



July-August 1997 \$3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

Winter Operations at Cochrane
VIA's Summer Timetable
Caboose Capers



Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

Membership/subscription rates for any 12-month period (11 issues) are:

\$32.00 for addresses within Canada;
\$26.00 in U.S. funds for addresses in the U.S.;
\$45.00 in Canadian funds for addresses outside
North America (surface delivery); \$60.00 in
Canadian funds for air mail delivery.

Please direct all membership/subscription correspondence to: Membership Chairman, Bytown Railway Society Inc., P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1.

The expiry date of your membership/subscription appears on your mailing label (eg. 9802 = expiry with the February 1998 issue). Notice of expiry will be mailed at the time of mailing the second to last issue.

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

Managing Editor and Motive Power Editor

Earl W. Roberts
33 Eastpark Drive
Gloucester, Ontario K1B 3Z6
Internet: earl.roberts@sympatico.ca

News Editor

Philip B. Jago
1133 Elmlea Drive
Gloucester, Ontario K1J 6W1

Contributing Editor

David P. Stremes
214 Belford Crescent
Ottawa, Ontario K1Z 7B1
Internet: dstremes@cycor.ca

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

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

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

Printed by QuadraPrint Inc., Ottawa, Ontario.



Tourist Railway Association Inc.

ON SHEET

Information Line	3
Operations at Cochrane, Ontario, March 6, 1997	8
Tid Bits - The 1996-97 Refit of ex-CPR Official Car 27	12
Caboose Capers	14
The Pacific Starlight Dinner Train	16
Letters to the Editor	17
Book Review - Tramway to the Pointe: The Hydro Tramway	17
Photo Corner	20
VIA Rail's Summer Timetable	22
Along the Right of Way	24
The Power and Equipment Scene	26
Remember When?	28

MEETINGS

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

Our next meeting will be on **Tuesday, September 2, 1997**. Details will appear in the September issue.

An **informal slide night** is held on the third Tuesday each month, except July and August, at the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30. The next informal slide night will be **Tuesday, September 16, 1997**.

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.

Wanted: A.R. Tubbs is looking for the 1983, 1985 and 1986 editions of the **Canadian Trackside Guide**. Please contact A.R. Tubbs at P.O. Box 273, Anacortes, WA, 98221-0273, USA.

Allandale Division Photos Sought: Ian Wilson is seeking photocopies of CNR employee timetables from the Northern Ontario District over the years 1937 to 1961 to assist in his research for an upcoming book on the Allandale Division. Also appreciated would be leads on unpublished photo sources for the Newmarket, Alliston, Milton, Meaford and Penetang Subdivisions which are to be covered by the volume. He would also like to hear from any former employees who worked the division in that era in any capacity, and those who have saved copies of train orders, registers, conductor's reports, engine assignments, switchlists and the like from that area. Ian may be contacted by mail at 231 Oxford Street, Unit #2, Orillia, ON, L3V 7S6; by telephone at (705) 327-5296 or e-mail at iwilson@barint.on.ca. All assistance is greatly appreciated.

Artifacts and old magazines wanted: The Komoka Railway Museum Inc. seeks any and all memorabilia (artifacts, photos, etc.) relating to railways in southwestern Ontario. Especially needed is a railway station wall clock but the Museum is also interested in back issues of **Canadian Rail, Branchline, Tempo Jr. and Locomotive and Railway Preservation**. Tax receipts for donations will be issued. Interested parties should contact the Komoka Railway Museum Inc., 133 Queen Street, P.O. Box 22, Komoka, Ontario, N0L 1R0, or by e-mail: railmus@komokarail.ca

On the Cover: Ontario Northland steam-heated baggage car 414 and kin enjoy the bright morning sunshine in front of the station in Cochrane, Ontario, on a cold March 5, 1997, as they await their 11:15 departure. Before long, ONR GP38-2 1802 and GP9 1602, along with 29 freight cars, will couple onto these passenger cars and take them northbound to Moosonee as ONR train #421, the mixed "Little Bear". Photo by Paul Bloxham.

