April 1996 $3.15

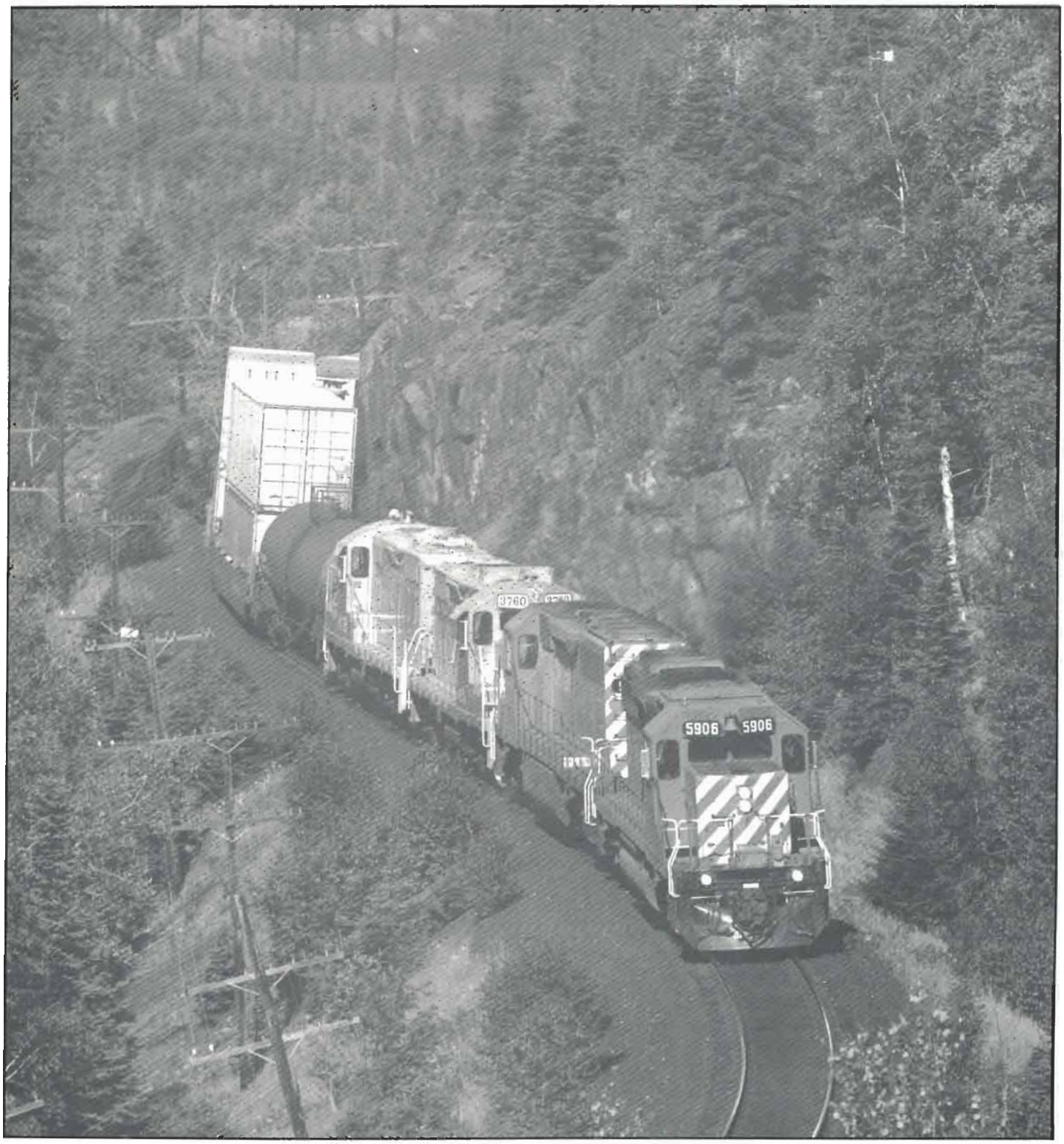
Branchline

CANADA'S RAIL NEWSMAGAZINE

Canadian Motive Power Review

New E&N Initiative

Air Brakes



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Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

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

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

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

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ON SHEET

MEETINGS

A **regular meeting** is held on the first Tuesday of the month, September to June, in the Red Cross Auditorium, 1800 Alta Vista Drive, Ottawa at 19:30. Coffee and donuts will be available for a small fee.

Our next meeting will be on **Tuesday, April 2, 1996** - Minda Bojin and Bob Meldrum will give us a words and music presentation with a railway flavour

An **informal slide night** is held on the third Tuesday of the month, September to June, at the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30. The next informal slide night will be **Tuesday, April 16, 1996.**

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

Can you help?: Former CN 2-8-0 2141 (built by CLC in 1912 as Canadian Northern 2141) is being overhauled in Kamloops, BC. Might anyone know where plans for 2141 can be located? Any information can be forwarded to Glenn Roemer, 125 Galloway Drive, Sherwood Park, AB, T8A 2N1 or e-mail ROEMER@ARC.AB.CA.

Used Magazines For Sale: The Society has on hand various magazines: **Trains** from 1965 to 1995; **Railroad** from 1941 to 1979; **Railfan** (later **Railfan & Railroad**) from 1976 to 1995; **Canadian Rail** from 1970 to 1981. Some full-year sets are available, however, many magazines are one-of-a-kind. We are offering these magazines at 50 cents for 1980 and later issues; $1.00 for pre-1980 issues. For a listing of available copies, please write to: Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1. Proceeds from the sale of these magazines will go to offset the cost of hardbinding volumes of magazines for our archives.

Ten Years Ago in "Branchline": A 58-year-old passenger experienced a heart attack on VIA's eastbound "Canadian". An ambulance met the train at Mission, B.C., and the conductor and trainman struggled to haul the victim's three heavy suitcases to the ambulance. The passenger died shortly after A few days later the RCMP questioned the conductor about the passenger, but provided no details. Three weeks later, the media reported that the passenger was carrying $3 million in U.S. $1 and $100 bills!

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

On the Cover: CP SD40-2 5906, SD40 5411 and New Brunswick Southern (NBSR) GP9E 3760 and 3788 head up train 486 at Mile 80 (near Middleton, Ontario) of CP's Heron Bay Subdivision on August 24, 1995. Nos. 3760 and 3788 are former Southern Pacific units enroute from dealer Omnitrax to the NBSR. Photo by A. Ross Harrison.

Press date for this issue was March 18
Deadline for the May issue is April 19

Information Line

JOINT CHICAGO-AREA INTERMODAL FACILITY TO BE CONSTRUCTED: Canadian National Railway and Illinois Central Railroad have entered into an extendable 15-year agreement to construct and operate an intermodal terminal in Harvey, IL, adjacent to IC's Moyers Intermodal Terminal (MIT) south of the city of Chicago. This agreement enables CN to consolidate its Chicago-area intermodal operation at the 67-acre facility which will be owned by IC and dedicated to CN.

IC President and CEO E. Hunter Harrison said, "This new facility builds on our original strategy behind the 1992 construction of MIT. It converts an underperforming asset of railroad property, ideally located adjacent to major north/south and east/west Interstates 294, 94, 80, 57 and Illinois 1, into a long-term revenue generator with significant growth potential."

The facility features over 14,000 feet of track and capacity to store 2,300 containers and 800 trailers. Although primarily designed to handle double-stack container trains, the facility will be able to handle both containers and trailers. It has been uniquely designed to permit highly efficient, overhead-crane movement of rail-to-chassis or ground as well as rail-to-storage and storage-to-chassis. The facility will be built to handle 225,000 units per year and can be expanded to double its capacity if future growth warrants. It is anticipated that initial annual volumes will be between 75,000 and 100,000 lifts. Construction is expected to be completed by December 1, 1996, at a capital expenditure to IC of US $20-million. (**CN News**, 21/02/96)

JOINT INTERMODAL SERVICE: On February 22, Canadian National Railway and Wisconsin Central Ltd., a subsidiary of Wisconsin Central Transportation Corporation announced a new joint rate intermodal service agreement. The new arrangement, scheduled for April 1st start up, has been dubbed "The Superior Connection," to signify its high service levels, as well as its Chicago-Western Canada connection through Superior, WI.

"The new Wisconsin Central route provides our U.S. and Canadian customers with transit time savings in the Chicago-Western Canada corridor, and opens up the core Wisconsin Central territory North of Chicago for competitive service to and from Western Canada, says Paul M. Tellier, Canadian National's President and CEO.

Edward Burkhardt, Wisconsin Central's President and CEO, added: "We are pleased to be working with CN in this new venture. This partnership has great potential for customers in terms of a faster, more direct and more reliable service than either of us has been able to provide separately."

The new service is engineered to move designated intermodal trains on WC's recently upgraded main line. The WC offers the shortest mileage from Chicago to CN at Superior, WI. WC trains will operate five days a week, using the Harvey, IL, intermodal terminal at Chicago. (**CN Press Release**, 22/02/96)

ENGINEERS CAN SLEEP ON JOB: In a novel experiment to fight chronic crew fatigue, CN recently allowed exhausted engineers to sleep on the job. They could radio the rail traffic controller, pull the freight train into a siding, unroll a self-inflating mattress and go to sleep on the floor of the locomotive cab.

It was part of an experiment call Canalert, a project of CN, CP, VIA Rail, and the Brotherhood of Locomotive Engineers. Canalert was designed to find ways to combat fatigue among railway employees who work long, erratic shifts.

The project also outfitted the crews with headsets and tape decks so they could listen to their favourite music, interrupted only by radio calls for the rail traffic controller. The railways also upgraded a few bunkhouse facilities.

The railways also vastly modified the project volunteer's shift schedule, booking them on a regular day, afternoon or evening shift. If they were not called to work during their 10-hour "window", they would be taken off the roster and be called the next day.

The experiment, which ran from April through October 1995, has drawn interest from railways around North America and Britain.

One drawback to the project is that more time off means a smaller pay cheque. Engineers can make an average of $75,000 a year working long hours and some might not be keen on the pay cuts that could come if CN adopted the Canalert system. Results of the experiment are expected soon. (**Edmonton Journal**, 25/02/96)

COMPANY CLOSURE BLAMED ON LOSS OF RAIL SERVICE: The recent abandonment of Canadian National's Cayuga Subdivision between Port Colborne and Delhi, Ontario, has had a devastating effect on J&J Packaging of Cayuga, manufacturers of cat litter. J&J claims that it will have to stop operations and move to another site, with rail access, in order to survive. J&J finds it cheaper to ship by rail rather than truck and their traffic totals seem to bear this out. Last year, for instance, the company shipped 53 cars of cat litter - no small amount for the feline world. J&J hopes that the affected line may become a short line but the chances are few given that it was the only shipper on the segment being abandoned. The abandonment also affects the industrial park in nearby Simcoe and could certainly colour the types of industries that locate there in the future. (**The Spectator**, 29/02/96, thanks to Clive Spate)

CP WANTS TO TALK WITH CN ABOUT OVERCAPACITY IN EAST: Canadian Pacific has launched a process with Canadian National to discuss overcapacity in the east. The last time this was attempted, it came to nothing because of disputes over the value of assets. This time, CP asserts that there is no choice, something has to be done about rail operations in eastern Canada. The review of eastern operations was announced by Rob Ritchie, CP Rail President. Said Ritchie, "All our options are open, from a merger with CN in the East, rationalization or sharing of assets, sale of sections to short-line operators and shutdowns." CN, although interested in sharing facilities, has indicated that it is not interested in a merger. (**The Financial Post**, 20/02/96, thanks to Douglas L. Courtney)

QUEBEC CENTRAL JEOPARDIZED BY SHIFT OF INDUSTRY: South-eastern Quebec promoter Jean-Marc Giguère's attempts to re-activate the Quebec Central Railway between Charny and Sherbrooke took a direct hit recently after Noranda Resources announced that it would build a magnesium plant in Asbestos as opposed to East Broughton. Giguère had counted on the Noranda facility to make up 25% of the traffic on the reconstituted Quebec Central. Although he has refused to give up on his plans, he is now looking more carefully at the economic viability of the line. In spite of the problems, Giguère continues to negotiate with Canadian Pacific for the acquisition of the trackage and right of way. (**Le Soleil**, 23/02/96, merci à Paul Henri Poulin)

CP INTERMODAL TRAINS WITHDRAWN: Citing insufficient volumes, unsustainable losses and stiff competition, CP Rail System withdrew its daily intermodal trains 261/262 between Chicago and the U.S. Northeast on February 29.

The service operated over Norfolk Southern from Bensenville (just outside Chicago, Illinois) to Buffalo, New York, via a haulage agreement, and from Buffalo to Oak Island, New Jersey, on CPRS' own trackage rights over Conrail, with connecting service to such points as Albany, New York, Philadelphia and Taylor, Pennsylvania,

New E&N Railfreight Initiative

CP Rail System's executive vice-president Ed Dodge announced the creation of a new railway freight initiative on Vancouver Island called "E&N Railfreight" at a press conference in Nanaimo, B.C., on March 11.

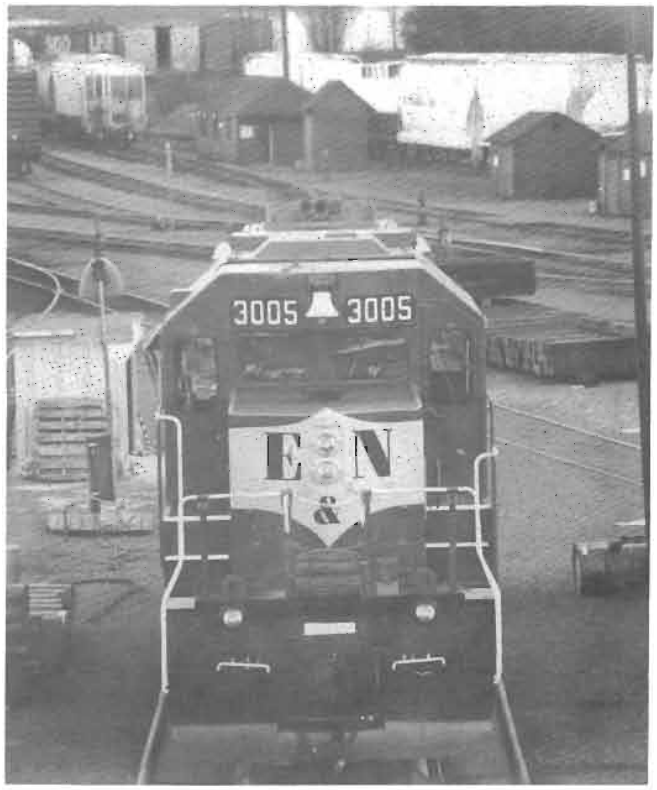
E&N Railfreight will be a separate business and operating unit of CP Rail System. It will be aggressively marketed and managed from its headquarters in Nanaimo. E&N Railfreight will not offer passenger services but will continue to make track infrastructure available to VIA Rail Canada.

"The creation of E&N Railfreight comes after a two-year study at CP Rail and after consultation with various government, community, employee and citizen groups," said Dodge. "Our aim is quite simple, keep E&N Railfreight viable and work in partnership with our employees and the communities on the Island to build a sustainable, growing business."

E&N Railfreight has 53 employees and more than 285 kilometres of track. The track extends from Victoria north to Courtenay, and from Parksville northwest to Port Alberni.

BC Premier Glen Clark said "we were very concerned that the whole railway would close. We wanted to keep this so we made some concessions. This guarantees that freight service will be here and there will be local control. Now that we have the freight side fixed we have to go back to VIA Rail to work on the passenger side. We really need the business side, the freight side to be profitable first then add the passenger service to it."

Premier Clark said several unnamed private investors have come forward with interest in marketing the line with a steam locomotive for tourists. (**Nanaimo Free Press**, 12/03/96, thanks to Dale Whitmee, and additional details by Michael Kocot)



CPRS GP38AC 3005 has been repainted in dark green with a bright yellow band and nose emblem with E&N Railfreight in black appearing on the yellow band on the long hood. The road number on the green cab is in yellow. The 3005 broke through a banner at Nanaimo on March 11, 1996, to introduce E&N Railfreight. Photos by Michael Kocot.

and Fort Devens, Massachusetts.

CPRS will no longer serve those intermodal terminals, with the exception of Oak Island and Philadelphia's Ameriport. At those two terminals, CPRS will continue to serve a number of intermodal options, including: traffic to and from Canada; traffic interchanged with Norfolk Southern at Buffalo; import/export containers at Potomac Yard in Alexandria, Virginia; and traffic interchanging with CSX at Philadelphia and Park Junction.

While no longer providing intermodal service between Midwest and Northeastern U.S. terminals, CPRS will continue to handle carload traffic throughout the region, as well as moving intermodal traffic between the Midwest U.S. and Canada, as far east as Montreal and as far west as Vancouver.

The dedicated intermodal service was launched in 1992, but CPRS' service was third morning, putting it at a disadvantage to Conrail's generally second morning service in the same corridor. (**Canadian Pacific Press Release, 27/02/96,** thanks to Alex Binkley)

RESTRUCTURING APPROVED: In a March 11 announcement, CP Limited revealed that its board of directors has approved a comprehensive restructuring of CP Limited, including the revival of an historic name.

In a move to facilitate the potential sale or disposition of its money-losing eastern Canada railway network, CP Limited will transfer its eastern rail assets to a separate subsidiary of its railway. The new operating unit will be headquartered in Montreal and will be a wholly-owned subsidiary of Canadian Pacific Railway Co. - the new name for CP Rail System. A discrete asset base for the eastern lines will make it easier for CPR to dispose of the money-losing subsidiary.

CPR, the railway's original moniker, will itself become a wholly-owned subsidiary of a new CP Limited created by the parent company's restructuring. All non-rail assets of the existing CP Limited will be transferred to the new CP Limited which will have six subsidiaries, including the railway.

Spokesman Graeme McMurray said the CPR is determined to make the eastern operation work on its own and is not looking for a merger. However, CP is said to have approached various American railways about closer ties; other observers think the most likely outcome is outright sale of the lines to CNR. CPR and CN will start serious talks this spring to deal with freight overcapacity in Eastern Canada. (**Financial Post**, 12/03/96)

CHANGES TO HOW VANCOUVER ISLAND SERVICE OPERATES ARE A PRIORITY: Transport Minister David Anderson says changes in how VIA's Esquimalt & Nanaimo Railway passenger service operates are a priority.

