

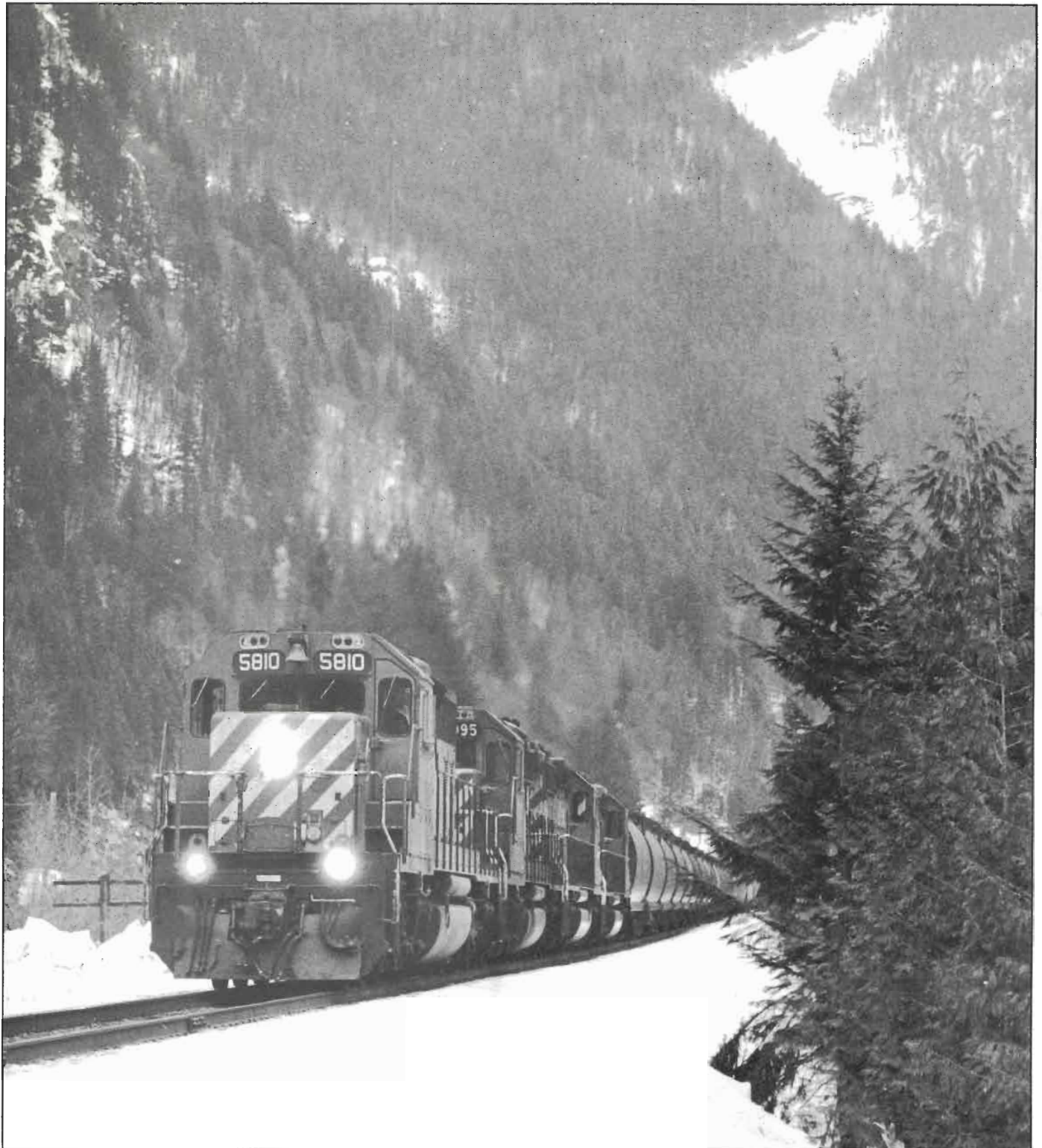


June 1993 \$3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

Mixed Trains in Northern Manitoba
Memories of the Murray Bay Sub.
Domeless boilers



Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

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Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 9403 = expiry with the March 1994 issue). Notice of expiry will be inserted in the second-to-last and last issues.

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

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

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

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

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TRAIN

Tourist Railway Association Inc.

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

NEXT REGULAR MONTHLY MEETING

Tuesday, June 1, 1993

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

Join us for our annual Black & White Slide Contest (see Page 20 for details)
Coffee and donuts will be available for a small fee.

NEXT INFORMAL SLIDE NIGHT - Tuesday, June 15 - at the National Museum of Science and Technology, 1867 St. Laurent Blvd. at 19:30. Bring out your current slides, or some oldies, and share your experiences, memories and skills.

EQUIPMENT RESTORATION/MAINTENANCE - Every Saturday at the rear of the National Museum of Science and Technology. There is always plenty to keep one busy year round.

Canadian Trainside Guide 1993

The expanded 1993 edition of the **Canadian Trainside Guide** is fast heading for a sellout. This, our twelfth edition, contains 520 expanded and updated pages.

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

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

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

CAN YOU SPARE A ...? Canadian Tire coupons are eagerly sought to help defray the Society's restoration expenses.

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

ON THE COVER: CP Potash Train No. 671 heads west at Clanwilliam, B.C., at mile 11.1 of the Shuswap Subdivision on February 28, 1993. Power for the train is provided by four of CP's 500 plus fleet of SD40-2 units, Nos. 5810, 5995, 6021 and 5979. Photo by Jim Johnston.

- PRESS DATE FOR THIS ISSUE IS MAY 11 -
- DEADLINE FOR THE JULY-AUGUST ISSUE IS JUNE 21 -

Information Line

GOOD YEAR FOR RAIL EQUIPMENT ORDERS: The North American rail car industry is quite pleased with 1992. According to The Association of American Railroads, new equipment orders increased by 38% with the fourth quarter of 1992 posting an increase of 57% over the previous period. Meanwhile, orders for rebuilt equipment plummeted by 78%. Only 558 new locomotives were delivered in the U.S. during 1992, however, an increase of one unit over 1991! (*Journal of Commerce*, 25/03/93)

BRITS FIGHT TO RETAIN HISTORIC RAIL LINK: Residents of Shildon in Durham County, England, have mounted a campaign to ensure that their village does not lose its rail link.

Shildon is served by a regional branch of British Rail which is enjoying a sometime tenuous existence in spite of a statement to the contrary by Brit Rail.

What makes the line so special is the fact that Shildon was the originating point for the world's first locomotive drawn passenger train on September 27, 1825. On that day, George Stephenson's "Locomotion No. 1" pulled 38 wagons and hundreds of passengers from Shildon to Darlington and Stockton, thus launching rail transportation in England and elsewhere. (*The Daily Telegraph*, 29/03/93, thanks to Bob Elliot)

"IRON HIGHWAY", A NEW CONCEPT FOR DEALING WITH SHORT HAUL INTERMODAL BUSINESS: New York Air Brake of Watertown, New York, has begun testing a prototype rail intermodal concept designed specifically to compete with short distance road hauls. Known as the "Iron Highway", the unit replaces conventional locomotives and intermodal flatcars with a unit that includes power control cabs at each end and a continuous freight-carrying platform and loading ramp in between. New York Air Brake has been jointly developing the concept with CSX Intermodal Inc. If successful, the "Iron Highway" could prove to be the RoadRailer of tomorrow. (*Journal of Commerce*, 05/04/93)

COAL DEAL: Teck Corp. has reached an agreement with the Japanese steel mills to supply two million tonnes of coal a year from its recently-acquired Balmer mine in southeast British Columbia.

But the company has not been able to secure other firm commitments. As a result, Balmer will end up with a work force of 400. Before the bankruptcy of Westar Mining Ltd. - the previous owner of the Balmer and Greenhills mines - Balmer employed almost 1,300, and mined six million tonnes of coal in peak production years which was shipped by CP Rail to Roberts Bank. (*Vancouver Sun*, 08/04/93, thanks to Dale Whitmee)

CN BUILDING BIGGER BOXCARS: CN North America will soon have 1,000 high-capacity boxcars available to move export wood pulp from western Canadian mills. Five hundred 100-tonne cars are being built at Trenton, Nova Scotia, at a cost of \$30 million. A further 500 specially fitted 100-tonne cars are being rebuilt from 70-tonne cars at CN's Transcona Shops in Winnipeg, at a cost per car ranging from \$10,000 to \$15,000.

A CN spokesperson stated "We offer a rate incentive to customers loading 100-tonne boxcars. The gain to us is that we can move a given volume of wood pulp with fewer cars, yielding savings along the line. We have to increase our capacity to cope with pulp from new mills in Alberta and Saskatchewan." (*Vancouver Province*, 11/04/93, thanks to Dale Whitmee)

RAILTEX MAY PROVIDE HOPE FOR CANADIAN ATLANTIC RAILWAY: RailTex, the U.S. shortline specialist, is poised to make a formal bid for all or, at least, part of the Canadian Atlantic Railway. The announcement was made in Toronto by RailTex President Bruce Flohr. According to Flohr,

"We've met the CP people and currently are performing a due-diligence review." Flohr is not in the least intimidated by CAR's losses, citing the low-cost, customer-focused approach of operators like Railtex.

Meanwhile, Flohr also announced that it was calling a halt to any future acquisitions in Ontario. The decision comes from recent provincial legislation that would prevent companies like RailTex from establishing non-union rail operations and would force them to operate purchased rail lines according to existing labour agreements.

RailTex had been considering the purchase of five lines in Ontario, all of which belong to CN Rail. (*Journal of Commerce*, 12/04/93 and *Financial Post*, 17/04/93)

DEATH OF CLAYTOR MARKS END OF AN ERA: Robert Claytor, retired chairman and Chief executive of Norfolk Southern Corporation, died on April 12 following a lengthy illness. Aged 71, Claytor was the architect and first chairman and CEO of Norfolk Southern after it was formed in 1982 from the merger of the Southern and Norfolk Western Railroads.

Claytor will be especially remembered for his pro-active efforts of Southern's and Norfolk Southern's steam train excursion program, something that has delighted countless legions of enthusiasts since the 1960s when Mikado locomotive 4501 first took on the post-diesel era in the south. (*Journal of Commerce*, 13/04/93)

FORUM/WINDSOR STATION REDEVELOPMENT PROJECT GETS GREEN LIGHT: By the time you read this, construction should have started on the new Forum to house the Montreal Canadiens of the National Hockey League. The work will also include a redevelopment of CP's historic Windsor Station. The design work will be performed by the firm, Leman and Associates, in conjunction with the firm Lemoyne, Lapointe, Magne. The two will design the arena, a small terminal tower, a new commuter station, a public square and pedestrian access to two subway stations. (*La Presse*, 14/04/93)

FUND RAISER IN AID OF STATION PRESERVATION: A campaign has been launched to preserve the former CP Rail (née Quebec Central) station at Vallée Junction, Quebec. During mid-April, a three day railway exhibition featuring photos, archival documents and model trains was held in the community as part of the effort. (*Le Soleil*, 15/04/93)

CP RAIL CONSOLIDATES CUSTOMER SERVICE JOBS IN WINNIPEG; THE MOVE WILL AFFECT OTHER MAJOR CP CENTRES: CP Rail System has announced that it will consolidate its customer service operations at a new centre in Winnipeg. The move will see the elimination of approximately 150 jobs across Canada during the next 2½ years as CP closes no less than eight regional CSC centres located in Vancouver, Revelstoke, Calgary, Moose Jaw, Saskatoon, Winnipeg, Thunder Bay, Toronto and Montreal. (*Toronto Star*, 16/04/93 and *Winnipeg Sun*, 16/04/93, thanks to Jim Lewis)

LABOUR LEADER BLAMES CN MANAGEMENT FOR COMPANY'S FINANCIAL WOES: Ed Abbot, president of the Canadian Railway Labour Association, says that the federal government as well as Canadian National's Board of Directors and senior management must shoulder the blame for CN's current financial woes.

Appearing before the House of Commons Committee on Transportation, Abbot said that CN is in possession of two confidential reports stating that the railway is in a critical condition financially because "of the negligence and perhaps

incompetence" of the government and the directors and managers appointed. Abbot claims that CN has attempted to duck the issue by blaming its employees and the job security provisions in their labour agreements.

During 1992, CN posted a one billion dollar loss. Part of the reason for such a large sum was the fact that CN took a major hit in its 1992 results to account for the massive layoffs it will make between now and 1995. This write-off amounts to almost \$950 million.

Interestingly, freight volumes were almost identical to 1991. Where CN got caught, however, was on the revenue side, down \$28 million.

As we go to press, moreover, it looks that CN is not out of the woods, yet. First quarter results for 1993 indicate that the company lost \$20 million because of poor bulk shipments, with grain especially hit. By comparison, it lost \$295,000 during the first quarter of 1992.

In spite of the performance, CN is still optimistic that things will turn around by next year. (*Canadian Press*, 19/04/93, *Globe and Mail*, 23/04/93 and *The Ottawa Citizen*, 06/05/93)

GENERAL MOTORS ANNOUNCES SALE TO AUSTRALIA:

The Electro Motive Division of General Motors has signed a locomotive purchase and maintenance agreement with the State Rail Authority of New South Wales. Worth \$500 million, the deal includes 89 locomotives and full-service contract maintenance provided by EMD and its Australian licensee, Clyde Engineering. (*Journal of Commerce*, 19/04/93)

RAIL TRANSIT BOOMING IN NORTH AMERICA: The American Public Transit Association held its annual general meeting in Montreal during the week of April 19. And, the outlook for transit is better than ever, according to APTA officials. Notwithstanding the recession and a reduced labour force, transport by commuter trains has grown by 1.2 million passengers in 1992.

Among the speakers was CP Rail System president Rob Ritchie who described CP's proposal for an expansion of commuter rail operations in the Montreal area. Ritchie stated that CP was well poised to develop a commuter rail network, citing the company's experiences with existing Montreal services as well as GO Transit operations in Toronto and Soo Line operations out of Chicago. (*La Presse*, 19/04/93 and *Canadian Press*, 19/04/93)

NOVA SCOTIA WOULD LIKE TO CLEAR THE WAY FOR SHORT LINES, BUT FIRST COMES AN ELECTION: The Nova Scotia government would like to pass legislation that will facilitate short-line railway operations in the province. Indeed, things had progressed to the point where legislation had been introduced in the house.

The whole process has been derailed, however, by the announcement of a provincial election, scheduled to take place on May 25.

Passage of the legislation would have facilitated RailTex's planned acquisition of Canadian National lines between Truro and Sydney. The purchase is expected to be finalized during the autumn. (*Journal of Commerce*, 19/04/93 and 21/04/93)

COMMUTER RAIL LINK MENTIONED FOR OTTAWA-HULL REGION: CP Rail System has announced that it is considering whether its Ellwood Subdivision can be used as the basis for a commuter rail link between Hull, Québec, and Ottawa, Ontario. A key element of this approach is the company's "Prince of Wales Bridge" which carries the Ellwood Sub. across the Ottawa River.

The announcement came after a flurry of public opposition on the Ontario side to Quebec proposals that a new automobile bridge be built across the Ottawa River in order to ease rush hour congestion - primarily from Quebec traffic heading to Ottawa. Regardless of where the bridge was to be located, it would have a major impact on local neighbourhoods and the public outcry was

so great that municipal officials in Ontario distanced themselves very quickly from any such project.

So far, CP isn't making any firm commitments as to what action will arise from the study. The announcement was warmly received in Ottawa, however. (*The Ottawa Citizen*, 20/04/93)

AIRLINE WARS HIT VIA RAIL HARD: VIA Rail Canada has been able to quantify the impact of a recently-concluded vicious round of fare wars involving airlines serving Montreal and Toronto. In the final result, VIA lost approximately 22,000 passengers. "How do you compete against \$88 when our fare is \$75," asked Roger Paquette, vice-president for finance with VIA.

