Collection.

Two more fires and you are now approaching Copetown and as you pass the station and just as the pace is quickening the engineer makes his initial brake application and at that you reach for the injector and open the control valve wide which will increase the water to the boiler and at the same time drop the steam pressure back as the engineer prepares to shut the throttle. At this time the brakeman has left the jump seat and is standing at the right side of the deck ready to drop down and uncouple the engine. Another brake application and you come to a stop clear of the crossover west of the Copetown station.

After uncoupling the engine the brakeman gives the go-ahead and as the locomotive pulls ahead, and after shutting off the injector you drop off on the right hand side, crossing over to the eastbound main line to the east crossover switch. You unlock the switch, then push the button on the switch indicator which shows clear, assuring you that no train is approaching as you are working in block signal territory.

After seeing that you have lined up your switch the brakeman lines up the westbound switch and give the back up signal to your engineer. After your engine had crossed over to the eastbound main you close the switch, place the markers showing red, give the engineer a back up signal and climb on the foot hold on the pilot. As you were given no instructions to go into the siding you hold the main line and while you are backing up you make your way along the left side running board and climbing back into the cab you cross the deck to the right side of the engine and climb up onto the tender as the engineer spots the engine at the stand pipe where you proceed to take water.

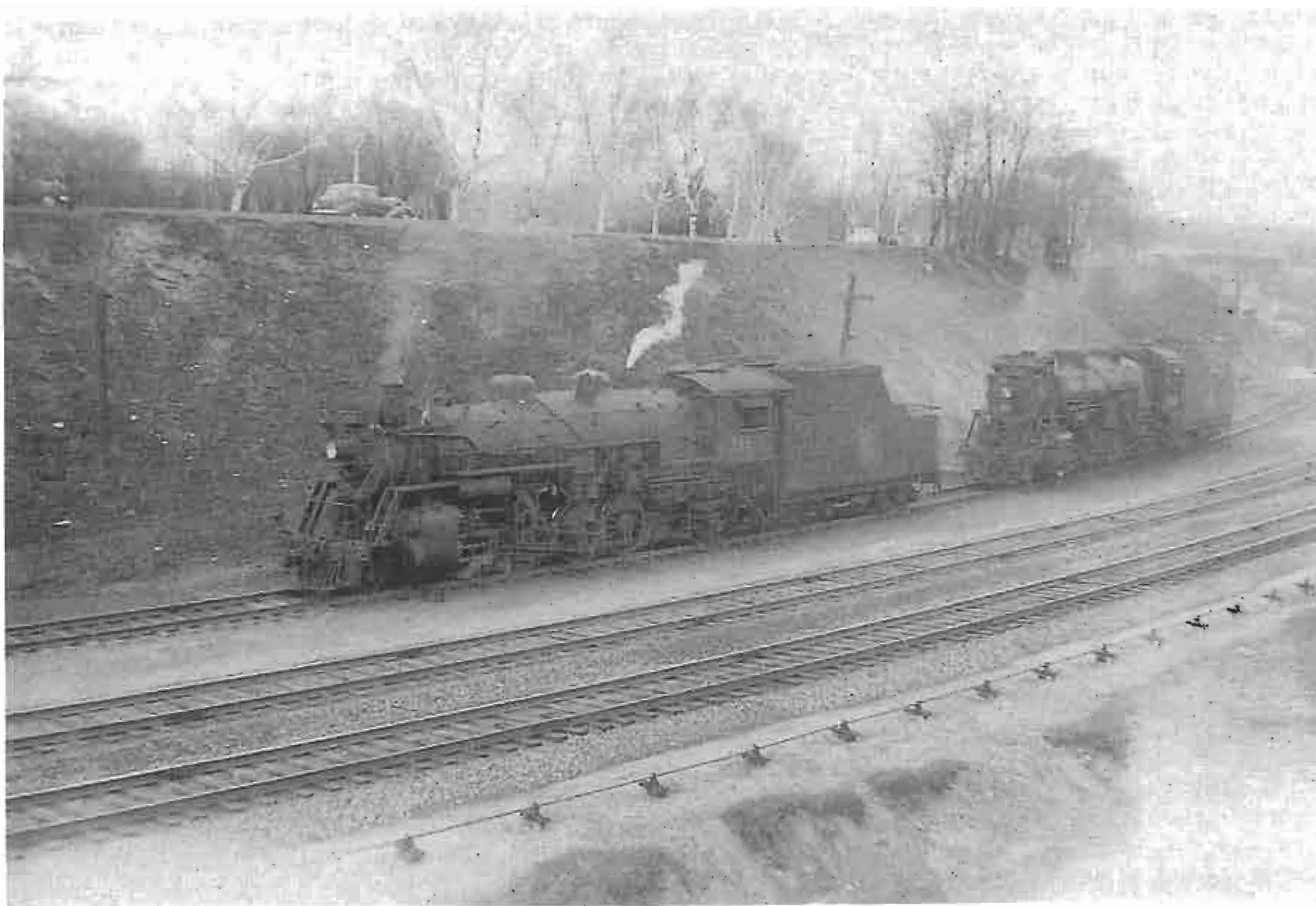
After you have taken water you back up the remaining distance to the station where your engineer checks with the operator. While he is doing that you put a small bank in your fire for the return trip to Bayview, and pulling on the injector you open up the squirt hose, wet down the tender catwalks on both sides and at the same time wet down the deck. Your engineer arrives with a clearance in hand and you head back down the hill.

You worked up a sweat on the way up and now the cool night breeze is most welcome and although you are somewhat tired you feel pretty good and decide to open up your lunch bucket and retrieve one or two of the sandwiches that you had made earlier that evening and after drinking part of your bottle of coffee that has been kept warm beside the injector you feel ready for your next trip up the hill.

Passing Dundas you have a chance to look down at the lights of the town below as the clanking of the rods of the hog echo off the station as you pass.

Arriving at Hamilton West the light is red so you climb down and ring the operator who tells you that he will line you into the helper siding and you soon find yourself settled down for a well deserved rest.

You tend to the fire and water and after having another sandwich you put your feet up. The night is



CN 2-8-2 3483 and a sister Mikado waiting on the helper siding at Bayview awaiting their next pull up the Copetown hill in the 1950s. Photo by Bill Sands.

quiet except for the low hum echoing across Hamilton Bay from the industries on the Bay shore and you can see the red glow of the open hearth from the Stelco plant.

You begin to feel drowsy as the cool night air seems to blend in with the pleasant hum of the dynamo and the occasional thump of the air compressor. Just as you are about to doze off, the quiet of the night is broken by the unmistakable deep throated sound of a CPR Mikado blasting out from under the high level bridge and on to CN's Oakville Subdivision. A couple of minutes later CPR P2e 5364 comes into view working hard.

All is soon quiet again and just as you are checking the fire a buzzer sounds on the pole close to the engineer's side of the helper siding. This is the signal from the tower that your next pull up the hill has just cleared Burlington and is your warning to prepare, so you begin building up your fire for another trip. You

jobs, Galt way freight, Paris switcher, Tillsonburg way freight and the yard job at Simcoe which will require that you deadhead to those places.

You feel that you are ready for some breakfast and some sleep as you pump your bicycle up the Stuart Street hill but you know that the new 1953 Chevy that you ordered will soon be here, or you hope so. The dealer told you that it would be about six weeks and that was only eight weeks ago. In the early-1950s the automobile companies were unable to keep up with the demand.

You arrive home and after a quick breakfast you tumble into bed and fall immediately into a deep sleep.

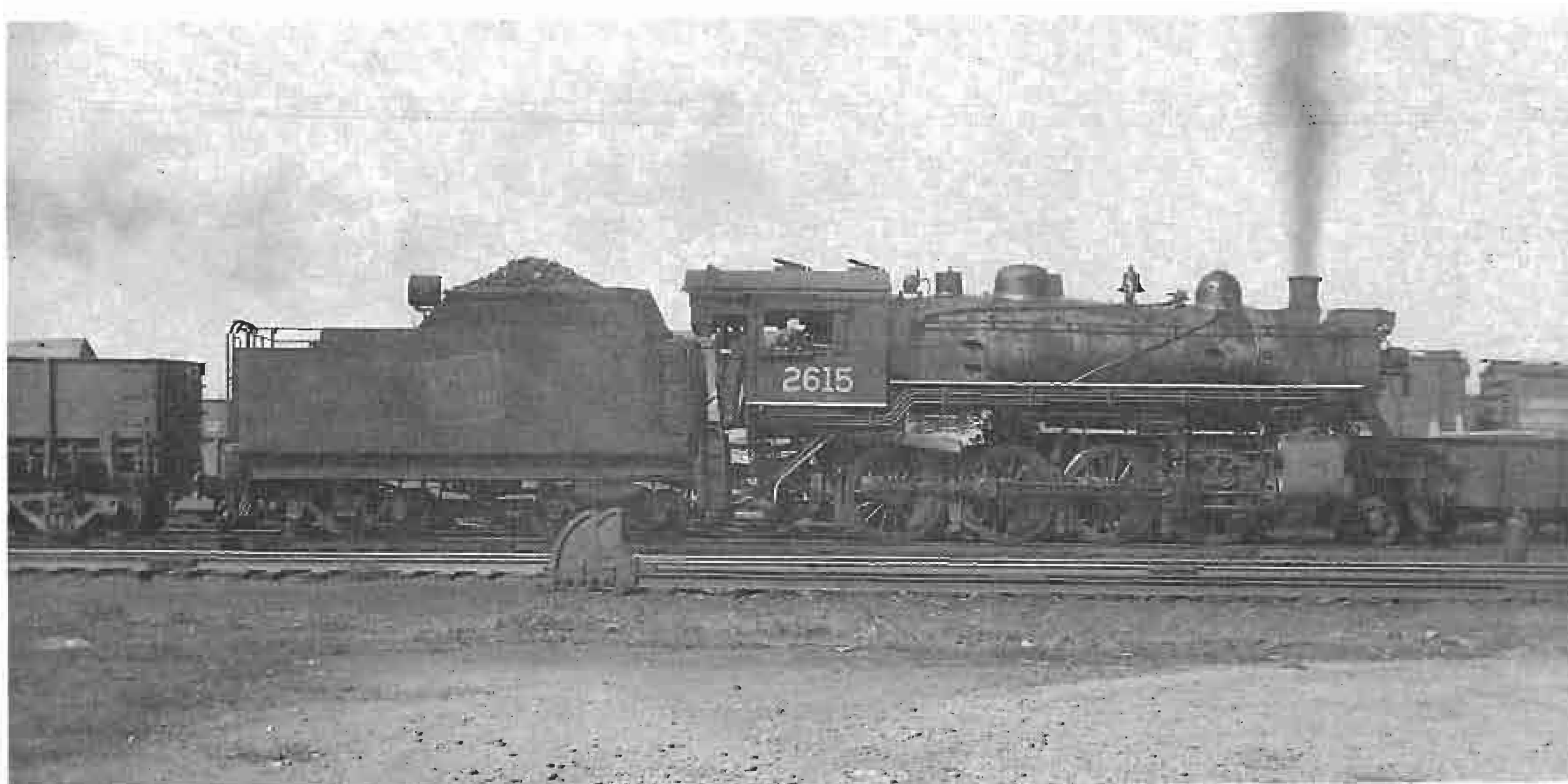
You can hear the sound of ringing and realize that it is the telephone by your bed. You can't believe that your rest time is up so soon as you hear the unmistakable voice of the afternoon crew dispatcher as he says "Hello Bill, Extra To" ♦

back up to the pot signal and after your next pull has stopped you are given a yellow pot signal and proceed to back up and couple on to your train, this time headed by Mikado S-1-f 3421.

This is your second trip and will be followed by a third and as you reach the summit you are beginning to get weary and decide that you will book some rest when you finish this trip.

What will the next day bring? You have no idea working the spare board in Hamilton. It could be any number of yard jobs, helpers, Mimico turns, The Owl (Sarnia), the London way freight, Mimico way freight, Niagara Falls way freight, 436 to Fort Erie, the commuter trains to Toronto, the Guelph way freight, picnic specials and, of course, the way freights to Simcoe, Hagersville, and Jarvis, as well as the third class train to Port Dover and Port Rowan.

As well there were outpost jobs in Brantford consisting of four yard



Another view of 2-8-0 2615, this time heading east out of Hamilton on the Niagara Falls way freight. Engineer Albert Roe is at the throttle. The fireman and head end brakeman can be seen standing on the deck reading the train order. Photo by Walter Myzuk.