Privatization of the service, or contracting it out are both possibilities, the minister says. Anderson promised that the latest cut in federal subsidies to VIA - to $170 million annually from $240 million - does not threaten E&N's existence but there will have to be changes. He said the present VIA operation is too expensive. "With current traffic levels it's difficult to justify a $50 subsidy per passenger trip," he said. (**Victoria Times Colonist**, 09/03/96, thanks to Dale Whitmee)

OTHER INDUSTRY NEWS

HALIFAX COMMUTER TRAIN IDEA SCRAPPED: A proposal to operate a commuter train service between Windsor Junction and Halifax, Nova Scotia, has been scrapped. At the request of local politicians, the idea was investigated by a consulting group who concluded that the service was unviable. One of the principal reasons was the cost of tickets. The train proposal was not competitive with existing buses. (**Halifax Mail Star**, 14/02/96, thanks to Doug Courtney)

RAIL CAR MANUFACTURER BOASTS STABLE EMPLOYMENT, WELL-FILLED ORDER BOOK: Trenton Car Works of Trenton, Nova Scotia, is experiencing a boom in sales and, naturally, employment. Owned by Greenbrier Companies of Oregon, the rail car manufacturer has gone from bust to boom and now boasts 1,100 employees, its highest in the last 15 years. The turn-around of the company - previously on the endangered list - is due to an aggressive TQM program introduced by Greenbrier, the development of a strong market in the United States, and the lifting of a countervailing tariff by the U.S. which at one time covered Trenton products when the company relied on government subsidies to stay viable. Below the border, there is presently a demand for between 40,000 and 50,000 cars per year and Trenton Works is determined to get as much of that business as possible. (**Halifax Chronicle Herald**, 21/02/96, thanks to Douglas L. Courtney)

OPENING OF WATERLOO/ST. JACOBS TOURIST TRAIN DELAYED: The Waterloo and St. Jacobs tourist railway will operate this year but not as quickly as predicted (**Branchline**, February 1996). The project has been delayed by finalization of negotiations with Canadian National for the purchase of the line - the former Elmira Spur. Earlier it had been hoped that everything could be finished by the end of 1995. The delay in the project has meant that construction on the company's new station in Waterloo has been suspended. In spite of the delays, the company is assembling rolling stock. (**Waterloo Chronicle**, 28/02/96, thanks to Chris Stacey)

FREIGHT TRAFFIC DOWN: Bad weather and a slowing economy have been blamed for a downturn in freight traffic during January and February. Extreme cold in western Canada resulted in shorter trains and a reduction in freight hauling capacity, or so the official line goes. At the same time, the economy is down. Not only is traditional rail freight off, but intermodal haulage - the supposed bright spot of the future - is off by 10.5% over 1995. CN has been more affected by the drop-off than Canadian Pacific. A CP spokesman confirmed that intermodal was off by 10% but bulk traffic was up by 3%. In the CN case, carloadings were off by 8.2%. (**Financial Post**, 05/03/96, thanks to Harold Lake)

SALE OF RAILCAR UNIT PROMPTS LAW SUIT: Hawker Siddeley Canada Inc. wants to sell its CGTX railcar leasing business to Oakville-based Procor Ltd. The problem is, CGTX's other major shareholder, General American Transportation Corporation (GATC), disagrees with the sale and has gone to court to block the move. GATX is arguing that it should be able to buy out Hawker Siddeley as opposed to seeing competitor Procor pick up the lucrative rail car leasing business. (**Financial Post**, 06/03/96, thanks to Harold Lake)

BC RAIL UPDATES CAR FLEET: BC Rail, in an initiative to get their customers the cars they need, is adding new and rebuilt cars to its freight rolling stock fleet. TrentonWorks are working on a contract for 250 new box cars to be delivered mid-1996. These cars will be used to carry OSB (Oriented Strand Board) and MDF (Medium Density Fibreboard). BC Rail's Squamish shops are upgrading 150 80-ton box cars for use in Thermal Mechanical pulp service. A further 150 box cars will be upgraded to 100-ton capacity for Kraft pulp shippers in 1996/1997. Box car lumber shippers and veneer and plywood shippers will see 850, 52-foot box cars leased from Procor with a new coat of paint to go with their refurbished doors. Interail, the lessor of box cars with NOKL reporting marks, will upgrade 180 of these cars in 1996/1997.

National Steel will build 100 new 7,200 cubic foot chip cars for delivery in the third quarter of 1996, and 40 chip cars have been leased from GE. Squamish shops is well through installing log bunks on 240, 66-foot bulkhead flat cars. TTX (Trailer Train) has delivered 100, 60-foot cars with a further 150 to come in mid-1996, thus doubling the log car fleet by then. The 66-foot bulkhead flats transferred to log service have been replaced in lumber service with 220 73-foot centrebeam cars; 100 new cars supplied by American Railcar Leasing Partners, 100 cars marked CBRY supplied by USL Capital, with the remaining 20 supplied by TTX. USL Capital has leased to BC Rail 50 new 5150 cubic foot grain cars. (**BC Rail Carrier**)

FARMERS OFFER TO BUY GRAIN CAR FLEET: A coalition of farmers from western Canada want to buy the Government of Canada's fleet of 13,300 grain cars. Dubbed the Group of Ten, the farmers want the fleet as opposed to having it owned by the railways. They are worried that railway ownership would prompt higher rates for grain. CN and CP Rail, however, want to own the fleet, arguing that it makes the most sense. Financing for the farmers is now being sought from the Farm Credit Corporation, Newcourt Credit Group Inc. of Toronto, and GATX Corporation. (**Financial Post**, 08/03/96)

STRONG SEASON FORECAST FOR "LE TORTILLARD DU ST-LAURENT": The operators of the "Tortillard du St-Laurent" diesel-powered excursion between Quebec City and Clermont are forecasting a 50% increase in ridership for 1996. Last year, the train handled approximately 30,000 riders. For 1996, the company hopes that it will carry up to 50,000. The additional ridership is expected to come from a lengthened operating season (an additional 17 days have been laid on) and one new coach thus boosting maximum capacity to 425 passengers. Last year, more than 90% of the riders came from Quebec. This year, the company is targeting out-of-province ridership and has been operating an aggressive marketing campaign. "Le Tortillard" operates with VIA FP9Aus 6305 and 6306 and former VIA CC&F coaches. All of the equipment boasts the CN green, gold and black colour scheme of the late-1950s. (**Le Soleil**, 11/03/96, merci à Paul Henri Poulin)

BRITISH GROUP WINS CONTRACT TO BUILD CHUNNEL LINK: London and Continental, a six company consortium, has won a contract to build the £3 billion Channel tunnel rail link between London's St. Pancras station and the Kent coast. The work will begin next year. London and Continental will also take over operation of the Chunnel's Eurostar train service. The present operator, Eurorail, has been accused of being more interested in the building of the link as opposed to operating the trains. Passenger volumes on Eurostar are below estimate. It is hoped that the combination of the new operator and the construction of a proper line in England will help turn things around. (**Daily Telegraph**, 28/01/96, thanks to Bob Elliot)

GREAT CANADIAN RAILTOURS TO BUILD PASSENGER CENTRE IN KAMLOOPS, LOCAL BUSINESSES DON'T LIKE THE IDEA: Great Canadian Railtours, operators of the "Rocky Mountaineer" summer rail tours of the Canadian Rocky Mountains has raised the ire of a number of Kamloops, British Columbia, hoteliers and restaurateurs. Great Canadian uses Kamloops as an overnight stop for its tour trains - normally leaving passengers to find their own meals and entertainment. In response to a passenger survey that the evening in Kamloops was boring with little in the way of good restaurants, the GCRT has decided to build a meal and entertainment centre, modelled after a tent. The facility would provide the type of services passengers have asked for. Although this satisfies the passengers, local businesses are upset, feeling the centre is a major competitive threat to their livelihood. The centre will be built near Two Rivers Junction in Kamloops. (**Kamloops This Week**, 10/03/96, thanks to Ken McKenzie)

FLORIDA CHOOSES TGV TECHNOLOGY: On February 27, Florida Secretary of Transportation Ben Watts announced the selection of the Florida Overland Express (FOX) consortium for the development of a high speed rail system in Florida, using the TGV (Train à Grande Vitesse) technology. FOX was one of five groups that submitted proposals.

The FOX consortium, in which GEC Alsthom and Bombardier are involved as rolling stock suppliers, has thus been chosen to enter negotiations with the Florida authorities to obtain an exclusive franchise to develop a high speed system in Florida, the first step in a negotiation and certification process. The certification process is expected to take three years.

The value of the rolling stock is estimated at $800 million US. The overall project value is estimated at $4.8 billion US (in 1995 dollars).

Under the existing agreement between Bombardier and GEC Alsthom for the TGV projects in North America, Bombardier will handle car manufacturing as well as trainset assembly and completion. GEC Alsthom will manufacture the locomotives, the undercarriages and the propulsion system. The state of Florida will own the entire system except for the rail cars, which will be purchased and owned by private investors through a lease arrangement or other financing structure. Private industry will operate and manage the system as a private business.

Plans are to operate service between Miami and Orlando in 85 minutes, commencing in 2004. Service between Orlando and Tampa is expected to begin in 2006. (GEC Alsthom/Bombardier Press Release, 27/02/96, thanks to Alex Binkley)

AMTRAK ANNOUNCES FINAL SELECTION OF BOMBARDIER/GEC ALSTHOM CONSORTIUM FOR HIGH SPEED RAIL EQUIPMENT SUPPLY IN NORTHEAST CORRIDOR: On March 15, Amtrak announced the selection of the consortium formed by Bombardier and GEC Alsthom as the winning consortium for the high speed equipment that will introduce high speed rail service on its Northeast Corridor (NEC) route from Washington, D.C. to New York City to Boston.

The contract, valued at some $611 million US, will call for the Bombardier/GEC Alsthom consortium to design and manufacture 18 trainsets, each consisting of two power cars and six coaches, and 15 electric locomotives to be used with other Amtrak equipment in the NEC fleet. It will also include the design, construction and installation of three maintenance facilities for the rolling stock, in Washington, D.C., New York, and Boston. The contract should be finalized within weeks. Bombardier's share is estimated at $445 million US.

To meet Amtrak's requirements of speeds up to 250 kilometres per hour, the consortium has proposed a custom-designed train that combines technology derived from GEC Alsthom's TGV (Train à Grande Vitesse) high speed train with Bombardier's tilt technology and expertise in stainless steel carbody manufacturing.

Production of the high speed trainsets is scheduled to begin in the Fall of 1997. The consortium partners will share the power car and electric locomotive design. In addition to being responsible for the complete design of the coaches, Bombardier will manufacture the locomotives, power cars and coaches and will undertake the integration of the trainsets. The cars will be manufactured at Bombardier's plant in La Pocatière (Quebec), and assembled at plants in Plattsburgh (New York) and Barre (Vermont). GEC Alsthom will be responsible for the design and manufacture of the undercarriage frames, all traction-related equipment and auxiliary electrical systems at its facilities in France and its suppliers' facilities in the United States.

The new train, to be known as "American Flyer", is scheduled to begin service in September 1999. (Press Release, 15/03/96)

SHORTLINE CONFERENCE: A one-day conference on the prospects for shortline and regional railways in Canada will be held May 23 in Toronto. A similar conference was held three years ago and attracted more than 230 railway officials and suppliers and investors from across North America. About half of the attendees were from the United States.

By the time of this year's gathering, the Canadian Parliament should have passed rail reform bill C-14 that will make it far easier for Canadian National Railway and CP Rail System to dispose of lines they want to sell or abandon. Ontario is where most of the shortlines and regional carriers will likely be established.

Besides the new federal law, the Ontario government has changed provincial labour legislation that made shortlines virtually impractical.

Topics to be covered during the conference include the current state of shortlines in Canada, the financial checks they require, the principles of shortline management, hiring the right people and relations with mainline carriers.

Representatives of CN and CP as well as several Canadian and American shortline operators are among the panellists lined up for the session. For information, contact Irene Martin, Tel/Fax (514) 932-9347. (Alex Binkley) Φ

Canadian Motive Power Review

by A. ROSS HARRISON

Throughout 1995 the Canadian railway scene underwent dramatic changes. At the beginning of the year, CP Rail sold off its Canadian Atlantic Railway to a partnership of regional and shortline railways. Likewise, CN North America concluded a deal in February with RailTex to unload its money losing Central Vermont Railway. The name CN North America was tossed in the marketing dumpster in favour of Canadian National as the crown corporation geared up for privatization. The federal government was required, yet again, to solve the latest national railway strike which occurred in March. Sacrificed on the alter of global free trade was the Western Grain Transportation Act, modern day successor of the Crow Rate. The feds also introduced legislation to overhaul the laws and regulations that govern the transportation industry in Canada under the Canada Transportation Act. Shortly after the narrow defeat of the latest Quebec bid for independence in October, Canadian Pacific announced that its CP Rail subsidiary would be moving its headquarters from Montreal to Calgary. In addition to the move to Calgary, CP announced that CPRS would undergo a massive reorganization and overhaul that would see the company's eastern assets set up under an Eastern Operating Unit, similar in scope to the ill-fated Canadian Atlantic Railway. Despite it all, traffic levels on Canadian railways remained high as exporters experienced sustained demand for their commodities.

On the motive power front, the arrival of CP Rail's 83 AC4400CWs from General Electric means that the three major freight haulers in Canada (CN, CP Rail, and BC Rail) are the only railways in North America to currently roster locomotives built by General Motors, General Electric and the Montreal Locomotive Works. Another interesting piece of Canadian motive power trivia: BC Rail and CP Rail are the only railways to boast of a fleet of locomotives powered by four different engine manufactures (General Motors, General Electric, ALCO, and Caterpillar).

CN, CP and BC Rail all took delivery of new locomotives in 1995; and for the first time ever, General Electric, not General Motors was the principal supplier. CN finally closed out its famous Mount Royal electric commuter line in Montreal in June, CP meanwhile shut down (for a second time) its fleet of 'un-retired' ALCO-powered 6-axle MLWs. CP brought the first production AC traction locomotives to Canada while CN introduced the radial truck and isolated Whisper Cab designs to the Canadian railway scene. Unprecedented traffic levels forced CN, CP Rail and BC Rail into leasing locomotives. CP's need for power was so great that it leased units in numbers that were more than double of those of 1970s, where the previous high water mark was 100 locomotives on lease.

On the commuter front, the latest equipment for electrified and diesel powered trains was fielded at either end of Canada in 1995. These and many other developments in Canadian motive power are detailed below in **Branchline**'s annual review.

CN

To the trackside watcher, one of the biggest changes in 1995, for the soon to be privatized railway, was the elimination of the CN North America moniker and logo. CN would again refer to itself as Canadian National. The year began with General Electric continuing to deliver Dash 9-44CWs Nos. 2500-2522. These units were noteworthy in that they were the first new locomotives purchased by CN since 1980 that did not have the full-width carbody. The new GEs came with the distinctive CN style safety cab and will go down as the last new locomotives delivered in the CN North America scheme. Another noteworthy feature of the new 4,400 hp locomotives are their trucks - gone is the short 3-axle Dofasco Hi-Ad truck replaced by the slightly longer GE high adhesion truck standard on all Dash 9s and AC4400s built for American customers. The husky GEs were sent west to join their cowl-carbodied Dash 8 sisters in heavy haul service out of Edmonton, Alberta.

CN Dash 9-44CWL 2500 and SD60F 5537 power a westbound coal drag east of Boston Bar, B.C. (mile 123.3, Ashcroft Sub.) on January 5, 1996. Photo by Jim Johnston.

New power would continue to arrive on the property beginning on August 9 when General Motors Locomotive Group delivered SD70I 5600. Like the 2500s, CN's new SD70Is marked another radical departure in CN motive power philosophy. The 26 units came delivered, not with the railway's cab design which was introduced in 1973, but with the current design of General Motors' North American Safety Cab; and inside the cab the engineer's console has been dispensed with in favour of the "old" style control stand. Like the 2500s, the 5600s introduced a new truck design to CN. Riding under the SD70Is is GM's self steering HTC-R 3-axle radial truck design, a first for Canada. Delivery of the new units was completed by November, but the new GM units were not sent west for service as most previous new orders. Instead, the 5600s have been assigned to Toronto and are mainly in international service between Toronto and Winnipeg via Chicago.

Delivery of the 26 SD70Is hadn't even been completed when CN placed its largest single locomotive order with GM on September 28 for 105 SD75Is with an option for 70 more. The new SD75Is will be numbered 5626-5730 and delivery is expected

CN SD70I 5604 and SD40 5221 idle at Fort Rouge Yard (Winnipeg, Manitoba) during a crew change on February 29, 1996. Photo by A. Ross Harrison.

to begin in June of this year and be spread over eight months. The new 4,300 hp units will share the same features as the SD70Is, GM's isolated Whisper cab, conventional control stand, radial trucks and a conventional DC electrical transmission. Why the DC transmission when nearly all the major North American railways are rushing to embrace AC traction technology? The reason is as old as the railway itself and is summed up with that old Canadian adage, "CP may have got the scenery, but CN got the grades." CN is a heavy haul railway, but unlike most other railways is not handicapped by any significant geographical obstacle (Rogers Pass for example on CP) that would warrant AC traction. The benefits of AC traction extend beyond the obvious increase in tractive-effort, such as reduced maintenance expenditure and longer traction motor life. However, these benefits come at a price, nearly half a million dollars per unit. CN will likely be a DC holdout until the cost of AC technology comes down to a point where the savings from reduced maintenance will justify the increased capital costs.

CN's unprecedented order for new locomotives came hard on the heels of a decision by the railway to cease overhauling and rebuilding locomotives "in house" and rely instead on new locomotive purchases to "improve service reliability and reduce ongoing maintenance expenses". Over the next 15 years CN expects to replace 543 aging, mainly second generation locomotives with up to 394 new units. Nearly 45 percent of the new locomotive purchases will be made during the next five years.

The first visible causality of this fundamental shift in motive power philosophy was the scaling back and termination of not only the SD40 rebuild program at AMF but the entire shop itself. CN set up the Atelier Montreal Facility subsidiary to take control of its Pointe St. Charles backshop and transform it into a self sustaining entity by searching for heavy repair work outside of CN. To this end, AMF was a success, except it still didn't turn a profit. Since 1993, AMF has lost $105 million. With the impending privatization, CN struck a deal with a European firm, GEC Alsthom to take over the shop. Initial plans only called for GEC Alsthom to appoint its own people into AMF's upper ranks. Although CN would still be AMF's sole shareholder, GEC Alsthom would be allowed to take over the shop at any time in the next three years. But before the deal could be consummated, GEC Alsthom required that the shop be guaranteed at least $100 million of work from CN over the next four years and that unionized employees be slashed to 500 from the current level of 1,100. The contentious part of the deal was the fact that the 500 employees who would be left at GEC-AMF would have to sever their ties and employment security provisions with CN. Unionized workers feared that GEC might shut down the shop leaving them with virtually nothing compared to the lifetime security guarantees, for those with eight years of seniority or more, they enjoyed with CN. Last minute negotiations produced a settlement that was approved by the workers at AMF. However, CN's collective agreements with its shopcraft unions prohibit it from contracting work to outside shops. Members of CN's shopcraft unions across Canada had the final say in the deal because they had to vote to allow the railway to contract out nearly $100 million of repair work to the newly independent shop. CAW members outside of AMF ratified the deal in late-February and the sale to GEC-Alsthom is expected to be completed shortly.

Despite the changing motive power philosophy at CN, AMF continued the extensive rebuilds to CN's fleet of SD40s. Completed in 1995, as part of the 1994 program, were SD40us 6010-6019. However, the 1995 program was scaled back from a planned 19 units to only 9 (6020-6028) and terminated upon completion of those units. Other casualties of the changing power philosophies were second generation units (SD40s, GP40s, GP40-2s) that suffer failures requiring heavy repairs such as engine change-outs are being retired instead of making a trip to the backshop. CN has also started selling off some of its highest mileage 20-year-old GP40-2L(W) units to Helm for lease to Kansas City Southern as well as providing a number to AMF for rebuilding into HEP-equipped commuter locomotives.