The information was disclosed in a press release commenting upon VIA's first quarter results. Overall, performance was below forecast but better than other transport modes. Passenger revenue system-wide increased by 2.9% to \$34.6 million while the number of passengers was down by 1.8% to 865,000. (*VIA Rail Public Affairs*, 20/04/93 and *Toronto Star*, 21/04/93)

NEW POTASH CAR UNVEILED: CP Rail System and Saskatchewan-based Canpotex have unveiled a \$330,000 prototype of a second generation potash hopper car.

The three-unit covered hopper can handle 11 tonnes more potash per unit than a conventional single unit hopper, allowing CP to haul about 40 per cent more tonnage per potash train.

CP is marketing the car to Canpotex in the hope that the Saskatchewan corporation will use it as a replacement for its current fleet of 1,600 conventional covered hopper cars.

Built by National Steel Car of Hamilton, the car borrows a number of innovations from the new generation of intermodal cars. These features include slackless drawbars between the units, self-steering trucks, and the application of drawbars between the units as opposed to couplings.

The car will be submitted to a number of tests before a final decision is reached. (*CP Rail Corporate Communications*, 22/04/93)

GO TRANSIT POSTS INCREASE IN RIDERSHIP: Ridership is on the increase at GO Transit. Perhaps it is a sign that things have begun to turn around. In any event, GO's 12-month cumulative total has increased for the first time in 11 months. (*The Toronto Star*, 22/04/93)

POOR FINANCES IN ONTARIO MEAN A REDUCTION IN GO TRANSIT RAIL SERVICE: Effective July 3 of this year, GO Transit will carry out major cuts in service to its peripheral stations. The decision comes in response to a mounting provincial deficit and a government policy of acute fiscal restraint.

The move will mean the outright cancellation of rail service between Georgetown and Guelph and between Bradford and Barrie. In their places, express buses will be added.

Meanwhile, less than one year after implementing full daily GO Train service to Burlington, GO Transit announced that all non-peak trains to Burlington and to Whitby will be discontinued. According to GO spokesperson Tom Henry, "Mid-day and evening and weekend train service will be cut back to Oakville [in the west] and Pickering [in the east]." Off-peak service beyond Oakville and Pickering will henceforth be handled by buses. Significant savings will be achieved by cutting back the non rush hour Lakeshore service - instead of five crews operating the trains at one-hour intervals, GO will be able to revert to three crews with minimal layover at Oakville and Pickering.

In addition, GO announced that bus service linking Richmond Hill, Markham and Scarborough would be cancelled. Also, train buses from Union Station to Richmond Hill and Newmarket will be cancelled with the exception of the 19:40 departure from Union Station.

Special fare packages have also been hit. GO announced that it will reduce by 50% the subsidy it pays municipal transit systems for fare integration, leaving local bus operators the choice of introducing a minimal fare to replace the subsidy. GO also

announced that it will withdraw from the North Yonge Transit Agreement which had seen it provide local transit service on Yonge Street and Bayview Avenue between the Finch subway terminal and Richmond Hill. The effect of this will be a 25 cent increase in fares on July 3 and regular GO fares as of January 1, 1994.

As mentioned at the outset, the service cuts are due to planned cuts in funding from the Ontario Government which has an ambitious plan to cut \$9 billion from Ontario's annual deficit. As part of the effort, GO's budget was pared by \$16.5 million.

The announcement has not been well received by Toronto-area commuters. The government has been accused of renegeing on earlier commitments to use rail service as a way of reducing automobile traffic flow to Toronto. The public is also perplexed about how much has been invested in new stations and trackage in anticipation of a full service that has now been pared down.

On the other hand, certain of the off-peak services have been quite costly. For instance, the Ontario Government subsidized passengers on the Barrie run to the tune of \$200 per passenger per run and \$50 per passenger per run on the Guelph route. By comparison, the subsidy for bus service works out to \$10.

Not mentioned at the time of the announcement was the fate of Ontario funding directed towards the support of VIA Train Nos. 50 and 51, "Forest City", a Monday to Friday round trip, commuter-type train between London and Toronto. Although operated by VIA Rail, the service is subsidized by Ontario. How long it will continue is anyone's guess. (Hamilton/Burlington Spectator, 24/04/93, thanks to Clive Spate, Toronto Star, 24/03/93, thanks to Larry Eyres and background information courtesy of Pat Scrimgeour, Editor, Rail and Transit, Toronto)

ALL WRITTEN SUBMISSIONS IN FOR CP'S APPLICATION TO ABANDON MARITIME LINES: All written submissions have been filed by the deadlines imposed by the NTA concerning CP's application to abandon its eastern main line to Saint John, New Brunswick, as well as two separate lines: one near Edmundston, New Brunswick, the other in Nova Scotia. Over 100 interventions alone were received for lines in Quebec, which had an earlier deadline (April 26) than the lines in New Brunswick and Nova Scotia, because intervenors have 60 days after the railway published newspaper advertisements.

Yet to be decided is whether the NTA will hold separate hearings into the four applications. CP cannot file its U.S. application before May 29, and the Interstate Commerce Commission (ICC) then waits 30 days for written protests to be filed. This is followed by a 15 day period in which the ICC examines the protests, and a further 90 day period to complete its investigation, which may include public hearings. A decision could be made by the ICC by October 11, 1993. (Telegraph Herald, 26/04/93, thanks to Scott Anthony)

CN LAUNCHES "CHICAGO EXPRESS": Canadian National has launched a new daily freight train which speeds paper products from Montreal to Chicago in half the time it now takes for such shipments. Dubbed the "Chicago Express Service", the new service carries paper products from a variety of points in Quebec, New England and Atlantic Canada. Total travel time is 27 hours, departing Montreal at 22:15. The relative shortness is due to the fact that the train bypasses yards in Toronto, Sarnia and Battle Creek. (Canadian Press, 27/04/93)

ABANDONED RAIL LINE BECOMES HIKING TRAIL: A portion of Canadian National's abandoned Simcoe Subdivision has been re-opened by the Haldimand-Norfolk region as a hiking trail. Some six miles in length, the trail runs between Simcoe and Port Dover, in southern Ontario. The trail was developed by Lynn Valley Trail Association with support by the local and provincial government. The redevelopment scheme included the installation of decking on four bridges, the installation of appropriate signage at level crossings and the installation of picnic tables and rest stops. (Hamilton/Burlington Spectator, 30/04/93)

HERITAGE PLAQUE FOR STATION: On May 13, the Ontario Heritage Foundation, with the assistance of Port Stanley Terminal Rail Inc., and the Port Stanley Local Architectural Conservation Advisory Committee, were scheduled to unveil a plaque commemorating the London and Port Stanley Railway. At the same time, the refurbished Port Stanley station was to be officially re-opened in a ribbon cutting ceremony.

The text of the plaque reads as follows:

"The London and Port Stanley Railway

After the Great Western Railway reached London in 1853, local businessmen and politicians began promoting a competitive line south to Lake Erie. The London and Port Stanley Railway began operations in 1856. Like most early Canadian railways, it was expensive to build and difficult to pay off, but it contributed enormously to the local economy. Its main business was shipping coal from Pennsylvania and carrying tourists to and from the lakeshore. The City of London gained control of the L&P.S.R. in 1894 and converted it to electricity in 1913. The line prospered, carrying more freight and over a million passengers in some years before the Depression. The increased use of the automobile in the 1950s brought about its decline."

(Information courtesy of the Ontario Heritage Foundation)



London & Port Stanley GE boxcar electric L1 with either sister L2 or L3 carrying out some switching in the 1940s. L1, now 78 years old, has been part of the National Museum of Science and Technology collection for the past 25 years. Photo by the late Lloyd Baxter.

CP RAIL LOOKING FOR FEDERAL HELP: Robert Decicco, superintendent of CP's Lakehead Division, says that CP Rail needs government help to allow it to compete with American railways and with the trucking industry. He stated the company wants an investment tax credit for money it spends on improving equipment and tracks and an end to the federal excise tax on locomotive fuel. Decicco feels that tax policies often view railways as if they were monopoly utilities. "Railways are not the only game in town. They cannot automatically pass cost increases to the customers without risking loss of business." Decicco added that American railways pay a 1.6 cents per litre fuel tax compared to 10.6 cents for Canadian railways. Overall, Decicco said CP Rail pays 55% more taxes than the major American railroads. (The Chronicle-Journal, 30/04/93, thanks to Bryan Martyniuk)

FURTHER CUTS ANNOUNCED IN VIA'S OPERATING BUDGET: Whether the Canadian public likes it or not, VIA Rail is being manoeuvred into becoming a fully cost-recoverable operation.

Such was the direction of the latest federal budget as finance minister Dor Mazankowski announced that VIA's annual subsidy would be reduced by \$50 million in the 1995-96 fiscal year and an

additional \$50 million in the following year.

When implemented, the cuts will reduce VIA's annual subsidy to \$250 million - a bargain compared to its drain on the treasury during the late 1980s when the VIA tab topped \$600 million in 1988/89.

Lobby groups are already crying foul. Transport 2000 claims that the cuts will sound the death knell for many of VIA's remote services including Montreal/Jonquière, Sudbury/White River, and Jasper/Prince Rupert.

Not only lobby groups but also journalists decried the budget announcement, but for different reasons. In a strange twist, *Globe and Mail* columnist Terence Corcoran wrote a stinging column in the April 29 issue entitled "More Fiscal Mayhem at Via Rail". In it, Corcoran accused VIA of receiving an increase in subsidy. Corcoran also contended that VIA has "consistently failed to meet the government's targets, and now it simply wants more."

Corcoran's comments were too much for VIA management. President and CEO Ron Lawless was quick off the mark with a strong two page plus letter, copies of which were sent to all employees. In it, Lawless accused Corcoran of "publicly misrepresenting the facts as a means of pushing his thinly-veiled

love affair with the bus industry." Lawless' letter is reproduced in its entirety below.

On April 30, Ron Lawless stated that VIA Rail cannot maintain its services with the reduced subsidies Ottawa is offering over the next four years. "We're under no illusion we can take \$100 million less funding and do everything we're doing now." VIA will have to cut some routes or reduce frequencies, or both, he said. (*La Presse*, 28/04/93, *Globe and Mail*, 30/04/93 and 01/05/93, and *VIA Public Affairs*, 03/05/93)

ONTARIO MAY PURCHASE, LEASE OUT ALGOMA CENTRAL TRACK: The Ontario government is contemplating buying Algoma Central's rail lines in Northern Ontario for up to \$12 million, and leasing the operating rights to U.S.-based Wisconsin Central. If completed, the deal could result in the loss of up to 300 jobs. The Ontario government is not prepared to continue subsidizing the Algoma Central Railway beyond June 30, 1993, in the absence of a concrete plan for restructuring the railway.

Since 1986, the ACR has received \$34.5 million in government subsidies, including \$27 million from Ontario, to keep

"Just the Facts" Lawless Defends VIA Rail

*[The following was written by VIA president and ceo, Ron Lawless, in response to a *Globe and Mail* column of April 29, 1993, written by Terence Corcoran. As mentioned in the "Information Line", Corcoran took a particularly one-sided stance in his approach and was far enough off the mark to spark Lawless' ire ... PBJ]*

"... It is a shame that Mr. Corcoran did not see fit to speak to VIA Rail before he wrote his April 29th column 'More fiscal mayhem at VIA Rail' because he might have been able to avoid the embarrassment of publicly misrepresenting the facts as a means of pushing his thinly-veiled love affair with the bus industry.

"These are the facts which your readers are entitled to regardless of whether or not Mr. Corcoran would prefer to ignore them.

"It has always been understood that the current national passenger rail network could not be operated for less than \$350 million annually. When he announced the new VIA Rail network in October 1989, Transport Minister Benoit Bouchard (not Lucien as Mr. Corcoran states) said that the government had 'established an ear-marked reserve that would allow for a maximum of \$350 million dollars (for operating the network) should that prove necessary'. In my own comments, that day I reiterated these figures.

"In his October 1989 remarks, the minister also outlined ways in which this funding level might be reduced closer to the \$250 million target the government had originally hoped to achieve before it became clear that the network they wanted to operate could not be delivered for less than \$350 million. These included the development and implementation of high-speed rail, the sale of services, the negotiation of third-party financing for existing services and a rationalization of rail services to remove communities." None of these things came to pass. The cost of running the network in fiscal 1992/93 will be, once the final accounting is done to reflect the first quarter of 1993, \$350 million dollars - as required and on target.

"Mr. Corcoran says our subsidy has risen. In fact, it has fallen from \$603 million in 1988/89 to \$513 million in 1989/90, to \$417 million in 1990/91, to \$410 million in 1991/92 and will fall to \$350 million in 1992/93. If Mr. Corcoran believes the government's subsidy cut is an exercise in deception, I suggest he try managing the national passenger rail system. To achieve a further \$100 million in annual savings, VIA will have to make real and significant cuts. Some services will surely disappear.

"Mr. Corcoran says our reports of passenger carryings are a 'vast artificial garden of plastic numbers and fabricated good cheer'. We do not have to fabricate good cheer. Despite having to remove our LRC fleet in Central Canada for two months to replace axles, we managed to

maintain passenger carryings. On the western transcontinental, carryings were up by close to 20 per cent. The airline industry in the same year lost 16% of its passengers and 10% of its revenues. In that climate, holding your own is certainly an achievement of note.

"Mr. Corcoran decries VIA's 'cut-rate pricing strategy'. Please, Mr. Corcoran, look at the facts. Since 1989, VIA's prices have climbed at rates well above inflation. In fact, they have risen by close to 40% since 1989.

"And VIA's use of market-based pricing has allowed it to maximize revenues as one means of lowering its requirement for funding. Since 1990, this has resulted in an increase in revenues of 9.1% and an improvement in revenue to cash operating expenses of 10.7%.

"And if Mr. Corcoran thinks VIA is the only form of subsidized transportation in Canada, I would like to remind him of what the Royal Commission on National Passenger Transportation has said that this country spends close to five billion dollars annually on transportation subsidies. VIA gets \$350 million. Where does he think the rest goes? I suggest he start looking where rubber wheels touch asphalt.

"But what do Canadians get for their investment? In the past five years, they have had a system that has transported some 19 million people on equipment that has been fully modernized and refurbished from coast to coast. They have witnessed the rebirth of their premier long-distance train - 'The Canadian' - whose new service won VIA Rail the prestigious Global Award from the World Travel Market in London, England, for having made the most significant contribution to the Canadian travel and tourism industry last year.

"But at the risk of insulting Mr. Corcoran with more 'fabricated good cheer' let me give a few numbers from someone he may have some respect for: the Canadian Tourism Research Institute of the Conference Board of Canada. They estimate that the \$60 million of public dollars spent to develop and implement 'Silver and Blue' class and operate the 'Canadian' between Toronto and Vancouver for a year, generated \$404 million in total economic activity in Canada and contributed \$213 million directly to the gross domestic product, paid salaries worth \$133 million which supported some 5,000 jobs for Canadians.