A Nut Milk Chocolate Bar and a Trainmaster

by JOHN READ

I met Nick Lozinski in September 1959. At the time, I was 13, and Nick was the Canadian Pacific swing operator between South Edmonton and Wetaskiwin, Alberta. He worked second trick at Wetaskiwin on Fridays, and day shift Saturday and Sunday and night shift Monday and Tuesday at South Edmonton. Nick had lied about his age when he hired on the CP. That was in 1943, and the railway needed people, and wasn't going to argue with this tall farm kid from Alsask, Saskatchewan. He looked 17 or 18, even if he was just shy of turning 16! The first station Nick was sent to gave him all the experience he'd need later - Stephen, B.C., in the heart of the Spiral Tunnels, and all steam power! He once said that even though it was a line station, he one day had one clearance with 32 train orders for one train!

One Sunday, Nick suggested that if I could get the following Friday afternoon off school, he'd give me a ride by car to Wetaskiwin and I could come back to South Edmonton with the engineer on the Dayliner. Need I say that this was on my mind each day until Friday? My mom was all for it, but said that I would have to ask the teacher myself to get the afternoon off. Just before lunch time on Friday, I asked Miss Sader, 23 years old, from a farm near Barrhead, Alberta, if I could take the afternoon off and said what I had planned. She gave me a strange look for a few minutes and then said definitely that it was okay. I then asked her if she wished a note from my mom and she said that it wouldn't be necessary.

It was a very mild, heavily overcast late fall afternoon that Friday, though no rain appeared until late that night. I had lunch at home and then rode my bike the three or four miles to the CPR South Edmonton station. Nick later showed up in his Volvo, tossed me a Neilson's Nut Milk Chocolate bar, and then roared off southbound on Alberta highway #2. What a wild driver! At 75 MPH, we were soon 41 miles away, in Wetaskiwin. Nick soon became busy taking his transfer from the day man while I walked around looking the small yard and any freight cars on hand over well.

A little later on, there was the sound of a diesel horn approaching from the south, and Nick joined me on CP's wooden platform to inspect the northbound. Imagine my surprise to find a single unit on Extra 8900 North! CP's class H24-66 Trainmaster was in charge of about 70 grain empties, a nice change from the usual pair of Geeps! He rolled through town wide open.



CPR H24-66 8900 at Alyth Yard in Calgary, Alberta, on April 23, 1976, six weeks prior to retirement. Sisters 8904 and 8905 were retired the same day (June 10, 1976) to close out the Trainmaster era on CPR. No. 8905 is preserved at the Canadian Railway Museum in St-Constant, Quebec. Photo by F. David Shaw.

Soon, it was time for passenger train no. 303 to arrive. This was the early afternoon departure from Calgary, due into Edmonton around 5 PM, and departing back to Calgary within the

hour. Train 303 pulled to a stop with RDC-2 9195 and RDC-1 9056. Nick had company mail for the baggage man and had a few words with him, and I was soon scooting through the baggage compartment and into the engineer's cubby-hole.

Leaving Wetaskiwin behind us, we were soon up to track speed for RDCs - 95 miles per hour! I asked the engineer what the noise was, which sounded like rocks hitting the front of the RDC. "Flocks of birds" he said, "I'm sure I kill at least 200 birds every trip!" We were slowing for the station stop at Leduc, and passed the caboose of the northbound freight, who was in the siding to let us by. Approaching the head end, the engineer said, "Oh my gosh! Look at that! It's 8900-even!" Even he seemed impressed to see it.

A little more 95 MPH running soon had us approaching Edmonton's outskirts. I got off at South Edmonton and watched the two Budd cars smoke things up as they left for their last lap across the High Level Bridge over the North Saskatchewan River to the station on Edmonton's north side. Then, it was a very strange sensation as I rode my bike home for supper: after riding in the RDC at 95 MPH, meandering down the street on the bike at under 10 MPH felt very strange!

I was visiting Nick on Saturday, October 22nd, 1960, and as the end of his shift at 3 PM drew near, he suggested that, since he had his camera in the car, that we drive up to the Northern Alberta Railways' Dunvegan Yards to visit "Slim" Bowman, the afternoon operator, whom we both knew. Slim drove a 1952 Studebaker, and I even knew his son, since I was a relief **Edmonton Journal** delivery boy (between 100 and 105 papers per paper route)!

Mainline steam on the NAR had ended three weeks earlier, but we knew a 2-8-0 was still working the yard. We arrived to find 2-8-0 74 finishing the day yard assignment, and visited for a while with Slim. Then, Slim told us we'd better go out to see the yard job finishing up, because this was the last day for steam! Lurking down by the NAR's new diesel shop were GMD1s 303 and 304, one of which would be on the job the next day. There wasn't too much work left for the day crew, and when they made a stop on the lead, Nick asked if the crew would like to have their picture taken standing on the front of 74. Unfortunately, there was a big round of profanity from them - something about them being pleased to never have to use a steam engine again - so Nick took pictures of the engine, but the crew bowed out.



Northern Alberta Railways GMD1 304 and 312 power Train 884 through Fedorah, Alberta, on January 14, 1981. Photo by F. David Shaw.

After I moved to Ontario in 1962, I continued to correspond with Nick for about six months. Then, one day, one of my letters was returned by the post office, simply stamped "DECEASED". Imagine having such a rubber stamp in an office! It took quite a bit of digging and asking, but I eventually found out, that, sadly, Nick had been on his way to Alsask, Saskatchewan, to visit relatives and had been killed in a head-on crash on the highway. His brother, Mike, was a rising official with the CN in Edmonton, and retired in the late 1970s from the position of General Superintendent of Transportation for CN's Mountain Region. ♦

Dinner in the Diner

The "Flying Scotsman", the "Trans Pacific Express", the "Orient Express", the "Super Continental", the "Canadian". Yes you could definitely have dinner in the diner on any one of those famous "Name Trains", but how can you have a gracious meal served on board a train, a steam powered one at that, without leaving the Ottawa - Hull area? Easy! Take a trip on the Hull-Chelsea-Wakefield Steam Train on any Friday or Saturday evening during June, July or August on their "Sunset Dinner Train".

Perhaps before going any further I should explain that the H.C.W. doesn't own a dining car so you really can't have dinner in the diner. In fact it's dinner at comfortable bucket style coach seats with a beautifully set table between four facing seats, complete with picture window.

For those who are unfamiliar with the H.C.W. operation let me explain. The H.C.W. operates on a 18 mile (29 Km) section of what was, not so many years ago, the 80.7 mile Canadian Pacific Railway Maniwaki subdivision. In fact, the 18 mile section used by the H.C.W. is all that is left of the once busy C.P.R. subdivision. The coaches on the H.C.W. are 1940s vintage rolling stock from Sweden, - yes, that's correct, Sweden, European buffers, chain couplings and all. These coaches are definitely European in design, size and weight. It would take two and a half of them to equal the weight on one of CPR's six wheel truck heavyweights! The coaches are roller bearing equipped and have been air conditioned by the H.C.W. Several of the cars carry under-the-floor diesel-electric generating sets and these were also applied by the H.C.W. after taking delivery of the equipment in 1992. The interior furnishings are first class in every respect and they ride extremely well considering their light weight, four wheel trucks, and branch line quality track. Mind you, I've never travelled in them anywhere except on the H.C.W. at speeds not exceeding 15 MPH (24 KmPH), but I expect they'd ride well at most any speed you'd care to run them at.

The H.C.W. steam locomotive, No. 909, was built in Sweden in 1907. It began life as an inside two cylinder 0-8-0 with inside Walschaert valve gear. It was subsequently converted to a 2-8-0 in Sweden. It is quite small by North American standards, especially with its 3 axle (6 wheel) pedestal mounted tender. Today the engine is an oil burner and despite modern electric lights mounted in what appear to be oil lamp cases, it is what it was and there is no denying its European origins. Safety requirements to operate in Canada called for a proper bell and whistle and the H.C.W. equipped the 909 with a C.N.R. steam locomotive style bell and whistle and they look quite at home on the Swedish boiler. The H.C.W. also operates a small, centre cab, Swedish built, diesel-electric switcher but the unit is full of GM mechanical and electrical parts.

Meanwhile, back to our story about the "Sunset Dinner Train". Branchline editor Earl Roberts, and his wife Barbara, took the train with my wife, Joyce, and I one warm August Friday evening just to try it out. On arrival at the Hull, Quebec, station, just across the Ottawa River from Ottawa, we were greeted by two crew members who told us where to park our cars in their parking lot. Our tickets, all organized a few weeks in advance, were picked up at the ticket window of the station without a hitch. Everything is computerized and organized to the hilt. We'd even chosen our choice of menu ahead of time, all four of us had the "Grilled Lamb loin with fine herbs and mint sauce", - (it was delicious!). We were ushered onto the train by a cheerful crew hostess and shown to our seats. The table was set and it looked beautiful with glistening glassware, polished flatware on a linen tablecloth, complete with a small vase with wild flowers and a lovely green shaded candle table lamp at the large window. The roving bar steward, who turned out to be quite a character, was soon to appear and take our drink orders. "If you prefer a non-alcoholic drink how about water or Perrier?", just about everything is also

available. Our waitress appeared and briefed us on the meal service in a friendly and well practised manner. All personnel were fully bilingual and switched back and forth from one language to the other as there was a healthy mixture of both English and French speaking passengers on board. Probably about 250 in all.

At about 18:30 steam surged into the inside cylinders of the 909 and the seven car train moved away from the station, on an upgrade, without the slightest jolt - in fact if we hadn't been watching we wouldn't have noticed that we were moving at all. Leaving the H.C.W. Hull station, with its adjoining two stall enginehouse (specially built for the H.C.W.), we moved out onto the main line and slowly started our trip north for Wakefield, 18 miles and one and a half hours away through one of Canada's most beautiful natural reserves, the Gatineau Park (pronounced Gat-tin-know). Points along the line are: Ironside; Chelsea (the name of the coach we rode in); Tenaga; Gleneagle; Kirk's Ferry; Larimac; Burnett; Cascades; Farmpoint and Wakefield. Our coach hostess gave a short bilingual talk about the plan for the evening's trip, on a rather good on board P.A. system. Her talk was informative and neither too long or too loud.

The first couple of miles of the trip are on what was once the ruling grade on the Maniwaki sub., known locally as "the mile hill". It is not too picturesque here and the forest foliage has moved in very close to the right of way. While we were seated only two cars back from the head end it was interesting to note that we could not hear the exhaust from the 909. Those Swedish coaches are well insulated, although the 909 doesn't really have an exhaust bark, Canadian style. Once we topped the grade at Chelsea and dropped down toward the shoreline of the Gatineau River we began to really enjoy the scenery. By now our meal had begun and we were ready to enjoy the "renowned French Cuisine" extolled in the H.C.W. advertising brochure. We moved slowly along the shoreline of the river and enjoyed our meal even more when the musicians from the troupe on board passed through. They played classical dinner music, softly, and were really accomplished musicians. They played either singly or in pairs and moved throughout the train entertaining the passengers with quite a wide variety of music. This really was a class act. I could not help but reflect on those days, many years ago, when I was a young C.P. steam locomotive fireman on this same line being in the open cab of a coal fired D10 4-6-0 in the middle of the night hauling gondola cars up to Maniwaki for the annual winter shipments of pulp logs. Back then I was not a pampered passenger!

Toward the end of August it starts to get dark around 19:30 and the Gatineau River took on a whole different look. Light and shadows played both on the water and the rocky and tree covered eastern shoreline. One beautiful scene after another caught our attention and, by just plain luck, we were seated on the "river side" of the train, although with the large windows diners seated on the other side could easily see the scenery. What more can I say, we were having a great time, fully relaxed, and being pampered by a most attentive crew. I should mention that as dusk fell the bar steward lit the small shaded candles on each and every table in the coach and the interior took on a new ambiance that was pleasant and relaxing. It became apparent also that the slowness of the train was a benefit, not a detraction, and moving along any faster would have done nothing to enhance the trip.