In 1994 CN went to the used locomotive market and picked up 24 ex-UP SD40-2s (4090-4102, B4103, 4104, 4106-4114). Temporarily renumbered by CN to 6090-6104, 6106-6114, all were slated to be brought up to CN specifications and renumbered 5364-5387 (not in order). The former Union Pacific SD40-2s were built originally for the Missouri Pacific and did not come with dynamic brakes. CN decided to have AMF retrofit the last 10 units (5378-5387) with dynamic brakes. Eleven of the units were released from AMF during 1994, and the final 13 were completed in 1995.

CN continued to purge itself of first and second generation locomotives with 69 diesel locomotives retired in 1995, however,

CN SD40u 6027 (nee 5113) lays over at Bedford, Illinois, on January 8, 1996. Photo by Ken Lanovich.

19 of those retired were SD40s that were remanufactured into the 6010-6028 group. The only change to the Grand Truck roster was the sale of GP9 4910 to Erickson Light & Power.

A recipient of CN generosity was the Salem & Hillsborough Railroad near Moncton, New Brunswick. The S&H was hit hard by a tragic fire on September 16, 1994, during which much of its equipment was destroyed including its main tourist engine (ex-Devco RS-1 208). The fire left the S&H with only one operable unit, ex-CN S-12 8245. Relief for the 8245 came in the form of retired RSC-14 1754. The latest addition to the S&H roster had to be trucked to the museum since the S&H now operates an isolated segment of the old Albert Subdivision after it was severed from the main line.

As in 1994, CN continued to lease power in 1995, although in decreasing numbers as new units came on line and the surging traffic levels slackened. Among the variety of units supplied to CN and its Grand Trunk Western affiliate by Helm were: former Detroit Edison SD40s and U30Cs, ex-BCR SD40-2s, and SD45-2s that once belonged to CSX; EMD Leasing furnished GP40M-2s that once hauled GO Transit commuters in and out of Toronto, GP38-2s and SD40s that were last owned by Conrail and CSX; Morrison-Knudsen supplied rebuilt SD40M-2s along with an unrebuilt SD40 and SDP45; and NRE provided SD40s of Chicago & North Western heritage. Regular visitors such as GATX GP40 3702 (leased as payback for horsepower hours owed by St. Lawrence and Atlantic) and LMS C40-8Ws 715-739 continued. During 1995, CN had a high of 102 units on lease. The annual arrival of the LMS C40-8Ws in the fall of 1995 eased the tight power situation on CN enough to permit the short term lease of 30 surplus SD40s and GP40s to power hungry Union Pacific. While the SD40s were being leased out all of CN's remaining 6-axle MLWs languished in storage, many to never run again. But four M-636s would be put back into service in early-1996.

CP Rail System

For CP Rail, 1995 began in the worst sort of way when train 981 hit a rock slide between Blake and Proctor on the Nelson Subdivision in British Columbia on January 20. The lead unit, SD40-2 5660 derailed and plunged into Kootenay Lake taking the 5738 and 5938 and some gondolas with it. Tragically the locomotive engineer and brakeman were both killed, but the conductor riding in a trailing unit managed to free himself and swim to shore. The three units and freight cars were salvaged by Can-Dive Marine of Vancouver between May and July. The three SD40-2s were sent to Calgary for evaluation by Ogden Shops. All required extensive and lengthy repairs and were subsequently retired.

On a more positive note, at least for the company's accountant, the railway finally closed out a substantial portion of its Canadian Atlantic Railway (CAR) operations east of Montreal. Stepping into the void were three railways: The Canadian American Railroad Company between Sherbrooke, Quebec, and Brownville Junction, Maine; the Eastern Maine Railroad between Brownville Junction and McAdam, New Brunswick; and the New Brunswick Southern Railway (NBSR) which is responsible for all remaining former CP lines east of McAdam, New Brunswick.

To assist in start up operations of the NBSR, CP leased the railway 10 locomotives that had been previously assigned to the CAR (SW1200RSs 1273-1275, RS-18us 1813 and 1866, RS-23s 8024, 8025, 8033, 8040 and SW1200RS 8138). From start up until June, NBSR was leasing 10 CP units at any one time, however, with the acquisition of 10 GP9 units (2 ex-QNSL, 8 ex-SP), only CP RS-23 8021 and 8024 remained leased into 1996.

CP continued, rather modestly, in 1995 to rebuild its fleet of SD40s to SD40-2 electrical specifications. Ogden completed only two units (5513 and 5563). SD40 5539 was slated for rebuilding, but was retired ostensibly to provide a frame to help rebuild SD40-2 5685 which was wrecked in a sideswipe at Savona, B.C. CP still rosters 15 unrebuilt SD40s (5400, 5404-5406, 5408-5410, 5412-5414, 5516, 5531, 5532, 5543, 5546, and 5558) not including the SD40 units inherited from the Soo Line, and the 10 CP SD40s sold to the Delaware & Hudson.

For CP's Alcophiles, 1995 was definitely not a good year. CP established threshold limits on the cost of repairs permissible to its fleet of MLWs, with any repairs exceeding these thresholds resulting in the retirement of the locomotive. With new locomotives on the way, the 27 surviving six-axle MLWs (4500s and 4700s) from the 33 resuscitated in 1994 were destined for retirement, again. For the record, M-636 4736 was the last operating 6-axle, ALCO-powered MLW on CP's roster. She was retired on August 31, just days before the company's latest 4-cycle, 6-axle power arrived from General Electric. Despite the retirements, a lucky pair will live to haul revenue tonnage again. Minnesota Commercial, an ALCO stronghold, picked up M-630 4573 for heavy transfer service between Minneapolis and St. Paul while M-636 4743 was bought by Gennesee Valley Transportation for hauling Delaware-Lackawanna grain and coal trains in Pennsylvania. Three other Big Ms have been preserved: 4563, 4718 and 4723. The rest will be/have been stripped for parts and sold for scrap. Other retired ALCOs finding new homes in 1995: D&H Alco RS-11s 5002 and 5009 along with RS-36s 5017, 5022 and 5023 were sold to National Railway Equipment who rebuilt the 5017 using parts from the other four and then sold the unit to the Delaware & Ulster Railway.

CP laid to rest the grand dame of all its MLWs when it retired one-of-a-kind RSD-17 8921 at age 38. The one time MLW demonstrator was CP's first 6-axle MLW and spent the better part of its life hauling transfers in and around Toronto where it earned the affectionate title "Empress of Agincourt". January 2, 1990, saw 8921 make the trek to her new home in Montreal. Canada's two biggest urban metropolis' are about as similar as night and day and the same could be said for 8921's fate. Angus welcomed back the expatriate Montrealer by promptly chopping her high hood and applied her 8" nose stripes backwards. St. Luc was much less protective of 8921 and although she reigned supreme on the St. Luc-Montreal Wharf transfers, they were not opposed to letting her roam across the eastern region. Before long 8921 was showing up on the trip tickets of engineers at places like Brownville Junction, Saint John, Windsor, Binghamton and Buffalo. Quickly 8921 became a roving ambassador for CP, frequently appearing at company PR events. But 8921's new found joie de vive at 60 mph came with a price. Accelerated wear

CP RSD-17 8921 and M-640 4744, both one-of-a-kind units, are at Hochelaga Yard in Montreal, Quebec, on January 2, 1992. Shortly after, the AC-powered 4744 would suffer a crankshaft failure and be retired. The 8921 succumbed to truck failure in May 1995. Photo by A. Ross Harrison.

on the unique (we-don't-have-a-set-of-THOSE-in-stock) tri-mount trucks. Efforts were made to have the trucks reconditioned but the price exceeded the threshold, as did the possible acquisition of replacement trucks from under Wisconsin Central-owned Fox River Valley RSD-15s. So the end came on May 30, 1995, and 8921's newly reconditioned 16-251 engine was transplanted into an ailing 4200. Recognizing the historical value of 8921, the company has held onto the unit for possible future donation. The triumvirate of MLW odd balls (4711, 4744 and 8921) on CP is now down to one, namely Caterpillar-repowered M-636 4711, the last M-636 on the roster.

The threshold limits set on repairs also started to chew their way through the ranks of CP's C-424s (4200s) with 12 retired in 1995. Despite the retirements, four 4200s have been given a new lease on life as control cabs (3 in 1995, 1 in 1996). On CP, a control cab is a non-powered locomotive that is equipped with the necessary cab amenities (such as control stand, RSC, TIBS, toilet, hot plate, fridge, etc.) allowing the train crew to operate another locomotive from it. CP uses control cabs on runs where one locomotive is sufficient power for the train, but would otherwise require turning for the return leg of the journey. The first control cab conversion was 4236. Retired on February 24, 1995, it was reactivated on March 10 as a control cab mated with SD40-2 6043 for use on the Toronto-Detroit Roadrailer trains. The SD40-2 would require turning by Conrail, at a price, upon arrival at Detroit. With 6043 mated to a control cab, CP can now simply "run around" its train in Detroit. Thirty days after its reactivation as a control cab, CP revived an old number series by renumbering 4236 to 1100. The next conversion was 4213 which was mated to GP38-2 3096 and renumbered 1102 after Air Repeater Car 1101 which is still on the books (ARC 1101 was converted from Robot Car 1023 in 1982). Then 4206 was 'un-retired' and converted to control cab 1103 in December 1995, followed by 4226 converted to control cab 1104. RS-18u 1802 (whose engine had failed) became control cab 1116; 1103, 1104 and 1116 are mated to GP9us 8224, 8234 and 8249 respectively. Control cab conversions on the MLWs are being done in the backshop area of St. Luc's Roundhouse.

Another notable control cab prospect is the 5001, one of only two GP30s in Canada. The 5001 suffered a main generator failure and rather than repair the unit, it was set aside as a possible control cab or road slug conversion. While CP has yet to build any road slugs, it has set aside a block of 1100s starting at 1125 for this eventuality. Road slugs operate in a similar fashion to yard slugs; they draw all their power from a mother locomotive that produces more electricity than its traction motors can safely use. The principle difference is that road slugs operate at higher speeds and are usually converted locomotives so they can also work as control cabs. Currently all the CP control cabs have been assigned to the eastern region and any future road slugs would be ideal for CP's network of prairie branchlines that are heavy-haul in nature, but slow in speed (25 to 40 mph).

CP's tiny fleet of RS-23s was not immune from retirements and the railway did a little house cleaning by retiring long stored lightweight RS-23s 8013, 8015, 8016 and 8018. Along with the four lightweights, five heavyweight RS-23s (8023, 8034, 8040, 8043 and 8045) were stricken from the roster. The need for RS-23s on CP is continually declining. They are too light for most of the railway's switching needs, and a joke on the mainline. CP has found a few buyers for the unique road switchers. The biggest single customer is Nova Scotia's Windsor & Hantsport Railway, operator of the company's former Dominion Atlantic Railway. When the new shortline began in 1994, startup power was eight RS-23s. In an unusual deal, W&H bought eight of the last FPA-4s and FPB-4s from VIA and subsequently exchanged four of them for four CP RS-23s. CP wanted the main generators from the ex-VIA units to augment the spare parts inventory for its fleet of 1800s and 4200s. The main generator from an RS-23 is not compatible with that in an RS-18 or C-424. Sent to W&H in early 1996 were 8023 (notable because it was the 1,000th locomotive purchased by CP and first one painted to promote the introduction of the Canadian Atlantic Railway), 8034, 8040 and 8045 in exchange for VIA FPA-4s 6761, 6765, 6783, and FPB-4 6861. Once all salvageable parts have been removed, likely the carbodies of the ex-VIA units will be scrapped.

CP's mother-daughter slug program continued to give new life to locomotives that otherwise might have been candidates for retirement. The selection of units to be converted to a 'daughter' has not been confined to any one class of power, but instead any yard locomotive that suffers a significant failure can be deemed a good prospect for the program. After prototype slug GP9u 1534 was deemed a success, subsequent 'daughters' were drawn from the ranks of CP's dwindling fleet of SW8s and SW900. In recent years these low horsepower switchers have become unsuitable for heavy switching operations. Converted in 1995 were SW8 6708 and SW900s 6712 and 6720; they were mated with GP9us 1598, 1596 and 1609, respectively. Only one SW8 survives (D&H 6702) and two SW900s, both in captive service, remain on the roster (remote control 6195 assigned to Winnipeg Diesel Shop and 6711 held for duty at Ogden Shops). Other 'daughters' were created from SW9u 1205, SW1200RSus 1269, 1272 and 1275 and F7Bu 6801, all mated with GP9u 'mothers'. As well, CP acquired five long out of service SW1200s from the Soo Line to rebuild into 'daughters'. The five units (Soo 1207, 1209, 1211, 1221 and 1222) are all former Milwaukee Road engines and were sent to Winnipeg's Weston Shops for the necessary work. CP has adopted the 1000 series number block for its daughters, however, several 'daughters' still operate with the most recent active number pending renumbering.

In a effort to trim operating costs, CP introduced the belt-pack in 1994 to allow a two-man yard crew the ability to remotely control their switch engine. CN has been a leader in the development of the equipment and as such CP contracted out the installation to CN's Moncton Shop for several of its mother-daughter slug sets. Making the visit to Moncton in 1995 were 1625-6700, 1598-6708, 1596-6712, and 1594. Another strange twist for CP's yard power in 1995 was the reapplication of transition to 1572, 1615 and 1619. With the ability to make transition again, these three are no longer restricted to 35 mph and can operate as road switchers. They remain, however, without dynamic brakes.

Other renumberings by CP in 1995 were Soo GP40s 2013 and 2039 that became CPRS 4607 and 4618. Another pair of units, ex KCS SD40-2s 673 and 674, were overhauled at Ogden

Soo SW1200 1221 (nee Milw 2046) is in the final stages of its conversion to CP daughter (slug) 1002 at Weston Shops on September 27, 1995. The steel vat on 1221's frame replaces the 12V-567 engine and main generator and will soon be filled with cement for ballast. Photo by A. Ross Harrison.

Shops and emerged as CPRS 5418 and 5419. This leaves only two (671 and 672) of the seven ex-KCS SD40-2s still operating in 'KCS white'. Ogden also overhauled D&H GP38-2 7311 to CPRS 7311. During 1995, St. Luc completed the renumbering of the 10 ex-GATX SD40-2s that were purchased in March 1994. GATX 2000, 2003 and 2007 were turned out as 5422, 5425 and 5429. The three retain their ex-UP colours of yellow and grey but now have red CP markings.

The extreme motive power crunch that CP experienced in 1994 did not slacken appreciably in 1995 despite the addition of 83 new and 10 newly rebuilt units to the roster. First to arrive on the property between March and April were 10 rebuilt SD40M-2s from Morrison-Knudsen. The 10 units (5490-5499) began life variously as Chesapeake & Ohio and Union Pacific SD40s, and Rio Grande and Southern Pacific SD45s. Morrison-Knudsen rebuilt the SD45s to SD40-2 electrical and mechanical standards. This involved replacing the SD45's 3,600 hp 20-cylinder 645 power plant with a 3,000 hp 16-cylinder version. Despite the smaller engines, all seven SD45s, with the exception of 5490, retained their distinctive flared radiators. During 5490's rebuilding she acquired the long hood from an SD40 giving it a more conventional appearance.

CP's eagerly anticipated new AC4400CWs (9500-9582) began arriving on September 12 when 9500-9509 were delivered and were all on the property by November. The big 9500s marked a number of firsts; first factory new locomotives for CP since SD40-2F 9000-9024 were delivered in 1988 and 1989; first General Electric locomotives for CP; and the first production AC traction locomotives for a Canadian Railway. Unlike previous deliveries, there was no traditional break-in run in the Montreal-Windsor corridor for the new GEs. After inspection and set-up at Toronto, the 9500s were immediately worked west. Not long after delivery problems started to surface. The 9563's engine failed which was traced to faulty valve springs and temporarily sidelined some of the newest units until repairs could be made. Then the haulage capacity of the AC4400s was temporarily reduced as the wheel slip system on the units had problems determining the ground speed on wet sections of Pac-Track that CP installed on sections of its Mountain Subdivision. As well, delivery of the new Locotrol equipment by Harris Controls was delayed forcing CP to put the GEs trailing Locotrol-equipped SD40s on robotized trains. The less than stellar introduction of the new power has resulted in some dubbing the 9500s as "nothing more than ALCOs in tuxedos," a none-too-subtle comparison to the trouble-prone M-630s and M-636s. One should remember the rather spotty beginnings CP's 9000s had, a supposedly proven product, when they were delivered in 1988 and 1989.

Also acquired in 1995 were three SW1200 switchers with the railway's acquisition of the Davenport, Rock Island & North Western Railway, a switching and terminal company in Iowa and Illinois. The three units have been assigned to the Soo line and numbered 329-331.

Despite the introduction of 93 new road units, CP continued to lease unprecedented numbers of locomotives. Big or small, powered by GM, GE or Caterpillar, from GP38s to GP40s, from SD40s to SD45-2s and even C40-8s and F40PH-2s, CP leased it all.

CPRS AC4400CWs 9550 and 9504, and SD40-2 5996 power Train 365 east of Pritchard, B.C., (mile 103.4, Shuswap Sub.) on February 10, 1996. Photo by Jim Johnston.

CPRS AC4400CW 9582 at CP's Agincourt Yard on October 22, 1995. The last of an order for 83 units, the 9582 is en route from General Electric in Erie, Pennsylvania, to Montreal for public viewing. Before heading west, she will visit the Delaware & Hudson and several Soo Line locations. Note the extra knuckles on the rear pilot. Photo by Newton Rossiter.

They came from Conrail, EMD Leasing, GATX Leasing, Generation II Leasing, Helm Leasing, Morrison-Knudsen, Precision National and VIA Rail. They brought with them a rainbow of colours. With locomotives cycling on and off lease, it's hard to pin down exactly how many units were on lease but suffice to say that by the third quarter of 1995 CP had reached an all time high water mark of nearly 240 leased units. The arrival of the 9500s allowed a number of the leasers to be returned and by year end the number of rental units had dipped to just under 160. However, with export traffic picking up and another hard Canadian winter, the railway is again scratching for power and hunting for more potential leasers.

Several present and past CP locomotives were preserved in 1995. Kimberley-Clark of Terrace Bay donated ex-CP S-3 6539 in late-1994 to the Town of Schreiber for display across from the station. Work commenced in 1995 to cosmetically restore the unit. The only two CLC-FM C-Liner "B" units left, BCR robot cars RCC 3 and RCC 4, (ex CP CPB-16-4s 4455 and 4456) were moved from storage at Coquitlam to Cranbrook for eventual cosmetic restoration. CP made three locomotive donations in 1995 with retired M-630 4563 going to the Canadian Railway Museum at Delson, Quebec, M-636 4723 and caboose 434956 being presented for display to Farnham, Quebec, and Kenora, Ontario, received M-636 4718 in lieu of RS-23 8030 which never made it out of the St. Luc dead line. Privately owned ex-CP C-630M 4500 was moved to CN's Macmillan Yard from an industrial siding in Oakville pending further disposition.