I am certain that as long as he can keep these numbers straight, even Mr. Corcoran might be impressed." (*VIA Rail Public Affairs*, 30/04/93)

[Ed. note: At press time it was learned that Ron Lawless, now 69 years old, had stepped down as president and ceo of VIA Rail Canada on May 7. His contract, last extended in June 1992 for a year, has not been renewed by the federal government] ♦

its money-losing freight operations running on a break-even basis. Since 1976, the ACR has received an average annual subsidy of \$3 to \$3.5 million from Ottawa for its federally mandated passenger service. Last year Algoma Steel accounted for 74% of ACR's total freight revenue, and the railway will be hit hard in 1996 when Algoma Steel is scheduled to shut down its iron ore operations at Wawa. Wisconsin Central has indicated that it will not need subsidies to operate the ACR rail lines. (*Financial Post*, 04/05/93)

CP FERRY BACK AFTER REFIT: After a \$1-million refit, CP Rail System on May 3 officially commissioned the truck-rail ferry "Princess Superior" for service between Vancouver and Nanaimo. The 386-foot rail car ferry was formerly the "Incan Superior", built in 1974 for CP subsidiary Incan Superior Ltd. The vessel was previously used for transporting forest products between Thunder Bay, Ontario, and Superior, Wisconsin.

Part of the upgrade program included the installation of a 800-ton concrete deck that allows for a combined load of rail cars and trailers at one time. The "Princess Superior" will make two round trips daily to Nanaimo five days a week, and one trip on Sundays. (*Canadian Press*, 04/05/93)

CN SIGNS SECOND MAJOR TRUCKING DEAL: CN has signed a second major haulage agreement with a trucking company, this time affecting long-haul trucking in Eastern Canada. CN's agreement with Maritime-Ontario Freight Lines will see 50% of that company's 21,000 truckloads between Central Canada and the Maritimes be handled by CN, in domestic containers on overnight doublestack trains in the Toronto-Montreal-Moncton-Halifax corridor. Maritime-Ontario cited lower costs and a growing shortage of reliable independent truck drivers prepared to travel long distances as reasons for the switch.

CN announced in mid-March a deal with J.B. Hunt, one of the fastest-growing truck-load carriers in North America, which will see CN haul J.B. Hunt trailers from Chicago, to Toronto and Montreal. (*Financial Post*, 04/05/93)

ELIMINATION OF CORRIDOR SERVICE MANAGERS RESPARKS BILINGUALISM COMPLAINT: The remaining 20 "on-board service manager" positions on VIA's corridor trains will be eliminated effective May 30, 1993. Affected are 15 positions on the Toronto-Ottawa-Montreal trains, and 5 on the Toronto-Windsor trains. In May 1992, 8 of these positions were eliminated on the Toronto-Ottawa-Montreal trains for budgetary reasons. The May 1993 cuts will realize savings of \$1 million. "On-board service managers" will remain on Trains 1 and 2 ("Canadian"), 11 and 12 ("Atlantic"), and 14 and 15 ("Ocean").

Official Languages Commissioner Victor Goldbloom stated on May 4 that he is going to Federal Court in a bid to force VIA Rail to offer widespread bilingual service. Goldbloom's office asked the court in late-April to reactivate a complaint filed against VIA two years ago. The dispute centres on the inadequacy of bilingual service on passenger trains, particularly in the Quebec City-Windsor corridor.

Goldbloom's office believed a solution had been found. "The director of services aboard the train would compensate for the lack of linguistic competence of the other staff. But we've just been told that this job will disappear. If it disappears, there are no other means to adequately ensure service in both languages ... as soon as we heard about the position being eliminated, we had no choice. We went back to court." (*Canadian Press*, 05/05/93)

CN'S CANADA-US TUNNEL UNDER SEIGE: Fearing a major loss of container traffic to the Port of Halifax, five major U.S. East Coast ports and the City of New York have asked U.S. Secretary of State Warren Christopher to veto CN North America's \$200-million tunnel project connecting Sarnia, Ontario, and Port Huron, Michigan. CN expects to gain a major competitive advantage when the tunnel opens late next year, by being able to cut transit time in the Montreal-Chicago corridor by 12 hours, and also handle double-stack container traffic.

The New York-based North Atlantic Conference of Port Authorities said, in a letter to Christopher, that the CN project "would injure, rather than serve, the national [U.S.] interest" because it would give the Port of Halifax "a substantial and unfair competitive advantage over U.S. North Atlantic ports" in handling container traffic to and from Chicago. The Conference urged Christopher to "preserve the spirit of free trade between the U.S. and Canada by not permitting one Canadian government railroad to acquire a monopoly in an important transportation market, thereby preferring a single Canadian port over its U.S. competitors." The Conference, along with CP, say that the CN project should be scrapped, and a \$120-million enlargement of the CN-CP tunnel at Windsor-Detroit should proceed. Christopher must make a recommendation to President Clinton as to whether or not an international border crossing permit should be issued to CN.

Trucks dominate the container transportation market between Chicago and Toronto, according to CN, who expect to gain only a 10% share of the market. (*Financial Post*, 05/05/93)

CP PONDERES MAJOR SALE OF CORE ASSETS; ANNOUNCES FIRST QUARTER PROFIT: Canadian Pacific is narrowing its focus and could shed assets from its core transportation, energy, forestry, telecommunications and real estate businesses. CP chairman William Stinson, speaking at the company's annual shareholders' meeting on May 5 said that "we're going to have to make some choices. You'll see us in fewer businesses a couple of years out that we're in today." Without offering any clues as to which businesses could be sold, Stinson praised CP Rail, Unitel Communications, and the energy division, made up of PanCanadian Petroleum and Fording Coal.

CP also announced that for the first quarter ended March 31, the company made a \$21.7-million profit, compared with a \$39.7-million loss a year earlier. CP Rail's operating income was \$32.8 million for the quarter, down from \$73.5 million. (*Financial Post*, 06/05/93)

'ICE' TO BE TESTED BY AMTRAK: Amtrak has agreed with Siemens AG to test and demonstrate the high-speed German InterCityExpress (ICE) between Washington and New York City throughout the summer of 1993.

Amtrak said Siemens and AEG AG will lease the ICE from the German Federal Railways, configure it for Northeast Corridor operations, transport it to the United States in June 1993, and provide technical support for the tests and demonstrations.

ICE was inaugurated in Germany in 1991 and after 18 months of service more than 20 million passengers had opted for the ICE.

Amtrak said it may incorporate ICE test results into proposal specifications for 26 high-speed trainsets it plans to purchase over the next several years to improve intercity passenger service. Amtrak said it will seek proposals from suppliers with the capability to manufacture all or a significant portion of the trainsets in the United States. (*Dow Jones News*, 06/05/93) ☐

TRAINS ON COINS

Throughout 1992, as part of the celebration of Canada's 125th Anniversary, the Royal Canadian Mint put out a series of commemorative twenty-five cent pieces. These were put out at a rate of one a month during the year with each coin representing one of Canada's ten provinces and two territories.

Why is this of interest to Railfans? The November release was for the province of Saskatchewan and the design predominately features a string of grain service covered hopper cars in front of a grain elevator. It is not often that Canadian railways are featured on coinage. You may be able to obtain some of the coins at your bank. Failing that you may try a local coin dealer which may cost you a minor premium.

STEAM

Steam: The power that has been behind every step of the way of the World's Greatest Travel System.

The above statement, no doubt not exactly as originally stated, was made by my one time employer, the Canadian Pacific Railway Company, probably in the 1930s or early-1940s. The CPR referred to themselves in print, and otherwise, as "The World's Greatest Travel System" (Railways, Steamships, Airlines, Hotels, Telegraph). They professed great faith in steam power, both on the railway and in the engine rooms of their "Empress" liners. Where did they go wrong? Or did they?

And speaking of steam power I seem to get more mail on that subject than any other, and of that mail most of it is on the subject of "the heart of the steam locomotive" - the boiler. So let's look at the boiler and briefly, and in layman's terms, address the questions, comments and suggestions I've received. It might be advantageous for the reader to refer to the April 1992 issue of *Branchline*, and specifically the centrefold of that issue to remind oneself of the basic layout of a steam locomotive boiler.

One of the suggestions I received a few years ago, from the late Helen Tucker, was to write something about domeless boilers, versus those with domes. So let's get down to basics.

I don't want to appear to be a smart ass, but many *Branchline* readers have had little or no exposure to steam locomotives so I will make it as basic as I can. Those of you who find this stuff "old hat", please bear with me.

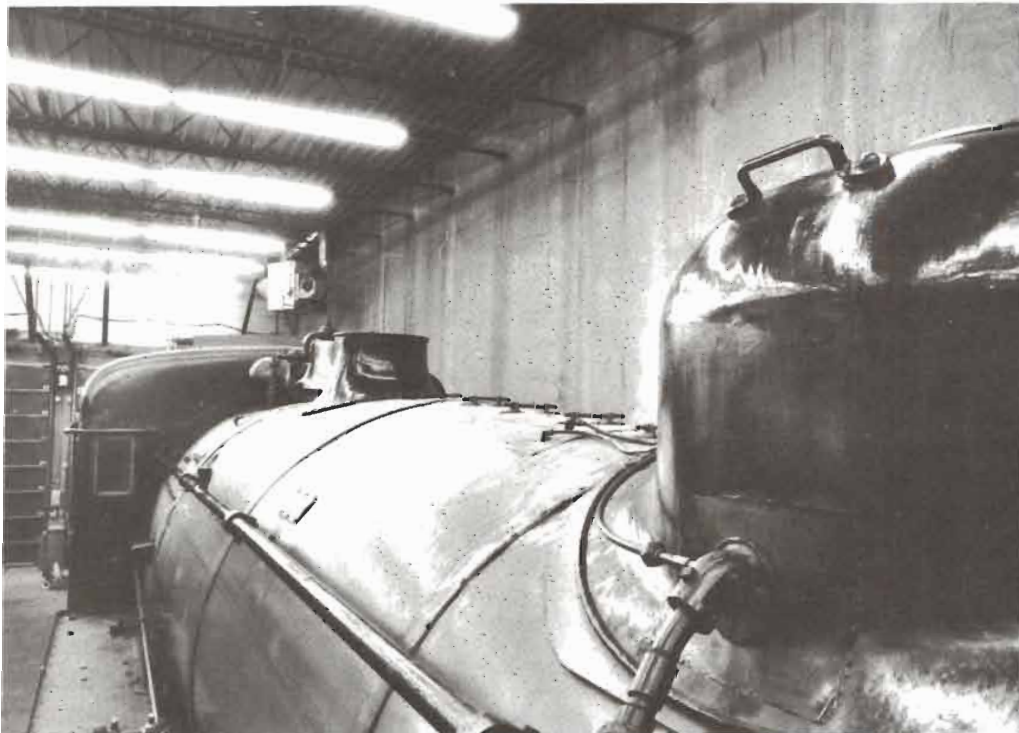
On the top of the boiler are any number of "projections" such as: the stack, occasionally the headlight, the bell, the whistle, the dynamo (turbo generator), the safety valves, the sand dome(s) and, especially for this Tid Bit, the STEAM DOME. Now, when I say "dome", does everyone know what a "dome" is? For those who don't, it's those tall round shaped affairs, usually with rounded tops, that are the largest of the "projections" on top of the boiler in front of the cab. Having made the foregoing statement, I'm

now going to contradict myself by telling you that those domes that were "tall round shaped affairs" only appeared on small locomotives. On larger power, as boilers got larger and higher, the place to put tall domes got smaller and smaller. Sand domes, in particular, got flatter and wider and longer. Steam domes, similarly, got shorter and shorter, but didn't grow too much in diameter.

Well, the purpose of the sand dome(s) is pretty well self explanatory - a place to store sand to be used on the rails to improve traction, but what goes on in the steam dome? What does it do, you ask? And as you 1201 (ex-CP 4-6-2) aficionados know, she doesn't even have one! Which brings me to the point of this discussion, the pros and cons of boilers with and without steam domes.

Ideally the steam dome might always have been used and the one on the Shay boiler in the accompanying photograph is a good example of a good steam dome. As the water in the boiler boils into steam, the steam collects above the water and in the steam dome. Good thing too for in that dome is the throttle valve which permits steam to leave the boiler to drive the pistons, and make the locomotive "go". Just think about it, and especially on the Shay. Working on rough track in the forest, the locomotive gets pitched around and the water in the boiler is being sloshed all over the place. This isn't good, but it is reality. A steam engine, however, likes "dry" steam and a good slug of some of that sloshing water through the throttle on its way down to the cylinders won't do the old girl any good at all. A bouncing, jostling Shay is a good candidate for a slug of water, but with her tall dome, with the throttle valve residing inside at the highest point above the water, she stands a good chance of getting only "dry" steam. Great idea, eh? You bet, it's just dandy, the only way to go, BUT there's always someone with a damned "BUT". But boilers grew larger and higher and very soon there was no place to put that very practical steam dome.

Many modern large boilers got a little stubby excuse for a steam dome as there was no room for anything else. It was



The top of the National Museum of Science and Technology's ex-CP 4-6-2 No. 1201's boiler. The sand dome is very evident on the right of the photograph. The "inverted mushroom" sheet metal cover further back houses the three safety valves, followed by the bell and dynamo. The "missing" steam dome would have been put in the empty space on the "conical course" between the sand dome and the safety valves. Photo taken by Pierre Ozorák on January 9, 1993.

basically nothing more than a place to put an upward facing "elbow" on the end of the "dry pipe" (the pipe that conveys the steam out of the boiler). And then there's 1201 - no steam dome at all!

At this point I'm going to talk about CP's G5 (1200-series) engines with domeless boilers, for they are quite unique. Unique because CP used this design on a relatively small, modern engine where a steam dome of moderate proportions could have been used, but wasn't. By the time CP got around to building the 1200s (from 1944 to 1948) they'd had a lot of experience with domeless boilers. The modern 2-10-4s (5900s), 2-8-2s (5400s), 4-6-4s (2800s) and 4-6-2s (2300s and 2400s) had been built this way, so despite the fact that the older G1 (2200s) and G2 (2500s and 2600s) locomotives from which the G5 Pacifics evolved had been built with steam domes, it was omitted. Why? Several reasons really, so let's take a look.

The so called "front end" throttle is one of the main reasons. As I stated earlier, the steam dome housed the throttle valve. The "dome throttle" was (is) a large, single valve device controlled by the engineer from a lever in the cab. This lever operated the valve through a long rod which penetrated the boiler "back head" in the cab, went through a packing gland, and then connected to a bell crank at the valve. This large single valve throttle was not the easiest device to handle when fine adjustments were required. It tended to want to be open or closed, and fine adjustments in between these two settings were frequently hard to get. And it had a propensity to leak - as evidenced by the number of dome throttle equipped engines, left unattended in round houses, that backed themselves into turntable pits or ran through shop walls.

The "front end" throttle (American Multiple Throttle) was, by comparison, a device which provided the engineer with good control over steam flow to the engine's cylinders because, instead of one large single valve, there were "multiple" small valves, each of which opened (or closed) in an increasing or decreasing sequence. Small locomotives had fewer valves than larger ones, but the throttle "box" was pretty well identical otherwise. And speaking of the throttle "box", or valve housing, it was located outside the boiler, in the smokebox. Ah!, a major step forward. Not only was the thing now in a relatively accessible place, it also incorporated the superheater header in its design, another step forward.

Do you see where this is leading? With bigger and bigger boilers and smaller and smaller steam domes, and now no need to put the throttle valve in the dome any more, why not eliminate it?

One of the important benefits of not having a dome is the

resultant saving in construction costs, a benefit not lost on a cost conscious management team.

"But", you say, if the dome is gone, along with the dome throttle, where is the steam for the engine collected? Well, this was solved by simply using the same old "dry pipe" located just under the top of the boiler barrel and by putting several rows of "slotted holes" for several feet along the top of the pipe.