WAKEFIELD! We arrived at 20:10, about ten minutes off schedule, but who cares?, well, maybe the crew did, but we certainly did not. We were told we could get off and stretch our legs, watch the 909 being turned on the "Armstrong" turntable, or wander around town, but not too far away as we would be underway again at 20:45 and there would be but one warning whistle from the 909 five minutes prior to departure. Barbara and Joyce elected to go for a stroll to a local boutique while Earl and I, naturally, watched the 909 run around the train, move onto



Hull-Chelsea-Wakefield 2-8-0 No. 909 has been turned on the Wakefield, Quebec, turntable and heads south through the scenic town on July 6, 1992, shortly after the equipment was delivered from Sweden. The Wakefield turntable was previously at CPR's engine facility at Kingston, Ontario. At the Hull end of the 18-mile journey, No. 909 is turned on the former CN turntable from Hamilton, Ontario. Photo by Pierre Ozorák.

the turntable, and be turned by the train's musicians. I think that most of the passengers did what we did. By the time we left Wakefield and slowly wound our way along the river's edge and, at the same time, the edge of the town's main street, the sun had set. We would be returning to Hull in the dark but for the first half hour or so we could still view the Gatineau River in the gathering darkness. It was now time for the dessert and tea/coffee to be served. Being a consummate dessert eater I was looking forward to this part of the meal. Tonight the dessert was a beautiful crepe filled with blueberries and a very light whipped cream. Utopia! It wasn't long before tea/coffee/milk was served and the meal was complete, - and a great meal it was.

Besides the delicious food, our dinner service was excellent. These waitresses knew how to do it quietly, efficiently and be pleasant to the diners at the same time, - it doesn't get any better than this! By now our musician friends were back, but this time it wasn't classical dinner music, it was more lively and even participatory. They enjoyed themselves as much as the passengers enjoyed them as they played toe-tapping, hand clapping, French-Canadian fiddle tunes and other "folksy" type songs. Everyone joined in with a French language tune that had a reference in it to "the sun", or, as in the other official language: "Le Soleil". Each time it came up in the chorus the musicians had the passengers singing the two words: "Le Soleil". It was great fun! This excellent entertainment continued all the way back and continued even after all had disembarked when all the musicians gathered in front of the Hull station and played and sang with an energy level that left all of us in awe. How wonderful to be young and talented!

This train trip, complete with meal and entertainment, cost each of \$67 and change (taxes included). Of course you need an automobile or a taxi to get to their station, so you can add that in if you must. The trip lasts for almost four hours and you are advised to be there 30 minutes before departure time and, if you stay around the post trip entertainment at the station, as we did, you've had a four and a half hour evening of entertainment for 67 bucks. Is it worth it? You bet! We were well satisfied, even surprised at just how good it was. Our compliments to the Hull-Chelsea-Wakefield organization, you've got a good thing going.

For those outside the National Capital area, the H.C.W. can be reached by 'phone at (819) 778-7246, or Fax. (819) 778-5007, for train information. They are located at 165 rue Deveau, Hull, Quebec, J8Z 1S7. Their webpage is: www.steamtrain.ca ♦

The Register Book

TRURO, NOVA SCOTIA: The Truro Model Railroaders Association will hold its Fall Model Railroad Show 1999 at the Nova Scotia Community College Gymnasium, Arthur Street, on **October 16** from 0900 to 1600. Operating layouts, sales tables for new and used model railway equipment, photographs and memorabilia. Adults \$4; children \$2; under 12 free when with an adult. Information from Will Lawrence, 3-83 Pleasant St., Truro, NS B2N 3R9; tel: (902) 895-3715 or e-mail: ak894@chebucto.ns.ca

OTTAWA, ONTARIO: OVAR and BRMNA will sponsor Railfair 99 on **October 16** (11:00-17:30) and **October 17** (10:00-17:00) at Algonquin College, Woodroffe and Baseline. Operating layouts, over 40 exhibits and vendors, demonstrations, clinics, and more. Adults \$6; Teens and Seniors \$3; Children 5-12 \$1. Free parking. Wheelchair accessible.

LONDON, ONTARIO: The Forest City Railway Society will hold its 4th Annual Fall Slide and Sales Day in Room B1058, Fanshawe College, 1460 Oxford Street East on **October 16** from 11:00 to 16:00. Park at any marked parking spot, including meters. Admission \$2. Dealers welcome. For rates and information contact Ian Platt, 1240 Glenora Drive, London, ON N5X 2P7, or (519) 438-3330.

BURNABY, BC: The 7th Division, Pacific Northwest Region, NMRA, will sponsor the 17th annual TRAINS show and meet at the Cameron Recreation Centre, 9523 Cameron Street. Activities include displays, layout tours, contests, clinics, banquet. The meet events will take place on **November 13 and 14**. Meet fare \$15, NMRA rebate \$4, participant rebate \$4, layout tour \$16, banquet \$30. The public show will take place on **November 14** from 09:00 to 16:00 - adults \$5, seniors/student \$2, family \$10. Information from Dick Sutcliffe (Show Registrar), 12140 230 Street, Maple Ridge, BC V2X 6R5, or tel (604) 467-4301, or e-mail: dicks@axionet.com; or John Moore (Publicity) at 12049 217 Street, Maple Ridge, BC V2X 0M8, or tel (604) 463-7745, or e-mail: jegmo@bc.sympatico.ca

CAMBRIDGE, ONTARIO: The Cambridge Model Railroad Club with the WOD of the NMRA will hold the Grand Valley Modular Railway Show on **November 20** from 10:00 to 16:00 at the Hespeler Arena Banquet Hall, Ellis Road off Townline Road. Admission \$3; wheelchair accessible; refreshment. There will not be any vendors at the show. Information from Ernie Neudorffer at (519) 621-9168.

Letters to the Editor

TANK ENGINE CERTIFIED: On August 3, Huntsville & Lake of Bays 42-inch gauge 0-4-OT No. 2 (built by MLW in 1926 as Canadian Gypsum No. 7) received certification to operate in Ontario. The HLB volunteers are now busy putting her back together and hope to have the official steam up this fall in preparation for a full season in 2000 at Huntsville, Ontario. Congratulations are in order for all who have worked so hard to achieve their goal. [Bill Sands, North Bay, Ontario]

WAS IT A G.T.R. STATION?: An item on page 22 of the September 1999 *Branchline* [attributed to the *Toronto Star*] states that the CN station in Markham, Ontario, "was built in 1871 by the Grand Trunk Railway." Either the date or the railway is wrong, since the GTR did not go to Markham in 1871.

The line that is now the CN Uxbridge Subdivision began its existence as the Toronto & Nipissing Railway (T&N). Chartered in March 1868, the T&N was opened from Scarborough Junction to Uxbridge in July 1871. It was Canada's first 3' 6" gauge railway. The T&N was completed as far as Coboconk in 1872, but there construction halted, and the railway never went anywhere near Nipissing. A branch line called the Lake Simcoe Junction Railway ran from Stouffville to Jackson's Point.

The T&N was taken over by the Midland Railway of Canada in the early-1880s, and converted to standard gauge. Sources differ on the exact date of the takeover. At about the same time, the Grand Trunk gained financial control of the Midland. The GTR officially leased the Midland, including the T&N, in 1884, and these lines were merged into the GTR in 1893.

I have not found a construction date for the Markham station. If it was built in 1871, it must have been by the T&N. If it was built by the GTR, it must have been at a later date. [Tom Box, Ottawa, Ontario]

COMMENTS ON NEW LOOK, THE END OF STEAM, AND RAILWAY CHANGES: About the new look *Branchline*, wow is what I thought when I saw the colour front. When I opened it up, I noticed the change in paper (by the feel). Then, more colour pictures inside, great job; keep up the great job.

On another matter, I thought that I would mention that John Thompson's story in the July/August issue, "1959-The Last Good Year" was interesting. Guess I was born just too late, in 1960! Just like I have read about the end of steam, I feel sad at CP and CN selling off so many lines and selling off all the MLW locomotives. Hopefully the locomotives CN and CP sell off to short lines live on for a long time. The new generation of locomotives are powerful but not anywhere as interesting to look at compared to the older models.

Lastly, what were the management of Ontario Northland thinking of when they changed to O.N. Rail? Talk about taking three big steps back for one forward. New locomotives, nice paint job, old logo. CP and CN dropped it to go back to their real name. Ontario Northland was fine. Why didn't they keep it that way? [Ian Frost, Maple Creek, Saskatchewan]

"ENHANCEMENTS": In the July-August 1999 *Branchline*, Duncan du Fresne talks about his trip by CP steamer overnight from Vancouver to Victoria. The original Princess Marguerite was torpedoed by U83 on a voyage from Port Said to Cyprus on August 8, 1942; a replacement was placed in service between Nanaimo, Vancouver, Victoria and Seattle in 1949. This, however, was a new two-stacker launched in 1948, and ran in day service primarily.

Undoubtedly what Duncan and his wife travelled on in 1955 was either the Princess Elizabeth or the Princess Joan; they were indeed elderly three-funnel vessels launched in 1930, and protected the overnight Vancouver-Victoria runs for years until the service terminated on February 24, 1959.

In the September 1999 issue, David Meridew on page 12

indicates CP ended steam operation at Kamloops in mid-1954. He is definitely a couple of years premature on this date. Specifically, CP main line locals 17 and 18 (renumbered from Nos. 1 and 2 in April 1955 when the new "Canadian" assumed those numbers) ran behind steam between Vancouver and Kamloops until the trains were discontinued effective April 29, 1956. I have photos taken of No. 17 ready to leave Kamloops behind Royal Hudson 2861 on June 11, 1955, and the last regular No. 18 (running as First 18) at Coquitlam behind sister 2862 on April 28, 1956. On the Kamloops visit on that June 11, 1955, No. 17 arrived from the east behind FP7A 4031-4034; this power remained at Kamloops and took No. 18 east from Kamloops that evening. The same day, the Thompson Sub. way freight from North Bend arrived behind a 5100-series 2-8-2. It is possible that steam east of Kamloops was gone by mid-1954, but certainly not west of Kamloops until at least late Spring 1956.

Enough for corrections; the *Branchline* is getting better and better; colour, better paper, etc. Please pass on my best to the gang, and congratulate them on doing a super ever-improving job. [John Rushton, Stony Plain, Alberta]

KEEPING THE N.A.R. NAME AND HISTORY ALIVE: Having retired 15 years ago from the Northern Alberta Railways (33 years) via CNR (4 years), I like to keep track of where "our" (NAR) motive power and equipment have ended up, and can often identify such moves, thanks to the various contributors to *Branchline*.

I feel compelled to throw in my two-bits' worth regarding the "Information Line" in the July-August 1999 issue, regarding the sale of CN lines "north of Jasper" to North America RailNet's subsidiary - Alberta RailNet of Grande Prairie. The Grande Cache Subdivision from Swan Landing to Grande Prairie was indeed Alberta Resources/CN line, however, the Grande Prairie Subdivision, Rycroft Jct. through Grande Prairie to Hythe and Dawson Creek yard was originally NAR trackage. As well, the Smoky Sub. was also NAR trackage - the section from Tangent through Rycroft to Spirit River became isolated from the east end some years back when the long steel bridge over the Smoky River at Watino was considered no longer repairable.

Incidentally, in the later years of the NAR, several points on the mainline were named after well-known longtime employees: Mile 134.8 (Iracard), Grande Prairie Sub., mentioned in the article, was named after one of our longtime Grande Prairie station agents. It is interesting how this former NAR trackage has ended up with a different combination of initials in the subsidiary name - ARN!

We like to keep the NAR name and history alive, as much as possible. [Art Rowe, Edmonton, Alberta] ♦

New Off the Press

A Companion to Canadian National Railways: An Annotated Historical Roster of Passenger Equipment, by Gay Lepkey, is now available. This companion 336-page 8½" x 11" hardcover volume provides dispositions updated to December 1998, as well as all additional information that has become available since the publication of the parent volume in 1995. Included are 249 black and white photographs and 297 car diagrams, as well as cross-references and a great deal of related material.

The companion volume is available at \$64.95, plus \$6.00 postage and handling from the Bytown Railway Society, PO Box 141, Station A, Ottawa, Ontario, K1N 8V1. To Canadian addresses, except NB, NS and Nfld., please add \$4.97 GST (total \$75.92); to NB, NS and Nfld., please add \$10.64 HST (total \$81.59). To U.S. addresses: \$56.00 postpaid in US funds. To international addresses: \$87.00 CAD postpaid (surface mail) or \$107.00 CAD postpaid (air mail).