Press date for this issue was July 2
Deadline for the September issue is August 11

Information Line



CANADA SOUTHERN FOR SALE: CN and CPR have announced that the former Canada Southern Railway (CASO) is for sale. The line was purchased from Conrail in 1985 by CN and CP. When CN and CPR bought the CASO, they were required by Cabinet Order to maintain the CASO for a minimum of 20 years. The order was designed to protect employees as well as preserve rail service to on-line communities. The order was rescinded with the passage last year of the Canada Transportation Act which made all previous government agreements governing rail service null and void.

The line's traffic base is light and it may not be attractive to prospective short line operators. On the other hand, it is the shortest route across southern Ontario, a factor that might make it attractive to a hook and haul type of operation. (*The Hamilton Spectator*, 20/05/97, thanks to Clive Spate)

CBRS UPS CANADIAN NATIONAL RATING OUTLOOK: On May 27, Canadian Bond Rating Service (CBRS) said that it had upgraded the rating outlook of Canadian National Railway Company to positive and kept a B+ + (high) investment rating on the company's debentures and notes.

CBRS said the rating on CN's pass-through certificates was one-notch higher at A (low) because of collateral value and the nature of assets. "The upgrade in the rating outlook reflects the significant operational improvements achieved by CN since its privatization in 1995," CBRS said.

"Owing to the continued progress in CN's operating characteristics and sound financial performance, the company is poised to extend its earnings and cash flow in 1997," CBRS added.

CN's PAUL TELLIER NAMED TRANSPORTATION PERSON OF THE YEAR: Canadian National President and CEO Paul Tellier has been named Transportation Person of the Year by National Transportation Week in recognition of his leading role in CN's privatization.

The National Transportation Week Awards selection committee said the award recognizes Mr. Tellier's "vision, determination and outstanding contribution to the transformation from a Crown Corporation to a publicly traded company. Under Mr. Tellier's guidance, in 1996 CN realised its best year in its long history by achieving or exceeding every goal it set."

"I am very pleased to accept this award on behalf of the entire CN team," said Mr. Tellier. "We worked hard to make 1996 our best year ever. This recognition by our peers in the Canadian transportation industry is much appreciated by all of us at CN." (03/06/97)

GASPE LINE SOLD: Canadian National and Chemin de fer du Québec have finalized a deal for the acquisition of CN's Chandler Subdivision, connecting Chandler with Gaspé. The 56-mile line was sold for \$2.6 million, using federal funding consisting of a loan of \$2 million and a grant of \$1 million. Money not used for the sale will be used to underwrite marketing and other activities by the new company. VIA Rail has also signed an agreement whereby it will operate its tri-weekly "Chaleur" over the line for the next five years.

Meanwhile the new company is actively talking with Mines Gaspé of Murdochville, producers of copper concentrate. Mines

Gaspé stopped using rail in 1991 because of unreliable service. The company is now re-examining the situation from the perspectives of cost and reliability. Although wanting to see the new rail line prosper, Mines Gaspé is on record as saying that its future directions on the use of rail will be governed by how comfortable it feels that trains can outperform its existing trucking arrangements. (*Le Soleil*, 02/06/97, merci à Michel Tremblay and *Le Soleil*, 14/06/97, merci à Paul Poulin)

CN AND CPR JOINTLY SOLICIT BIDS FOR SIGNALS AND COMMUNICATIONS FACILITIES AND FOR AIRBRAKE COMPONENT WORK: CN and CPR have issued joint tenders for the repair, assembly and overhaul services of their system-wide train control and communications equipment. This work is being provided by separate CN (18 people) and CPR (12 people) facilities in Winnipeg. This marks the first time CN and CPR have initiated a joint request for proposals.

As well, the two railways have jointly solicited third-party proposals for the reconditioning of their locomotive and freight car air brake components. The work is currently being performed by separate CN (28 people) and CPR (38 people) facilities in Calgary and Winnipeg, each of which is physically too large for the existing workload. (*The Financial Post*, 04/06/97 and 12/06/97 thanks to Harold Lake and John LeBlanc)

HAMILTON TRACKAGE FOR SALE: Canadian National wants to sell off a 4.27-mile switching line in Hamilton that generates about 16,000 carloads of traffic per annum and services 24 customers including the likes of Stelco, Dofasco, Westinghouse and Procter and Gamble. The trackage once belonged to the Hamilton-based Northern and Northwestern Railway. It meets CN's mainline at the railway's Stuart Street Yard (Oakville Subdivision) and Parkdale Yard (Grimsby Subdivision).