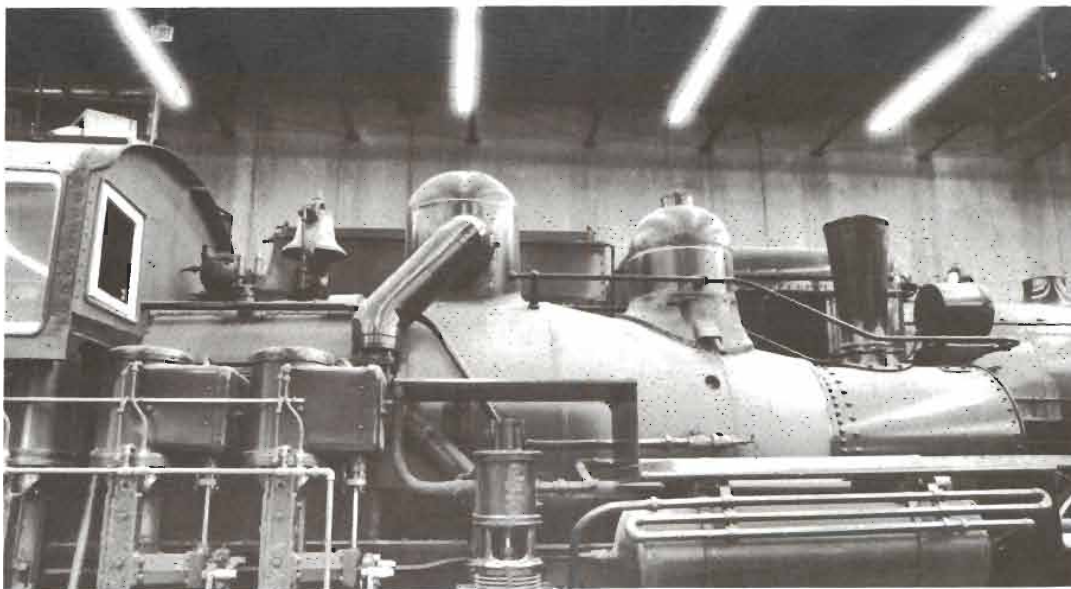
Is this a "better" arrangement? Operationally, no! Don't misunderstand, the multiple throttle is so far ahead of a dome throttle there's no room for discussion, but collecting steam in the top of a slotted dry pipe is not as good as collecting it high up in a dome. Compromise and trade offs, an engineering and economic reality, and the modern domeless boiler was (is) here to stay.

In operating an engine with a domeless boiler one has to be just more than a little bit careful with the height of the water over the crown sheet. Without the benefit of a dome the steam is now collected much closer to the water. If the water is a bit high, and it gets sloshed around (and it does), it stands a very good chance of being "collected", along with the steam, and being sent on its way to the engine's cylinders whereupon, at the very least, it will destroy the lubrication and, at the very worst, remove a cylinder head! Using a domeless boilered engine where quick starts and stops are to be made, as in switching service, the boiler water level MUST be kept much lower than would otherwise be the case with a dome. Can't you just see the boiler water sloshing from end to end and all over the place inside the barrel as brakes and throttle are being alternately used, as in a "flat" switching yard, "kicking" cars?

CP's mechanical engineers did come up with a device to help solve this problem (without resorting to a return to a "tall" dome). In our old friend 1201, for example, a pair of inverted "eave troughs" were welded along the side of the dry pipe, just below the slotted section. This simple fix helped keep some of the splashing water out of the pipe. Another more complex solution, but one which did require a short, stubby dome, used a "tangential dryer". This "no-moving-parts" device sat on top of an elbow-like affair at the base of the dome. Steam, and water, if any, entering the device was directed circularly around this specially designed drum which, by using centrifugal force, "spun" the heavier water out of the steam, allowing only the steam to get into the dry pipe and directing the water downward, back into the boiler. A sort of centrifuge spin dryer! Cute!

So, an optimum design (the dome, minus the dome throttle), gave way out of necessity, to a less optimum design, certainly from an operational point of view. ☪

Former Crown Zellerbach Lima-built two-truck Shay locomotive No. 1 in the NMST shop on January 9, 1993 (with 1201 in the background). From right to left in the photograph we see the headlight, stack, sand dome, steam dome, bell and dynamo. Notice the nice height of the steam dome on the "Extended Wagon Top" boiler. This is the correct name for this design of boiler where a conical course, tapering on the top and sides only, joins the larger and smaller diameter cylindrical courses together. No. 1201's boiler, while the taper is less pronounced, is of the same design group. The large insulated steam pipe coming out of the Shay's steam dome connects her dome throttle to the locomotive's three cylinder vertical engine. No superheating is used. Photo by Pierre Ozorák.



Letters to the Editor

BLAST KILLS ENGINE CHECKER: The following historical item came to mind after reading Duncan du Fresne's Tid Bit in the March 1993 *Branchline*:

MONTREAL - February 24, 1947: A locomotive explosion that killed one man and injured another critically shook the lower south side of the city yesterday smashing several windows.

The dead man, Sydney Good, was blown more than 200 feet from the wrecked locomotive. He was checking locomotives at the time. The injured man, Alphonse Bragle, landed several feet farther away. The locomotive was completely wrecked.

Nearby residents having their Sunday dinner were showered with flying glass. So terrific was the blast houses in suburban St. Henry and Notre Dame de Grace were shaken by its force.

More than a dozen other railway workers miraculously escaped injury as they worked nearby. Bits of the locomotive were found almost a half mile from the scene. Twisted wreckage was strewn over a wide area. The noise of the explosion was so great police switchboards were flooded with calls from citizens thinking there had been a bomb explosion. Canadian National officials are investigating.

The CNR had trouble when it leased seven 2-8-0s from the Delaware & Hudson. They had Wootten boilers whose layout was unfamiliar to most CNR men. While standing in the yard at Turcot, under steam, the water level was allowed to get too low, resulting in a boiler explosion which lifted the boiler of D&H 1051 from its frame. The seven engines were returned to the D&H immediately. [signed ... George Horner]

THOUGHTS ON CP'S LIGHT PACIFICS: The picture of CP G-2 Pacific 2658 in the April *Branchline* prompts this essay on this useful light Pacific class.

As of January 1945, the CP diagram book "Classification and Dimensions of Locomotives" lists 147 G2s out of 166 built, of which 28 were G2r, 56 G2s, and 40 G2u, to say nothing of 1 G2d, 6 G2t, 2 G2p, 5 G2q, 3 G2sx, and 2 G2ux!. It's impossible to tell reliably the differences between all these sub-classes. All were built between 1906 and 1914, and probably the smaller quantities are older and haven't been rebuilt - or something!

Sixty-seven had feed water heaters, 2592 had a Worthington, and the rest had none. Eighty-two had screw reverse gears (63 had power (Barco or Franklin), while 2539 and 2551 had Johnson bars). Fifty-five had had new boilers (47 at 250 psi, 6 at 225 psi and Nos. 2501 and 2663 at 200 psi.). There is no connection between any of these variations and any of the numerous sub-classes. There were three cylinder diameters - I submit with respect that the smaller ones were the original cylinders bushed down, and not new altogether - 22½", 21¼" and 20", although Class G2sx had 21", but no new boiler. Otherwise, one can assume that the higher pressure new boilers came with bushed-down cylinders to maintain some similarity of tractive effort. New boilers were likely applied due to the expense of repairing existing ones. Nevertheless, tractive effort still varied from 30,000 to 34,000 lbs., with the consequent changes in tonnage ratings which probably didn't matter anyway, since no G2 pulled full-tonnage trains.

As for tenders, these were listed at 5000, 7000, and 8000 (ex-G3) gallons, and apparently No. 2634 carried a 10000 gallon tender. The 5000 "bob-tails" apparently applied to open cabs, the others to vestibule cabs (there is no recording of cab distribution) but tenders could be exchanged almost casually. I recall an open-cab short tender on the Prescott passenger train. The book simply illustrates the many cab and tender variations, and no more. All very interesting, but likewise confusing.

Regarding air compressors, most of them were surely

compound, and the one-lunger illustrated on the 2658 may well have been unique. It's possible the former was confined to Western Lines, whose Superintendent of Motive Power, one E.G. Bowie, was usually arguing with Windsor Station (Montreal).

One thing is certain. Engines with feed water heaters carried the water pump in the tender, even the 5000 gallon tender, generating exhaust steam pulsing up behind the coal, and depriving them of about 200 gallons of water. Why in the tender? My guess is weight on drivers restriction, or a dislike of bracket studs in the boiler. Shop forces like no feed water pump, since the G2 arrangement (and some P1s as well) called for cold water under pressure through Barco engine-tender flexible joints more used to steam, whose ball joints always leaked. Pumps on the engine sucked cold water through hose bags, as did injectors, but the G2s had none.

There was a school of thought in Windsor Station that denigrated feed water heaters, since the price of the coal saved was less than the maintenance expense of the pump (made by Westinghouse) and the bundle. That's why the conversion of N2 Consolidations to P1n Mikados in the late-1940s used two injectors and no heaters.

G2e No. 2643 and G2f No. 2615 had not been upgraded to G2s and G2u, and still had their old Vaughan-Horsey superheaters. All others had one of two type A superheaters, resulting in three tubesheet layouts. Of course, there were several wheelbases on this motley crew. As for outside piping, it went wherever the pipefitters had made them go, which is why pipes had to go back on their own engines when removed for heavy repairs. There were no pipe drawings!

Feed water heaters were likely called "betterments", which meant the expense was capitalized, while new boilers could be expensed as repairs - whatever the accountants decided would pass the Vice-President.

At least every G2 had the same grate area and six drivers!

Their replacement by the G5 class was much more regular. Too many of G5s had the cursed exhaust steam injector, but except for minor differences in tender wheelbase and weight among the three sub-classes, they were all the same and better: domeless boilers (two welded), front-end throttles, stokers, roller bearings on engine trucks, standard 8000 gallon tenders, and a cocky whistle location. By far the most advanced branch line engine in North America. [Signed ... Joe Howard]

CORRECTS CERTAIN ASPECTS OF ARTICLE: The following information corrects certain aspects to the article on Page 4 of the May *Branchline* entitled "Controversy over future of rail service in Owen Sound".

The Victoria County Railway Company was not recently established. It was incorporated under the Ontario Business Corporations Act in May 1981 as a railway holding company. After ten years of operation, the principals of that enterprise elected to transform the organization into a truly operating railway company. By the means of a Special Act, it was "deemed" a railway company on May 31, 1990.

In addition, the Victoria County Railway Company Limited was not established to acquire the Harriston to Owen Sound line from Canadian National. Under its "charter", the Victoria County Railway was formed to operate a railway "from Lindsay to any other point within Ontario". The acquisition of the Harriston to Owen Sound trackage by the Victoria County Railway contravenes the Railways Act. It will require a new Special Act to amend its charter. [Signed ... Peter D. Swire, Director and Treasurer, Ontario Midwestern Railway Company Limited] ♠

Mixed Trains in Northern Manitoba

by SWAWN NAYLOR

There is still some incredible, old style railroading left in Canada. I specifically refer to the line that stretches 1,697 kilometres northward from Winnipeg to Churchill, and the 389 kilometre branch line from The Pas to Lynn Lake. Not only are regular VIA passenger train Nos. 92 and 93 a sight to behold, but there are also mixed trains on these routes as well. These lines represent the end of an era - an era in which there was no alternative but going by rail, for in this age of automobiles, roads have yet to be built to much of this area in Northern Manitoba. I decided to spend my holiday in the summer of 1991 riding these mixed trains.

On Tuesday, June 25, I eagerly climb aboard VIA's tri-weekly Train No. 93 at Winnipeg. The train consists of FP9Au 6300 and 6305 back-to-back, steam generator unit 15409, baggage 9637, coach 5648, cafe lounge 756 and sleeper "Edwardsville". Soon we're heading west at 80 mph on CN's fine double track mainline. As night falls against a prairie thunder storm we turn north.

The next morning we are travelling through a seemingly different land. There are endless miles of woods, surprisingly wide right-of-way clearances, smooth track, and I time the train at 60 mph. Regrettably for VIA's finances, the train is pretty well empty.

After 777 kilometres, and a brief swing through Saskatchewan, we pull into The Pas, Manitoba, just slightly late. Across the platform is coach 5653 which will be added to No. 93 to handle increased passenger loads further north. Also on the other track is a baggage car and a 1937-built coach which are to form the passenger equipment for the mixed train to Lynn Lake which I am going to ride next. In the station we are informed that the mixed train will be three or more hours late leaving -- apparently there is a shortage of trainmen, and, in this case one needs to be brought in from Saskatchewan.

Finally three locomotives (GP38-2s 4764, 4762 and 4729) roll by pulling 8 empty log cars, 4 gondolas, 3 tank cars, 2 gondolas, 3 covered gondolas, 1 box car, 1 refrigerator car, 1 piggybacked tractor and trailer, the baggage car, coach 5186, and a caboose. The caboose has been modified with a centre passageway through the railings at each end, making it easy for crew members to walk into the passenger car.

We are quickly hustled aboard, with enormous amounts of luggage. With quite a lurch we depart for Lynn Lake, 389 kilometres away. I, being a "white" person, am a majority of one - all other passengers are Native Indians. A lady asks me "Are you going to the town of Puk?"

I look at the timetable; there is no "Puk" and I point this out to her. After considerable discussion, it turns out that "Puk" is short for Pukatawagan - the only isolated community of notable size along this route. Pukatawagan is a reserve of between 200 and 5000 people, depending on who you ask, and everyone on board is going there except me. In my mind I name this local the "Puk Local". There isn't a whole lot else to do other than join in on the social life of the train. When I confess that I'm going to Lynn Lake even the children take hysteric fits of laughter. There's a nice, comfortable bus that goes there in just a few hours. I explain I like riding trains but they don't believe me - how could they when this coach has washrooms which are already grossly flooded?

At Cranberry Portage (88 kilometres from The Pas) I take a break from the train's social life to look outside while four M.O.W. cars are added to the train. Soon we veer away from the parallel highway and head out into the wilderness. Gradually the scenery becomes more rugged; there are lots of rock cuts, hills, lakes, and sharp curves which the train snakes around. The sun comes out just in time to photograph the train on a complete

horseshoe curve; the reflection of the locomotives is shining on a smooth lake.

We stop in the middle of nowhere. There is a vivid discussion between the train crew and some rather disgruntled, desperate, stranded American campers. Apparently, due to washouts, this is the first train in over a week along this line! The train crew does their best to explain to them why a train just can't come over washed out roadbeds. The crew gives assurances that we will head south tomorrow to pick them up for sure, and as we lurch away the conductor drops a box of food from the caboose for them.

All that talk of being stranded has made me rather hungry and the train is already four hours late. Although there is no official VIA food service, the train crew in the caboose are busy frying up some very tasty hamburgers at a low cost. I order several and soon I'm revived.

The scenery is as good as it gets at Pukatawagan. The lively group of passengers detrain, the three freight cars ahead of the passenger equipment are set out, a new group of quieter passengers get on, and we depart.

Arrival at Lynn Lake is about five hours late at 02:00. The sky this far north still has some twilight on the horizon. The town's only taxi is at the station and it is full, so I walk a mile or so along streets with boarded up houses and bankrupt businesses, and find a motel which is fortunately open.

Back to The Pas

I sleep through the wake up call next morning, subconsciously knowing that the train crew gets mandatory rest. When I do get to the station there is a scene which reminds me of the third world; even young children are begging for train ticket money so they can go back to "Puk". With an unexpected "no train for two weeks" holiday it is easy to understand how families can run short of money. About six hours after the advertised, we depart with about 20 passengers and almost 40 freight cars.

Eventually we get to the stranded American campers. They're not happy at our lateness, but, ironically, their extensive baggage takes a full half hour to load and almost fills half of the baggage car. Arrival in The Pas is about midnight, and I have to wake the hotel clerk to claim my room.