A SELECTION OF PASSENGER CONSISTS

14 July 1999 VIA #1 - "Canadian" at Jasper, Alberta	7 August 1999 VIA #1 - "Canadian" at Edmonton, Alberta	16 August 1999 VIA #6 - "Skeena" at Prince George, BC	19 August 1999 VIA #14/16 - "Ocean/Chaleur" at Rivière-du-Loup, Québec	30 July 1966 * CP #1 - "Canadian" at Ottawa, Ontario
F40PH-2 6442 F40PH-2 6443 F40PH-2 6444 Baggage 8609 Coach 8112 Coach 8123 Coach 8126 Skyline 8501 Skyline 8516 Sleeper "Douglas Manor" Sleeper "Hunter Manor" Sleeper "Cameron Manor" Sleeper "Macdonald Manor" Skyline 8502 Sleeper "Amherst Manor" Sleeper "Abbott Manor" Sleeper "Brock Manor" Skyline 8512 Sleeper "Butler Manor" Sleeper "Drummond Manor" Sleeper "Bell Manor" Sleeper "Christie Manor" Diner "Empress" Sleeper "Sherwood Manor" Sleeper "Chateau Varennes" Sleeper "Hearne Manor" Dome-Observation "Tweedsmuir Park"	F40PH-2 6446 F40PH-2 6445 F40PH-2 6448 Baggage 8609 Coach 8144 Coach 8137 Coach 8103 Skyline 8502 Skyline 8507 Sleeper "Craig Manor" Sleeper "Monck Manor" Sleeper "Thompson Manor" Sleeper "Cornwall Manor" Skyline 8517 Sleeper "Grant Manor" Sleeper "Rogers Manor" Sleeper "Carleton Manor" Sleeper "Chateau Iberville" Sleeper "Chateau Levis" Sleeper "Franklin Manor" Sleeper "Abbott Manor:" Diner "Palliser" Sleeper "Bliss Manor" Sleeper "Chateau Rouville" Sleeper "Drummond Manor" Dome-Observation "Strathcona Park"	F40PH-2 6433 Coach 8127 Club 4002 Club 4006 Dome-Observation "Prince Albert Park" ----- 17 August 1999 West Coast Express #12 at Vancouver, BC VIA F40PH-2 6440 WCE Coach 213 WCE Coach 207 WCE Coach 206 WCE Coach 202 WCE Control Cab 103 (VIA 6440 filling in for WCE F59PHI 905)	F40PH-2 6436 F40PH-2 6429 F40PH-2 6451 Baggage 8620 Baggage 8613 Sleeper "Chateau Lauzon" Sleeper "Chateau Papineau" Sleeper "Chateau Dollard" Diner "Imperial" Skyline 8505 Coach 8145 Coach 8131 Coach 8142 Coach 8102 Coach 8140 Coach 8113 Coach 8130 Skyline 8506 Diner "Acadian" Sleeper "Chateau Richelieu" Sleeper "Chateau Closse" Sleeper "Chateau Argenson" Sleeper "Chateau Lasalle" Sleeper "Chateau Rigaud" Sleeper "Chateau Montcalm" Dome-Observation "Waterton Park"	FP9A 1413 FP7A 1404 Baggage 4740 Baggage-Dorm. 3017 Baggage 4762 Coach 108 Coach 116 Skyline 501 Sleeper "Chateau Brule" Sleeper "Chateau Iberville" Sleeper "Draper Manor" Diner "Acadian" Sleeper "Chateau Lasalle" Sleeper "Sherwood Manor" Dome-Observation "Tweedsmuir Park" ----- 30 July 1966 * #233 at Ottawa, Ontario E8A 1800 Baggage-Sleeper 4489 Coach 123 Coach 115 Skyline 513 Buffet Parlor 6621

* Last day of operation of downtown Ottawa Union Station.

(Thanks to Jim Brock, Bruce Chapman, John Cowan, Thomas Higgins, Brian Kimmons and Harm Landsman)

A SAMPLE OF DIESEL LASHUPS

Aug 1 - NBSR at McAdam, NB: GP38-3 9802, GP9s 3700 and 3701, GP9Es 3757, 3787, 3760 and 3788, and GP38-3 9801.
Aug 4 - STLH 923 at Smiths Falls, ON: CP AC4400CW 9672, QGRY GP35E 2501 and CP SW1200RSu 1270.
Aug 8 - CN 444 at Brettville Jct., AB: SD60F 5557, SD50F 5439, GMD1u 1412 and GP9RM 7077.
Aug 10 - GEXR Potash Extra at Kitchener, ON: CN Dash 8-40CMs 2400 and 2401.
Aug 10 - CP 560 at Winnipeg, MB: CP SD40-2s 5841 and 5776, SOO SD60 6008, SOO GP9 405 and SOO MP15AC 1557.
Aug 10 - CP Extra at Thunder Bay, ON: GP9u 8218, Accommodation Car 68, Generator Box 424993, and Track Evaluation Car 63.
Aug 11 - CN 309 at Toronto, ON: CN SD70I 5616, BNSF B40-8W 533, BNSF C44-9W 4711, and CN SD40-2s 5263 and 5288.
Aug 11 - GEXR 432 at Kitchener, ON: GP38 3835, GP40 4019 and GP9 901.

Aug 15 - BCOL at Tacheeda, BC: GF6C (electrics) 6001, 6006 and 6004.
Aug 16 - BCOL at Chetwynd, BC: Dash 9-44CWL 4641, SD40-2s 754 and 766 and C36-8 3623.
Aug 16 - CN 390 at Toronto, ON: CN SD75I 5728, CN GP40-2L(W)s 9579 and 9551, CN SD40-2(W)s 5242 and 5277, and D&RGW SD40T-2 5371.
Aug 17 - RLK at Edmonton, AB: GP35s 5013 and 5011, GP9-4 4001, GP20 2099 amd GP9 1758.
Aug 17 - STLH 923 at Smiths Falls, ON: SD90MACs 9142 and 9140, AC4400CWs 8514 and 9574 and GP9u 8240.
Aug 18 - STLH 507 at Galt, ON: SOO SD60 6001 and SOO SD60M 6059.
Aug 18 - CN Advance 397 at Aldershot, ON: CN GP40-2L(W) 9622 hauling 3 CN GP40-2(W) and 11 CN /GP40-2L(W) units for lease to CSXT: 9541, 9520, 9485, 9658, 9420, 9406, 9638, 9442, 9639, 9610, 9514, 9504, 9413 and 9426.

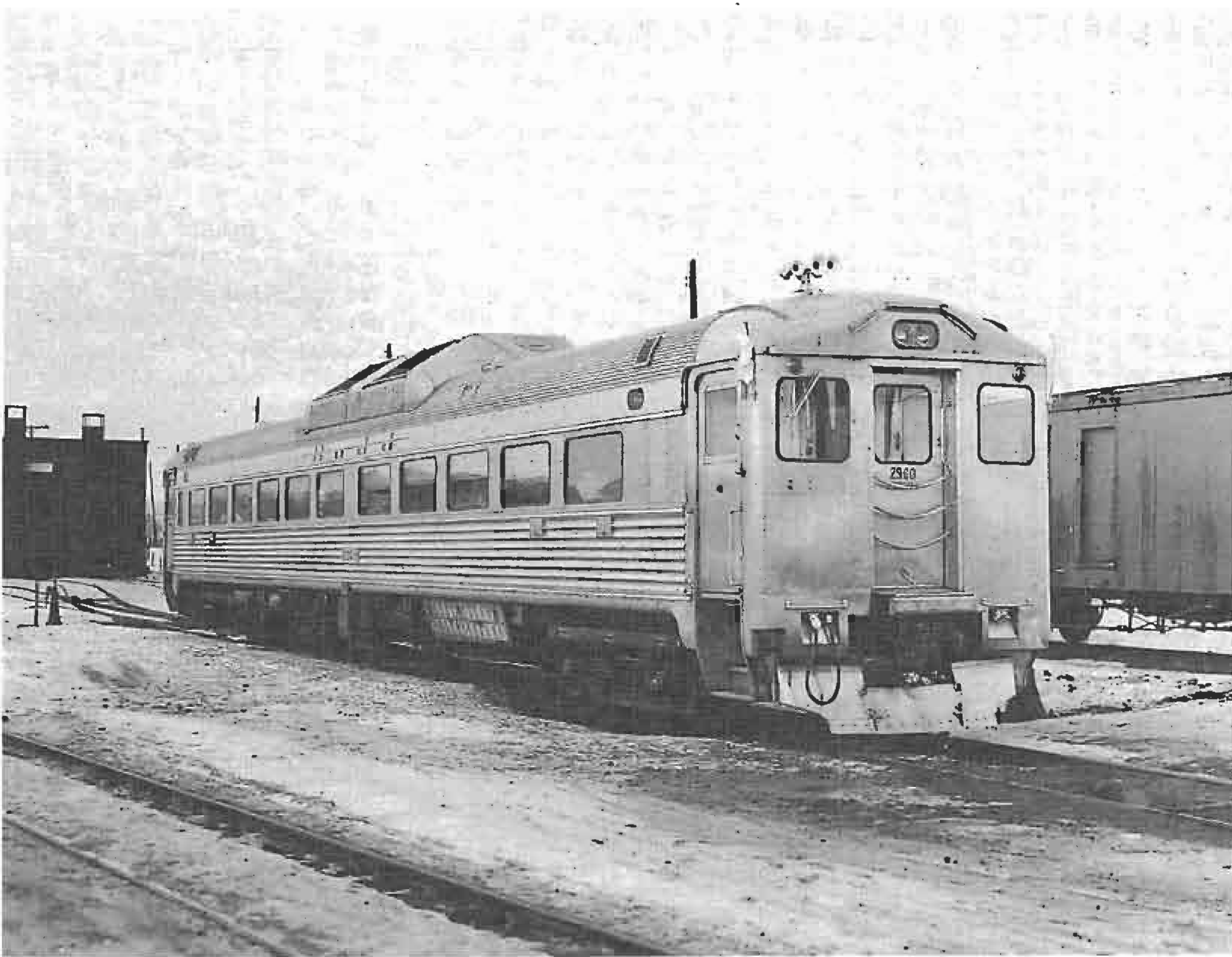
Aug 18 - CP eastbound at Savona, BC: SD90MACs 9110 and 9133, and SD40-2 5989.
Aug 21 - STLH 923 at Smiths Falls, ON: CP SD40-2s 9002 and 9010 and CP SD40 5555.
Aug 22 - STLH 501 at Windsor, ON: AC4400CW 8579 and SD40-2F 9000.
Aug 22 - CN 216 at Sarnia, ON: CN SD40-2(W) 5362, CN SD70I 5614, CN SD40-2 5373. CN SD75I 5737, CN SD40u's 6004 and 6019, and BN SD40-2B 7501.
Aug 25 - NBEC eastbound at Campbellton, NB: SD40s 6900, 6905 and 6904, and RS-18u 1818.
Aug 26 - NS 328 at Brantford, ON: CP SD40M-2 5492 and CP SD40-2F 9022.
Aug 27 - CN 203 at Capreol, ON: CN SD75I 5693, CN SD60F 5561 and RLK FP9Au 1401 (1401 en route to RailLink-Lakeland & Waterways in Alberta).
Aug 27 - CN 451 at Washago, ON: CN SD75I 5667, and ONT SD40-2s 1735, 1731 and 1734.

Aug 28 - STLH 528 at Toronto, ON: CP SD40-2 5737, CP SD40 5540, CP SD40-2 5592 and CP Control Cab 1104 (with 66 RoadRailers).
Aug 30 - CP Extra at Smiths Falls, ON: GP9u 8217, Accommodation Car 65 and Track Evaluation Car 64.
Sep 1 - CN 367 at Dorval, QC: CN SD75I 5704, BNSF SD40-2s 7308 and 7311-7313, and CN GP40-2(W)s 9671 and 9672.
Sep 2 - CP 404 at Thunder Bay, ON: SD90MACs 9129 and 9109.
Sep 2 - ARN at Rycroft, AB: B23-7s 1010, 1011 and 1009.
Sep 3 - STLH "Toyota Turn" at Kitchener, ON: CP GP40-2 4654, CP GP9u 8228 and CP GP38-2 3057.
Sep 4 - CN 369 at Toronto, ON: CN GP40-2(W)s 9672 and 9671, CN GP40-2L(W) 9586, CN SD 40-2(W) 5251, and BNSF SD40-2s 7316, 7310, 7309 and 7306.
Sep 5 - CN 367 at Snider (Toronto), ON: CN SD40-2(W)s 5261 and 5305, BNSF SD40-2s 7323, 7315, 7321, 7317, 7318, 7319 and 7322, and Canac S-13u 8711.

(Thanks to Paul Bloxham, David Durant, Greg Goldthorpe, Ross Harrison, Paul Huene, Brian Kimmons, Harm Landsman, Luc Lanthier, Bryan Martyniuk, Mark Paterson, Bill Sanderson, Stan Smith, Geoff Sockett, Adrian Telizyn, Ed van Pelt and Joe Zika)

Legend: **ARN** = Alberta RailNet; **BCOL** = BC Rail; **BN** = Burlington Northern; **BNSF** = Burlington Northern Santa Fe; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSXT** = CSX Transportartion; **D&RGW** = Denver & Rio Grande Western; **GEXR** = Goderich-Exeter Railway; **NBSR** = New Brunswick Southern Railway; **NS** = Norfolk Southern Railroad; **ONT** = Ontario Northland Railway; **RLK** = RailLink Ltd.; **QGRY** = Quebec Gatineau Railway; **SOO** = Soo Line; **STLH** = St. Lawrence & Hudson Railway; **VIA** = VIA Rail Canada; **WCE** = West Coast Express.