Sale of the line will affect 56 CN jobs but not disrupt service in any way. The sale is expected to close this year. (*The Hamilton Spectator*, 06/06/97, thanks to Clive Spate and Johan Wigt)

STRONG INCREASE IN TRAFFIC THROUGH CHURCHILL, MANITOBA: Shipments through Churchill were up by 25% in 1996, a major turn-around and the first positive news for the port since the beginning of the decade. The rise in traffic is being credited to the elimination of the Crows Nest Pass Freight Rate and a strong marketing campaign. Eliminating the Crow increased the cost of shipping grain to Vancouver while farmers found that they could save up to \$15.00 per tonne on rail rates by shipping through Churchill. It is hoped that the trend will continue for this year, aided by the use of larger capacity aluminum hopper cars and the pending transfer of the line from Canadian National to the U.S.-based short line OmniTRAX (see below). Churchill has a capacity of 1,000,000 tonnes and requires 500,000 tonnes to break even. Last year, it handled 304,000 tonnes. (*Winnipeg Free Press*, 05/06/97, thanks to Jim Lewis)

SYNDICATE SUES CN OVER LOSS OF HUDSON BAY LINE: Gateway North Transportation System Ltd. is suing CN Rail, the province of Manitoba and the Attorney General of Canada over losing its bid to purchase CN's lines in northern Manitoba, including the line to Churchill on Hudson Bay. Gateway spent close to \$1 million in feasibility studies and a business plan for acquiring the line in its unsuccessful bid and now wants to be compensated.

"We were railroaded," said Gateway chairman Gordon Peters.

"CN was planning to abandon the Bay Line until we showed them how it could be made profitable. The investors who put money into this are still asking what happened, and we don't know." Peters announced that Gateway was shocked to read tender documents from CN for the sale of the lines that included considerable information assembled by Gateway as part of its efforts to acquire the lines prior to CN tendering the venture. "We were shocked to discover much of our information - information protected by a written agreement of confidentiality - in the tender package," said Peters. The lines are to be sold to OmniTRAX of Denver, Colorado. (**Winnipeg Free Press**, 11/06/97, thanks to Jim Lewis)

CANADIAN TAX RATES PUT PORTS AT DISADVANTAGE: On June 25, CN President and Chief Executive Officer Paul Tellier called on Canadian governments to take immediate action to lower non-competitive tax rates and clarify the legislative status of Canada's ports. Mr. Tellier was speaking to The Greater Vancouver Gateway Council's forum on business opportunities for Vancouver's world-class port and transportation infrastructure.

"We're doing our part to create a competitive rail network, but we can't do it alone. Taxes in Canada represent a significant competitive disadvantage to rail transportation and, by extension, to the Vancouver Gateway," said Mr. Tellier.

Mr. Tellier said that Canada's two largest railways pay about \$200 million more in tax annually, 40 per cent more than they would under the U.S. tax system. He also said that if Canada's capital cost allowance rate were equal to that in the United States, CN could have purchased up to 20 more locomotives than the 75 the company recently announced it will buy this year. He said that a more balanced tax regime is essential to allow CN - and Canadian business - to compete against rail carriers and businesses south of the border.

"The uncertainty surrounding the legislative status of Canada's port system is another impediment to growth that must be clarified soon," said Mr. Tellier. Legislation that would have enabled major Canadian ports to operate as autonomous businesses and to compete more aggressively against U.S. ports died when the recent federal election was called. "I urge the federal government to move ahead promptly on this issue so that Canada's ports can better position themselves in their highly competitive international marketplace."