The next day I leave The Pas aboard VIA Train No. 93 to head north 219 kilometres to Wabowden. The train has locomotives 6311 and 6301 (remanufactured FP9As), steam generator unit 15474, baggage 9668, coaches 5649 and 5617 (the latter added at The Pas), cafe lounge 765, and sleepers "Emperor" and "Erickson". Our departure from The Pas is delayed about an hour due to electrical problems in one of the sleepers. The dispatcher gives the "Puk Local" its clearance first. It's a shorter train today, with GP38-2(W) 4767, one box car, the same baggage car and coach, and a caboose. Eventually we get our clearance and we head away through flat, desolate, bush land.

My plan is to get off at Wabowden. There, I will wait until Sunday for the departure of the weekly mixed train along the mainline to Churchill.

At Wabowden there is a meet with southbound No. 92. As I detrain I am left wondering how I will spend almost two days in this isolated, very quiet, pretty town of just a few hundred people.

VIA's "Piece de Resistance"

On Saturday, June 29, there is no railway action until 18:20 at which time mixed train 294 comes in from the north about two hours late with GP38-2(W) locomotives 4768 and 4769 hauling about 40 cars, and at the end, ahead of the caboose, is combination

coach-baggage 7209, gleaming in the sunlight in its plus 60 year old splendour. No. 7209 has a clerestory roof, riveted side panels, and square windows, which started life in 1928 as Colonist Sleeper 2922. I decide to name it VIA's "Piece de Resistance". After the crew finishes switching cars, they inform me that tomorrow morning a freight leaves The Pas, bringing northbound freight as far as Wabowden, before it heads back south. According to plan I should be ready to go around 08:00 or 09:00 in the morning.

However, the next morning things don't work out that way. The yard is quiet. There's nothing to be heard on my scanner. Asking the train crew of No. 294 to account for the delay is out of the question since they stay at a different motel some 20 miles out of this town.

Eventually, at 15:30, the regular passenger train No. 92 comes out of the north. I ask the conductor to radio the dispatcher for details on my train which should have left seven hours ago. The dispatcher replies "shortly" and I feel much relieved.

But by midnight I don't feel so relieved. The Wabowden Hotel owner, in honour of the long weekend, has closed his establishment and left town. The only public telephone is inside, and when I phoned VIA earlier in the day the clerk knew nothing of my train.

So I'm left to fend against the northern mosquitoes on my own. Repellent only seems to attract these northern mosquitoes. I suppose I could knock on some houses hoping some of these peaceful town folk will allow me in for the night, but then I'd run the risk of missing the train should it arrive during the night. About an hour later the mosquitoes leave me no choice but to discover that some track equipment is unlocked and there I sleep.

At 04:40 I awake to the sound of locomotives coming out of the south! There are six of them (GP38-2s 4762, 4729, 4775, 4723, 4719 and 4730) hauling a train of no less than 60 cars. Some of the freight is massive - there are oversize loads of indescribable machinery bound for construction projects in the Northwest Territories. There is time for coffee with the crew in the caboose before they depart with locomotives 4768 and 4769 and

yesterday's southbound freight to The Pas. I'm left on the station platform wondering where the crew is that will take my mixed train northward.

Well over a day late!

Several hours later, the crew for my train drives in from their hotel. Knowing that the restaurant is closed in the mornings, the crew brought some hot sandwiches for me. I munch on them while I watch about an hour of switching, including the addition of combine 7209 ahead of the caboose. Finally, at 11:30, well over a day late, we're on our way to Gillam, 405 kilometres away.

Upon departure, I have combination car 7209 to myself. It's a lot of fun but this car does have its letdowns - the windows are nailed shut, there are no "dutch doors", and the seats are hard with some boards missing. Yet there's character galore which is best summed up in a verse of the popular folk song John Leeder called "The Hudson Bay Line":

Well, the cars were old and draughty
round the windows and the doors,

We sat on wooden benches and we
slept on wooden floors;

A big pot-bellied stove, it was
rusted all to hell,

For heatin' and for cookin' and for
spittin' on as well.

The conductor welcomes me into the caboose. After watching the coupling on of 10 hopper cars, the conductor makes a few comments about how it is against the rules for CN to ask him to look after the caboose and coach with its passengers and baggage all by himself without an assisting trainman. Almost in the same



VIA Train 93 is being wyed prior to backing into the station at Churchill in July 1990. The Winnipeg-Churchill train is the only passenger train in Canada which regularly carries intermodal piggyback shipments. Special flat cars have been modified for passenger service by the addition of steam lines which pass heat from the steam generator unit behind the two FP9Au units to the trailing passenger equipment. The intermodal shipments are handled between Thompson and Churchill. Photo by Douglas N.W. Smith.

sentence, the conductor points out that his job is boring and that there is not enough to do.

We arrive at Thicket Portage, a predominately Metis and Native Indian settlement. This isolated town is some 40 kilometres from the highway and the atmosphere here is completely different from the quiet town of Wabowden. It appears as if everyone in town has come to welcome the train. As I drop to the "platform", children want me to take their picture, then others invite me to visit them until the evening northbound passenger train comes in. Others are asking the conductor for many favours, and finally an elder climbs aboard with several children. As the train leaves, everyone waves, then turning their backs on their moment of excitement, they wander back to their houses. I wonder -- this "meet the train" tradition was commonplace years ago at small stations across the country -- is Thicket Portage the last place where just about the whole town shows up at train times?

As we proceed at about 35 mph, the dispatcher radios the train to get our mileage. Northbound passenger train No. 93 is catching up to us. However, that train has to back down a branch line to Thompson, we continue straight along the mainline and get well ahead of the following train for now.

For the most part, the scenery is desolate, but occasionally there are picturesque spots. We pause at Ilford where two ladies get on. Then they cover their eyes in fright as we head over a high river bridge!

Finally at about 20:00 we arrive at Gillam. Usually the train stops here overnight, but today, since the train is so late, it will continue to Churchill after a couple of hours of switching out cars. I'm advised by the crew to get plenty of snacks for the trip, and after my experience at Wabowden I heed their advice.

Back at the station, the CN agent tells me that if the train hasn't finished switching cars by midnight, she won't let it go until after passenger train No. 93 leaves early in the morning. However, as good fortune would have it, at 23:30 she is presenting me with a release form to sign so I can ride in the locomotives!

I climb aboard locomotive 4762 and note that there's just two locomotives now pulling our train - which is almost as long as it was before. Gillam is just about as far north as highways go. From here on northwards, I will be riding over rails which reign supreme as far as land transportation is concerned. About 50 kilometres north of Gillam some cars are switched out at a large hydro-electric development site. At this time the effects of last night's lack of sleep catch up with me so I return to the coach. I see that the two other passengers have folded out the seats to effectively make a lower berth - after all this car was once a tourist sleeper. I do the same, and before I sleep I notice that the tree growth is already beginning to thin out.

I am woken up around 03:30 by the sun, of all things. It has just risen above the horizon, its light is flashing through occasional, scant, thin trees. Then, near Cromarty, the miracle happens - we burst out onto the sea of open tundra. I go outside on the steps of the coach for a refreshing breath of cold arctic air. The sun's rays are sparkling off the multitude of dew covered flowers which stretch to the horizon with hardly a tree to be seen. Riding in this old colonist car over a virtually untouched landscape really conjures ideas of pioneering and adventure like no other train can.

Nearer to Churchill we pass through some more woods, we turn on the WYE track, then back into Churchill for an arrival at around 07:00 - just over half a day late! Shortly after, No. 93 arrives, somewhat early!

In Churchill there are the regular day tours to do before I head southward aboard No. 92 that evening. No. 92's consist includes FP9Au's 6303 and 6302, steam generator unit 15484, two steam line-equipped flatcars with piggybacked trailers, baggage 9665, coaches 5617 and 5650, cafe-lounge 756, and sleepers "Enfield" and "Eldorado".

I climb into an upper berth and dream, wishing that I could be starting out again on this northern adventure of riding Canada's most unique trains.

Ed note: While Shawn's story relates to 1991, little has changed equipment-wise to date. Motive power for VIA trains 92 and 93 is from a pool of six remanufactured FP9A units, Nos. 6300-6305. Assigned to the Winnipeg-Churchill service are 7 Steam Generator Units, 3 Baggage Cars, 5 'EM' Coaches, 4 Cafe Lounges and 6 'E' Sleepers. Equipment for the mixed trains includes Baggage Car 9631, 'AC' Coach 5186, and combination cars 7201 and 7209. ☼

THE REGISTER BOOK

STEAM SCHEDULE: Alberta Prairie Steam Tours of Stettler, Alberta, will operate steam excursions between **May 22 and October 30**. For information, contact Alberta Prairie Steam Tours, 4611-47 Avenue, Stettler, Alberta, Canada. Telephone (403) 742-2411, Fax (403) 742-2844.

PORT STANLEY TERMINAL RAIL SPECIAL TRAINS: Flora and Fauna Tour, May 29 and June 5; Fathers Day Special, June 20. For information contact Port Stanley Terminal Rail, 309 Bridge Street, Port Stanley, Ontario, N5L 1C5 (519) 782-9993.

WAKEFIELD STEAM TRAIN: Steam excursions between Hull and Wakefield, Quebec, utilizing Swedish equipment, daily at 10:00 from May 15 to June 30, and September 7 to September 30. Twice daily at 09:30 and 15:30 from July 1 through to September 6. Fall colour excursions at 10:00 on Mondays, Wednesdays, Saturdays and Sundays during October. Fares: (Adult/Children 12 & under/Senior) Monday to Friday \$19/\$10/\$17; Saturday and Sunday \$21/\$10/\$19. Group fares available. Information from (819) 77-TRAIN, Fax (819) 778-5007.

RIDE THE SOUTH SIMCOE: Canada's newest heritage railway will feature steam excursions between Tottenham and Beeton, Ontario, on Sundays and holiday Mondays between **May 23 and October 11**. Former CP 4-4-0 No. 136 is scheduled for all days except June 27, July 25, August 29, and September 19, subject to availability. Scheduled departures are hourly between 10:00 and 16:00. Fares: Adults, \$6; Seniors 65 and over and Students 12-18, \$5; Children 3-11, \$3; family (as many as two adults and three children), \$16. Information from (416) 936-5815.

CANADIAN RAILWAY MUSEUM SCHEDULE: The Canadian Railway Museum at St-Constant, Quebec, (south of Montreal) will be open from 09:00 to 17:00 daily from May 2 to September 6 and weekends to October 17. Daily streetcar operation; Sunday and holiday Monday diesel train service (utilizing ex-CN gas-electric trailer 15767 hauled by ex-CN 70-ton No. 30 or ex-NHB No. 1002); steam operation utilizing 2-2-2 "John Molsor" on May 23 and 30, June 20 and 27, July 10, 11 and 25, August 15 and 22, September 5 and 19, and October 10. Fares: (Adults/Students and Seniors/Children) Monday to Saturday \$4.50/\$3.50/\$2.00; Sunday \$5/\$4/\$2.50. Group fares available (advance reservations required from (514) 638-1522)

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

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



18 YEARS APART -

CP Rail H16-44 No. 8554 with a sister CLC unit and GMD units pose at the roundhouse in Cranbrook, B.C., on May 14, 1972. No. 8554 was retired on June 20, 1975, but rather than being scrapped like her sisters, she was held by CP for historical purposes. In a rather rusted state, the unit was hauled to Calgary, Alberta, in the fall of 1992 for cosmetic restoration prior to going on display at High River, Alberta. Photo by Bruce Chapman, collection of Ross Harrison.



Taken on May 29, 1990, in almost the same location as the above photograph, SD40-2s 5919 and 5934, and GP38-2 3032 stand on the same rails as 8554 did 18 years before. Which view do you prefer? Have things changed for the better? It depends on one's point of view - likely the crews, dispatchers and shop staff prefer today's GM units; likely the railfans favoured the look and sound of the CLCs! Photo by Ross Harrison.



TOP RIGHT: CN H12-64 No. 1617 heads up Train 115 at Charlottetown, P.E.I., on July 8, 1967. The CLC unit was one of only three built with a steam generator. Photo by John Thompson.



MIDDLE RIGHT: Four of Ontario Northland's 22 FP7A units are being serviced outside the main shops in North Bay, Ontario, in the 1960s. In the foreground are Nos. 1512 and 1513 with sisters 1509 and 1514 in the background. At press time, 42-year-old No. 1501 is the only active ONR FP7A, however, sister 1502 is having a Caterpillar engine installed for service on the "Northlander" between Toronto and Cochrane. Collection of Philip Jago.



ABOVE: A time-honoured practice of the past. The "Ice Gang" fills the ice bunkers of CN Coach 5409 at Spadina Coach Yard in Toronto, circa 1976. Photo by Brian Westhouse.

LOWER RIGHT: CP Rail SW1200RS 8100 switches cars on the rear of VIA Rail's westbound "Canadian" at Calgary, Alberta, in July 1989. Within six months, the "Canadian" was gone from the CP route, a victim of the January 1990 cutbacks, however, the equipment and the name "Canadian" were shifted to the CN route through Edmonton. Photo by Michael Shufelt.



Fond Memories of CN's Murray Bay Subdivision

by PHILIP G.A. DURGIN

The possible sale of Canadian National's Murray Bay Subdivision (September 1992 Branchline) brings up some fond memories of travelling on that portion of the Murray Bay Subdivision formerly owned and operated by the Quebec Railway, Light and Power Company, between Limoilou Jct. and St-Joachim.

If sale of this line goes through and becomes a shortline operation, it will have come full circle from its humble beginning. In 1889, the Quebec, Montmorency and Charlevoix Railway Company opened a line from Limoilou to Ste-Anne-de-Beaupré. In 1890, the line gained entrance to Quebec City proper when the Quebec and Lake St. John Ry. built a bridge over the St. Charles River in order to reach its terminal at Parent Square Station, and the QM&C used the same bridge, but built its own terminal on St. Paul Street, adjacent to both Palais Station and Parent Square Station. In 1894 the QM&C extended its line to Cap Tourmente.

In 1900 the QM&C was reorganized as the Quebec Railway, Light and Power Company and inaugurated electric service from Quebec (St. Paul Street Station) to St-Joachim. At the same time the City Division of the QRL&P instituted service to the Kent House at Montmorency Falls. This was a popular trip to go to Kent House, ride the funicular down to Falls Station located at the end of the wye at the lower level at Montmorency and catch a St-Joachim to Quebec train. Most all trains, unless they were express runs to and from Ste-Anne-de-Beaupré, utilized the wye to make the stop at Falls Station.

It was not until 1919 when the Quebec & Saguenay Railway was built and opened between Cap Tourmente and Murray Bay. The Canadian National took over operation of the Q&S almost at once. Actual ownership of the Q&S and QRL&P did not occur until 1951. During all those years between 1919 and 1951 operations on the line were very unique. All Canadian National trains were operated on the QRL&P using QRL&P crews and steerable electric locomotives between Quebec and Limoilou Jct. to St-Joachim, where the electric locomotives were exchanged for steam engines. The daily passenger train to Murray Bay departed from Palais Station and not St. Paul Street Station and this must have meant a little manoeuvring from Canadian National tracks to QRL&P territory. It undoubtedly meant a back-up move out of Palais Station, similar to movements of Quebec, St. Raymond and Chicoutimi trains.

The QRL&P dispatcher was located at St. Paul Street Station. Most stations from Limoilou Jct. to St-Joachim were train order stations, but there were a number of flag stops that were mere small platforms at a road or walkway that were served by the local trains. It was always a treat to ride the QRL&P in its interurban cars and trailers. When most motormen had no meets or were running express to Ste-Anne-de-Beaupré, they would put their controller into the last notch and make the overhead wire sing at top speed.

Strangely enough, the many times we went to Quebec and Ste-Anne-de-Beaupré, we never rode the Canadian National Murray Bay train, but rather always rode the QRL&P. For one reason, the fare was ridiculously low (they seemed to have a number of fare schedules like tourist, pilgrimage, commuter fares, etc.) and my father finally discovered that the QRL&P had a reciprocal pass agreement with the Maine Central (his employer) and we finally ended up making the round trip on a pass. And I don't think my father ever found out whether or not a QRL&P or a CN pass would be necessary to ride the Murray Bay train.