Photo Corner



LEFT: Fifty years ago, in September 1949, the Budd Company produced RDC-1 demonstrator 2960. In February 1953, Budd sent the 2960 to Montreal for tests on CN and CP. Here it stands on the shop track at Mont-Laurier, Quebec, awaiting the return trip to Montreal on February 7, 1953. A day or two later, the 2960 collided with a heavy truck at a crossing near Mont-Laurier and was heavily damaged. The 2960 became CN D-110 in 1965, CN 6110 in 1969, and VIA 6110 in 1978. VIA recently sold the 6110 to Farmrail in Clinton, Oklahoma. Photo by Ron Ritchie.

LOWER LEFT: The fireman on Conway Scenic 0-6-0 7470 (ex-CN 7470) takes a breather at North Conway, New Hampshire, on October 18, 1997. Photo by Robert Longpré.

BELOW: The rear of CP's new SD90MAC 9102 on display in Revelstoke, BC, for crew familiarization on November 8, 1998. Photo by Jim Johnston.

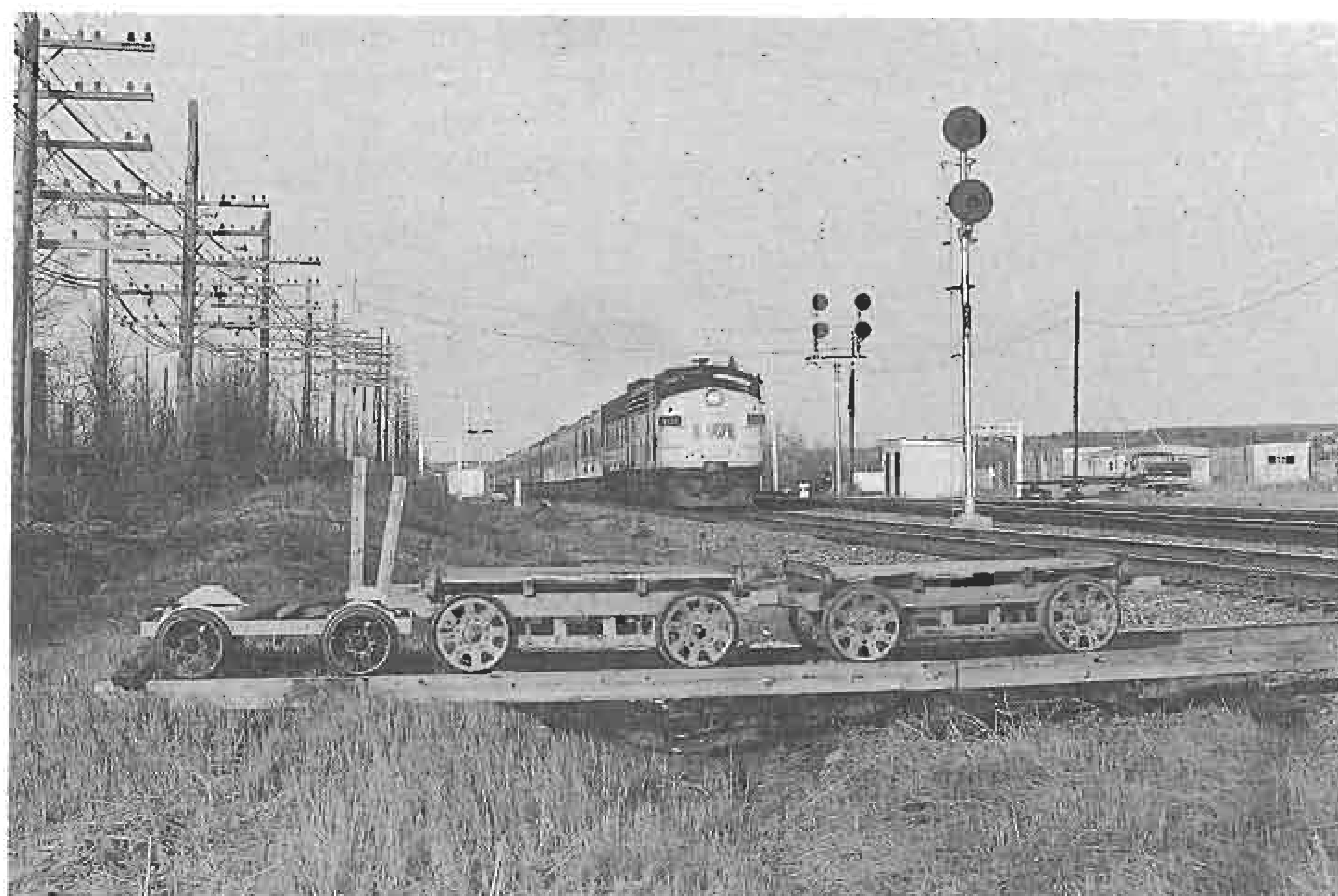


Edmonton Transit's recently-acquired GE 45-ton No. 2010 (ballasted to 50 tons) at ETS' light-rail shop in Edmonton, Alberta. No. 2010 replaced electric locomotive 2001 which was donated to the Edmonton Radial Railway Society. The reprofiled cab is quite apparent. No. 2010 is painted royal blue with alternating blue and silver stripes. Photo by Fred Clark



Cuyahoga Valley RS-18u 1822 (ex-CP 1822) has been painted black with red stripe, outlined in yellow with yellow nose and ends. No. 1822 was powering a passenger train at Independence, Ohio, on June 23, 1999. Photo by Frank Vollhardt, Jr.

VIA No. 15, the Halifax to Montreal "Ocean", accelerates uphill on CN's Gort Sub. at Marsh Jct. (Moncton, NB) with 12 cars in tow. FP9A 6527 and an F9B are just two miles out of Moncton station in this early evening shot on May 9, 1981. The far right track is the Sussex Sub. The track in the centre continues for two miles into CN's Gordon Yard in Moncton. No. 6527 was rebuilt in 1985 and renumbered 6314, and was wrecked in a washout accident near Rapide-Blanc, Quebec, in April 1993. Photo by Wendell Lemon.





It was reported recently that the contract with VIA Rail for a backup unit for West Coast Express trains had been terminated. Not so - VIA F40PH-2 6440 leads the first WCE afternoon commuter train eastbound at Port Haney, B.C., (Mile 103, CP Cascade Sub.) on August 16, 1999. No. 6440 was substituting for WCE F59PHI 905 which was undergoing repairs. Photo by Chris Wasney

Canadian National SW1200RS car mover CS03 (nee CN 1308), resplendent in the 1950s green and yellow livery, is stored at Taschereau Yard in Montreal, Quebec, on July 14, 1999. No. CS03, its car moving duties at Melville, Saskatchewan, taken over by a newer CS03 (nee CN SW1200RS 1374), has been acquired by Canac and has been shipped to CLN Industries in Charny, Quebec, to be repainted into Canac's lease fleet livery. Photo by Luc Lanthier.



Waiting for their next assignment: CP AC4400CW 9566 and SD90MAC 9108 pause on the ready track at Moose Jaw, Saskatchewan, on May 16, 1999. The CP roster includes 265 AC4400CW units built between 1995 and 1998, and will soon include 61 SD90MAC units (at press time, 55 were in service - they are 4,300 hp, upgradeable to 6,000 hp). Photo by Bruce Blackadder.

Modeller's Delight: Recently-acquired CPR GP40-2 4654 (ex-HATX 508; exx-GTI 315; nee B&M 315) poses at Galt, Ontario, on July 24, 1999. The unit, one of eight acquired from Helm Financial, received several upgrades but a coat of paint was apparently not part of the deal. Photo by Randall Stavenow.



Carlton Trail Railway GP10 1004, M-420B 681 (still lettered BC Rail) and GP10 1020 are at 17th Street West in Prince Albert, Saskatchewan, with Train 771 bound for interchange with CN at Warman Junction near Saskatoon on June 30, 1999. Photo by George Gazuk.

OmniTRAX's Okanagan Valley Railway GP10 Nos. 1049, 1064 and 1038 lay over at Vernon, British Columbia, on July 9, 1999. The three units were built as Illinois Central GP9s and were previously assigned to OnmiTRAX's Carlton Trail Railway in Saskatchewan. Photo by Iain Neighbour.



Along the Right of Way

GO TRANSIT GOES TO LOCAL CONTROL: At 12:01, August 7, 1999, the GO in GO Transit ceased to stand for Government of Ontario. After 32 years, GO Transit officially passed to municipal control. The move, part of the Ontario government's downloading package, transferred GO from the provincial Toronto Area Transit Authority to the Great Toronto Transit Authority under the auspices of the Greater Toronto Services Board.

Half of the system's funding will be provided by Toronto and half by the Greater Toronto Authority regions and Hamilton-Wentworth. GO has become the continent's third-largest regional commuter agency - and the largest in Canada.

Despite calls from some municipal politicians to change the name to GT Transit, the system will retain the GO label for the foreseeable future. GO chair Eldred King said: "I think it's very catchy, people recognize it, they know it and why add any further confusion by changing it." (*Toronto Star*, 06/08/99, thanks to Ray Corley)

TOURIST STEAM TRAIN TO RUN ON VANCOUVER ISLAND: Vancouver Island could be poised on the threshold of becoming a major, world-class steam tourism destination. Iron Horse Enterprises of New Jersey has won a bid to create a major steam railway system on the island. According to Iron Horse ceo Ross Rowland, the company will acquire five brand-new custom-built Chinese steam locomotives, at a cost of US\$300,000 apiece. The company plans on having all five locomotives in service by 2005.

The start-up date for diesel-powered excursions between Victoria and Malahat has been shifted from May 1 to July 1, 2000. (*Canadian Press*, 16/08/99, and Dale Whitmee)

STATION RESTORED: The former CPR Park Avenue (Jean-Talon) Station in Montreal has been restored and is attached to a large Loblaw's store, and soon to an Indigo bookstore. Restoration on the old main station hall is underway. The hall features a departure board displaying various train numbers and departure times. Unfortunately, the destinations listed are quite random, including Rigaud and Vancouver! (Mike Gammon)

CN AND CPR GRANTED AN INJUNCTION TO STOP BLOCKADE: CN and CPR have won an injunction against a Manitoba native band which had threatened to block the tracks in a gambling dispute. CN and CPR filed injunctions against Dennis Pashe, chief of the Dakota Tipi First Nation near Portage la Prairie, Manitoba, as well as other residents of the reserve and their supporters. Pashe had threatened to block rail lines across Manitoba in retaliation for an RCMP raid earlier in August on an unlicensed casino on the reserve.

The injunction gives police the power to immediately arrest any trespassers on railway property. "We did it to protect the interests of our customers and ensure the safety of our employees, the public and protesters themselves," said Ian La Couvee, CPR's manager of public affairs. Terry Nelson, a researcher for the band, suggested an injunction may not prevent the protest. (*Winnipeg Sun*, 21/08/99)

MILLENNIUM FLING FOR WORLD'S GREATEST LOCOMOTIVES: Forty of the world's great locomotives, including the "Flying Scotsman", will gather for one last time in a Millennium Cavalcade of Steam. The old favourites from the golden age of the railways will take part in a three-day event to mark the 175th anniversary of the opening of the world's first passenger railway.

Upwards of 250,000 people are expected to attend the cavalcade over the August Bank Holiday weekend next year in north-east England. The old locomotives will appear on an eight-mile stretch of track between Shildon and Darlington North Road. This is expected to be the last event of its kind as many of the locomotives will be too old for the 200th anniversary in 2025.