Mr. Tellier said that 30 percent of CN's revenue comes from Canadian West Coast traffic, mostly in the form of outbound grain, coal, sulphur and fertilizers and inbound intermodal containers. In addition, about 40 per cent of CN's revenue comes from transborder or movements within the U.S. (CN Press Release, 25/06/97)

Canadian Pacific Railway

FIRST SHORT LINE FOR MANITOBA: Working with Cando Contracting of Brandon, a group of farmers in southwestern Manitoba has purchased Canadian Pacific's Lyleton Subdivision. Connecting Deloraine (located on the Napinka Subdivision) and Waskada, the 17-mile line will be called Turtle West Rail, after the nearby Turtle Mountains. The line was abandoned by CP last year but the farmers opted to purchase it as it was cheaper to maintain rail service than upgrade roads to handle grain by truck. Cando has a contract with Turtle West Rail for actual rail operations. These will be done either with a diesel locomotive or a hi-rail truck unit. Turtle West Rail is the first short line in Manitoba. (**The Western Producer**, 22/05/97, thanks to Rick Mannen)

WESTON SHOPS TO REMAIN OPEN: CP Rail will not close its Weston Shops in Winnipeg after all and intends to continue to operate the facility on an indefinite basis. The announcement came as a relief to the facility's 500 workers who were told last October that CPR would sell Weston as part of a strategy to concentrate on its core business of transportation. In the interim, Weston has become profitable and now CPR wants to market its rail repair services to other railways including short lines. "We are going to try to market the products to other businesses," said CPR spokesperson Barry Scott. "There are opportunities out there. The railways need wheels and we make wheels." (**Winnipeg Free Press**, 05/06/97, thanks to Jim Lewis)

CPR FAILS TO WIN UNION CONCESSIONS: CPR has failed to win union concessions deemed crucial for the St. Lawrence & Hudson Railway (StL&H), its eastern operating division, increasing the possibility of the StL&H's break-up or sale.

In December 1996, CPR set a deadline of mid-year 1997 for the StL&H to show "substantial progress" towards improving results. But a key component of that turnaround - a 30% productivity gain from its workers - has been rejected by unions representing the StL&H's 4,400 workers. Spokesmen for some of the unions said the 30% target is unrealistic and the real cost savings lie in management cuts.

CPR President and CEO Robert Ritchie said in December 1996 the StL&H has to generate positive cash flow and cover its cost of capital or face being sold in whole or in part, or else put into a joint venture with other parties.

StL&H President Jacques Côté said the StL&H has made gains by shedding or designating for transfer 1,494 km of low-volume line, regularly scheduling service, attracting new short-haul traffic and winning tax breaks in the U.S.

Complicating talks is that the unions do not recognize the StL&H as a stand-alone company and the Canada Labour Relations Board has been asked to declare the railroad, CPR and CP Ltd. a common employer. (**The Financial Post**, 07/06/97, thanks to Harold Lake and John LeBlanc)

QUEBEC CENTRAL REJUVENATED, CLOSED LINE TO BE RE-OPENED: A three-year saga has come to a positive end with the CPR agreeing to sell its shares of the abandoned Quebec Central Railway (QCR) for \$20 million to Express Marco Inc., a Quebec-based trucking firm. Express Marco is owned by local entrepreneur Jean-Marc Giguère who plans to rehabilitate the 476 km line (former Vallée, Chaudière and Lévis Subdivisions) and start regular service between Lévis, Quebec, and Newport, Vermont, with a branch from Vallée Junction south and east to Lac-Frontière. The sale is expected to close on September 30.

Before trains can run, Giguère expects to spend \$4.5 million in line repairs with the objective of offering regular service by the end of 1998. Giguère's business plan forecasts receipts of \$15 million by the year 2000 based upon handling 25,000 to 30,000 cars per year. He is counting on aligning the QCR with his trucking firm and using the railway for long haul purposes for loads originating in south eastern Quebec.

Priority will be given to rehabilitating trackage between Vallée Junction and Sherbrooke in order to handle unit lumber trains. According to Giguère, four times as much lumber can be shipped by rail for the same price as can be handled by a truck.

Passenger excursion trains will also be featured, operating on an evening and weekend basis. (**Globe & Mail**, 13/06/97, thanks to Bob Heathorn, **Le Soleil**, 13/06/97, merci à Michel Tremblay and **Le Soleil**, 15/06/97, merci à Paul Poulin)

CP MAY OPPOSE CONRAIL PURCHASE: Canadian Pacific may oppose the proposed split of Conrail between Norfolk Southern and CSX if NS and CSX do not address CPR's concerns.