I guess I'm a bit like Duncan du Fresne making a pilgrimage to some former haunts and reliving the memories of those days. The drive today out from Quebec to Ste-Anne-de-Beaupré on Boulevard Ste-Anne alongside the now CN tracks conjures a lot of memories of riding that line, long before Boulevard Ste-Anne was built or even thought about. We always stayed at the Hotel Regina in Ste-Anne, right near the station and there was a lot of

train action. In July, on the Feast Day of Ste-Anne, there would be trainloads of pilgrims from all over that would tax the small yard and siding facilities at Ste-Anne and most of the equipment would be deadheaded back to Quebec City. And we would always be on hand when the Murray Bay train went through in the summertime as the consist would have Pullman cars from the States along with the diner and lounge cars from CN or CP.

Times sure have changed ... ☺

Book Review

When Any Time was Train Time by Elizabeth Willmot, Stoddart Publishing Co. Limited (34 Lesmill Road, Toronto, Ontario, Canada M3B 2T6), 1992. 11" x 8", 96 pp., \$29.95.

When Any Time was Train Time is Ms. Willmot's third book dealing with railway stations and, like her previous volumes, focuses on a number of central Ontario railway depots. It is laid out very simply: usually a contemporary portrait of the station - sometimes an historic photograph - followed up by nostalgic anecdotes with the cited station as the central theme. There is little technical detail (plans are included for three of the stations discussed). Instead, the human element is in the spotlight throughout the book, with some rather hilarious historical incidents adding levity.

The author assumes familiarity with the region discussed, to the extent that the text loses its meaning; one passage reads, "it became possible to travel to Windsor in just a few hours," but the reader is not advised of the distance travelled. This occurs throughout the book and is quite frustrating to those unfamiliar with the territory traversed. The small map included near the front of the volume is no help since it is not to scale, thereby making it difficult to judge distance.

The last 15 pages are simply labelled as "Bygones", with very brief captions, giving the appearance that the author was either disinclined or unable to complete the book.

Curiously, despite the book's title, the photographs rarely show trains beside the station (only 4 times in over 40 photographs). There are no endnotes, nor is there a bibliography.

When Any Time Was Train Time is very much less satisfying than Ms. Willmot's previous efforts. Considering its content, this book is seriously over-priced and, unless there is some sentimental attachment to the stations or communities covered therein, it is not recommended. (Leslie S. Kozma, C.E.T., Edmonton, Alberta)

A Sample of Diesel Lashups

- 08/04/93 - CP east at Ayr, Ont.: SD40 5559, SD40-2 5793, GP9u 1610, SD40 5401, SD40-2 5647, GP9u 8241, RS-18u 1831, GP38-2 3090.
 - 09/04/93 - CN #411 at Bayview Jct, Ont.: Dash 8-40CM 2401, M-636 2319, GTW SD40 5929, GTW SD40 5927.
 - 10/04/93 - CN #410 at Paris, Ont.: HR616 2115, CN M-636s 2305 and 2327, Dash 8-40CM 2426, EMD GP38-2s 772 & 790, Dash 8-40CM 2400.
 - 16/04/93 - CP Extra West at Campbellville, Ont.: SD40u 5548, SD40-2 5757, Soo Cabless SD40B 6450, M-630 4559.
 - 23/04/93 - CSXT East at Tillsonburg, Ont.: C40-8 7515 and C40-8W 7881.
 - 25/04/93 - CN #392 at Princeton, Ont.: GP40-2(W) 9648, M-636s 2314 and 2324, NRE SD40-2s 882 and 870
- (Thanks to James Gamble, Emily Kew and Randy Zwier)

NTA News

CN FILES NOTICE OF INTENT TO ABANDON LINE IN QUEBEC: CN notified the NTA on March 31 that it intends to apply for the abandonment of the operation of the St. Raymond Subdivision between Shannon (mileage 16.8) and a point near St. Raymond (mileage 36.5). The only station names on the line are Bourg-Louis (mileage 30.7) and Jackson's (mileage 36.3). There has been no service on this section of the line for a number of years.

CP FILES NOTICE OF INTENT TO ABANDON LINE IN SASKATCHEWAN: CP notified the NTA on March 29 that it intends to apply for the abandonment of the operation of the Gravelbourg Subdivision between a point just west of Hodgeville (mileage 53.1) and Tyson (mileage 57.3). The Gravelbourg Subdivision, from Mossbank (mileage 0.0) to Hodgeville (mileage 53.4) was transferred from CN to CP effective March 7, 1985, under the Transport Canada/CP/CN Transfer Agreement of May 28, 1984. This portion of the line was fully rehabilitated by CN prior to the transfer taking place. The section of line from mileage 53.4 to mileage 57.3 was purchased from CN under a separate agreement, as it did not qualify for funding under the Federal Rehabilitation Program. The line from mileage 53.1 to mileage 57.3 has never been used by CP, and the last operation of this segment was in 1981.

CSX GETS APPROVAL TO ABANDON SMALL SEGMENT OF ONTARIO LINE: CSX Transportation Inc. has received NTA approval to abandon the operation of the segment of Canadian Subdivision No.1 between Arner (mileage 27.68) and Ruthven (mileage 33.79), a total of 6.11 miles, in the Province of Ontario. No opposition was received by the NTA, nor was any offer to purchase made, and abandonment takes effect 30 days from date of notice. (Order 1993-R-100, April 7, 1993)

CN RECEIVES PERMISSION TO ABANDON BRANCH LINE IN NEW BRUNSWICK: CN has received permission to abandon a portion of the Havelock Subdivision, from Petitoodiac (mileage 0.5) to Havelock (mileage 12.4), 30 days from the date of this order. No opposition was received by the NTA, and no offer to purchase was made. (Order 1993-R-105, April 13, 1993)

VIA, BUS FIGHT WILL BE CLOSED TO PUBLIC: A scheduled hearing into complaints that VIA Rail is using government subsidies unfairly against bus companies ended before it began. The complaint, by Voyageur Colonial, won't be dealt with in public even though the NTA had planned to begin several days of hearings on May 5. The lawyer for Voyageur sought a motion to adjourn, saying it was having difficulty getting evidence it needed from VIA to make its case. VIA said that it wouldn't be able to provide a cost-recovery analysis of its service in the Quebec-Ontario corridor until next month.

Gilles Rivard, the NTA's new chairman, and heading his first hearing, said that another public hearing could not be scheduled until September. The NTA agreed to adjourn the hearing, but with some unusual conditions. When it resumes, it will be a file hearing where lawyers from various sides would submit and exchange documents, but no hearing will be held in public. All evidence presented will be placed in the public record, except that which is ruled to be commercially confidential, the NTA has said. VIA spokesman Paul Raynor said the railway is not pleased with the decision. (Financial Post, 06/05/93) ☐

CALLING AMATEUR RADIO OPERATORS: BRS member Ben English, Jr., of Jackson, New Hampshire, wishes to communicate with any BRS member who is an amateur radio operator. Ben's call sign is N1DQA.

NEW PRODUCTS

Canadian Trains Calendar 1994: Produced by Steamscapes and featuring the excellent photographic work of Nils Huxtable and others, this calendar covers all aspects of Canadian railroading. The colour shots feature both contemporary and historical views of Canadian scenes, including steam, diesel and electric action. The calendar features a stunning cover shot of ex-CP 4-6-2 1201 at Cathedral, B.C., four miles east of Field, on July 8, 1986, when 1201 was returning from participation in the Last Spike Centennial celebrations and SteamExpo. Available from the Society's "Sales Desk" at \$9.95, plus \$3.00 shipping, plus \$0.91 G.S.T. when shipped to a Canadian address. Ontario residents please add \$0.80 PST.

Locomotive Cards: North Kildonan Publications, with assistance from the Bytown Railway Society, has produced Raifan '93 Canada - 1993 Locomotives and Caboose Roster Series Collector Cards. As in the 1992 set, there are 76 cards in 2½ x 3½ format. Each card features a colour photograph of a locomotive (all diesel except one) or a caboose with background information such as model, class, speed, builder, and special features from the **Canadian Trackside Guide**. Both the 1992 and 1993 sets are available from the Society's "Sales Desk" at \$19.95 each plus \$3.00 shipping, plus \$1.61 GST when shipped to a Canadian address. Ontario residents please add \$1.60 PST.

The Guide to Canada's Railway Heritage Museums and Attractions: This new 75-page, spiral bound 8½ x 11" book by Lawrence Adams includes detailed information on 49 Canadian railway museums and attractions, map locations, hours of operation, and descriptions of the prominent railway artifacts. Also included is a selection of stories related to the oldtime railway industry. Published by North Kildonan Publications in Winnipeg. Available from the Society's "Sales Desk" at \$14.95 plus \$3.00 shipping, plus \$1.26 GST when shipped to a Canadian address.

More Station Data Sought

In 1992, the Society embarked on a project to document existing Canadian railway stations, be they still in use by the railway or sold for other purposes. We solicited the help of **Branchline** readers in the October 1992 issue to forward data on stations, as well as freight and baggage sheds used in conjunction with a station.

Work is progressing well on the **Canadian Railway Station Guide**. We have discovered that there are a vast number of stations "out there". Lists for the prairie provinces and Ontario are coming along very well, and Quebec is, we think, almost complete. We require more input for British Columbia and especially for the maritime provinces. There certainly are many stations in the Atlantic provinces, so please let's hear from our maritime readers.

For all provinces we require more detailed information on station descriptions. The Guide is intended to provide a basic structural description (see October 1992 **Branchline**) so that researchers can more easily find the building, particularly if altered or moved.

Our thanks to the many members and readers who have contributed to the Guide. We certainly appreciate your efforts. And do not hesitate to send in data even if you do not have all the details for a specific building. Your 'incomplete' data may provide a clue that will lead us to additional information related to location, directions, description, use, etc. The blanks can be filled in later.

Kindly forward information to: Bruce Ballantyne, 77 Shetland Way, Kanata, Ontario, K2M 1S7. Thank you in advance for your help.

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

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

Along the Right of Way



FIGHT TO THE FINISH: A section of the massive ore trestle at Thunder Bay, Ontario, caught fire on April 3. The landmark is being dismantled with cutting torches to remove rivets, and likely a spark or hot rivet caused the fire. A fire department platoon chief called the fire "more of nuisance than a bad fire." (Bryan Martyniuk)

NEW POTASH CAR: CN has introduced an articulated hopper car which is CN's latest bid to help potash shippers compete in global markets by allowing them to load 38 more tons of potash per car compared with conventional hopper cars. The car was built by CN at its Transcona Shops. The third set of wheels on the car permits heavier loading with very little increase to standard car length, by improving the distribution of the car's weight on the track. (Canadian Press, 07/04/93)

MORE WANDERERS: While it is rare for MLW/Bombardier units to go west of Winnipeg, M-636 2325 ventured to Calder Yard in Edmonton on May 3, followed by HR616 2107 on May 4. (James Brock)

CP Rail System

"OFFICER ON THE TRAIN": Between April 12 and 15, SD40-2F 9003, RDC-2 91, and business car "Killarney" operated as an "Officer on the Train" special for Operation Lifesaver over several routes in Alberta.

The Officer on the Train program is part of Operation Lifesaver, a national education program introduced in 1981 to help Canadian motorists understand and avoid the dangers at crossings. The program allows officers on the train to radio licence plates or vehicle models to local police detachments. (Michael Thomson)

NEW TRACK SIGNS: CP has introduced two new track signs, one indicating the actual end of track, and the other indicating grade crossings where whistle signal 14(L) is prohibited by special instruction.

The "end of track" sign is a black and reflective yellow checkerboard, 20 inches square, placed at the end of track.

The "prohibited whistle post" is placed at least a quarter mile from crossings, replacing regular whistle posts at crossings where whistling is prohibited. The sign is a black letter "W" encircled in red, with a red diagonal line through the "W", on a reflective background. (Bruce Chapman)

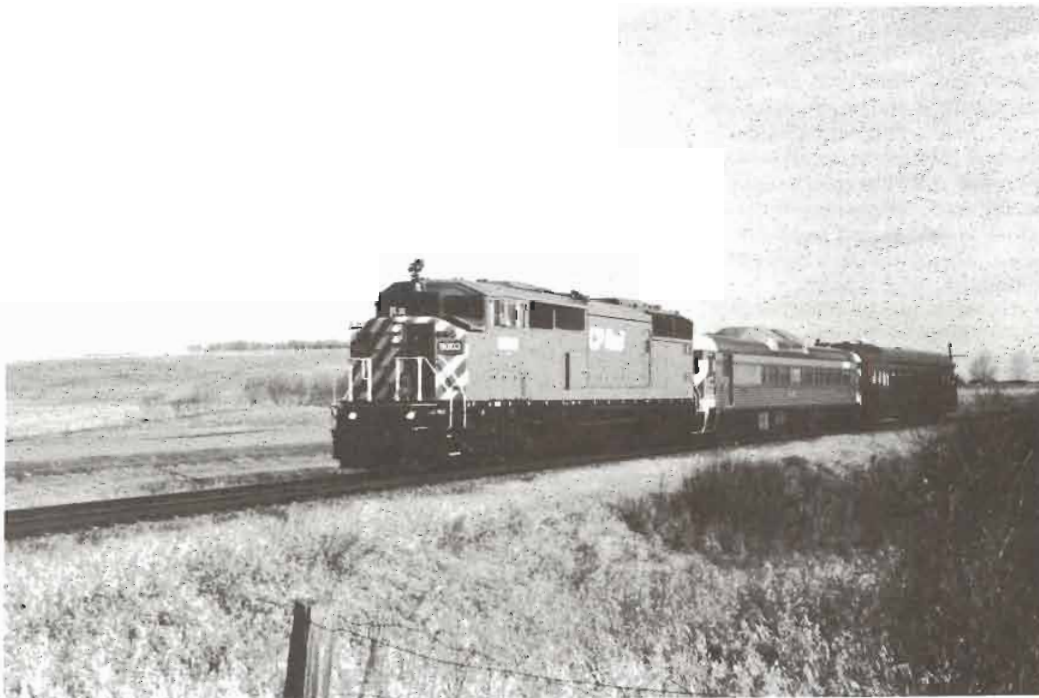
GP38ACs ONLY: In recent months, the Esquimalt & Nanaimo on Vancouver Island had been powered by two 8200-series GP9u's and a handful of GP38AC units. Effective April, the Island operation is being handled by five 3000-series GP38AC units. In early May, 3001, 3007, 3009, 3010 and 3011 were assigned to the Island. (Dale Whitmee)

HISTORIC TRACKS REMOVED: Tracks that had run along Store Street north of Pandora Avenue in Victoria, B.C., for 90 years were removed in late-April. The tracks had been the bane of cyclists and motorcycle riders who came to grief when their narrow tires got caught in the flangeways which angled across Store Street. VIA's downtown station now marks the end-of-track. (Dale Whitmee)

SURPRISES IN SOUTH EDMONTON: GP30 5001 arrived in a trailing position on April 24; SD40-2s 5478, 5479 and 5480 (ex-NS), fresh out of Ogden Shops displaying the "Dual-Flag" livery, showed up in early-May. (James Brock and Glen Roemer)

ANNIVERSARY GET TOGETHER: To celebrate the 20th anniversary of the opening of CP's Operations Service Centre in Montreal's Windsor Station, SD40-2 6034 (the first unit painted in the new CP Rail System, Dual-Flag Livery), along with RDC-2 91 and two business cars, were assembled at Windsor Station on April 24.