As part of an effort to compete with trucks in the highly competitive short haul corridors of the east, CP brought the RoadRailer technology to Canada as part of a joint venture with Norfolk Southern's Triple Crown subsidiary. The Toronto-Detroit Roadrailer has been highly successful and in 1995 CP was set to launch the latest weapon in the war to recapture truck traffic; The Iron Highway. The Iron Highway is a series of articulated platforms that allow any highway trailer to be easily rolled on or off. The concept was developed by CSX Intermodal and constructed by Morrison-Knudsen. Technical difficulties that surfaced during tests at the AAR research facility in Pueblo, Colorado, have delayed the introduction of the Iron Highway on both sides of the border. CP's intention is to introduce this new intermodal equipment on the Montreal-Toronto corridor. Power for the Iron Highway, when it arrives, will be GP38-2s 3024, 3025, 3038, 3057, 3072 and 3111 operating in pairs.

VIA

The future of VIA Rail continued to be debated throughout 1995 and events such as the final run of the "Atlantic" on December 15, 1994, did nothing to assure Canadians outside of the Quebec-Windsor corridor that their passenger trains were safe. Despite the loss of the "Atlantic", VIA spent most of 1995 cleaning house and finally disposing of equipment, most of which had been retired for several years. By year end, all remaining retired MLW and GM cab units from the company's once sizable fleets had been sold off. The largest block went to Wisconsin Central for use on its newly acquired Algoma Central. Eleven units were purchased (FP9As 6502, 6506, 6511, 6514, 6525, and 6531; FP7Au 6553; and F9Bs 6602, 6606, 6613, and 6614). The 'A' units have been rebuilt by WC and should feel right at home hauling ex-VIA blue cars on the Sault Ste. Marie-Hearst passenger runs as well as the Agawa Canyon Tour Trains.

Donated to the City of Thunder Bay for display was FP9A 6510 along with coach 5458, cafe lounge 753 and sleeper "Estcourt". Following in 6510's footsteps were VIA's three remaining ex-CP 'F' units. The Canadian Museum of Rail and Travel in Cranbrook picked up FP9A 6557 (nee 1409) and F9B 6651 (nee 1901) which will augment their impressive collection, while the West Coast Railway Association in Squamish, B.C. was the recipient of FP7Au 6569 (nee 4069).

The Nebkota Railway of Nebraska picked up F9B 6612 allowing them to field an A-B-A lashup of ex-VIA units (6541 and 6550). Locomotive 15 Corporation acquired FP9As 6505 and 6516 to help power tourist trains of the Conway Scenic on the recently restored ex-Maine Central trackage over Crawford Notch, New Hampshire. Probably the highest profile ex-VIA units exiled to the United States will be FP9As 6504, 6507, 6512 and F9B 6615 acquired by the Kansas City Southern for its executive train. The

four units were acquired through dealers and were repainted into a variation of KCS's old Southern Belle livery.

VIA's last eight MLW cab units were sold to the tiny Windsor & Hantsport in Nova Scotia. FPA-4s 6761, 6763, 6765, 6783 and 6786 along with FPB-4s 6861, 6862, and 6867 were picked up by the W&H, mainly for parts. Only the 6786 and 6867 made it to Nova Scotia while four of the other six were traded to CP for RS-23s. Stelco's Nanticoke operation bought VIA SW1000 201.

For many years former VIA equipment has been stored along with some long retired equipment outside of Montreal at Les Cedres, Quebec. Scrapped during 1995 were RDC-2 6210 and rare RDC-4s 6453 and 6475. VIA also sold RDC-1 6116 to AMF to assist in the refurbishing contract of 13 ex-VIA RDC-1s for DART in Texas.

BCRAIL

For power-strapped BC Rail, former Santa Fe B36-7s 7485, 7488, 7489, 7496 and 7498, leased on a short term basis until delivery of its new four Dash 9-44CWLs, were an image of things to come. As part of its commitment to providing reliable locomotives for Santa Fe's premiere intermodal trains, GE in the late-1980s bought back the 16 B36-7s it had sold the railway. The units were overhauled by GE at its newly-acquired Montreal facility and then leased back to Santa Fe during periods of peak traffic. Two units, 7488 and 7498, were repainted for Great Canadian Railtour's "Rocky Mountaineer" passenger train and have migrated to B.C. for every summer season since 1990. BC Rail acquired all 16 units (ATSF 7484-7499) late in 1995 and plans to renumber them 3601-3616 as they are overhauled. Plans also call for the 3600s to be equipped to operate with road slugs. At slow speeds, the high horsepower units will produce power in excess of what their traction motors can safely use. A road slug is designed to harness this energy and boost the tractive effort of the locomotive consist. Plans are to covert the remaining M-420s on the roster to operate as road slugs with the B36-7s. The M-420s will be unconventional road slugs since they will retain their ability to operate as independent locomotives. This innovative feature gives the railway the maximum operational flexibility with its B36-7s and M-420s. The first B36-7 to be sent to Squamish shops was 7493 which emerged as the 3610 in March 1996.

BC Rail's four new Dash 9s were delivered in April but were barred from the point until Squamish Shops could add an additional cab door behind the conductor's seat. This feature was added at the request of BC Rail's operating union who wanted two clear exits from the cab in the case of derailment. Between 1986 and 1987 BC Rail added 15 EMD-built SD40-2s to its roster. Seven of the units (736-742) were former Kennecott Copper locomotives on long term lease from Helm. Three units (736, 738 and 741) were returned to Helm in June 1994 and promptly renumbered to HLCX 6204, 6206 and 6209 and leased to CN and later to CP. In the spring of 1995, sisters 737, 739, 740 and 742 joined Helm's lease fleet as HLCX 6205, 6207, 6208 and 6210 and were leased to CP. With the return of the seven ex-KCC SD40-2s, the railway found itself temporarily short of power until its latest acquisition, the 16 B36-7s, could arrive on the property. Relief came in early September when Helm provided eight SD45T-2Es (6771, 6777, 6778, 6780, 6781, 6783, 6790, 6792) of Southern Pacific heritage. The 20-cylinder tunnel motors were renumbered HATX 930-937 and were returned in late-December with the arrival of the Santa Fe B36-7s.

The Caterpillar repowering program continued, leaving only 3 of the 27 RS-18 units (621, 622 and 630) remaining to be re-powered. The 621 and 630, along with C-420 632 and M-420(W) 645, are the only units that retain the two-tone green livery.

BC Rail Dash 9-44CWL 4644, BC Rail's newest unit, lays over at Prince George, B.C., in the summer of 1995. Photo by Stan Smith.

Santa Fe B36-7 7492 trails CP M-636 4730 at Smiths Falls, Ontario, on a summer night in 1990. The Santa Fe unit is fresh from an overhaul at General Electric's former MLW plant in Montreal. The unit is being worked to Chicago on CP Train 501. In late-1995, the 7492 and 15 sisters were purchased by BC Rail. Photo by A. Ross Harrison.

One of television's recent big hits is Fox's "The X-Files". Despite the show's American theme it is shot on location in and around Vancouver. For an episode that aired in December, BC Rail's only RDC-2 (BC-23), used as a parts supply in recent years, was blown up in the traditional Hollywood display of pyrotechnics.

Commuter Rail - STCUM

The end of an era came on June 2, 1995, when the last run of original equipment was made on CN's much storied Mount Royal commuter line in Montreal. The line was closed again for the third summer in as many years as work to completely overhaul and refurbish the electrified suburban run entered its final phase. CN officially retired all the 3,000 volt equipment on July 11, 1995. The elderly electrics (principally GE boxcabs 6710-6715), the oldest operating locomotives in North America, were quickly spoken for: 6710 will go for display at the Town of Deux-Montagnes; 6711 went to the Canadian Railway Museum in Delson; 6712 was presented to the Town of Mount Royal; the Shore Line Trolley Museum in East Haven, Connecticut, acquired the 6714; and the National Museum of Science and Technology was presented with the 6715. The electric MU coaches were also a hot commodity with the South Carolina Railroad Museum of Columbia, South Carolina, acquiring the motors 6730, 6733 and 6735 and trailer 6746. The Conway Scenic Railroad based in North Conway, New Hampshire, snapped up trailers 6739, 6743, 6745 and 6749. Alberta Prairie Railway Excursions operating out of Stettler on the Central Western Railway picked up trailers 6740, 6741, 6744 and 6747 (the 6747 has been converted to a diner). Motor 6734 and trailer 6742 were donated to the Canadian Railway Museum.

Monday to Friday commuter service with 58 new 25 kV Bombardier MU cars resumed on October 26 but did not last long owing to technical problems. With the arrival or snow, moisture seeped into the MU's equipment cabinets and traction motors, shorting them out. After an outage of three weeks for retrofits, full service resumed on January 8, 1996.

GO Transit

In late-January GO sent F59PHs 567 and 568, along with APCU 911, 2 cab cars and 12 coaches to Seattle, Washington, for demonstration. The Central Puget Sound Regional Transit Authority brought the GO equipment to the Pacific Northwest to heighten interest in proposed commuter train service for metropolitan Seattle. The motion was defeated and the equipment was returned in late-March.

The scrapping of the surviving APUs and APCUs in September 1995 marked the complete standardization of GO Transit's roster on F59PHs and UTDC/ Bombardier bi-level control cab equipped coaches. The HEP units in the APUs and APCUs were salvaged and then the hulks were scrapped at GO's Willowbrook maintenance facility. GO equipment would again journey west in October 1995, this time to assist in the start up of BC Transit's "West Coast Express" commuter operation. Leased to BC Transit were F59PH 560 and 14 coaches and 4 cab cars.

BC Transit

The West Coast Express is an idea that until recently had only been talked about. The only tangible results of the plans for commuter rail service between Mission and downtown Vancouver were five GP9s acquired from QNS&L in 1982 that never made it west of North Bay. However, in but 18 months, the West Coast Express became a reality. Service began between Mission and Vancouver on November 1 and all but one of BC Transit's new F59PHIs (901-905), the first in Canada, were on the property. With the decision to purchase of the five F59PHIs, the five GP9s (133, 147, 157, 167, 169 - still stored at North Bay) were sold to dealer A.A. Merrilees in late-1994 who in turn resold the 133 and 167 to the New Brunswick Southern.

QNS&L

As in 1994, the only Quebec iron road to experience any significant changes to its motive power fleet was the Quebec North Shore & Labrador Railway. The QNS&L continued to cycle its fleet of SD40-2s to AMF for rebuilding and upgrading with Woodward microprocessors. Completed in early 1995 were SD40-2CLCs 311-318 (nee 238, 250, 229, 248, 233, 246, 237 and 245 sent to AMF in 1994). Shipped to Montreal in 1995 for similar conversion were 221, 223, 236, and 243 which became the 319-322, respectively. QNS&L elected not to rebuild its five remaining SD40s (200-203 and 220) and sold them to Helm who in turn brokered them to the Kansas City Southern. Before going to the KCS, all five were shipped to AMF for overhaul and rebuild to "-2" electrical standards. They emerged as KCS 696-699 and 695, respectively.

Kansas City Southern SD40-2 695 (nee QNSL SD40 220) lays over at Cicero, Illinois, on February 6, 1996, fresh from rebuilding at AMF. Photo by Ken Lanovich.

QNS&L acquired its first four axle locomotives in 35 years when it picked up three ex-CSXT GP38s (2029, 2071 and 2093) to be slug mothers. As well, former Chicago Central & Pacific GP10 8233 was acquired for conversion to a slug. The GP38s and GP10, along with QNS&L 155, the railway's last active GP9, were sent to AMF to become mothers 9501-9503 and slugs 9512 and 9511 respectively. Plans call for them to be used in work train and switching service.

Short Lines

Canada's two RailTex short lines made a couple of additions to their respective rosters in 1995. The Cape Breton & Central Nova Scotia acquired RS-18 3716 which had been retired by CN in November 1985 and held at that railway's Montreal Test Laboratory. Before the 3716 could go into service it received an engine transplant from retired CB&CNS RSC-14 1760. In keeping with CB&CNS tradition, the 3716 was released as the "Joseph Howe". With traffic levels increasing, greater demands were placed on the road's pocket fleet of eight ex-CN C-630Ms. While several were out of service during the summer for repairs, CB&CNS leased three GP38-2s from DEVCO.

The Goderich-Exeter, RailTex's first Canadian shortline, acquired a fifth unit in the form of GP38AC 9543 which started life as a Gulf, Mobile & Ohio unit, and was previously assigned to RailTex's New England Central.

The Canadian railway scene got a little more interesting in 1995 with the takeover of the Algoma Central's railway arm by Wisconsin Central and CP Rail's sale of all its trackage east of Lennoxville, Quebec. Wisconsin Central consummated its purchase of the Algoma Central on January 31 and promptly renumbered all units. With new numbers and WC shields, the SD40s and some of the GP38s and GP7s were dispatched south of the border to work on the Wisconsin Central proper. The ACR's once captive fleet can now be seen virtually anywhere on WC's system or run through agreements. A free running fleet has meant some of WC's more notable units such as its F45s and SD45s have come into Canada. Despite the trend to chop the noses of high hood first generation units, Algoma Central resisted the urge. Shortly after the takeover, WC chopped the nose on two of its GP7s and has plans to do all surviving units. One of the more exciting changes Wisconsin Central has brought to its newly acquired Algoma Central is ex-VIA F-units. Despite being an all GM road, the Algoma Central never bought a single cab unit, instead it dieselized on more flexible GP7s and pair of SW8s. In later years, the ACR had been relying on its six GP38-2s and eight remaining GP7s to power its passenger trains. To release these units from passenger service, WC picked up 11 cab units (7 'A's and 4 'B's) from VIA. The A-units were overhauled stateside and renumbered as AC 1750-1756, outshopped in an updated ACR livery to match the ex-CN blue cars that were acquired from VIA in 1992. The four B-units have been assigned numbers AC 1760-1763, but they may remain as a source of parts for the A-units.

Wisconsin Central GP38-2 2003 (nee Algoma Central 204) heads up Algoma Central Train #2 at Hawk Junction, Ontario, on April 15, 1995. Photo by Pierre Ozorák.

Certainly one of the more unique shortline arrangements has to be the companies that banded together to take over CP Rail's remaining Canadian Atlantic Railway operations east of Lennoxville, Quebec. Three railways with two operators have been established to run what was once the International of Maine Division of CP. Iron Road Railways of Delaware created the Canadian American Railroad Company to operate a portion of the former CP Sherbrooke and Moosehead Subdivisions between Sherbrooke, Quebec and Brownville Junction, Maine. In 1995, Iron Road Railways also concluded a deal to purchase the Bangor & Aroostook Railroad which was a major source of paper traffic for the old CAR whose principle interchange was at Brownville Jct. The J.D. Irving group of companies acquired all the remaining CP trackage between Brownville Jct. and Saint John, New Brunswick, including the branch from McAdam to St. Stephen, New Brunswick. Irving created the Eastern Maine Railroad to acquire the old CP Mattawamkeag Sub. between Brownville Jct. and McAdam. The New Brunswick Southern Railway was established by the Irvings to acquire and operate all the remaining former CP trackage in New Brunswick except for the isolated Grand Falls spur.

Operations on the west end of the old CAR began with CDAC using runthrough BAR power and leased CP units for the road operations, and the NBSR leasing 10 CP units that had been used in and around Saint John and on the branch to St. Stephen. CDAC augmented its road fleet by leasing GP40s from Helm and Morrison-Knudsen. The NBSR leased four ex-C&NW GP7s (4279, 4280, 4282 and 4463) in April from Texas-based Centex Raillink. The four GP7s, still in their C&NW green and yellow, were joined by ex-QNS&L GP9 133 and 167 from Merrilees (since renumbered 3700 and 3701). Omnitrax furnished eight chop nosed GP9Es that had come off the Southern Pacific. The first ex-SP GP9Es (3760, 3764, 3787, 3788) began arriving in the fall and were the first units delivered in NBSR's colours of lime green with yellow accent stipes. The remaining four (3735, 3744, 3757 and 3795) were delivered in-late December.

Iron Road's first Canadian shortline, the Windsor & Hantsport Railway, had a solid first year which saw the new operator of the former Dominion Atlantic Railway regain lost business. During 1995, the W&H built a new two stall shop facility at Windsor, Nova Scotia, to maintain its small fleet of eight RS-23s purchased secondhand from CP. The Windsor & Hantsport went looking for more power in 1995 and acquired another eight locomotives, this time from VIA Rail, however, only two were delivered. As mentioned above, CP Rail swapped four RS-23s (8023, 8034, 8040 and 8045) for a like number of FPA/FPB-4s. In addition to the four acquired by CP, two have been sold off (FPA-4 6763 has been acquired by a private individual in Houston, Texas, and will be shipped to Essex, Connecticut, while the 6862 has gone to the Monticello Railway Museum in Monticello, Illinois). Only two (6786 and 6867) were shipped to Nova Scotia, with the 6786 stripped of salvageable components to repair the RS-23s. The cannibalized 6786 along with the 6867 remain at Windsor. It remains to be seen if the 6867 will be restored to operating condition or retained as a parts supply. It is expected that at least two of the RS-23s will be stripped for parts.

The Central Western Railway, overlooked in last year's motive power review, experienced no changes in its motive power fleet (2 GP7s, 2 GP9s) during 1995. The CWR is part owner of the Quebec Railway Company, operator of CN's former Murray Bay Sub., which fielded one of the more attractive tourist trains in the country, Le Tortillard du St-Laurent. Powered by ex-VIA FP9Aus 6305 and 6306 on either end, the cab units and ex-VIA blue cars are adorned in a green, black and yellow scheme reminiscent of CN's 1954 passenger colours. The Quebec Railway is only the operator, and not the owner, of 'The Tortillard', which posted impressive ridership during its inaugural year. The Quebec Railway operates a pair of ex-CN SW1200RS units leased from Canac and are painted black and yellow, similar in style to CWR's Geeps.

Canadian Builders and Rebuilders

For Canada's only large scale locomotive rebuilder, CN's Atelier Montreal Facility, the year got off to a good start with a shop full of work orders from CN and various American railways but ended under a cloud of uncertainty. Despite a shop full of work and a windfall benefit from Canada's favourable exchange rate with the U.S., AMF continued to lose money. Parent CN announced as part of its privatization the intention to sell the Montreal shop to GEC Alsthom, contingent upon concessions from the unions. A vote by the workers at the end of the year resulted in the rejection of a deal but talks at the eleventh hour produced a deal.

Next to CN and QNS&L (detailed above), Helm Leasing continued to be one of AMF's better customers. The large American leasing company cycled a number of its locomotives to Montreal for contract repairs and overhauls. Most of the units were either on lease or going to lease on CPRS. Other notables were Helm 7566, an ex-SP SD45E which was rebuilt to SD40-2 standards as Gennesee & Wyoming's Buffalo & Pittsburg No. 457. American Mid-west regional, Dakota, Minnesota & Eastern acquired three SD40-2s (HLCX 6367, 6368 and 6370) from Helm that had been leased to CP with repainting done at AMF. Work also continued on rebuilding a group of 28 CSXT GP38-2s headed to the Southern Pacific for long term lease. The original plan was for ex-CSXT 2580-2595, and 2597-2608 to be overhauled and renumbered by AMF to SP 150-177. Shortly after AMF outshopped the 167 (ex-CSXT 2598) SP decided to change the number block to 4845-4872.