CPR is concerned about the effects of the Conrail deal on CPR's Delaware & Hudson (D&H) line. The line, which links Canadian markets to New York, New Jersey and Pennsylvania, risks losing millions in revenue from the proposed transaction despite a recent haulage rights pack with NS. A CPR official said other issues must be resolved for D&H to remain viable in the Northeast. "It is not possible for the D&H to compete against these newly enlarged Class 1 railroads without the removal of Conrail-era restrictions on its access into the Northeast markets."

Concerns about competition in the wake of the Conrail breakup have also been expressed by CN. In March, CN said the proposed breakup will perpetuate a lack of competitive access for railways along New York's western and eastern borders.

D&H wants four main things: 1) the elimination of intermodal restrictions on its trackage rights into New Jersey, 2) the removal of certain freight exclusivity barriers, 3) improved access to ports in Buffalo, Philadelphia, Baltimore and Camden, and (4) a more direct route between Albany and the metropolitan New York/New Jersey market. (*The Financial Post*, 14/06/97, thanks to John LeBlanc)

CPR OFFERS THREE WESTERN RAIL LINES FOR SALE: Two railway branchlines in Saskatchewan and one in Alberta are being offered for sale by CPR in accordance with Section 143.1 of the Canada Transportation Act.

The railway is offering for sale a 34-km (21-mile) line between Zinger and Major, and a 46-km (28-mile) line between Astum and Smiley, both in Saskatchewan, and an 11-km (7-mile) rail line between Pivot and Schuler, in southeastern Alberta.

Parties interested in acquiring the lines for railway operations must make their interests known to CPR in writing by August 15, 1997.

The line between Zinger and Major currently carries a low volume of traffic, while the Astum to Smiley line has not carried traffic since January. Traffic between Pivot and Schuler is declining fast. (16/06/97)

GROWING ECONOMY NEEDS MODERN TRANSPORT POLICY - CANADIAN SERVICE SECTOR ILL-SERVED BY PUBLIC POLICY, CPR SAYS: The bustling Canadian economy is ill-served by public policy that gives producers room to move while at the same time shackling the movers of Canadian trade, Robert J. Ritchie, CPR President and CEO said on June 19.

"In a decade that began with Canada-U.S. free trade and moved on to NAFTA, there are many signs of new confidence in our global abilities. All the more important, then, that we are able to capitalize on that potential -- and ensure that the loosening of shackles in the productive sector is matched in the service sector that supports Canada's production."

Mr. Ritchie noted that for most Canadian resource commodities, "both the cost and reliability of transporting our output to tidewater can make or break market opportunities," adding that Canadian trade is ill-served by policy imbalances in three key areas:

- the public funding of highways in relation to the private funding of railway infrastructure
- the evolution of the Canadian grain transportation system
- fiscal policy for the Canadian transportation industry.

Policy currently encourages freight to move from privately funded railways to publicly supported highways, Mr. Ritchie said. "Throughout Canada, where governments mourn the closure of lightly-used rail lines, the same governments continue to artificially induce freight traffic to leave the mode that has capacity, environmental benefits and user-pay principles on its side to migrate to the infrastructure that is at capacity, under-funded and lacking a rational cost-recovery approach for its commercial users."

As well, Mr. Ritchie said, policy hinders the development of

an efficient grain transportation system. "We have laid such a byzantine, hybrid regulatory structure over the planning and responsibility for grain logistics that even today, the only way parties can extract themselves is with a full review leading to a new, simplified legislative framework." He said the Canadian grain economy requires a system that is guided by accountability, aimed at efficiency and managed on a commercial basis.

The successful trade of Canadian grain, and many other commodities, also depend largely on enlightened fiscal policy for railways, Mr. Ritchie said, pointing to a number of disadvantages Canadian railways face in competition with their U.S. counterparts:

- Canadian railways pay 40 per cent more input taxes than U.S. railroads

- railway tax depreciation rates for investment have been about the poorest among Canadian industry and far behind those of U.S. railroads and truckers in both countries

- inequitable fuel and property taxes.

Together, these policy imbalances are obstacles to "the realization of Canada's trade and economic prospects", Mr. Ritchie said. "Canada cannot have a world-class economy unless we also have a world-class service-sector. The challenge for government is to provide a world-class regulatory environment." (CP Press Release, 19/06/97)

CPR AND TWO UNIONS SIGN TENTATIVE TWO-YEAR CONTRACT AGREEMENTS: Canadian Pacific Railway and two unions representing approximately 2,200 workers have signed a memoranda of settlement covering new employment contracts for two years through to the end of 1998.