The centre was designed to bring overall control of the CP Rail locomotive fleet under one roof. Until its opening in 1973, the locomotive fleet had been handled on a regional basis. (Bruce Chapman)



CP Extra 9003 South with RDC-2 91 and business car "Killarney" on the Leduc Sub. south of Lacombe, Alberta, on April 15, 1993. Note the camera mounted on the roof of 9003 to give passengers in the RDC an "up front view". Photo by Michael Thomson.

CLASS UNIT REPAINTED: SD40-2F 9000 has received the new Dual-Flag livery and is scheduled to be part of a display train in Vancouver on May 16.

TAX BATTLE: Canadian Pacific Ltd. has won the first round in a battle with British Columbia Indian bands that want to tax rail lines running through their reserves. The Federal Court of Appeal, in a decision released April 20, ruled against a bid by seven Indian bands to have the railway's challenge to their tax assessments thrown out of court. The ruling means a lower court judge will hear CP's full challenge to the bands' authority to tax railway lines. The bands want CP to pay more than \$200,000 annually.

The federal Indian Act allows Indian band councils to levy taxes on reserve property with the approval of the Indian Affairs minister. CP refused to pay assessment notices, claiming it legally owns the land the tracks run over and the property is not part of any Indian reserve. Therefore the bands do not have authority to tax the railway, CP argued. (*Victoria Times-Colonist*, 21/04/93, thanks to Dale Whitmee)

TOWN PROTESTS TRAIN WHISTLES: The residents of Campbellville, Ontario, are protesting the continued use of train whistles at the three crossings in the community. Recently, more than 200 people turned up for a town council meeting to see if whistling could be banned. Campbellville is situated on CP Rail's double track Galt Subdivision, its main line from Toronto to Detroit and Chicago. The line has both a busy freight schedule as well as GO Transit operations. (*The Hamilton/Burlington Spectator*, 21/04/93)



SMOKE-FREE IN THE CORRIDOR: Effective June 1, smoking will be totally banned on all Quebec City-Windsor corridor trains. A VIA Rail spokesperson indicated the change will be made because "the pressure from the anti-smoking lobby has been getting stronger and the inherent dangers of second-hand smoke have become much clearer over the last few years." (*Canadian Press*, 15/04/93)

NO LONGER NAMELESS: Effective with the April 25 timetable, Trains 132, 133 and 138 between Montréal and Jonquière (Québec) have been named "Saguenay"; and Trains 134, 135, 141 and 142 between Montréal and Senneterre (Québec) have been named "Abitibi".

Twice-a-week Trains 136 and 137 between Senneterre and Taschereau, and once-a-week Trains 143 and 144 between Senneterre and Cochrane remain nameless.



IT DIDN'T HAPPEN: The May Branchline included plans to have Royal Hudson 2860, two exhibit cars and several cars from the National Railway Historical Society, B.C. Chapter fleet leave Vancouver on April 24 for Seattle, Washington, as good will ambassadors for BC tourism. Alas, the trip did not materialize.

On April 27, No. 2860 was towed "dead" by CN from North Vancouver to the Southern Railway of British Columbia's shop in New Westminster for wheel turning.

The coat of arms has been removed from 2860's tender, and replaced by "British Columbia" spelled out in gold CPR-style lettering. (John Cowan)

ANOTHER TERMINAL DESTROYED BY FIRE: The 37-year-old terminal at Dawson Creek was destroyed by fire on March 20, the same fate as the Squamish Terminal. According to fire department investigators, it appears that arson is the cause of the fire. A trailer is being used as a temporary terminal. (Coupler, March/April 1993)

MISCELLANEOUS

STATIONS DESIGNATED: CN's station in Brampton, Ontario, and its station in Kitchener, Ontario, have been designated heritage railway stations on the recommendation of the Historic Sites and Monuments Board of Canada.

The Chateau-like building in Brampton is presently used by GO Transit and VIA Rail. Built in 1907 by the Grand Trunk Railway, it was one of 20 new stations proposed for construction in Ontario that year. However, compared to other GTR structures, its design was unique, using design sources that are "more monumental and industrial than typical stations had been," according to the historical board's report. The station "represents the optimism of 20th century industrial and municipal boosterism, even as the GTR was sliding into irreversible bankruptcy."

The station in Kitchener was built by the Grand Trunk Railway in 1897 and was completely remodelled in 1908. The station once had a central tower and gabled roof dormers.

The designation of the station in Brampton could be a problem for GO Transit's planned expansion to Brampton. The station would have to be moved back toward the parking lot to make room for the double tracking required to expand service. However, under the Heritage Railway Stations Protection Act, the station cannot be altered without the authorization of the Governor in Council. (*The Brampton Guardian*, 13/03/93, thanks to David Jackson, and *Kitchener-Waterloo Record*, 08/05/93, thanks to Mike Salfi)

GRANT SUPPORTS ACTIVITIES OF RAIL MUSEUM: The Smiths Falls Railway Museum has received a \$58,000 grant from the Community Features Committee of Lanark, Leeds and Grenville Counties. The money comes following an earlier federal government injection, also \$58,000.00. (*Smiths Falls Record News*, 31/03/93)

STEAM AT FOREST MUSEUM: The British Columbia Forest Museum in Duncan, B.C., commenced its 1993 operation on April 24 with 36" gauge 2-truck Shay No. 1 powering its passenger train. A new boiler is being constructed for Vulcan 0-4-0ST No. 25 with plans to have her operational by Labour Day. (Dale Whitmee)

FORMER CPR LOCOMOTIVE IN MOVIE: Former Canadian Pacific light Pacific Nos. 1238 and 1286, owned by Jack Showalter and his wife Sally Kamauf, used to operate on the Allegheny Central tourist railroad in Covington, Virginia, followed by operation on a tourist railroad in Cumberland, Maryland. Plans are now afoot to have at least the 1286 pull excursion trains over the Blue Ridge between Charlottesville and Staunton, Virginia.

In the interim, No. 1286 and two heavyweight coaches have become movie "props". In late-March and early-April, they were in Louisa, a small rural Virginia town on the C&O (ex-C&O) line between Gordonsville and Richmond for a part in the theatre movie "Foreign Student". Station signs and various details had been installed to re-create the ambience circa 1956. The story, set in the South in the mid-1950s, will probably be released in 1994. On April 3, the movie crew was scheduled to "chase" No. 1286 between Gordonsville and Trevilians where US Highway 33 parallels the track. (Donald Wells, thanks to Mike Salfi)

DERAILMENT BLAMED ON THAW: On April 15, eight freight cars derailed in a residential section of Valleyfield, Quebec. A Conrail spokesperson indicated that one car on the Montreal to Selkirk, New York, train was a tank car loaded with propane, however, no leak occurred. Concerns have been expressed regarding the movement of dangerous loads through residential areas of Valleyfield. (*The Gazette*, 17/04/93, thanks to Gus Portelance)

CONVENTION SPECIAL: During the evening of April 19, a special train was operated from CP's Windsor Station in Montreal to Rigaud, Quebec, and return in conjunction with the American Public Transit Association's convention. The train included STCUM GP9u's 1312 and 1313, an electric generator unit, and five Bombardier-built commuter cars.

To accommodate the special, regular Montreal-Rigaud Train 23 operated ahead of the special with five gallery cars and five 800-series single level coaches, rather than the usual five Bombardier coaches (which were borrowed for the special) and five 800-series coaches. (Ron Ritchie)

BRIEF VISIT: Private-car "Caritas" (ex-VIA/CN) arrived in Montreal on the rear of Amtrak's "Adirondack" on April 22. It departed on the next day's "Adirondack".

In late-April, the "Adirondack" was annulled for four days thanks to high water in the area near Port Kent, New York. Passengers were handled by buses. (John Godfrey)

P&L CABOOSES IN EDMONTON: Paducah & Louisville cabooses 9601, 9602 and 9604 arrived at CN's Calder Yard in April and are stored pending the completion of military exercises at Wainwright, Alberta. The three cabooses were utilized by armed escorts related to the movement of military equipment from Fort Knox. (James Brock and Geoffrey Peters)

RAILFAN SHRINE MAY UNDERGO MAJOR RENOVATIONS: Bellows Falls, Vermont, holds a special place in the hearts and minds of rail enthusiasts throughout North America, if not the world. One of the contributing factors is a 250-foot tunnel running beneath downtown streets, even through the basement of a hotel.

The tunnel may have its clearances modified in order to allow for the passage of double stack container cars. Impetus for the action comes from a State of Massachusetts announcement that it will underwrite \$150 million in clearance work for the four railroads in the state, bring double-stacks operations to the north east for the first time.

Changes to the Bellows Falls tunnel would clear the way for double-stack service between Montreal and New England. (Journal of Commerce, 15/04/93)

BUSY YEAR PREDICTED FOR WAKEFIELD STEAM TRAIN: Operators of the Wakefield Steam Train are hoping to double their passenger volume this year. In a pre-season press release, operator Marc Grondin predicted that he would carry upwards of 75,000 passengers during the forthcoming season.

Over the winter, a new shop has been built at the railway's Trent Yard in the north end of Hull and 2-8-0 locomotive No. 909 has undergone boiler and firebox work to the tune of \$50,000. Meanwhile Grondin has also announced that a traditional style of water tower will be erected in Wakefield adjacent to the south end of the turntable lead. This handy fixture will do away with last year's time-consuming effort of having to pump water from the nearby Gatineau River during 909's layover. (West Quebec Post, 21/04/93, thanks to Clive Spate) ♠

CAN YOU HELP?

Dennis Peters is looking to acquire a copy of Robert Dorman's **A Statutory History of Steam and Electric Railways of Canada, 1836-1937**. Condition is not important. Please contact Dennis at (613) 837-8769 (home) or (819) 953-3516 (office).

A SELECTION OF PASSENGER CONSISTS

13 Mar 93
VIA #92 - "Hudson Bay"
at Dauphin, Manitoba

FP9Au 6304
FP9Au 6305
SGU 15484
SGU 15494
Baggage 9668
Coach 5648
Cafe-Lounge 762
Sleeper "Evelyn"

03 Apr 93
VIA #16 - "Chaleur"
at Charny, Québec

F40PH-2 6438
Baggage 8606
Coach 8116
Diner "York"
Sleeper "Chateau Rigaud"
Sleeper "Chateau Richelieu"
Sleeper "Chateau Papineau"

03 Apr 93
GO Transit #937
at Toronto, Ontario

Control Cab 204
Coach 2334
Coach 2454
Coach 2146
Coach 2313
F59PH 561

09 Apr 93
VIA #92 - "Hudson Bay"
at Thompson, Manitoba

FP9Au 6304
FP9Au 6303
SGU 15487
SGU 15484
Baggage 9668
Coach 5650
Coach 5649
Cafe-Lounge 752
Sleeper "Eldorado"

09 May 93
VIA #2 - "Canadian"
at Edmonton, Alberta

F40PH-2 6403
F40PH-2 6449
Baggage 8610
Coaches 8126 and 8123
Skyline 8502
Sleeper "Mackenzie Manor"
Diner "Champlain"
Sleeper "Bliss Manor"
Sleeper "Thompson Manor"
Sleeper "Monck Manor"
Dome-Obs. "Evangeline Park"

(Thanks to James Brock, John Godfrey, André St-Amant and Morgan Turney)

20 JUNE 1993

Annual Slide Contest

June 1, 1993

Time is fast approaching for the Annual Slide Contest to be held in the Red Cross auditorium, 1800 Alta Vista Drive, Ottawa, on June 1, 1993.

Slide Contest Rules

Eligibility - All members of the Bytown Railway Society Inc., with the exception of the presiding adjudicator and judge.

Slide Categories -

- 1) "Electric Railways including streetcars"
- 2) "Shortline Railroading - including tourist operations"
- 3) "People and Trains"
- 4) "Artistic"
- 5) "Historic"

Limits - Maximum of three slides per category. Participants may win in one category only.

Slide Eligibility - All slides must have been taken by a member of the Bytown Railway Society Inc.

Slide Identification - Please identify each slide with the photographer's name to facilitate judging and slide retrieval at the end of the contest.

Write-In Submissions - Out-of-town members can participate by sending slides to "Slide Contest", c/o Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, ON, K1N 8V1. Every effort will be made to return submissions but BRS assumes no responsibility for lost slides. Please remember to include your name and return address.

Summer Schedule

As in past years, to give the volunteer editorial staff and their families a bit of a vacation, the next issue of **Branchline** will be dated July-August and will be distributed towards the middle of July. The September issue will be distributed at the end of August. Do have a happy and safe summer.

Motive Power and Equipment Scene

Many thanks to Bruce Chapman, Charls Gendron, John Godfrey, Fred Hyde, Emily Kew, Kenneth Lanovich, Roland Legault, Pierre Alain Patenaude, Elbert Simon Jr., David Stremes, Dale Whitmee and WCRA News.

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



CN REMANUFACTURED UNITS FROM AMF: GP9RMs 7080 (ex-4377, nee 4121, serial A1283), 7081 (nee 4506, serial A981) and 7082 (nee 4276, serial A1633) were released on April 8, May 3, and April 30 respectively. All are assigned to Toronto.

SOLD: (p1-7, 2-14) SW1200RS 1254 (GMD Serial A1026, built 12/56) has been sold to Abitibi Price at Iroquois Falls, Ontario.

RETIRED: (21 units on April 29):

- SW1200RS's 1254 (see above), 1256 (sold to Eurocan Pulp & Paper - details in May Branchline), 1260, 1279, 1296, 1301, 1302, 1305, 1315, 1320 and 1321;
- C-630Ms 2026 and 2027;
- GP9s 4208, 4213, 4279, 4304, 4305, 4351, 4374 and 4422 (for rebuild program).

CN STORED SERVICEABLE:

- RSC-14s 1752, 1754, 1757, 1758, 1760, 1764 and 1765 (at Moncton);

- GMD1s 1904, 1907, 1908, 1911, 1914 and 1915 (at Thunder Bay);

CN STORED UNSERVICEABLE (* added since last issue):

- RS-18s 3627*, 3675*, 3684* and 3842* (Note: When No. 3842 was stored on April 23, it was the last unmodified RS-18 to operate on CN; of the 225 RS-18s acquired between 1956 and 1960, only five RSC-14s [modified RS-18s] remain in service);
- GP9 4289* (for rebuild program);
- GP38-2(W) 4766 (washout damage).

FIRE DAMAGED: SW1200RS 1362 suffered an electrical fire shortly after being repainted in the new CN North America livery, resulting in considerable damage in the cab.

TO THE BONEYARD: In mid-April, S-3 slugs 160 and 166, and RS-18 3674 were hauled from Montreal to Sidbec-Feruni in Contrecoeur for scrapping.

TRANSFERRED: Dash 8-40CMs 2400, 2405, 2407, 2408, 2411, 2415, 2419, 2421, 2427 have been transferred from Montreal to Edmonton, completing the transfer of all 30 of CN's first Dash 8-40CMs [Nos. 2400-2429] from Montreal to Edmonton.

MORE LEASED UNITS: Former Detroit Edison SD40s 001, 002 and 005 (built in 1970) and, 013, 015 and 016 (built in 1972) have been leased from Helm Leasing for one year for service on the Grand Trunk Western;

Former Chicago & North Western SD40s 869, 870, 872, 878, 882, 886, 889 and 892 (all built in 1966) were leased from National Railway Equipment in late-April for a minimum of 90 days. These units are mainly intended to work in the middle of three-unit lashups on new train 391, and existing train 392, between Montreal and Chicago.

GTW UNITS IN CANADA: GP38s 6204 and 6206, and GP38ACs 6211, 6213 and 6216 are assigned to service on CN.

GTW CANADIAN LEADER: GTW SD40-2 5932 has been released in the CN North America paint scheme and is equipped to lead in Canada. Its main assignments are trains 340 and 341 between Winnipeg and Chicago.