Ever since the closure of CP's Angus Shops in 1993, the surviving heavy repair facilities (Ogden, Weston and Shoreham) have been struggling to keep up with company's workload. With a backlog growing, CP contracted out repairs to AMF. Engine changeouts were done on SD40s 5507, 5540 and 5547 and SD40-2s 5750 and 5919. AMF also did frame repairs on C-424 4200 and fixed wrecked GP9u 1547.

The expansion of commuter rail operations in major U.S. cities has opened up another market for locomotive rebuilders. AMF, like Morrison-Knudsen of Boise, Idaho, specialize in reconfiguring stock freight locomotives (GP38s and GP40s) into high speed commuter units equipped with Head End Power. AMF rebuilt CSXT GP40s 6513 and 6851 into Virginia Railway Express GP40PH-2s V22 and V23. All the heavy work was done at Montreal with the finishing touches and painting done by the Peoria Locomotive Works of Creve Coeur, Illinois. Connecticut Department of Transportation contracted with AMF to build six GP40PH-2s from ex-CSXT GP38s 2075, 2090, 2181, 2189 and GP40s 6578 and 6580. The commuter locomotives will be renumbered 6696-6699, 6695 and 6694, respectively. All will be outshopped in Connecticut DOT's New Haven-inspired livery (6694 was released in January). Possibly the most interesting commuter conversion involves work being done by AMF for Boston's Massachusetts Bay Transportation Authority. AMF has a contract to build 25 GP40PH-2s for MBTA using retired CN GP40-2L(W) units as the platform for the conversion. The prototype unit, CN 9474, entered AMF late in 1995. Work also began in 1995 on the refurbishment of 13 ex-VIA RDC-1s for the Dallas Area Rapid Transit system.

Other notable work performed by AMF in 1995 was the overhaul of two of Maryland & Delaware's three RS-3ms (Dewitt Geeps, RS-3s repowered with 567 engines) 1202 and 1203. The units also had their air brake system upgraded to 26L specifications. AMF overhauled and modified ex-SP SW1500 2582 for Vancouver Wharves, renumbering it 820. Stelco's Nanticoke works picked up SW1000 201 from VIA and sent the unit to AMF for overhaul and installation of remote control equipment. Ex-CN SW1200RS 1217 was overhauled prior to its sale to Cargill Grain; and 1330 was prepared for lease to the Quebec Railway.

Locomotive production at General Motors' London, Ontario, facility continued in 1995 at a feverish pace as the plant churned out SD70MAC after SD70MAC for the Burlington Northern and later Burlington Northern Santa Fe. The record-setting order by BN was increased twice in 1995 from 350 to 380 units and then again to 410 units. In between all those cream and green SD70MACs, London produced 20 conventional cab SD70s (1000-1019) for the Illinois Central, the first new locomotives for that railroad in nearly 20 years; 22 wine-coloured SD70Ms (7003-7024) for EMD's lease fleet; 28 SD80MACs (4100-4127) equipped with isolated cabs for Conrail; 51 SD75Ms for Santa Fe (200-250, with 8251-8275 started on late in 1995); 26 SD70Is (5600-5625) for CN - the first new units delivered without the CNNA map; 3 SD70Ms (4050, 4052, 4054) for the New York Susquehanna & Western; 5 F59PHIs (901-905) for BC Transit and 2 F59PHIs (0001-0002) for the Philip Morris Tobacco Company for its much publicised Marlboro Country promotional passenger train); and five export locomotives (JT26CW-SS 59.202-59.206 for Britain's National Power.

Above: Fresh from GMLG's London plant, Conrail SD80MAC 4101 and sisters pause at Hamilton, Ontario, on January 2, 1996. The 5,000 hp units are in primer paint and will be painted by Conrail. Photo by Bryce Lee. *Below*: BNSF SD75 8270 lays over at Cicero, Illinois, on February 24, 1996. While lettered BNSF, the traditional Santa Fe nose emblem is still being applied. Photo by Ken Lanovich.

What about 1996?

What does 1996 have in store for the Canadian motive power? VIA's 11 remaining rebuilt FP9As may be running their last miles as surviving ex-CN blue cars are withdrawn in favour of HEP-equipped stainless steel Budd-built cars on the Winnipeg-Churchill and northern Quebec operations. CN will start taking delivery of the first of 105 SD75Is in June, while it will begin to consolidate most of the running repairs to its locomotive fleet at Toronto, Winnipeg, Edmonton and Vancouver. The downsizing of the repair facilities at Moncton and Montreal, along with CN's new motive power philosophy will probably see the beginning of the end for CN's fleet of MLW and Bombardier units. CP's MLW units won't fare much better than their CN counterparts, but the current shortage of power will mean their future is still relatively safe. With CP still leasing record amounts of power, might it place an order for new locomotives in 1996. Undoubtedly, 1996 will be another interesting year trackside for Canadian motive power enthusiasts. Φ

Tid Bits by DUNCAN DU FRESNE

Air Brakes

In the January, February and March 1996 issues of Branchline we discussed the air system on steam locomotives, how locomotives generate compressed air and how they use it in so many of their auxiliary appurtenances. But, the main reason for having compressed air available is to provide for engine and train braking. It has been thus since 1868 when George Westinghouse invented the compressed air brake system and most people like to think that the same basic principle of operation has been around since then, but it's not true.

It's nearly true but, in its earliest form the cars on the train did not have air storage (auxiliary) reservoirs. Oh, they had brake cylinders alright but in order to charge these cylinders and move the pistons, linkage, etc., to press the brake shoes against the wheels, the locomotive engineer had to manipulate his brake valve in such a way as to allow compressed air, stored in a reservoir on the locomotive, to flow through a train line to each and every car and into each and every car's brake cylinders, the so called "straight air" system.

It became apparent very quickly that this was not a very efficient or safe system. In the first place it was not "fail safe", that is to say that if a train were to break a drawbar or coupler knuckle while in motion, the train would "part" and there would be no air brakes as no air pressure could be developed in the train line, either behind or ahead of the break. This situation was very quickly corrected, however, with the introduction, in 1872, of "the automatic brake" and so it is to this very day. By the way, the term "automatic" in the context of air brake valves, relates to its ability, in the event of a train breaking in two, of automatically applying the brake on the two parted halves of the train. It does not denote that anything else is done automatically.

The automatic brake concept is, fortunately, simple enough to understand and here, basically, is how it works. Compressed air is stored in large reservoirs on the locomotive at "main reservoir" pressure, somewhere between 110 and 130 Pounds per Square Inch (PSI), for either freight or passenger service respectively. That air going back into the "train line" or "brake pipe" is reduced from main reservoir pressure on the locomotive by a pressure regulating valve known as the "feed valve" and it leaves the locomotive at either 70 PSI (freight service) or 90 PSI (passenger service) to the auxiliary reservoirs on each and every car in the train. In order for this to work each car has to be equipped with some sort of a "control valve". In its early form this control valve was known as a "triple valve", - why?, - because it performed three distinct functions.

In the first place it had to recognize when the compressed air coming down the line from the engine was at a HIGHER pressure than that in its own car reservoir(s) (as when charging up a train) and continue to allow that higher pressure air to enter its reservoir(s) until it was equal to that in the brake pipe (equalized).

Second, the triple valve had to recognize when the pressure in the brake pipe was at a LOWER pressure than that in its own car reservoir(s) (as when applying the brake), and allow the higher car reservoir pressure to flow to that car's brake cylinder(s) and apply the brake.

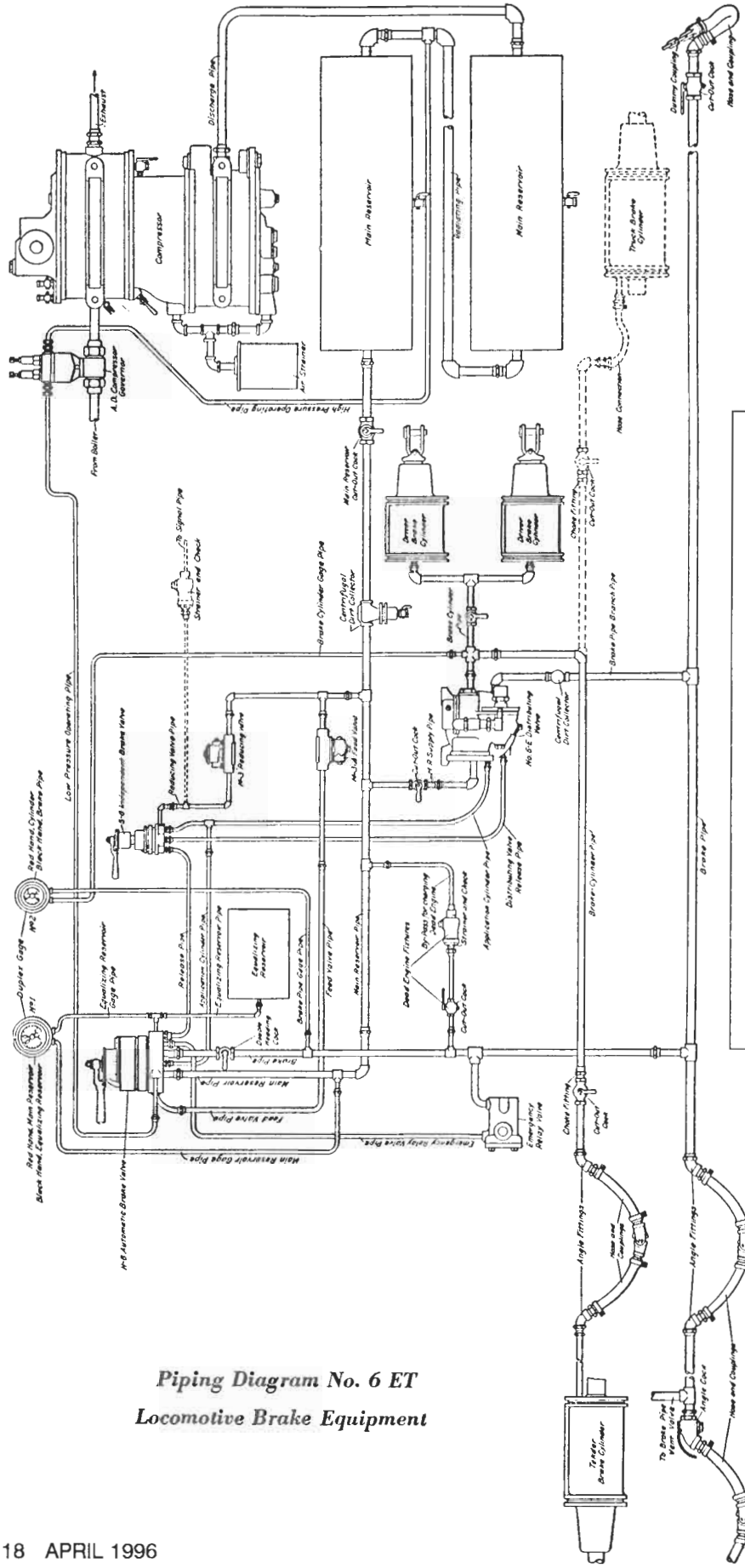
And, thirdly, it had to recognize, after a brake application, that the pressure in the brake pipe was, once again, becoming HIGHER than that in the car's reservoir(s) and so release the air from the brake cylinder(s) to the atmosphere. The triple valve subsequently allows the car's reservoir(s) to be recharged back up to brake pipe pressure (either 70 or 90 PSI), and so the cycle repeats. On a locomotive, where no triple valve is used, the function of the triple valve is performed by a "distributing valve". The distributing valve does for a locomotive, basically, what a car "control valve" does for a car when the engineer handles his automatic brake valve. In addition, it also handles locomotive "independent brake valve" functions. More about the independent brake later.

I really do not want to confuse the issue with the mathematics of air brake cylinder pressures, but suffice to say that if the engineer "bleeds off" 20 PSI (makes a 20 pound reduction) of air from the brake pipe through his automatic brake valve, it results in 50 PSI of air in the brake cylinders of the cars of his train. This is known, by the way, as a "full set brake". Simply put, and this is paramount to understanding the concept of railway air brakes, you have to take air OUT of the train line in order to apply the brakes, and you have to put air BACK IN in the train line order to release the brakes, - FAIL SAFE!, or is it?

If a moving train should "break in two", usually as the result of a drawbar or coupler failure, or the hose bags (the rubber hoses between the cars) either burst or pull apart at the "glad hands" (the metal connectors on the ends of the rubber hoses), all the air in the brake pipe on the entire train will be violently bled off into the atmosphere. Each car's control valve will immediately recognize this sudden reduction of air pressure in the line and consequently "dump" its reservoir(s) air into its brake cylinder(s). In fact, this occurrence is recognized by the control valves as an emergency application of the brake just the same as if the engineer had "big holed" the automatic brake valve (put the brake valve into emergency position) in the cab. Quite an improvement over the "straight air" brake concept, wouldn't you say?

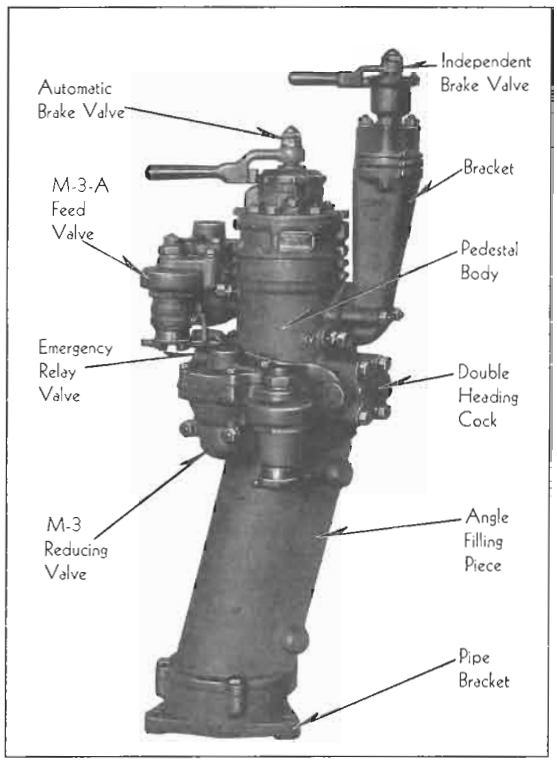
And speaking of concepts, perhaps you've noticed by now that control of the train braking system is done solely through the movement of air through a pipe (the train line, or brake pipe). The basic operating principle of the system is to create a pressure difference on opposite sides of pistons, diaphragms, or valves within the system. This pressure differential results in the movement of these pistons, diaphragms, or valves, throughout the locomotive(s) and cars in a train resulting in some subsequent reaction, (eg. the brake is applied). All these control valve moving parts then remain stationery until there is another change of air pressure to, for example, apply the brake harder or ease it off. When there is no movement of air in the train line all valves and pistons remain in an "equalized state" until there is another change in pressure as, for example, when the pressure in the train line goes back up to the pressure set at the "feed valve" on the locomotive. Now all control valves recognize that the engineer has selected "running position" on the locomotive's automatic brake valve and they, in turn, equalize at train line pressure. This system isn't perfect but it's as close to fail safe as can be with that technology, - but it's not fool proof. Let's look at a couple of situations.

Back in 1953 a terrible accident occurred in Washington, D.C. when a Pennsylvania Railroad passenger train bound for Washington from Boston crashed through the stop block of a dead end station track, went through the station master's office, a newsstand, and fell through the floor of the concourse. The train was being powered by one of Pennsy's famous GG-1 electric locomotives, No. 4876, and when the dust had settled the huge arched roof over the concourse was still up there and the 230-ton GG-1 was literally in the basement of the building, along with two passenger cars. Miraculously no one was killed, but there were 87 injuries, and there could have been more if that high concourse roof had collapsed. The 4876 was, by the way, rebuilt by the PRR after 10 months at Pennsy's Altoona shops and sent back to work. The reason for this spectacular accident was an air brake failure.



Piping Diagram No. 6 ET
Locomotive Brake Equipment

Left: A piping diagram of a #6 ET brake system. Note that the Brake Valves, Feed Valve and Reducing Valve are held together by their connecting pipes, as they would be when not pedestal mounted. The Brake Valves themselves were, frequently, mounted on the locomotive using a stiff metal bracket fastened to the boiler. Courtesy of the International Textbook Company.



The figure above shows the L-6-BPD Pedestal mounted #6 ET Brake Valve with the angle filling piece. This is basically the set up used in the cabs of modern C.N. steam power. The #8 ET Brake Valve was mounted similarly except that the Feed Valve, Reducing Valve and Emergency Relay Valve were mounted within the Angle Filling Piece and hidden under a sheet metal cover. Courtesy of the Westinghouse Air Brake Company.

How, on a summer day, in flat terrain, does this happen you ask? Well, if my memory serves me correctly an "angle cock" (the valves on the ends of cars where the rubber train line hoses are fastened on) closed enroute. Not having used the brake for some time the engineer (and/or conductor) were not aware of this situation and when a routine brake application was made on Washington Terminal trackage only the GG-1, and perhaps one car, I'm not at all certain on that point, had brakes. In any event it was not enough to stop the train moving at an estimated 35 MPH and the result was spectacular, to say the least. Why did the angle cock close? My guess is the end of the brake pipe was not properly secured and the lateral movement of the car and its drawbar (especially through turnouts) caused the handle on the valve to strike something, probably the coupler, and close sufficiently to block the air flow.

"No way" you say? A number of years ago we were getting ready to leave the National Museum of Science and Technology in Ottawa with ex-C.P. 1201 on the excursion train. During a bit of switching, with 1201 out on the "Old Alex." spur, I noticed that everything had ground to a halt. I went out to investigate and the engineer told me that he had lost the use of the automatic brake. I had trouble with this as just shortly before we had performed a successful brake test and couldn't imagine what had gone wrong. Nevertheless I went back to square 1 and checked the angle cock on the back of the tender, it was open. The angle cock on the lead car (No. 3051), coupled to the tender, however, was nearly closed. It was open when the 1201 had pulled out of the yard, so how did it close? I guessed the handle on the angle cock had been bumped by the coupler while we were switching on the very tight curvature. You can bet we kept a close eye on that angle cock for the rest of the day! At the first opportunity after that trip I took the fork lift truck out to 3051 and, after opening the angle cock, I pushed on the coupler, sideways, and easily closed the valve by hitting it with the side of the coupler as it swung laterally! Surprise! This was cured, by the way, by adding a short nipple of heavywall pipe to the existing brake pipe and bringing the angle cock "out" a few more inches.