The announcement of the event is due to be made in

Darlington Railway Museum in the shadow of George Stephenson's locomotive "Locomotion" which hauled the first train on the Stockton-Darlington line in 1825. It was feared that the cavalcade would not be staged after the event was refused National Lottery Funding. But enough sponsors have been found to ensure it goes ahead. "This will be one of the great national events to be held in the north-east in recent years," said David Champion, chairman of the organisers, Rail 2000. He said enthusiasts in Australia, the US and Russia had already shown an interest. The full display of locos will be held on each of the three days - August 26, 27 and 28, 2000. (Press Associated Limited, 24/08/99)

CITY OFFICIALS KEEP AN EYE ON BID TO SUE OVER RAIL NOISE: Municipal officials in the Montreal-island communities of Cote St. Luc and Hampstead will be watching closely in September as a Blainville resident petitions Quebec Superior Court for permission to launch a class-action lawsuit against the Agence métropolitaine de transport (AMT-commuter agency) and the St. Lawrence & Hudson Railway (StL&H). Michel Sirois contends noise and pollution caused by a high-speed commuter train that runs through Blainville is disturbing the quality of life in his neighbourhood. Sirois is seeking \$30,000 in damages from the AMT and the SL&H. The suit also seeks to force the companies to undertake repairs that will reduce noise and environmental pollution around the rail yard in Blainville.

The case has sparked interest in Cote St. Luc and Hampstead because several of the commuter trains from Blainville will be extended from the present terminus at Park Avenue Station through both municipalities to the downtown Windsor Station beginning in the fall. On September 13, Cote St. Luc and Hampstead are launching a pre-emptive strike against the railway and the AMT by holding a public meeting to inform residents about possible legal action they can take.

One of the issues that will be raised is a recent ruling by the Canadian Transportation Agency (CTA). In June, the CTA ruled in favour of the Ontario-based Citizens of Oakville Stop-CN-In-Their-Tracks Committee, which had complained about an increase in noise and pollution caused by changes in rail operations at the CN Oakville yard. The CTA ordered CN to reduce noise levels but stopped short of awarding damages to the complainant. CN is appealing the decision. (*The Gazette*, 26/08/99)

"SOUNDER" COMMUTER CARS BEING BUILT: Thirty-eight bi-level passenger cars for the Sounder commuter service between Seattle and Tacoma (Washington) are being built by Bombardier. The shells are being built in Thunder Bay, Ontario, and the interiors are being finished in Barre, Vermont, to give them the required US content. The 18 cab cars are numbered 101-118; the 20 coaches are numbered 201-220. The first cars are expected to be shipped to Seattle about in October. They will be shipped through Canada with reporting marks BBRX.

It is understood that the West Coast Express' order for six additional bi-level coaches will be an add-on to the Sounder order (Bill Farmer and John Cowan)

"TICKETS PLEASE - BILLETS S.V.P" CALL SILENCED: Effective September 1, the Agence métropolitaine de transport (AMT) commuters on the Montreal/Dorion-Rigaud line can no longer pay their fares to the conductor. Instead, commuters purchase individual or books of six tickets at new machines at each station. While individual tickets are validated at the time of purchase, tickets from ticket books must be inserted into another machine on the platform before use which prints the date and time of validation. Validated tickets are good for 90 minutes and are subject to spot checks by inspectors. As well, the tickets may be used as a bus transfer. The same system is utilized on AMT's

Blainville and Deux-Montagnes trains. The vast majority of commuters buy monthly passes and TRAM passes and are not affected by the new system. (*The Gazette*, 18/08/99, thanks to Gilles Chevrier)

SECOND VANCOUVER-SEATTLE SERVICE: Present Amtrak Train 760 provides a morning service from Seattle (Washington) to Vancouver (BC); Train 761 provides an evening departure from Vancouver to Seattle. Effective September 2, a bus departs Vancouver at 08:00 and connects at Bellingham with new Bellingham to Seattle Train 761 for an arrival in Seattle at 12:45. Train 762 departs Seattle at 17:30 and connects with a bus at Bellingham which arrives in Vancouver at 21:30. Former Train 761 has been renumbered 763.

COLLISION IN PORT OF MONTREAL: On August 11, Port of Montreal MP15ACs 8404 and 8406 collided head on near Notre-Dame and Pie-IX Blvd. in Montreal's east end. The nose end of one unit and the cab end of the other were damaged in the collision which saw five crewmen sent to hospital.

The Port of Montreal railway provides interchanges with both CN and St. Lawrence & Hudson Railway and switching for customers located on Port of Montreal trackage. CP SW1200RSu's 1244 and 1270 have been leased pending repairs. (John Godfrey)

HERITAGE AWARD FOR FORMER RADIAL LINE SHELTER: JARVIS STATION TO BE PRESERVED: The former Grand Trunk station at Jarvis, Ontario, has received a new lease on life. The building has been bought by two local businessmen who plan to restore it for yet undisclosed commercial reasons. The station is located on the now abandoned Cayuga Subdivision between Welland and Delhi. The track was removed in 1996. The station last saw passenger service in 1957 although CN kept it for "operational" reasons for a number of years thereafter. CN has indicated that it would be interested in selling part of the Cayuga Subdivision to the Trans Canada trail organization. (*The Hamilton Spectator*, 09/08/99, thanks to Don Grove)

FARM UPROOTED TO AVOID RAIL CONSTRUCTION: In a £1 million project, Yonsea Farm, complete with Georgian farmhouse and six other original buildings, has been uprooted from its original site at Hothfield, near Ashford, Kent, to make way for the construction of the Channel Tunnel Rail Link. The farm has been moved to the South of England Rare Breeds Centre, Woodchurch. The farm is recognized as one of the most important examples of a late Georgian farm, designed as a model efficiency. It is being preserved as an example of farms built specifically during the Napoleonic Wars era to reduce Britain's dependence on imported food. The move is unusual, especially in the North American context, where expropriated properties are generally demolished. Britain, however, has an active heritage trust program. (*Daily Telegraph*, 31/07/99, thanks to Bob Elliot)

RECONSTRUCTION OF ERITREA RAILWAY: Shut down by civil war since 1975, the oldest railway in east Africa is making a comeback. The Eritrea Railway, a narrow gauge line, has been brought back into service as a symbol of national unity. It has been a quarter century since the line was shut down and the workers laid off. Many of them - pensioners now - have been called back into service and are "volunteering" their time to teach younger compatriots what it takes to run a railway. Efforts to date have seen track renewal as well as the return to service of 2 diesel locomotives and 6 of 11 steam locomotives. The line is an engineering challenge, containing 30 tunnels and 65 bridges. It is hoped that the project will be completed by either 2000 or 2001. (*Daily Telegraph*, 31/07/99, thanks to Bob Elliot)

BUSINESS UP AT PORT OF HALIFAX: Cargo volumes through Halifax are up by 5% thanks to an increase in exports, says the Port Authority. The growth is attributed to extra container traffic coming via CN from the U.S. mid west. CN's construction of the Sarnia Tunnel in the 1990s is a direct cause of the upturn and it

is felt that the recent takeover of the Illinois Central Railway will only give further impetus to growth as there are now much further marketing opportunities for carriers moving cargo through Halifax. (*Halifax Chronicle Herald*, 08/18/99, thanks to Douglas L. Courtney)

NEW TOURIST TRAIN OVER QUEBEC CENTRAL RAILWAY: In March 1999, the "Trains touristiques de Chaudière-Appalaches" (TTCA) purchased three coaches from the Long Island Railroad. Coach 2722 has been repainted with a dark blue roof, white to below the windows, then medium blue and dark blue below. It is based in Vallée-Jonction, Beauce County, 40 miles south of Quebec City. Another coach has been painted in Express-Marco colours similar to their locomotive (U23B JMG 1); the third coach has not yet been repainted. At press time, the latter two coaches were at East-Broughton, 15 miles south of Vallée-Jonction.

A variety of tours over the former Quebec Central Railway will gradually be offered, eg. Vallée-Jonction to Tring Jct. (10 miles one way, 90 minutes), Vallée-Jonction to Disraëli (47 miles, 5 hours, with lunch), and Vallée-Jonction to East Angus (83 miles, 10 hours with dinner). (Erick Pelletier and Paul Poulin)



TTCA's freshly-painted former Long Island coach 2722 at Vallée-Jonction, Québec, on August 21, 1999. No. 2722 was built by Pullman Standard as LIRR 2685 in 1963. Photo by Paul Poulin.

CN DOWNSIZES WATERFRONT RAIL YARD IN HAMILTON: As it carries out its strategic downsizing, CN is slowly reducing its corporate presence in Hamilton. Its car repair shop was recently moved to Toronto while it also closed a local office tower. The most recent "casualty" has been its waterfront yards on Burlington Bay. Less activity is taking place there in the wake of a transfer of local switching operations to the short line operator RaiLink with CN negotiating long term lease agreements with RaiLink for the use of other Hamilton-area facilities. This downsizing is paving the way for the conversion of former CN holdings into waterfront green space by the community. Hamilton has expressed an interest in purchasing all of the waterfront land but no formal offer has been made to CN. (*Hamilton Spectator*, 13/08/99, thanks to Don Grove)

NATIONAL ARCHIVIST W. KAYE LAMB DIES: Dr. W. Kaye Lamb passed away in Vancouver in August at age 95. Dr. Lamb was appointed British Columbia provincial librarian and archivist in 1934. In 1940 he moved to the University of British Columbia as its librarian. In 1948, Dr. Lamb was appointed Dominion Archivist and took over the planning for a national library. The appropriate legislation was passed in 1952 and the library became a legal entity on January 1, 1953. Dr. Lamb lobbied for a new building to serve as a records centre. It opened in 1956. Later, he promoted the construction of a new building that would house both the archives and the national library. It opened on Wellington Street in Ottawa in 1967.

Dr. Lamb wrote the 491-page "History of the Canadian

Wellington Street in Ottawa in 1967.

Dr. Lamb wrote the 491-page "History of the Canadian Pacific Railway" for the "Railroads of America" book series published by Macmillan Publishing in 1977. (**The Globe and Mail**, 0/08/99, thanks to David Meridew)

NEW STATION GREETES RIDERS ON KETTLE VALLEY RAILWAY:

Riders on the Kettle Valley Railway in Summerland, British Columbia, have new facilities to wait for rides over the 3-mile stretch of former CPR trackage. The group operating the Shay-powered tourist train have built a new station, "Prairie Valley". The 1,800 square foot facility provides waiting, snack, bar and souvenir sales facilities. The building cost about \$50,000 in cash and as much again in donations of time and material. No government grants were used to build it. Now in operation for three years, the railway has been in a deficit position with the exception of this season when it is posting break-even results. (**The Daily Courier**, no date, thanks to Harold Lake)

INTERNET IN THE SUBWAY?: Transit riders may soon be able to check their e-mail and surf the net on subway platforms while waiting for their train. The Toronto Transit Commission is expected to approve a bidding competition at its September 22 meeting to provide Internet access terminals at each of its 70 stations. Commission chairman Howard Moscoe said his plan for the terminals could fetch \$15 million a year in revenue. (**Canadian Press**, 01/09/99)

ACCOLADES FOR OKANAGAN VALLEY WINE TRAIN: Savaged by the press during its planning and start up phases, the Okanagan Valley Wine Train, brain child of Nagel Tours of Edmonton, Alberta, is earning its share of accolades. Perhaps none was more fitting than writings of a reporter in the local press who described the train as the "Okanagan's premier tourist attraction." Devoting a full page to his round trip experience he

described the arrival of the train in Armstrong site of a Las Vegas-style dinner show which part of the package as "in a setting that would make Walt Disney proud, the train rolls slowly into downtown Armstrong right in the middle of Main Street. The town has well-preserved heritage buildings, and people seem genuinely thrilled and proud to have the train come to their town." For information, telephone 1-888-674-8725. (**The Okanagan**, 17/07/99, thanks to Harold Lake)

ONTARIO NORTHLAND 2-8-0 503 TO BE REFURBISHED: Plans are in the making to have Ontario Northland Railway's 2-8-0 503, located in Lee Park in North Bay, Ontario, refurbished and relocated to provide greater public access and viewing as a major rail museum tourist attraction.

The 503, built by Canadian Locomotive Company in October 1930, saw mainly freight service with the former Temiskaming and Northern Ontario Railway, renamed Ontario Northland Railway in 1946, until retired in 1957. The ONR refurbished and donated the 503 to North Bay. Due to expansion in Lee Park, the 503 has been largely out of view for years. A small group of volunteers kept it in good repair, but eventually time, deterioration and vandalism took a toll.

With new emphasis on the recovery of waterfront rail-land property, about 15 acres, Mayor Jack Burrows wants the 503 moved to where a rail museum building will be built near the old CPR station which is leased and occupied by RaiLink-Ottawa Valley's head office. Under the City plan, RaiLink would get a new head office. The rail redevelopment would be funded in part by Heritage North, the City and private stakeholders.