GTW UNIT SOLD: (p1-29) GTW SW900 7267 (EMD Serial 24978, built 1958) has been sold to Bethlehem Steel in Burns Harbour, Indiana.



RELEASED: CN GP9RMs 7080-7082 were released on April 1, May 3 and April 8 respectively - see above; wreck repairs on CN GP40-2L(W) 9504 were completed on April 12; a main engine changeout was completed on Helm Leasing SD40-2 6370 (ex-Soo, nee Milwaukee) on April 16.

WORK IN PROGRESS at the end of April:

- CN GMD1-B 1423 and CN M-420(W) 3536 were undergoing wreck repairs (1423 had an encounter with a mother/slug set in Joffre, Quebec; and 3536 encountered a rock slide on the Murray Bay Sub. and fell into the St. Lawrence River);
- Kennecott Copper GP39-2 was being overhauled;
- Helm Leasing SD40-2 6365 (ex-Soo, nee Milwaukee) was having its main engine changed out (on completion, the unit will be leased to Burlington Northern);
- ten CN GP9 units were in various stages of being remanufactured into Switchers 7081 (released May 3) and 7083, 'Mothers' 7271-7274 and Slugs 271-274;
- awaiting attention was EMD Leasing GP38-2 772 which is leased to CN North America for international service.

CP Rail System

UPGRADED: (p1-52) CP SD40 5514 has been upgraded to SD40-2 electrical specifications and equipped with a Q-Tron microprocessor. It was released from Ogden Shops in Calgary on April 20 in the new 'Dual-flag' livery.

CP SD40s 5501 (wreck damaged), 5508, 5509, 5517 and 5520 are undergoing similar upgrading.

OVERHAULED AND RENUMBERED: (p1-50) Former Norfolk Southern SD40-2s 3246, 3248, 3249 and 3251, purchased from GATX Leasing in June 1992, were overhauled at Ogden Shops in late-April and early-May and renumbered CP 5478 to 5481 respectively. The high short hood was retained and the units continue to be 'B' units, with windows blanked out.

RETURNED TO SERVICE: CP GP9u 1562 in Thunder Bay; CP GP30 5001 in Calgary; CP GP35 5004 in Coquitlam; CP SW1200RS's 8110 and 8128 in Thunder Bay.

STORED SERVICEABLE RECAP (CP):

- GP35s 5005, 5006, 5008, 5010-5013;
- SW8s 6701 and 6708;
- SW900s 6712 and 6719;
- RS-23s 8013, 8015, 8016, 8021, 8024, 8029, 8031, 8033, 8040, 8043 and 8044.

CP UNITS STORED UNSERVICEABLE (* added since last issue):

- GP7u 1500 (accident);
- GP9u 1517 (accident);
- RS-18s 1827 and 1863 (accidents);
- M-630s 4551, 4565 and 4568* (failures);
- GP35s 5007 and 5009 (accidents);
- SD40s 5501, 5508*, 5509*, 5517 and 5520 (rebuild program);
- RS-23s 8018, 8020, 8030, 8032 and 8039 (failures);
- SW1200RS 8160 (fire).

DAUGHTER: (p1-60) Stored CP SW900 6713 has been converted to a slug ('daughter') and is mated with CP GP9u 'mother' 1602. Mother and daughter were released on April 20 and at press time were at Agincourt Yard in Toronto.

Retired sister 6710 is awaiting similar treatment.

TRANSFERRED: CP GP30s 5000 and 5001 have been transferred from Coquitlam to Alyth (Calgary) for operation as 'B' units in the middle of three-unit switcher sets out of Calgary.

REPAINTING PLANS: The following locomotive models will receive the new CP Rail System, Dual-Flag livery when overhauled:

- 6-axle: SD39 (SOO); SD40 (CP/SOO); SD40A (SOO); SD40B (SOO); SD40-1 (CP); SD40-2 (CP/D&H/SOO); SD40-2F (CP); SD60 (SOO); SD60M (SOO); and RSD-17 (CP).

- 4-axle: GP15C (SOO); GP30 (CP); GP30C (SOO); GP35 (CP/SOO); GP38AC (CP/SOO); GP38-2 (CP/D&H/SOO); GP39-2 (SOO); GP40 (SOO); RS-18R (CP); and C-424 (CP).

All shorter units will receive the new scheme, but without the application of the reflective "flags". Models affected are: SW8 (CP/D&H); SW9 (CP); SW9-SLUG (CP/SOO); SW900 (CP); SW1200RS (CP); SW1500 (SOO); MP15AC (SOO); GP7 (CP/SOO); GP9 (CP/SOO); GP9M (SOO); F7B (CP); and SD10 (SOO).

There are no plans to apply the new livery to the following ALCo/MLW units as they are being considered for retirement: C-630M (CP); M-630 (CP); M-636 (CP); RS-11 (D&H); RS-23 (CP); and RS-36 (D&H) models.

NO LONGER LEADERS: CP M-630s 4561, 4563 and 4568 (stored), and M-636s 4710 and 4731 have given up their event recorders and lead equipment which will be reapplied to CP 5500-series SD40 units. Once all 5500-series are equipped to lead with equipment removed from the 'Big ALCos', there will be three sets available to equip CP C-424s 4241-4243 as leader units.

TO THE BONEYARD: Retired CP C-630M 4507 and M-630 4512 have been sold to Metropolitan Steel Inc. of St-Hubert, Quebec, for scrapping. All wheelsets, handbrake mechanisms and metallistic pads will be returned to CP.

STILL IN SERVICE: (p1-42) SOO GP7s 377 and 378, reported last year as retired, are still in service on SOO Line.

CABOOSE NEWS: In the May Branchline, it was reported that CP steel caboose 434202 had been acquired for display in Elko, B.C. Not so - the caboose is assigned to the Elko yard for use as a platform for backing up into a mill - it has not been sold.

CP caboose 434553 was outshopped by Odgen Shops on April 12 as the proposed new standard for remaining CP mainline cabooses.

CP caboose 434514 has been assigned to a Burro crane on the Smiths Falls Division and has been renumbered 422996.

The following CP cabooses have recently been assigned to auxiliaries: 434326 and 434451 to Winnipeg; 434373 to Coquitlam; 434429 to Sutherland.



'HEP' PROGRAM UPDATE: Between mid-April and mid-May, the rebuild of five additional former CP Rail stainless steel cars was completed by AMF (130 of 157 planned conversions are completed). Released were: Sleepers "Chateau Varennes" (8227), "Chateau Vercheres" (8228) and "Dawson Manor" (8319); Diner "Acadian" (8401); and Skyline 8501 (last of group).

Undergoing rebuild at AMF at press time were the following 24 cars: Coaches 100 and 109; Baggage cars 612, 613 and 615; "Chateau" sleepers Argenson, Brule, Cadillac, Denonville, Dollard, Dollier, Iberville, Jolliet, Latour, Lauzon and Maisonneuve; Sleepers "Dunsmuir Manor", "Hearne Manor" and "Sherwood Manor"; Dome-Observations "Kokanee Park", "Laurentide Park" and "Waterton Park"; Diners "Emerald" and "Wascana".

The following three cars are stored pending rebuild at AMF: "Manor" sleepers Amherst, Cornwall and Macdonald (see below).

CONTRACT AWARDED: A \$43.4 million contract has been awarded to Atelier Montreal Facility for the conversion of 33 former US-owned stainless steel cars to head end power for corridor services in Southwestern Ontario, with options for the conversion of 12 additional cars. The 33 cars will contain LRC-type interiors with 26 to be configured as coaches and 7 as club cars. Several of the cars were moved to VIA's Halifax Maintenance Centre in late-1992 for stripping prior to rebuild.

Thirteen of the 33 cars for the program were moved from Halifax to Montreal in early-May. Moved were cars 136, 141, 144, 151, 152, 155, 156, 170, 176, 178, 180, 181 and 182.

Accompanying the 13 stripped cars were VIA former CP sleepers "Amherst Manor", "Cornwall Manor" and "Macdonald Manor" for future movement to AMF for the HEP program.

CARS SOLD: Diner 1340 has been sold to a David Muma in South Edmonton, Alberta (lettered DMEX 1340) - final destination not yet known; Electric Generator Units 15300, 15301 and 15302 (former CN baggage cars) have been sold to Great Lakes Western Rail Tours of Milwaukee, Wisconsin, with the cars moved to Mukwonago, Wisconsin (lettered GLWX).

CARS LEASED: Cafe-Bar Lounge 2505, and Coaches 5595, 5623 and 5628 have been leased to BC Rail for the summer for service on the "Royal Hudson" excursion between North Vancouver and Squamish.

WRECK VICTIMS AT MMC: FP9Au units 6310 and 6314, victims of the Good Friday washout north of La Tuque, Quebec, have returned to the Montreal Maintenance Centre on flat cars for disposition.

MISCELLANEOUS

BACK FOR ANOTHER SEASON: (p1-91) Former GE B36-7 units 7488 and 7498 returned to Canada in mid-May for their fourth season powering the Great Canadian Railtour trains between Vancouver and Calgary/Jasper. The 3600 hp units are leased from General Electric. During the winter months they operate in freight service in the United States.

FOUR MORE: General Motors Locomotive Group has completed four additional F59PH units (Nos. 870-873) for Southern California Regional Rail (Metrolink). The four units are in addition to 19 sisters completed in 1992.

ON THE INDUSTRIAL SCENE

NAME CHANGE: (p2-17, 2-20) QUNO Corporation is the new name for Quebec and Ontario Paper Company Limited. QUNO is a major manufacturer of newsprint and has industrial units at its facility in Thorold South (Ontario) and in Baie Comeau (Quebec).

ON THE PRESERVED SCENE

70-TONNERS DONATED: (2-2) In last month's issue, we reported that Eurocan Pulp & Paper in Kitimat, B.C., had acquired former CN SW1200RS's 1256 and 1365 to replace their two ailing GE 70-tonners. Eurocan has donated both 70-tonners, and assorted spare parts, to the West Coast Railway Association.

70-tonner No. 269 is of particular note, having been built as British Columbia Electric 941 in 1949 (serial 30372), and its addition to the WCRA's collection will allow the Association to represent BCER's railway freight operation at the West Coast Railway Museum in Squamish.

The second 70-tonner, No. 307, was built in 1950 (serial 30623) as CN 7817, and subsequently 1543 and finally 43. The much travelled unit was sold to Acadia Coal in 1962, followed by sale to Thorburn Mines, and to Hawker Siddeley, all as No. 43, and then to Eurocan in 1983.

FOR STATION GRAND OPENING: (p3-5) On March 10, two of the West Coast Railway Association's cars were relocated

from the now closed B.C. Transportation Museum in Cloverdale, B.C., to VIA's Central Pacific Station to take part in the station's grand opening in early-May. Moved were 103-year-old former CP business car "British Columbia", and display car "Cowichan River" (originally CP coach 2263, built in 1949).

RS-3 TO RSC-3: The West Coast Railway Association's former BC Rail 'RS-3' No. 561 recently reverted to its as-built RSC-3 configuration, when its 4-wheel trucks were replaced with 6-wheel (A-1-A) trucks.

SUCCESS: After being resident at the Canadian Railway Museum in St-Constant, Quebec, for 29 years, former CP 2-8-2 5468 commenced a journey west in a 'hospital' train on September 19, 1992, enroute to the Revelstoke Railway Museum in Revelstoke, B.C. Alas, bearing problems interrupted the journey and the locomotive was set out at White River, Ontario, for the winter.

Over the winter, a wheel set from retired M-640 4744 was fitted to the trailing truck of the 5468. No. 5468's slow trek west recommenced on April 19. The slow train included GP38-2 3127, the 5468, flat car 301419, and cabooses 434325, 434447 and 434332. No. 5468 successfully completed her journey on May 2.

ON ISLAND: (p3-22) Late in 1992, former CN steel caboose 79301 was delivered to CN's Thornton Yard in Vancouver, lettered BBXX 79301. The caboose recently reached its new home at Merville, 12 kilometres north of the end of CP track at Courtenay on Vancouver Island.

GONE WEST: (p3-50, 3-63) Former CP work car 411675, now named "C. Magee" and numbered "ADWX 01" (exx-Coach 1385, nee Parlor-Buffer 6662), one of two cars that formed the "Tuscan Club" in Toronto (Leaside) since 1989, was lifted onto the mainline in March and hauled to Agincourt Yard in Toronto.

As well, former CP Business Car "Laurentian" (briefly renamed "Norris R. Crump" before suffering a fire), numbered "ADWX 03", was moved from storage at Napanee, Ontario, and moved to Toronto.

Both cars headed west on April 18 enroute to Lake Louise, Alberta, where they will form part of a new restaurant.

STREETCAR REBUILD: The Canadian Railway Museum's former Montreal Transportation Commission one-man streetcar No. 1959 is undergoing structural strengthening and component overhaul at Montreal Locomotive Sales' facility in Lachine, Quebec. No. 1959 is expected to be returned to the Museum in St-Constant, Quebec, by late-May.

The museum's new long-awaited shop building is expected to be ready for use in late-May. The new facility will greatly assist in the restoration of the Museum's extensive equipment collection.

GONE STATESIDE: (p3-93) Former CN F7Au 9163 (nee 9116) has been acquired by the Waccamaw Coastline Railroad in Conway, South Carolina, from Century Locomotive Parts in Lachine, Quebec. The unit, retired by CN in December 1989, was at CP Rail's St. Luc Yard in Montreal in late-April for shipment south.

COLLECTION TO BE DISBURSED: The roughly 30 pieces of rolling stock that formed the Ladysmith Railway Historical Society collection at Ladysmith, B.C. are about to be loaned out to various museum and preservation groups. Operations ceased at the end of 1991 when the society's lease at the former Crown Forest Shops terminated and they have since been ordered out of the site by the municipality. Details will be provided as equipment is relocated. ☐



HEADING WEST: CP Rail GP38-2 3127 pilots ex-CP 2-8-2 5468 into Thunder Bay, Ontario, on April 20. Photo by Bryan Martyniuk.

JUNE - 50 YEARS AGO

The consist of CNR Train No. 3 - June 1, 1943

5040 (4-6-2)	Helper Engine	Toronto to Allandata (15 cars)
6023 (4-8-2)	Road Engine	Toronto to Armstrong
6034 (4-8-2)	Road Engine	Armstrong to Winnipeg (16 cars)
8630	Express	Toronto to Winnipeg
8816	Express	Toronto to Winnipeg
8642	Express	Toronto to Winnipeg
7828	Mail	Toronto to Capreol
8609	Mail	Toronto to Winnipeg
8617	Baggage	Toronto to Winnipeg
5008	Coach	Toronto to Winnipeg
5214	Coach	Toronto to Winnipeg
5233	Coach	Toronto to Winnipeg
2230	Tourist	Toronto to Winnipeg
2240	Tourist	Toronto to Winnipeg
2250	Tourist	Toronto to Winnipeg
AUSABLE	In Diner service	Capreol to Winnipeg
1291	Diner	Capreol to Winnipeg
FORT AUGUSTA	Sleeper	Toronto to Winnipeg
ROSETOWN	Sleeper	Toronto to Winnipeg
SOUTH DEVON	Sleeper	Toronto to Winnipeg

(with thanks to George Horner)



In a time-honoured pose, a small boy holds his ears in deference to the horn blasts of Canadian National Train M212, switching at Carbonear, Newfoundland, prior to its departure for St. John's on June 22, 1967. The mixed train is powered by GMD-built Model G8 No. 801 and two sisters. The 42-inch gauge tracks were abandoned in the 1980s, however, G8 No. 803 is displayed at Carbonear for future generations to see. Photo by James A. Brown.

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