Another way for a brake failure to occur is to mishandle the equipment. Try this on for size. A long freight train is descending a series of mountain grades, the engineer makes a reduction (applies the brake) and after a short time decides that he is slowing down too much, so he puts his automatic brake valve back into running position (releases the brake and begins to recharge the brake pipe and car reservoirs) only to realize that his speed is increasing too rapidly, and more rapidly than he had expected, so he makes another reduction. Do you see what is happening? He is reducing the pressure in the auxiliary reservoirs on the cars, but he is not allowing sufficient time between reductions to recharge them. Very soon, if he keeps this up, he will run out of air and brakes. The system is fail safe, but not fool proof. In the situation I describe, more skilful manipulation of the brake valve is needed. As well, it may be necessary to stop the train and have the brakemen "set up retainers". These are little valves on every car which provide for the retention of some air pressure in the brake cylinders, after a brake application, and subsequent release, while the train line is being recharged. Mountain railroading is a different ball game with steam power, no dynamic brakes here. Just think of the time and money the railway companies saved with diesel-electric power using this feature alone. And the need for lengthy stops to "cool brake shoes" has been eliminated.

Like everything else, the world of railway air brake equipment development has not stood still. And Westinghouse is not the only "kid on the block", there's competition from the New York Air Brake Company (NYAB) which, incidentally, supplied all the air brake equipment on the new cars for the brand new Montreal-Deux Montagnes electric suburban line. The old and simple freight "K" triple valve with its combined brake cylinder/reservoir (there's one on the Society's 1913 caboose, ex-C.P. 436436) has long since given way to the AB valve, the ABD valve, the ABDW valve, the ABDX valve and the ABDXL valve, and soon, who knows, maybe electronic control, - it's "in the works". On passenger equipment the old PM and LN control valves are history, the famous (and rightly so) "UC" (Universal Control) valve, which I used to think was the last word in reliable and sophisticated railway passenger air brake equipment, has long since been supplanted by the D-22 and D-26 equipment with electro-pneumatic capabilities. I haven't the foggiest idea of what's under the LRC equipment but George Westinghouse's concept is still intact well over a century since he came up with it.

Want to see a UC valve? At the moment we've got the one off our ex-CN coach #4977 and it's in the shop on a bench awaiting the end of the cold weather so that it can be re-installed. Our box car and boom car are equipped with AB brakes and we've done a clean up and lubrication job on these. In fact, all of BRS's air brake equipment works well, although it's now so long since it's had an official "COT&S" (Cleaned, Oiled, Tested and Stencilled) we'd be laughed off the lot if we even suggested running it outside the Museum's gate as is.

Now a bit about what's in the cab of the locomotive. The engineer's automatic brake valve is a model of effectiveness and simplicity. By manipulating a single handle the engineer turns a "rotary valve" inside the brake valve body casting and this rotary valve opens and closes "ports" and "passages" in its face and seat as they "line up" (or don't), as the case may be to permit, or block off, the flow of air to component parts of the system. The various handle positions, described below, provide the engineer with the following capabilities:

a) FULL RELEASE POSITION. This position provides for charging the train line from the main reservoir(s) (bypassing the feed valve) for a quicker charge rate

b) RUNNING POSITION. This position releases the brakes and charges the train line at a controlled rate, to the pressure set by the feed valve

c) HOLDING POSITION. Used to hold the brake on the engine and tender, with the brakes released on the train, while charging the train line

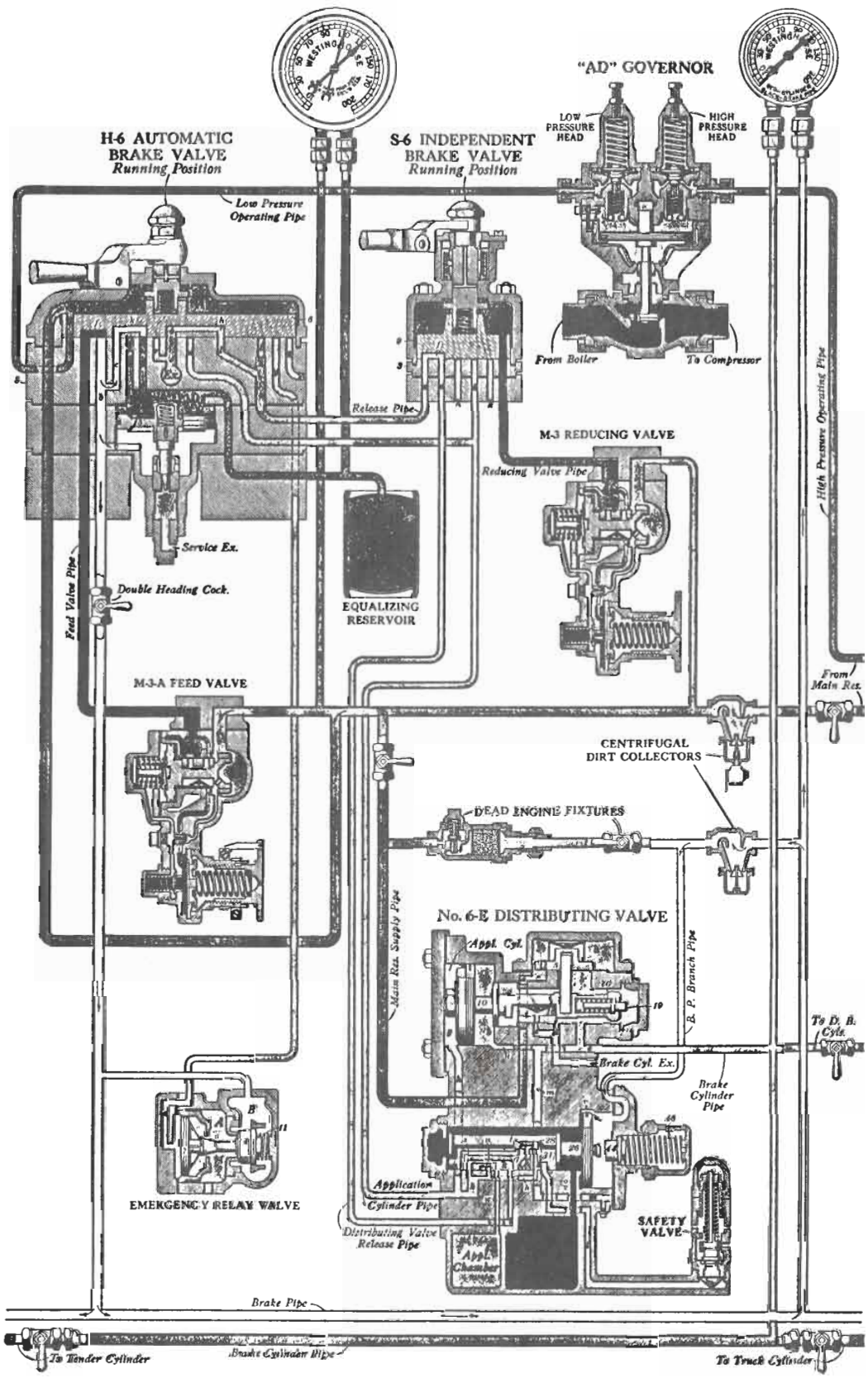
d) SERVICE POSITION. Used to make a pressure reduction in the train line to apply the brake

e) LAP POSITION. The "lap" position is normally used to close all ports and passages off at the rotary valve so as to maintain a "set" brake application

f) EMERGENCY APPLICATION POSITION. Self explanatory

For purposes of instructional clarity, I have reversed the sequence of the positions on the automatic brake valve, in d) and e), above.

The automatic brake valve positions described above are for the Westinghouse Schedule 6 ET (Engine & Tender) brake. The 6 ET, in all its upgraded variants, was probably the most popular of all the brake systems used in the modern steam era (ca. 1910 to the end of steam). All modern C.N. steam power was equipped with the 6 ET while our friends over at C.P. fitted the more modern 8 ET to its newer power, and retrofitted it to some of its older main line power that had previously been equipped with the 6 ET. Most of C.P.'s other steam power, like C.N.'s, used the 6 ET. One of the principal differences between C.N.'s No. 6 equipment and that of C.P.'s, was C.N.'s extensive use, on its modern power, of the more expensive and more efficient "pedestal



Running Position With Brakes Fully Released and Equipment Fully Charged

brake stand with angle filling piece". This much better arrangement (standard on C.P.'s No. 8 equipment) kept maintenance down, provided leak tight joints and prevented the breaking of pipes and pipe joints in the cab (by eliminating them) due to vibration. It also placed the equipment in the most convenient position for efficient use. What other differences were there between the 6 and 8? The 8 ET provides more features; such as better slack control (first service position), controlled emergency feature, all 'round better train control, more reliability, less maintenance, etc., certainly a nicer valve to work with.

While I barely mentioned it earlier, a few words on the independent brake are in order. With either the 6 or 8 equipment there is a brake valve in the cab which provides the engineer with "independent" control over the brakes on the engine and tender, regardless of what is being done with the "automatic" valve. The independent brake is used whenever the engine is being operated alone, without any cars coupled to it, or whenever a train has come to a full stop and it is desired to release the automatic brake on the train and hold the brake on the engine and tender.

Another use of the independent brake occurs when making a heavy automatic brake application and holding it for a prolonged period. When this was done it was common practice to hold the independent brake valve handle in the "quick release" position in order to keep the brake OFF the engine and tender. The reason for this is that steam locomotive driving wheels are equipped with tires that are shrunk on the wheels through heat, expansion, and subsequent contraction. By keeping the brake shoes pressed hard against these tires during a heavy and prolonged automatic brake application it is possible to heat them up to the point where they will loosen on the driving wheels, a highly undesirable situation. On a yard engine the independent brake is used constantly but due to the low speed very little heat is generated and it is not a problem. Like the automatic brake valve, the independent valve also has operating handle positions which are as follows:

a) QUICK RELEASE POSITION self explanatory

b) RUNNING POSITION carried here when not using the brake on the engine and tender

c) LAP POSITION same as for the automatic

d) SLOW APPLICATION self explanatory

e) QUICK APPLICATION self explanatory

Believe me, in the last four issues of **Branchline** I have only given the reader what amounts to a thumbnail sketch of what steam era railway air brake systems are all about. Around steam power and passenger cars it was easily the most complicated part of the total equipment, and the least understood. In passenger service an engineer with a real feel for "using the air" (an air brake "artist") got high praise indeed for ensuring a pleasant night's sleep for sleeping car passengers, and for not spilling the coffee in the dining car. You can imagine what the other guys got! In freight service, conductors and tail end brakemen knew who was running the engine by the ride they got in the caboose. If you let the slack "run in", or "out" on a regular basis and chucked the "boys" around back there, you'd be sure to hear about it. I've deadheaded a few time in cabooses and a bad slack run in, or run out, can take you right off your feet or, if you're lying down, bump your head into the end of the bunk in one direction, and your feet into the other end in the other. Better not to do this, unless you wanted to make enemies of your train crew. Φ

-- AVOID THE PAIN, TAKE THE TRAIN --

National Transportation Agency News

CN RECEIVES PERMISSION TO ABANDON PART OF MONTMAGNY SUB. USED BY VIA RAIL: CN has received permission to abandon part of the Montmagny Subdivision from mile 111.35 (Harlaka) to mile 119.12 (Saint-Romuald), 12 months from date of Order. CN had previously been given permission to abandon this section of line in 1992, subsequently deferred until 1993, but by Order-in-Council in March, 1993, this abandonment Order was rescinded. VIA operates trains 14 and 15 over this track six days a week, serving the Levis station. (Order 1996-R-74, 22/02/96)

NTA BRANCHLINE REVIEW TRIGGERS MODIFICATIONS TO ABANDONMENT OF BRANCH LINES PROHIBITION ORDER: In its 1995 Branch Line Review, the NTA recommended that the following branch line segments be abandoned through the "fast track" abandonment process provisions of the Budget Implementation Act, 1995 (Bill C-76). Through three separate Orders in Council, most of these lines have been removed from the list of railway lines in Manitoba, Saskatchewan and Alberta that were prohibited from being abandoned before January 1, 2000. Those lines without any symbol beside them have not had any modification to their abandonment prohibition.

BRANCH LINES	FROM	TO	MILES
CN Branch Lines			
Bodo(*)	Unity	Cactus Lake	40.4
Central Butte(@)	Mile 44.0	Mile 110.5	66.5
Cudworth(*)	Mile 23.6	Mile 38.4	14.8
Neepawa	Neepawa	Rossburn	4.2
Rhein(*)	Mile 14.0	MacNutt	31.3
Rossburn(&)	Rossburn Jct.	Russell	104.3
CP Rail Branch Lines			
Acme/Langdon(*)	Irricana	Wimborne	44.2
Dunelm	Player	Simmie	25.2
Gretna(*)	Altona	Gretna	7.3
Langdon(*)	Cosway	Carbon	16.9
Lomond(*)	Vauxhall	Hays	15.3
Lyleton(*)	Deloraine	Waskada	17.7
Neudorf	Neudorf	Esterhazy	44.2
Prince Albert(*)	Lanigan	St. Benedict	55.8
Russell(*)	Binscarth	Inglis	23.9
Shamrock	Hak	McMahon	8.1
Stirling(*)	Etzikom	Orion	14.7

* - Total line removed from Abandonment Prohibition
& - Mile 11.9 to Russell only removed from Abandonment Prohibition
@ - Mawer to Riverhurst only removed from Abandonment Prohibition

(NTA "The 1995 Branch Line Review", October, 1995; Order in Council numbers P.C. 1995-1995, P.C. 1995-1996, P.C. 1995-1997; thanks to Bill Weiler for the Orders in Council) Φ

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

Letters to the Editor

ON MUSEUMS: This letter is written on behalf of the Canadian Railroad Historical Association (CRHA) in response to Hugh Huntting's comments about the Canadian Railway Museum (CRM) and its collection (February 1996 **Branchline**).

As a devoted volunteer at the CRM for the past five years, I find Mr. Huntting's comments quite inappropriate and uniformed with what is really going on at the Museum.

Is Mr. Huntting aware of the presence on the site since 1993 of a heated shop/maintenance facility where numerous major maintenance and restoration projects have been done or are in the process of being finished? Projects such as: the major restoration of CPR wooden reefer 284845; the restoration of Courtaulds #7, a 1900 MSR-built electric locomotive, or the cosmetic restoration of CPR 4-6-0 999, and many others?

As one of the representatives of the CRM to the Association of Railway Museums conventions, it has become quite clear to me that most railway museums (eg. Seashore Trolley Museum, Illinois Railway Museum, and B&O Railroad Museum) have a large part of their collection "sitting" outside in the elements and unprotected; a condition that you will certainly notice in most privately-owned railway museums throughout North America.

Mr. Huntting should be reminded that the National Railway Museum in York, England, is a government-owned railway museum. Most government-owned railway museums throughout the U.S. are doing quite well and should certainly not be classified in the same category as privately-owned museums. All those privately-owned museums survive on "bare-bones" budgets with teams of quite active, highly-motivated and dedicated volunteers and in each case they do care a lot.

The CRM is quite aware of the condition of its collection, but has tried very much to improve and interpret its collection and site over the past six years, investing close to one million dollars. We are now in the process of considering various expansion projects to resolve the situation.

It should be noted that the critical and most vulnerable elements of the collection have been under cover for almost 30 years and that the CRM has the only major comprehensive collection of railway related equipment in Canada.

It would be perhaps appropriate for Mr. Huntting to go across Canada and visit the railway museums in this fine country, reporting on the positive efforts that are being made.

As groups organized towards a common goal - the preservation of our railway heritage, we need to start focusing on the positive activities that are going on instead of dwelling on the negative aspects of our trade. Certainly, Mr. Huntting does not offer this. [signed ... Len Thibeault, CRHA Collections Committee - Chairman]

ON STATIONS, GET IT RIGHT, ON WINNIPEG STATION, PLEASE GET IT RIGHT: This is further to the March 1996 issue of **Branchline** and the note on Winnipeg station. Please be advised that the Winnipeg Union Station was constructed jointly by the Canadian Northern Railway and the Grand Trunk Pacific, not just the GTP as noted in this item.

This is the second time in the last month that the station has been attributed only to the GTP. For the life of me, I can't remember where the other reference was. Anyway, I thought that I should set the record straight.

Regarding F.H. (Joe) Howard's ruminations in the "Letters to the Editor" in the same March issue. While I heartily endorse his movement to ban the colloquialism "train station", we must be careful how his suggested terms "station" and "depot" are used.

Under operating rules, a station was defined as "The place designated in the timetable, at which there is a train-order office or a siding, or at which the train stops to receive or discharge traffic." Depot, on the other hand, is an American expression for the formal railway structure at a station. In Canada, station conforms to the classic definition, as given above, and is also used interchangeably with depot to denote the building. Further, depending on its function, the building can be a flag station, freight station, combination station (the most common), or a passenger station.

There is nothing improper or redundant about "railway station". Without the railway, station becomes just more railway jargon not understood by the lay public. At least, most of the public have an idea of what a "train station" is, regardless of how warped their concept of it might be.

And, while, we're at it, why don't we ban the equally irritating colloquialism "water tower", in favour of water tank? [signed ... Les Kozma, Edmonton, Alberta] *[Your News Editor accepts full blame for the Winnipeg station faux pas. Incidentally, a good description of Winnipeg Station appears in Construction Magazine, June 1912, provided by Mr. Kozma]*

INTEREST IN ACQUIRING RS-3: ... Here in St. Albans, Vermont, there is some interest in acquiring a late-model Alco RS-3 that is now in Morrisville, Vermont. The objective is to assemble a Central Vermont passenger train typical of the mid-1950s. As these trains often consisted mostly of CN equipment, I wonder if anyone up there might have listings of the actual cars or at least the number series of cars that once came down across the border?

In that vein, I note that there are a number of older CN passenger cars still listed in my last **Canadian Trackside Guide** of 1993, at least in work equipment service, and I wonder if any of these might be appropriate? With CN blindly swinging axes at anything and everything, is it perhaps feasible that some of this equipment might be donated to non-profit groups? Would other **Branchline** readers have any contacts? [Signed ... Bob Yarger, Preservation News Editor, **Locomotive & Railway Preservation**]

CARS DID NOT FALL INTO THOMPSON RIVER: Well know Canadian Railfan and Photographer David Wilkie sent me the following regarding reference in the February **Branchline** to contracting out repairs to five VIA passenger cars damaged in a derailment near Blue River, BC, on April 22, 1995. "On Page 26, Column 1, it mentions five cars, some of which tumbled into the Thompson River. Nothing came even near to falling anywhere. The five cars were lifted clear of the track structure and placed on the south side next to the river, but were well above it. They were laid on their left sides, and in the case of the dome car on its roof against some trees which, in any case, would have stopped them falling further down the slope which did end in the river." [signed ... Patrick Hind, Squamish, BC]

MORE ON MICHIPOCOTEN: This regards the Letter to the Editor, Page 17, March **Branchline**, regarding the Helen Mine in Wawa. In 1940, taconite pellets from the Helen Mine were shipped in Algoma Central ships from Michipocoten to Cleveland for transfer by rail to steel mills at Pittsburgh. The ships then went to Toledo and loaded coal for Sault Ste. Marie, then to Michipocoten for another load of taconite pellets. I had the pleasure of spending a week on one the Algoma ships in 1940. [signed ... Ian A.B. MacKenzie, Don Mills, Ontario] Φ

Down by the Shop by Bob Yarger

S.O.L. Save our Locomotives

I read Hugh Huntting's "On Museums" editorial in the February 1996 **Branchline**, but note a degree of fatalism in his comments. If cities like Winnipeg are not properly maintaining their display locomotives properly (and few are), then it's up to we who admire these mighty machines to do something about it. While rebuilding a steam locomotive to operate again is very expensive and difficult, a thorough cosmetic restoration is well within the limitations of an active 5-10 member volunteer group, given a roughly five-year time frame.