The City of North Bay is negotiating with CPR to buy the rail lands. Additional funds have been okayed by City Council to continue environmental studies and testing of the rail lands before the land is purchased. Consultants now say it may cost more than \$5 million to clean up the soil. Decision deadline is October 29. (Colin Vezina) ♦

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Steam in the Alberni Valley

by BARRY MILLER

This summer the sound of a steam whistle was heard echoing throughout the rolling hills of the Alberni Valley on British Columbia. A dedicated volunteer group known as the Western Vancouver Island Industrial Heritage Society (WVIIHS) is now operating a 1929 Baldwin 2-8-2T locomotive along the industrial waterfront railway yards in Port Alberni during the summer month weekends. The operation, known as the Alberni Pacific Railway, transports locals and tourists aboard one open and two closed passenger coaches, all converted from former CN steel transfer cabooses.

In addition to running their regular trains, on August 15, 1999, the WVIIHS was host to the 113th birthday celebration of the building of the Esquimalt & Nanaimo Railway on Vancouver Island. Equipment on display consisted of two restored cabooses, one belonging to the E&N Division of the Canadian Railroad Historical Association (nee CN transfer caboose 76695), and the other to the E&N Railway (ex-CP 434371). Also on display were several speeders including a vintage track-mower, all owned by the E&N Division, CRHA. As a special treat the Victoria and Sidney Model Railway Club brought in a large operating display that was set up in the beautifully restored Port Alberni station.

The main event of the summer season for the WVIIHS took place on August 21 when for the first time the Alberni Pacific Railway steam train was allowed to break out of the confines of the back-and-forth runs within the Port Alberni yards and travel eastward on the RailAmerica mainline for a distance of 5.4 miles. Four round trips were operated, carrying a total of some 600 passengers. Permission had been granted by RailAmerica (new owners of the E&N) for the WVIIHS to take their steam train upgrade to McLean Mill, a national historic site that features the last operating steam lumber mill in Canada. The Port Alberni group hopes to be running daily steam train rides to the mill next summer.

For the special one day run this summer the train was pulled up the steady 1.5 per cent grade to the mill by the



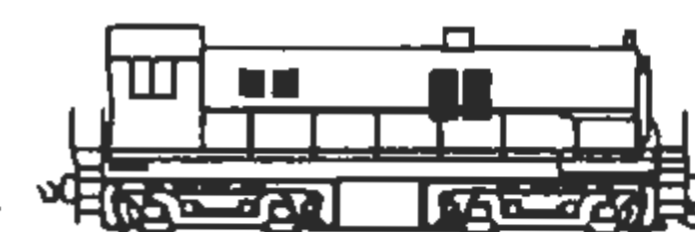
E&N Railway caboose 434371, built by CPR in 1971 as CP 439440, on display at Port Alberni on August 15, 1999. The caboose was repainted by the E&N Division, CRHA. Photo by Irvin McIntyre.

Society's heritage MLW RS-3 8427 (nee CP 8427 in 1954). Behind the 8427 were the WVIIHS's three coaches, followed by the E&N Division, CRHA transfer caboose 76695, E&N Railway's caboose 434371, the Society's water car 1002, and Baldwin 2-8-2T No. 7 on the rear. For the return trip the train was headed by No. 7. During the first run of the day it was interesting to note that the Baldwin actually pushed the entire train part way up the hill. There is nothing like the sound of a hard working steam locomotive.

The volunteer Alberni Pacific rail crews were accompanied by a pilot from RailAmerica who stated afterward he was very impressed by the whole operation. (Our thanks to Patrick O. Hind for supplemental details) ♦



Alberni Pacific 2-8-2 No. 7, built by Baldwin in 1929 as Campbell River Timber No. 2, at Port Alberni, BC, in August 1999. Immediately behind No. 7 is the E&N Division, CRHA's ex-CN transfer caboose 76695, followed by Alberni Pacific closed coach "Richard H. Grandy" (nee CN 76529), open coach "Mark F. Mosher" (nee CN 76593) and closed coach "Edward H. Sharpe" (nee CN 76656). Photo by Irvin McIntyre.



NEW UNITS ADDED TO ROSTER: (dd/mm = date added)

- CN SD75I 5793 (31/08), 5794 (30/08), 5795 (31/08), 5796 (02/09) - (Nos. 5791 and 5797-5800 to follow).

RETIRED: (dd/mm = date retired)

- CN GP40-2L(W) 9422 (01/09), 9428 (31/08), 9562 (01/09), 9595 (31/08), 9621 (31/08).
- CN GP40-2(W) 9633 (01/09), 9635 (01/09).

DONATED: Retired CN GMD1 1900 has been donated to the Midwestern Rail Association in Winnipeg, Manitoba.

TRANSFERRED: GP38-2(W) 4771 and 4772 from Montreal to Winnipeg.

LEASED OUT:

- 44 to Helm Leasing (delivered to Norfolk Southern): CN GP40-2L(W) 9401, 9403, 9408, 9412, 9414, 9432, 9434, 9438, 9458, 9459, 9463, 9465, 9466, 9470-9472, 9478, 9480, 9522, 9526, 9570, 9632; CN GP40-2(W) 9634, 9636, 9641, 9642, 9644, 9646, 9647, 9649-9653, 9655-9657, 9659, 9660, 9662-9665, 9667.
- 40 to CSX Transportation: GTW GP40-2 6406-6410, 6413, 6415, 6419, 6420, 6424; CN GP40-2L(W) 9404, 9406, 9413, 9420, 9426, 9431, 9441-9443, 9457, 9464, 9485, 9490, 9504, 9505, 9514, 9519, 9520, 9541, 9574, 9578, 9603 and 9610; CN GP40-2(W) 9637-9639, 9645, 9658, 9661 and 9666.
- 25 to Norfolk Southern Railroad: CN GP40-2L(W) 9400, 9405, 9407, 9417, 9419, 9430, 9436, 9447, 9448, 9456, 9479, 9481, 9484, 9509, 9528, 9534, 9548, 9552, 9564, 9600, 9605, 9613, 9628 and 9631; CN GP40-2(W) 9643.
- 4 to St. Lawrence & Atlantic Quebec Railway: CN GP40-2L(W) 9411, 9601, 9602 and 9615.
- 2 to Quebec Railway Corp. (for Chemin de fer de la Matapedia et du Golfe): CN GP9RM 4000 and 4033.
- 1 to Simplot Chemical, Brandon, Manitoba: CN SW1200RS 1363.
- 1 to Nagel Tours for excursion service between Kelowna and Armstrong, BC: CN GP9RM 7008.
- 1 to Cape Breton & Central Nova Scotia Railway: CN GP40-2L(W) 9567.
- 1 to RailLink-Southern Ontario: GP9RM 4036.

STORED SERVICEABLE LONG TERM: (* added since last issue)

- CN GMD1m 1063, 1150, 1153, 1154, 1156, 1160, 1166, 1167, 1170, 1177*, 1178*, 1180, 1181.
- CN SW1200RS 1339, 1355, 1357, 1362, 1364, 1366, 1371, 1375, 1381, 1383, 1385, 1386, 1396.
- CN GMD1u 1600, 1601.
- CN GP9RM 4123.
- CN GP38-2 4700, 4701, 4705-4708, 4710.
- GTW GP38-2 4917, 4927.
- GTW SD40 5914, 5916.
- GTW GP38 6200, 6201.
- GTW GP40-2 6411, 6417.
- CN GP9RM 7061, 7062, 7065, 7215, 7253, 7273.
- CN SW1200RM 7300-7302, 7306-7308, 7311-7314, 7317.
- CN GP40-2L(W) 9524, 9525, 9547, 9560, 9604, 9606.

STORED UNSERVICEABLE: (* added since last issue)

- CN GP9 Slug 246.
- CN S-3 Slug 266
- CN GMD1 1172.
- CN GP38-2(W) 4798*.
- GTW GP38-2 4914.
- CN SD40 5035.
- CN GP9RM 7271.
- CN GP40-2L(W) 9475.



**CANADIAN
PACIFIC
RAILWAY**

ADDED TO ROSTER: (dd/mm = date added)

- CP SD90MAC 9153 (01/09), 9154 (28/08) - assigned to Winnipeg (assembled and painted by CPR in Calgary; Nos. 9155-9160 to follow).

SOLD:

- SOO GP7 383 to Ontario Southland Railway on 30/08.
- SOO SD40-2 753 and 6402 to National Railway Equipment (both on 30/08).
- CP SD40 5508, 5514 and 5525 to Dakota, Minnesota & Eastern Railroad (all on 16/08).
- CP [STLH] SD40-2 5589 to UniCapital Rail Group, San Francisco, California, on 12/08.
- STLH SD40-2 5447 and 5449, CP [STLH] SD40-2 5484, 5571, 5596, 5608, 5628, 5659 and 5686, and CP SD40-2 5740 to East Coast Motive Power, Sarasota, Florida (all on 16/08). These 10 units have been acquired by Alstom).
- CP SW1200RS 8106 to Louis Dreyfus Corp. on 12/08.

TRANSFERRED:

- Binghamton (D&H) to Calgary: CP SD40-2 5424, 5425, 5426, 5485.
- Toronto to Calgary: CP SD40 5500, 5505, 5506, 5527, 5531.
- Calgary to Toronto: CP SD40M-2 5495, 5497, 5499; SD40-2 5813.
- Winnipeg to Toronto: CP SD40-2 5798, 5909, 5993, 6047, 6064, 6069.
- St. Paul to Toronto: CP SD40-2 5721, 5725, 5732, 5737, 5748, 5766, 5831.
- Moose Jaw to Toronto: CP SD40-2 5701, 5773, 5774, 5775, 5787, 5793, 5794, 5795, 5797, 5836.

STORED SERVICEABLE:

(* added since last issue; underlined unit for sale):

- SOO SD40 738, 739, 745, 747, 748, 755.
- CP [SOO] SD40 740, 749, 752, 756.
- SOO SD40-2 757, 758, 761, 765, 767-772, 774, 781.
- CP [SOO] SD40-2 760, 777, 780, 783, 784.
- SOO SW1200 1203, 1204.
- CP SW1200RSu 1210.
- CP GP9u 1521, 1526, 1557, 1559.
- CP GP38-2 3032, 3036, 3039, 3045, 3048, 3058, 3100, 3130, 3134.
- CP SD40 5401, 5405*, 5407, 5412, 5413.
- CP SD40M-2 5491*.
- CP SD40 5503, 5505*.
- CP SD40-2 5482, 5485, 5693, 5696*, 5706, 5719*, 5724, 5736*, 5818, 5824, 5827, 5833, 5847*, 6057, 6058.
- CP [SOO] SD40 6400, 6404, 6405.
- CP [SOO] SD40A 6406, 6407, 6409, 6410.
- SOO SD40-2 6603*, 6607*, 6609, 6613*, 6618-6623.
- CP SW1200RS 8111.
- HATX GP40-2 510.

STORED UNSERVICEABLE:

(* added since last issue; underlined units for sale):

- SOO GP7 378 (pending sale to Ontario Southland Railway).
- SOO SD40 754.
- CP [SOO] SD40-2 776*.
- SOO SD40-2 787.
- SOO MP15AC 1554, 1556*.
- CP [STLH] GP9u 1599, 1649.
- CP GP38-2 3030, 3053, 3055.
- SOO GP9R 4201.
- SOO GP38-2 4419*, 4511*.
- CP [SOO] GP40 4601*, 4607.
- CP [STLH] SD40-2 5416, 5428.
- CP SD40M-2 5490*.
- CP SD40 5410, 5509, 5533.
- CP [STLH] SD40 5510, 5515, 5518, 5523*.
- CP [STLH] SD40-2 5483, 5685 (collision accident at Savona, BC, on 20/08/95).
- CP SD40-2 5832, 5839, 5843, 6070*.
- SOO SD60 6011*, 6015*, 6020*.
- CP [STLH] GP9u 8232, 8236, 8243.
- CP [SOO] GP9 8275.
- CP [SOO] AC4400CW 8518 and 8566 - collision accident near Bordulac, North Dakota, on 25/06/99).

LEASED OUT:

- To NSI-Archer Daniels Midland, Enderlin, N.D.: SOO GP9 414.
- To Port of Montreal: CP SW1200RSu 1247 and 1270.
- To Inco Metals, Copper Cliff, Ontario: CP [STLH] SW1200RS 8132.
- To Norfolk Southern Railroad: SOO SD40-2 788 and 789; CP SD40M-2 5492; CP SD40-2 5691, 5692, 5720, 5749, 5756, 5757, 5776, 5815, 5826, 5829, 5841 and 6073; SOO SD40-2 6617.

OFF LEASE:

- HATX GP40-2 504, 512, 515, 516.
- HATX GP40u 518.