A proper cosmetic restoration involves a lot of sweat and toil, but is not overly expensive. In the case of No. 6043, the missing boiler jacket means most of the asbestos lagging has been removed (there may be some in the cab, however), which eliminates the biggest cost. Various fund raising activities and donations of labour, services, and materials allow the restorers to proceed with little or no out-of-picket costs to themselves.

A well done cosmetic restoration is much more than a paint job, but seeks to eliminate or neutralize rust anywhere it shouldn't be, and apply grease, oil and paint where they should be. Some metal and wood replacement is usually necessary. An early part of the effort should be making the locomotive 'rollable' by polishing rust off the axle journals and other moving surfaces, and applying grease. The end result is an engine that can be towed from place to place if necessary, and looks like it could run, even though it can't. And all of this effort lays the ground work for a later restoration to running order, would that become a target.

In my experience (working on former Central Vermont 4-6-0 No. 220 at Vermont's Shelburne Museum), the general public will support such projects wholeheartedly. While they may question our sanity for paying $500 for a Lionel boxcar or driving 500 miles to photograph a Conrail train, they rarely see anything odd about saving a once-proud steam locomotive from eventual destruction.

Mr. Huntting is absolutely correct that historic rail equipment needs shelter, and what better place to shelter steam locomotives than the roundhouses where they once were maintained? Parks Canada's **Extant Engine Houses in Canada**, an internal document of 1992, lists a number of surviving roundhouses and engine houses, some of which could become excellent and authentic heritage sites. A popular misconception amongst preservationists, however, is that such buildings are "impossible" to save due to asbestos and soil contamination (both have to be dealt with even if the structures are razed), and a number of other readily solvable problems. Meanwhile, such doubters often set about fund raising efforts to build expensive new museum structures that resemble shopping malls more than anything the railways once owned.

If we continue to wait and complain without action, the possibilities of historic roundhouses full of restored locomotives will be gone, as the cost conscious people running the railways can't wait to be rid of excess property, and those buildings that have survived in private hands often are victims of fire or new development.

The point of these comments to **Branchline** readers is that rather than complain about what's not being done, preservation-wise, they should get involved and see that it does get done. If we who live and breathe rail history can't take the time to save it, why should anyone else give a damn?

[The author is Preservation News Editor, **Locomotive and Railway Preservation** ... Ed.] Φ

THE REGISTER BOOK

KINGSTON, ONTARIO: The Kingston Division of the CRHA, with the Corporation of the City of Kingston, will hold the 7th annual Rail-O-Rama on **April 20** (11:00 to 17:00) and **April 21** (10:00 to 16:00), at the Portsmouth Olympic Harbour, 53 Yonge Street. Adults $4; Seniors and Students $2; Children (6-16) $1. Information from Gary Haggart, 109 Fairview Road, Kingston, ON, K7M 3B2. Telephone (613) 548-3294, fax (613) 548-1689, e-mail haggartg@limestone.kosane.com.

RIVERVIEW, NEW BRUNSWICK: The Moncton Model Railroad Society will hold its first annual show on **April 27** (09:00 to 16:00) at the Coverdale Recreation Centre. Adults $3; Children $1; Family $6. Modular displays; dealers and white elephant tables. Information from Don McIvor at (506) 855-5062 or fax (506) 852-3447.

BRAMPTON, ONTARIO: The Platelayers Society will hold the third "Great British Train Show" on **April 27** (10:00 to 17:00) and **April 28** (10:00 to 16:00), at the Jim Archdekin Recreation Centre, 292 Conestoga Drive. Adults $4; Children and Seniors $2; Family of four $10. Operating layouts, dealers specializing in British railway products, static displays, free parking. Information from Peter Scrimshaw at (905) 458-8967.

NANAIMO, BRITISH COLUMBIA: The National Model Railroad Association will hold its Model Railroad Show & Swap Meet on **April 28** (10:00 to 16:00) at the Beban Park Rec Center, 2300 Bowen Road. Family $6; Adult (non-member) $3; NMRA member $2; Children over six $1. Layouts, contests and displays. Information from Michael Kocot, (604) 758-3543.

ST. THOMAS, ONTARIO: The Elgin County Railway Museum will hold its annual railway nostalgia weekend on **May 4 and 5** at the former Michigan Central Shops on Wellington Street. Tables $10; Admission is free. Modules, vendors, and exhibits of railway equipment. The only railway show held in a working railway shop! For more information, call Shari Boland at (519) 644-1874, or 908 Crampton Drive, RR #2, Belmont, ON, N0L 1B0.

MILTON (ROCKWOOD), ONTARIO: Celebrate Ontario's transit heritage: Take a step back into the past and relive the glory days of electric rail transit in Ontario by visiting the Halton County Radial Railway of the Ontario Electrical Railway Historical Association. The HCR will be open from May 4 until October 28, 1996. A number of special events are planned for the year, beginning with a spring extravaganza and yard sale on Sunday, June 23. The HCR is located 15 km north of Highway 401 (west of Toronto) on the Guelph Line Road. For information, call (519) 856-9802.

ST-CONSTANT, QUEBEC: The Canadian Railway Museum will host a diesel weekend on **July 6 and 7**. See over 15 locomotives (approximately 4 will be in operation), plus guest power from major Canadian railways. Photograph historic, one-of-a-kind diesel locomotives, an MLW-powered "Photo Mixed Freight" on Saturday night, and a "Passenger Train" on Sunday on the Museum's demonstration railway. The Saturday night photo session, with lumedyne lighting, will be under the direction of Kermit Geary, Jr. (advance purchase required - space limited). Weekend pass $11.50; night photo supplement $13. Cheque or money order ONLY to The Canadian Railway Museum, 120 St-Pierre Street, St-Constant, QC, J5A 2G9. Information: (514) 638-1522. No refunds! Events take place rain or shine.

CHARLOTTETOWN, PEI: The PEI Railway Modellers host the Maritime Federation of Model Railroaders' Annual Convention and Train Show, "Railfair '96" on **May 25** (10:00 to 16:30) at the University of PEI Sports Centre. Adults, $3, Family $8, Under 10, free if with an adult. Contact Bill Armstrong (902) 566-5058.

Along the Right of Way

DISPLAY TRAIN: During the last week of February, VIA had a display train operating between Windsor and Toronto to show the public the 'new' HEP-II cars being introduced, mainly for southwestern Ontario service. The consist included F40PH-2 6405, coaches 4124 and 4104 and club 4002. Coach 4124 had not yet had its seats installed and was set up with tables for light refreshments, and displays. Ironically the former US-owned Budd-built cars are from 43 to 49 years old - all older than the 'blue' cars they are replacing. (Pierre Ozorák)

OOPS: On February 27, while CN's Montreal-Becancour Train 402 was switching on the Becancour Spur, 56 cars ran away and collided with its three diesels. The impact derailed 14 cars and knocked GP40-2L(W) 9451 on its side.

NEW LIFE FOR CN STATION: CN's mansard-roofed station in Charlottetown, PEI, is being refurbished and will be occupied by Charlottetown's daily newspaper "The Guardian". CN utilized the station for offices prior to abandonment of all PEI trackage in December 1989. (Allan Graham)

DOUBLEHEADER PLANNED FOR MAY: As part of the celebrations commemorating the 100th anniversary of the opening of Portland (Oregon) Union Station, former Southern Pacific 4-8-4 4449 is scheduled to travel from Portland to Vancouver on May 4 and 5 with passengers overnighting in Seattle. On May 8 and 9, the BC Government's Royal Hudson 2860 will team up with 4449 to Portland, again with passengers overnighting in Seattle. Both locomotives will join the display of equipment at Portland Union Station on May 10 and 11. Both 2860 and 4449 will travel from Portland to Vancouver doubleheaded on May 12 and 13. The 4449 will return to Portland on May 14 and 15.

The steam excursions are being organized by the Northwest Rail Museum and co-sponsored with the West Coast Railway Association in Vancouver. While excursion pricing was not finalized at press time, prices, in US dollars, were expected to be approximately $250 for 1st class, $195 for dome class, and $150 for coach class, with a $25 supplement for travel on the doubleheader. For reservations or information, call the WCRA reservations line at (604) 524-1011. (Hal Kinsey and Dave Stark)

NEW TECHNOLOGY: Burlington Northern Santa Fe is utilizing new technology to deal with thieves and trespassers. An infrared sensing device mounted on the top of patrol vehicles can scan trains in total darkness from several hundred feet away and spot people riding trains or breaking into cars. The device picks up body heat and displays the image on a screen inside the Special Agent's vehicle. It can also pick up body heat from people hiding inside moving equipment or those trying to escape in report areas. (**The 470**, March 1996)

BRIDGE DAMAGED IN DERAILMENT: On March 10, 22 cars of CN Advance Train 428 derailed on a bridge at mile 167 of the St-Maurice Subdivision (between Clova and Monet, Quebec). Several cars derailed on both sides of the bridge, and some cars dropped into the river. The bridge was heavily damaged and had to be replaced. The outage forced the rerouting of Senneterre-Montreal via the Ontario Northland to North Bay, and CN lines via Toronto for over a week. VIA Rail's "Abitibi" was cancelled.

IN-SERVICE TESTING: On March 12, the Toronto Transit Commission commenced in-service testing on Toronto's newest subway cars, the Toronto One (T-1) car, the first ever developed by the TTC through public consultation with TTC riders. The new T-1 train (Nos. 5000-5005) will operate on the Yonge-University-Spadina Line.

In 1991, TTC passengers were surveyed on the prototype car and added their comments on seating arrangements and handhold requirements.

From the outside, the T-1 car looks much like the present aluminum subway cars, except that the doors are wider - a full five feet. Inside, fewer obstructions allow for better passenger flow and air conditioning is standard. Centre stanchions, or vertical holding bars, have been replaced with an overhead handhold bar running the length of the car and vertical bars spaced every two seats.

Each car has a wheelchair position created, when required, by flipping up a bank of seats.

Bombardier Inc. will assemble all 216 cars at its Thunder Bay facilities. Each car costs $1,910,351. (**TTC News Release**, 12/03/96)

COMMUTER SCHEDULES ALTERED: The schedules for several commuter trains operated by the STCUM in Montreal were adjusted effective March 16, partially to better accommodate travel to the new Molson Centre, new home of the NHL's Montreal Canadiens. On the Lakeshore line, Montreal-Vaudreuil trains 17, 21, 23, 24, 26 and 29 (Monday to Friday) and trains 56 and 57 (Saturday) have seen changes ranging from 7 to 38 minutes. On the Deux-Montagnes line, trains 954, 959 and 962 on Saturdays have been adjusted by 10 to 60 minutes. (John Godfrey)

THIRTY-THREE YEARS LATER: Noted in a wire service story about some of the more obscure provisions in the Federal Budget: "For the 33rd straight year, payment to Canadian National Railway Company 'in respect to termination of collection of tolls on Victoria Bridge' linking Montreal to the south shore of the St. Lawrence River: $6.6 million." (Jim Sandilands)

FROM THE PAST: This short item appeared in the October 1927 issue of **Railway and Locomotive Engineering Magazine**: "Llewellyn Jehu Railway, assistant foreman, Motive Power Dept., Point St. Charles Shops CNR Montreal, Que. has retired on pension after having been in the Company's service and that of its predecessors for 55 years [1872-1927]." Wonder if he had any offsprings to carry on the name Railway, and if so did they go railroading? (Newton Rossiter) Φ

The Motive Power and Equipment Scene

Many thanks to Bruce Chapman, Doug Cummings, John Godfrey, Patrick Hind, Roland Legault, Bob Melvyn and Adrian Telizyn.

CN

RETIRED: SW1200RS 1261 on February 22; GMD1 1902 on February 20.

PLAN ALTERED: CN 9559 was to have been the first of 22 GP40-2L(W) units acquired by Helm Leasing for service on the Kansas City Southern, however, the 9559 suffered a failure. No. 9573 was substituted and was shipped to KCS on February 26. Sister 9494 was enroute to the KCS at presstime. The other 20 sisters will follow at the rate of one a week until August.

STORED SERVICEABLE: GMD1m 1105, 1117, 1121 and 1124.

TO REPAY HORSEPOWER HOURS OWED: At press time, Grand Trunk Western GP9 4917 was operating on Burlington Northern Santa Fe to repay horsepower hours owed. GTW GP9s 4137, 4138, 4432, 4439, 4446, 4920 and 4930 are to follow.

LEASED UNITS RECALLED: HATX GP40-2CLC 804 and 805 were recalled by Helm Leasing in mid-March for work at Livingstone Rebuild Centre.

44 UNITS LEASED (* added since last issue):

1 from GATX Leasing:
- GSCX GP40 3702 *(nee B&O 3702)* - payback for use of CN units on St. Lawrence & Atlantic Railroad.

25 from GE Leasing:
- LMSX C40-8 715-739.

10 from Helm Leasing:
- HLCX SD40 5001-5006 *(nee Detroit Edison 001, 002, 005, 013, 015 and 016)* - assigned to GTW;
- HLCX SD40-2CLC 6050* *(nee UP 3017);*
- HLCX SD40-2CLC 6053* *(ex-UP 4069; exx-MP 3069; nee MP 769);*
- HLCX SD40-2CLC 6057;
- HLCX SD40-2CLC 6060 *(ex-MKCX 9022: exx-MPI 9022; exxx-MK 8304, nee UP 3059 [pending delivery at presstime].*

8 from National Railway Equipment:
- NREX SD40 869, 870, 872, 878, 882, 886, 889 and 892 *(nee C&NW same numbers)* - assigned to GTW.

SOLD: Retired C-630M 2033 has been acquired by the Canadian Coast Guard for parts, waybilled to North Sydney, Nova Scotia.

AMF

AMF Technotransport Inc.

RELEASED:
- CN Dash 8-40CM 2422 after crankshaft repairs;
- Helm Leasing's former CSXT GP38-2 2584 after overhaul, repainting and renumbering to Southern Pacific 4849;
- Helm Leasing's HLCX SD40 3010 released for shipment to the United States for repairs;
- Helm Leasing's HLCX SD40-2 6366 repainted and renumbered Dakota, Minnesota & Eastern 6366;
- Ports Canada MP15AC 8403 after various repairs and repainting.

WORK IN PROGRESS:
- CN Dash 8-40CM 2410 (fire damage);
- Former CSXT GP38 2075, 2090, 2181 and 2189, and GP40 6578 being converted to GP40PH-2 units for Connecticut DOT (to be renumbered 6696-6699 and 6695);
- Former CN GP40-2L(W) 9474 for conversion to a GP40PH-2 unit for the Massachusetts Bay Transit Authority;
- Former SSW SW1500 2489 and 2491 for major overhaul for Vancouver Wharves;
- DART (Dallas Area Rapid Transit) for VIA RDC-1 6100, 6104, 6106, 6112, 6123, 6126, 6127, 6129, 6131, 6139, 6141, 6142 and 6145 for refurbishing.

WORK PENDING:
- CN GP9 slug 232 (wreck damage);
- CN Dash 8-40CM 2400 (engine repairs);
- CN Dash 9-44CWL 2505 and 2507 (frost damage);
- CN SD40u 6015 (warranty repairs);
- CN SW1200RM 7315 (frame repairs).

CP Rail System

CONVERTED:
- CP RS-18u 1836 was converted to control cab 1117 on March 13 - mated with GP9u 8243 and assigned to Toronto for maintenance.

RENUMBERED:
- CP SW1200RS Slug 1272 renumbered 1023 on March 1;
- CP SW8 Slug 6701 renumbered 1011 on February 29;
- CP SW8 Slug 6708 renumbered 1012 on March 8.

RETURNED TO SERVICE:
- CP RS-18u 1812 and 1815;
- EN GP38AC 3005 (lettered E&N Railfreight);
- CP C-424 4212, 4231 and 4242.

4 UNITS STORED SERVICEABLE:
- CP SW9u 1200;
- CP SW1200RSu 1211;
- CP SW1200RSu 1246 (being converted to slug 1021);
- CP SW1200RS 8123.

54 UNITS STORED UNSERVICEABLE (* added since last issue):
- SOO SW1200 322, 325, 328, 329 and 331;
- SOO GP7 382;
- SOO GP9 404 and 412;
- SOO SW1200 1207 and 1222 (to be converted to 'daughter' units for use in Canada);
- SOO SW1200 1209 (converted to a 'daughter' - to be mated with a CP GP9u unit);
- SOO SW1200 1213 and 1220;
- SOO MP15AC 1535 (damaged in St. Paul, MN, yard on 15/02/96);
- CP GP9u 1604;
- CP RS-18u 1804, 1831, 1833 and 1860* (failures);
- SOO GP40 2014 and 2045;
- SOO SW9 2112-2115, 2117 and 2119;
- SOO SW1200 2122 and 2126;
- SOO GP9 2404, 2405, 2407, 2551 and 2555;
- SOO GP9 2408 (wrecked in St. Paul, MN, yard on 15/02/96);
- SOO GP15C 4102 (wrecked in St. Paul, MN, yard on 15/02/96);
- CP C-424 4215*, 4220* and 4244 (failures);
- CP C-424 4225 (engine damage - being converted to control cab 1105);
- SOO GP9 4227, 4229 and 4230;
- SOO GP30C 4302;
- CP GP30 5001 (to be converted to a control cab);
- CP GP35 5012 and 5021 (electrical repairs);
- CP GP35 5020 and 5023 (accident damage);
- CP SD40-2 5685 (accident damage at Savona, BC, on 28/08/95);
- CP RS-23 8028 and 8035;
- CP SW1200RS 8100 and 8110.

LEASED OUT:
- CP RS-23 8021 and 8024 leased to the New Brunswick Southern Railway;
- CP SW1200RS 8132 leased to Inco Metals at Copper Cliff, Ontario.

TRANSFERRED:
- From Toronto to Thunder Bay: SW1200RSu 1241, 1268, 1276; SW1200RS 8119, 8142, 8153, 8171;
- From Calgary to Montreal: GP9u 1547;
- From Coquitlam to Toronto: GP9u 1626;
- From Montreal to Winnipeg: RS-18u 1809, 1822, 1832, 1834, 1835, 1837-1842; SD40-2 5475-5482; SD40M-2 5490-5499;
- From Toronto to Winnipeg: SD40 5400, 5404-5406, 5408-5410, 5412-5414, 5504, 5513, 5537, 5549, 5554, 5562, 5563;
- From Winnipeg to Toronto: SD40-2 5587, 5589-5597, 5599-5633, 5635-5659, 5661-5669, 5671-5676, 5679-5688.

SCRAPPED: S-2 7010, built by Alco in 1944 as CP's second diesel switcher, was cut up in Toronto in early-March. No. 7010 was retired in 1983 and was stored in Quebec City as part of CP's historical collection. It was sold in 1992 to a private individual and moved to Toronto's Agincourt Yard pending delivery.