- HATX GP40-3 806.
 - HLCX GP40-2 4201.
 - HLCX GP40 4203.
 - HLCX GP40-2(W) 4290.
 - HLCX SD40-3 6067.
 - HLCX SD40-2 6209, 6210, 6211, 6216, 6217, 6221.
- (Note: Several 6-axle units previously leased by CP have been leased to Norfolk Southern and remain in service on CP lines)

ALSTOM

RELEASED:

- CN SD75I 5793-5796 (assembled by ALSTOM for General Motors).
- Burlington Northern & Santa Fe SD40-2 7300, 7301, 7305-7323 remanufactured from CN SD40 5162, 5213, 5036, 5027, 5031, 5141, 5161, 5165, 5178, 5044, 5052, 5058, 5105, 5121, 5003, 5004, 5007, 5132, 5063, 5012 and 5008 respectively.
- Caltrain (California) F40PH-2 913 from mid-life overhaul, truck work, replacement of HEP gearbox with a separate generator set, and addition of dynamic brakes and repainting.
- GO Transit F59PH 532 from mid-life overhaul, truck work and repainting. (No. 532 was the last of the 520-535 series to be completed).

WORK IN PROGRESS:

- Assembly of CN SD75I 5796-5800 for General Motors.
- Caltrain (California) F40PH-2 904 and 905 for mid-life overhaul, truck work, addition of dynamic brakes, replacement of the HEP gearbox with a separate generator set, and repainting.
- AMT's former GO single-level cab coaches 103 and 104, and coaches 1074, 1087, 1090, 1095, 1099-1104 for various repairs and upgrades.
- MBTA GP40LH-2 1119 for main generator changeout.
- St. Lawrence & Atlantic Quebec M-420(W) 3512 and 3517 for wreck repairs.
- Retired CN SD40 5016, 5019, 5022, 5024, 5032, 5041, 5053, 5054, 5056, 5061, 5066, 5069, 5075, 5227, 5235 and 5239 for rebuild to SD40-2 units for Burlington Northern & Santa Fe (7300-7339 series).

FOR FUTURE PROJECTS: Former STLH SD40-2 5447 and 5449 and CP SD40-2 5484, 5571, 5596, 5608, 5628, 5659, 5686 and 5740 (purchased from East Coast Motive Power); former SOO SD40 744, 750 and 6401 (purchased from Helm Financial); former CP SD40 5516 (purchased from CPR).



RETIRED: F40PH-2 6423, severely damaged in the April 23, 1999, fatal derailment at Thamesville, Ontario, was retired on July 9.

SOLD: RDC-1 6110*, 6111, 6113, 6118, 6130 and 6138; and RDC-2 6214 to Farmrail in Clinton, Oklahoma.

LEASED OUT: F40PH-2 6452, 6453 and 6457 are leased to Agence métropolitaine de transport (Montreal commuter service).

SOLD: Coach 5500 has been sold to Springwood Productions in Toronto.

SLEEPERS LEASED: Privately-owned former Amtrak 10-6 sleepers 2630-"Pacific Sands" (nee UP 1437) and 2639-"Pacific Union" (nee UP 1446) have been leased for service on the Winnipeg-Churchill "Hudson Bay".

BCRAIL

LAST RS-18 UPGRADED: RS-18 630 was released from Squamish Shops in July, retrofitted with a Caterpillar engine and equipped with Locotrol Control System, better known as "belt-pak". No. 630 was the last of the 27 remaining RS-18 units to have their MLW 251-series engine replaced with a Caterpillar 3512 engine in a program started in 1990.

ON THE SHORTLINE / REGIONAL SCENE

E&N RAILWAY: The lease of HATX GP38 104 ended in late-August. The 104 was moved to the Toledo, Peoria & Western Railway in East Peoria, Illinois.

RAILINK: BL20-2 2120 and 2122, long-term leased from LLPX, were delivered in August; followed by sister 2121 in September. Nos. 2120-2122 were rebuilt from Burlington Northern GP9 1978, 1964 and 1713 respectively in 1992 as EMDX 120-122.

GREAT CANADIAN RAILTOUR COMPANY: New GoldLeaf Dome Coaches 9505 and 9507, built by Colorado Railcar Manufacturing in Fort Lupton, Colorado, arrived in Vancouver in late-August. With their arrival, six

GoldLeaf Dome Coaches are on the roster (9501-9505 and 9507).

KELOWNA PACIFIC RAILWAY: Trillium/NightHawk's Kelowna Pacific has acquired Canac's former CN M-420(W) 3500, 3504, 3515, 3563 and 3571. Startup date for the Kelowna Pacific's takeover of CN's Okanagan Subdivision has not yet been announced.

CARLTON TRAIL RAILWAY: New on the property is former INCO RS-18 208-2 from INCO's Thompson, Manitoba, operation. Almost the last RS-18 built (in May 1968), the 208-2 is expected to be utilized as a switcher in Carlton Trail's Prince Albert, Saskatchewan, yard.

SOUTHERN MANITOBA RAILWAY: This new shortline took over operation of the former CN Miami and Hartney Subdivisions in southern Manitoba on August 22. Motive power is Canac's former CN M-420(W) 3518 and Canac HR412(W) 3536 (nee Bombardier HR412(W) Testbed 7000).

GO TRANSIT: F59PH 537 and 553 were shipped to CLN Industries in Capreol, Ontario, in mid-August for overhaul.

QUEBEC GATINEAU RAILWAY: C-424 4223 and 4228 (nee CP 4223 and 4228) were sold to the Genesee Valley Transportation in August.

CARTIER RAILWAY: M-636 84 is sporting a new red, white and blue livery. The nose, cab and lower portion of the long hood are red, the upper portion of the long hood is blue with Cartier in white script, and a white band separating the blue and red. Two white chevrons are on the nose.

CAPE BRETON AND CENTRAL NOVA SCOTIA RAILWAY: Former Indiana & Ohio GP50 3108 has been renumbered CBNS 5008.

CANADIAN AMERICAN RAILROAD: CDAC took delivery of F40PHm 452, (nee Amtrak 348) in July and 453 (nee Amtrak 385) in August.

ON THE INDUSTRIAL SCENE

LEASED: Agrium at Redwater, Alberta, has leased Canadian Railserve's former Alberta Sugar GE 25-Ton 1501. Not only is it used as a light switching locomotive, it also serves as an in-plant scale test car.

RED AND WHITE LRC UNIT: Former VIA LRC-2 6908, acquired by CAD Railway Services in Lachine, Quebec, has been turned out in a white with red and black livery and renumbered 2000. A CAD logo is on the side, followed by a "Powered by Cummins" logo. Towards the rear is a vertical ESDC logo (for Engine System Development Centre). Below the logo on the cab is a small case "e" cubed - on the body the "e" is repeated three times to start the following phrases: extended top speed, environmental, economical. At press time the unit is lacking a primer mover.

ON THE PRESERVED SCENE

TO MUSEUM: CP has donated CP steel caboose 434513 to the Sukanen Ship Pioneer Village Museum. The museum is located a few miles south of Moose Jaw, Saskatchewan.

HISTORIC BUSINESS CAR SCRAPPED: Former CN (Terra Transport) business car "TERRA NOVA", exx-"AVALON", displayed at Bowring Park in St. John's, Newfoundland, has been scrapped due to deteriorated condition. She was built by Canadian Car & Foundry in 1918 as Reid Newfoundland business car "QUIDI VIDI" - the private car of Sir William Reid.

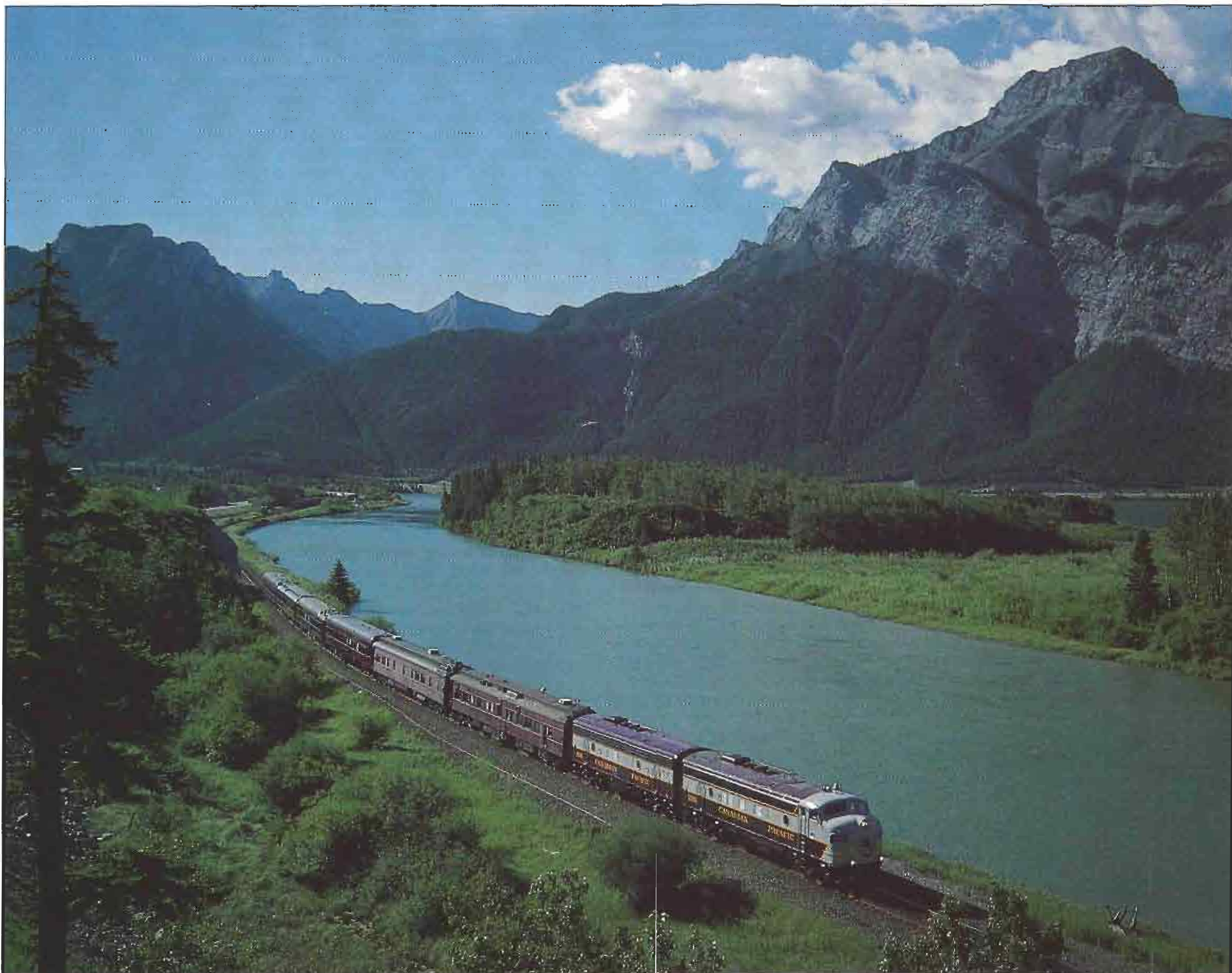
Our thanks to Martin Boston, Bruce Chapman, Fred Clark, Doug Cummings, Jim Johnston, Bryce Lee, Roland Legault, Roman Hawryluk,, Stan Smith, Conrad Steeves and Len Thibeault. ♦

COVER PHOTOS SOUGHT

The Publications Committee is looking for suitable photographs for the outside and inside front and back covers of the 2000 edition of the Canadian Trackside Guide. The Committee's preference for the outside front cover is a striking colour slide of a Canadian locomotive in a vertical format, or a horizontal slide that would, with cropping, lend to a vertical format. The preference for the inside covers and the outside back cover is for horizontal slides.

Deadline is the "Informal Slide Night" on December 21, 1999. If you have suitable entries and cannot attend the December 21 meeting, kindly forward your entries to "Cover Contest", Bytown Railway Society, PO Box 141, Station A, Ottawa, ON, K1N 8V1.

Please ensure that all entries are identified as to location, date, name and address of sender, etc. All entries will be returned.



FROM THE PAST? NO! Canadian Pacific's freshly repainted FP7Au 1400 (nee CP 4099) and F9B 1900 (nee CN 6612) are westbound by the Bow River at Exshaw, Alberta, on July 23, 1999, in a scene reminiscent of the 1950s. Trailing the recently acquired units are CPR business cars Lacombe, Strathcona, Van Horne, Killarney, Royal Wentworth and Mount Stephen. Photo by Robert Sandusky.

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