LEASED UNIT ACTIVITY SINCE LAST ISSUE:

Added: EMDX SD40 6500; HLCX SD40-2CLC 6056.

Returned: HLCX SD40-2 6369.

Correction: MRL SD40 224 was incorrectly reported as being leased in the March issue - only 20 MRL units were leased (not 21).

Change of plans - the following units were not delivered:
HATX GP38 104, 109, 112; HATX SD45T-2E 930-935, 945;
HLCX GP38 2027, 3616; HLCX GP38AC 3675, 3676, 3678, 3679, 3681.

189 UNITS LEASED:

12 from Conrail Leasing:
- CR SD40 600-601 *(ex-CR 6344, 6293; nee PC/PRR 6091, 6040);*
- CR SD40 602-603 *(nee CR/PC 6277, 6280);*
- CR SD40 604-606 *(ex-CR 6347, 6310, 6321; nee PC/PRR 6094, 6057, 6068);*
- CR SD40 607-610 *(nee CR/PC 6251, 6258, 6262 and 6274);*
- CR SD40 611 *(ex-CR 6312; nee PC/PRR 6059).*

Note: Some units carry the prefix '0'.

10 from EMD Leasing:
- EMDX SD40 6500-6504 *(ex-CSXT/SBD 8301, 8308, 8327, 8330, 8333; nee L&N 1225, 1232, 1251, 1254, 1257;*
- EMDX SD40 6505-6507 *(ex-CSXT 8345, 8355, 8358; exx-SBD 8286, 8296, 8299; nee CRR 3011, 3021, 3024);*
- EMDX SD40 6508, 6509 *(ex-CSXT 8363, 8366; nee CS/C&O 7504, 7507);*

20 from GATX Leasing:
- GATX SD40-2 900-904 *(ex-UP 3900-3904; exx-MP 6000-6004; nee MP 3216-3220);*
- GSCX SD40-2 7359-7373 *(nee MP 3165, 3168, 3169, 3176, 3181, 3183-3185, 3191, 3201, 3186, 3189, 3190, 3193, 3199 [several were renumbered UP by adding 1000 to MP number]* - leased to D&H.

9 from Generation II Leasing:
- GL GP20C 2001-2009 *(ex-BN 2001-2009; exx-BN 2041, 2006, 2008, 2012, 2035, 2036, 2034, 2042, 2037; nee CB&Q 905, GN 2006, GN 2008, GN 2012, GN 2035, CB&Q 900, GN 2034, CB&Q 906, CB&Q 901)* - leased to Soo Line.

93 from Helm Leasing:
- HATX GP38-2 210-216 *(ex-UP/MP 2106, 2077, 2079, 2082, 2085, 2105, 2110; nee MP 955, 926, 928, 931, 934, 954, 959);*
- HATX GP40-2 500-517 *(ex-GTI/nee B&M 307, 303, 317, 316, 303, 305, 310, 309, 315, 314, 304, 302, 300, 301, 306, 311, 312, 313);*
- HATX GP40u 518-519 *(ex-CSXT 6548, 6585; nee CS/B&O 3772, 4010);*
- HATX GP40u 520 *(ex-CSXT/SBD 6825; nee L&N 3029);*
- HATX GP40u 521 *(ex-CSXT 6830; nee CS/C&O 4075);*
- HATX SD45-2 911-912 *(ex-CSXT/SBD 8974, 8965; nee CRR 3616, 3607);*
- HATX SD45-2 913 *(ex-CSXT/SBD 8961; nee SCL 2056);*
- HATX SD45-2 914 *(ex-CSXT/SBD 8968; nee CRR 3610);*
- HATX SD45E 915-924 *(ex-SP 7489-7498; nee SP 9076, 9078, 9106, 9122, 9131, 8908, 8825, 8862, 8807, 8928) [note: 8908 was renumbered 9136:2 before being rebuilt to 7494];*
- HLCX GP40 662, 663 *(ex-Amtrak 662, 663; exx-Soo/Milw 2007, 2020; nee Milwaukee 187, 194);*
- HLCX SD40 3015, 3065, 3066, 3087, 3093, 3105, 3120 *(nee UP same numbers, except 3065 which was nee UP 3060);*
- HLCX SD40 3023, 3064 *(ex-MP 3023, 3064; nee MP 723, 764);*
- HLCX GP40 3060 *(ex-CR 3060; exx-PC 3060; nee NYC 3060);*
- HLCX GP40u 3110 *(ex-Kyle 3110, nee CR/PC 3154);*
- HLCX GP40u 3111 *(ex-Kyle 3115, nee CR/PC/NYC 3093);*
- HLCX GP40u 4000 *(ex-CSXT/SBD 6667; exx-SCL 1510; nee ACL 925);*
- HLCX GP40u 4001 *(ex-CSXT/SBD 6708; exx-SCL 1552; nee ACL 637);*
- HLCX GP40u 4002 *(ex-CSXT/SBD 6797; nee L&N 3000);*
- HLCX GP40 4003 *(ex-HLCX/IPSA 301; exxx-MP/UP 603; nee CRI&P 343);*
- HLCX SD40 4057, 4060-4062, 4066 *(ex-UP same numbers; exx-MP 3057, 3060-3062, 3066; nee MP 757, 760-762, 766);*
- HLCX GP40-2CLC 4403 *(ex-HLCX 656; exx-Amtrak 656 [leased]; Helm 3072; nee ICG/IC 3072);*
- HLCX GP40-2CLC 4405-4407 *(ex-HLCX 650, 651, 654; exx-Amtrak 650, 651, 654 [leased]; exxx-Kyle 3104, 3108, 3116; nee CR/PC/NYC 3104, 3088, 3083);*
- HLCX GP40-2CLC 4408-4410 *(ex-HLCX 657-659; exx-Amtrak 657-659 [leased]; exxx-B&M 320, 321, 323; nee CR/PC 3227, 3229, 3233);*
- HLCX GP40-2CLC 4412 *(ex-HLCX 653; exx-Amtrak 653 [leased]; exxx-Kyle 3114; nee CR/PC/NYC 3095);*
- SD40 HLCX 5000 *(ex-HLCX 3099; nee UP 3099);*
- HLCX SD40 5009 *(nee KCS 600);*
- HLCX SD40 5010 *(ex-VMV/CNW/MP 3038; nee MP 738);*
- HLCX SD40 5011 *(ex-HLCX 3006; nee UP 3006);*
- HLCX SD40-2CLC 6056;
- HLCX SD40-2 6200 *(nee C&NW 6822);*
- HLCX SD40u 6201 *(nee UP 3085);*
- HLCX SD40u 6202 *(nee QNS&L 219);*
- HLCX SD40-2 6203 *(nee QNS&L 241);*
- HLCX SD40-2 6204-6210 *(ex-BCOL 736-742; nee KCC 101-107);*
- HLCX SD40-2 6211, 6212 *(ex-DM&E/SOO 6384, 6386; nee MILW 194:2, 199:2);*
- HLCX SD40-2 6388 *(exx-SOO 6388; nee MILW 202:2).*

20 from Montana Rail Link:
- MRL SD40 200, 204, 206 *(ex-BN/C&S 6341, 6347, 6336; nee C&S 881, 887, 876);*
- MRL SD40 209, 213, 214 *(nee BN 6322, 6315, 6316);*
- MRL SD40 216, 218 *(ex-BN/C&S 6336, 6345; nee C&S 875, 885);*
- MRL SD40 220-223 *(ex-MRL 3001-3004; exx-CNW 928, 924, 925, 927; nee CGW 408, 404, 405, 407);*
- MRL SD40 225 *(ex-CNW 929; nee CGW 409);*
- MRL SD40-2 250 *(nee BN 6377);*
- MRL SD40XR 251, 252 *(nee UP 3002, 3024);*
- MRL SD40XR 255 *(ex-MRL 219; exx-BN 6346; nee C&S 886);*
- MRL SD40XR 261 *(nee BN 6301);*
- MRL SD40XR 262, 263 *(nee CNW 884 and 891).*

18 from Morrison Knudsen:
- MKCX SD40M-2 9053-9057 *(ex-PLM SD40 3104, 3019, 3004, 3029, 3021; nee UP 3104, UP 3019, MP 3004/704, MP 3029/729, and UP 3021);*
- MKCX SD40 9413 *(ex-NRE/BN 6400; nee NP 3600);*
- MKCX SD45 9501 *(ex-CNW/6477; nee BN 6477);*
- MKCX SD45 9508 *(ex-CNW 6579; exx-BN 6460; nee CB&Q 519);*
- MKCX SDP45 9511, 9515 *(ex-VMV/CR 6687, 6695; nee EL 3656, 3664);*
- MKCX SD45 9520 *(ex-CSXT/SBD 8931; exx-SBD 2031; nee SCL 2031);*
- MKCX SD45 9523 *(ex-VMV/CSX/SBD 8938; exx-CRR 3625; nee SCL 2038);*
- MKCX SD45 9526 *(ex-NHL 6435; nee SP 8960);*
- MKCX SD45 9528 *(ex-SOO 6491; exx-BN 6678; nee SLSF 930);*
- MKCX SD45 9534 *(ex-W&LE 1769; nee N&W 1769);*
- MKCX SD45 9536, 9538, 9539 *(ex-ATSF SD45u 5350, 5352, 5354; nee ATSF 5577, 5529, 5514).*

7 from Precision National:
- PNCX SD40 3011, 3013, 3021, 3026, 3064, 3065, 3107 *(all nee UP same numbers, except 3021 which was ex-MP 3021; nee MP 721).*

BCRAIL

GONE STATESIDE: Four stored 'Royal Hudson' coaches have been sold to the Mount Rainier Scenic Railroad at Elbe, Washington. coaches "Brandywine Falls", "Clinton", 'Lone Butte" and "Squamish" departed Vancouver on December 7. The cars were built by CC&F/CP in 1949-50 as CP coaches 2290, 2252, 2242 and 2283 respectively.

CORRECTION: In the February **Branchline** it was reported that RS-18 621 was released from Squamish Shops in January after being re-equipped with a Caterpillar engine. In fact, the 621 still retains its MLW 251B block and its two tone BCR green paint scheme.

FIRST FORMER SANTA FE UNIT UPGRADED: B36-7 3610 (ex-ATSF 7493) was released from Squamish Shops in early-March, the first of the 16 former ATSF B36-7 units (7484-7499) acquired in late-1995 to be upgraded, eg. cabs, ditch lights, modified numberboards, etc. However, the unit was only given a 'touch-up' paint job rather than receiving a full BC Rail paint job.

ELSEWHERE

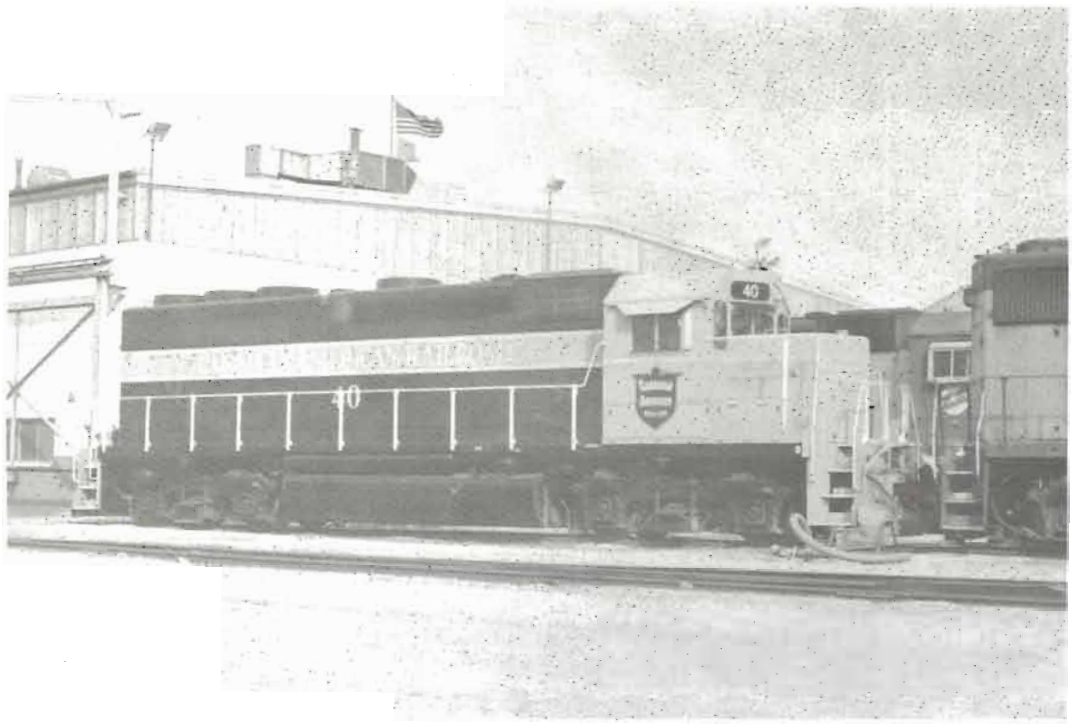
NEW POWER: The Canadian American Railroad (CDAC), operating between Lennoxville, Quebec, and Brownville Junction, Maine, since January 1995, has relied on leased GP40 units from Helm and Morrison Knudsen, as well as run through power from CP. CDAC's first unit lettered for the railway was delivered on March 13, in the form of GP40 No. 40 (ex-CSX 6633, nee B&O 4058). The unit sports a tuscan red and grey paint scheme reminiscent of the CP scheme from the 1950s and 1960s, complete with an cabside emblem quite similar (without the beaver) to that utilized by CPR in the 1890-1929 period.

ON THE INDUSTRIAL SCENE

LEASED: Novacor at Sarnia, Ontario, has leased retired CN SW1200RS 1285 through Canac.

ON THE PRESERVED SCENE

NEW USE: Former London & Port Stanley flanger FA1 has been moved from the Canadian Railway Museum to the corner of Monchamp Blvd. and Highway 132 in St-Constant, Quebec, for use as a tourist information booth. The 1938-built flanger was acquired by the National Museum of Science and Technology in Ottawa in 1967 and in turn was acquired by the Canadian Railroad Historical Association (CRHA) and moved to the Canadian Railway Museum in St-Constant, Quebec. It is being leased from the CRHA by the town of St-Constant. Φ



Remember When?: No, No. 40 is not a CPR road switcher. Canadian American Railroad (CDAC) GP40 No. 40, photographed at Dolton, Illinois, on February 29, 1996, while enroute to the CDAC, sports a paint scheme reminiscent of CPR's tuscan red and grey with yellow stripes scheme of the 1950s and 1960s. As well, the emblem on the side of the cab is not unlike that utilized by CPR between 1890 and 1929, less the beaver. Photo by Ken Lanovich.

A SELECTION OF PASSENGER CONSISTS

9 February 1996
VIA #71 - "Trillium"
at London, Ontario

F40PH-2 6446
HEP-II Club 4004
HEP-II Coach 4118
HEP-II Coach 4110
HEP-I Coach 8102
HEP-I Coach 8107
---

17 February 1996
VIA #84 - "Huron"
at London, Ontario

F40PH-2 6455
SGU 15470
Coach 5446
Cafe-Coach 3248
Coach 5581
Cafe-Coach 3237
Cafe-Coach 3240
---

8 February 1996
VIA #1 - "Canadian"
at Toronto, Ontario

F40PH-2 6437
F40PH-2 6449
Baggage 8610
Coach 8113
Coach 8129
Skyline 8507
Diner "Fairholme"
Sleeper "Stuart Manor"
Sleeper "Laird Manor"
Dome-Obs. "Kootenay Park"

18 February 1996
ONR #698 - "Northlander"
at Richmond Hill, Ontario

FP7Au 2000
EGU 205
Coach 604
Snack Car 701
Coach 601
Coach 615
---

21 February 1996
VIA #693 - "Hudson Bay"
at Dauphin, Manitoba

F40PH-2 6456
F40PH-2 6454
Baggage 8602
Coach 8109
Diner "York"
Slpr. "Chateau Vercheres"
---

25 February 1996
VIA #73 - "Point Pelee"
at London, Ontario

F40PH-2 6418
F40PH-2 6455
SGU 15470
Club "St. James's Club"
Club "York Club"
Cafe-Coach 3248
Cafe-Coach 3219
Coach 5537
Cafe-Coach 3237
Coach 5581
Coach 5446
Cafe-Coach 3246
Coach 5616

18 February 1996
VIA #689 - "Huron
at London, Ontario

F40PH-2 6450
HEP-II Club 4001
HEP-I Coach 8102
LRC Coach 3303
LRC Coach 3337
---

3 March 1996
VIA #15 - "Ocean"
at Montreal, Quebec

F40PH-2 6431
F40PH-2 6434
Baggage 8622
Slpr. "Chateau Salaberry"
Slpr. "Chateau Rouville"
Slpr. "Chateau Rigaud"
Skyline 8505
Coach 8101
Coach 8116
Coach 8141
Coach 8142
Coach 8146
Coach 8131
Skyline 8506
Coach 8147
Coach 8134
Diner "Wascana"
Slpr. "Chateau Jolliet"
Slpr. "Chateau Marquette"
Slpr. "Chateau Dollier"
Slpr. "Chateau Lasalle"
Slpr. "Chateau Closse"
Slpr. "Chateau Dollard"
Dome-Obs.
"Laurentide Park"
(22 cars)

2 March 1996
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6441
F40PH-2 6448
Baggage 8607
Coach 8126
Coach 8106
Skyline 8512
Diner "Empress"
Sleeper "Monck Manor"
Sleeper "Draper Manor"
Dome-Obs.
"Assiniboine Park"
---

6 March 1996
VIA #85 / Amtrak #365
at Brampton, Ontario

VIA F40PH-2 6444
Amtrak Coach 35009
Amtrak Coach 39961
Amtrak Coach 34099
Amtrak Diner 38038
---

17 February 1996
VIA #603 - "Abitibi"
at Senneterre, Quebec

FP9Au 6312
FP9Au 6311
Baggage 9672
Cafe-Coach 3217
Coach 5487
Sleeper "Emperor"

15 March 1996
VIA #71 - "Trillium"
at London, Ontario

F40PH-2 6444
HEP-II Club 4001
HEP-II Coach 4104
HEP-II Coach 4115
HEP-II Coach 4112
HEP-II Coach 4123
HEP-II Coach 4119
---

15 March 1996
VIA #72 - "Point Pelee"
at London, Ontario

F40PH-2 6437
SGU 15461
Cafe-Coach 3246
Coach 5446
Coach 5537
Cafe-Coach 3237
Cafe-Coach 3248
Coach 5448
Club "St. James's Club"
---

2 March 1996
VIA #17 - "Chaleur"
at Gaspé, Québec

F40PH-2 6436
Baggage 8612
Sleeper "Chateau Salaberry"
Sleeper "Chateau Rouville"
Sleeper "Chateau Rigaud"
Skyline 8505
Coach 8101
Coach 8116

(Jon Bagley, Doug Bardeau, Brent Best, Paul Bloxham, Tom Box, Ben English, Jr., Harm Landsman, Pierre Ozorák, Mark Perry, Michel Tremblay and Morgan Turney)

B.R.S. "Sales Desk Service"
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