The agreements provide for wage increases of 2 per cent for each of the two years. In addition to a gain sharing provision based on productivity improvements, there are also benefit improvements. The contract also provides the railway with a greater degree of work rule flexibility.

The two unions -- the 1,840 member Transportation Communications International Union (TCU) and the 428-member International Brotherhood of Electrical Workers (IBEW) -- represent clerical workers (TCU) and signal system maintainers (IBEW). Full details of the agreements will not be released until they have been provided to the unions' members. The settlements are subject to ratification by the union membership. (23/06/97)



EDMONTON COUNCIL ENDORSES MOVE OF VIA RAIL STATION: Edmonton City Council has endorsed a VIA Rail plan to relocate its Edmonton Station to the outskirts of the city near Walker Yard. The site is adjacent to the little-used Edmonton Municipal Airport and, although, approximately a \$15.00 cab ride from the downtown core, provides VIA with the opportunity to eliminate a time-consuming back-up move. At the moment, there is no direct access to downtown Edmonton and VIA's trains must go through a complicated manoeuvre to reach the station. The City Council had earlier been worried that the loss of passenger service would deal a further blow to an already-reeling downtown. VIA will finalize the site change by some time in 1998 after which CN will remove its downtown trackage. The station is presently located on the bottom floor of the CN Tower. (*The Edmonton Sun*, 14/05/97, thanks to Harold Lake)

STRATEGIC PLAN CALLS FOR MORE USE OF SELF-PROPELLED RAIL CARS: VIA Rail will shortly propose to the Federal Government that it re-equip its fleet of rolling stock with self-propelled, multiple-unit rail car sets. Using such equipment would speed up turn-around times at terminals as well as eliminate heavy locomotives that have relatively poor acceleration

and consume far too much fuel. The news was released by VIA's Chairman, Marc LeFrançois, during a transportation conference in Quebec City on June 11.

LeFrançois also described VIA's recent successes in reducing its reliance on operating grants from the Federal Government. Over the past five years, the company has reduced its subsidies by 40 to 50 per cent and increased revenue by 20 per cent with the situation improving on a daily basis. (*Le Soleil*, 11/06/97, merci à Michel Tremblay)

DELAYS BESET DECISION ON FATE OF LEVIS STATION:

VIA Rail is scheduled to close its station in Lévis, Quebec, some time in the near future, clearing the way for CN to abandon that portion of its Montmagny Subdivision between Charny and Harlaka. Nothing can happen, however, until VIA builds a new station on the parallel Diamond Subdivision, in the outskirts of Lévis. Progress has been very slow to date with not even a construction announcement. Ironically, municipal officials want VIA to get on with things so that CN can remove the trackage to let the right-of-way, which parallels the St. Lawrence River, be converted into a bicycle path. At the provincial level, however, local politicians are opposed to closing the present station, citing the major investment in its rehabilitation several years ago and its popularity as an intermodal terminal, connecting trains with ferry boats across the St. Lawrence River to Quebec City. (*Le Soleil*, 11/06/97, merci à Michel Tremblay)

OTHER INDUSTRY NEWS

GROUP CALLS FOR RETURN OF PASSENGER RAIL SERVICE TO CAPE BRETON:

A recent Transport 2000 meeting in Truro, Nova Scotia, heard former VIA Rail agent Charlie Palmer call for the return of passenger service to Cape Breton Island. "A seven year absence has not curtailed demand," said Palmer. "We have the ridership numbers to make the service viable and we have the investors." The Cape Breton Development Authority has agreed to fund a feasibility study of renewed service. The Cape Breton and Central Nova Scotia Railway, present owners of the line, has expressed a willingness to operate passenger trains. (*Halifax Chronicle Herald*, 21/04/97, thanks to Douglas L. Courtney)

U.S. SETS 350 DAYS TO REVIEW CONRAIL PURCHASE:

On May 29, the Surface Transportation Board announced a final 350-day procedural schedule for the Conrail deal.

The board, noting the proposal to break up Conrail between Norfolk Southern and CSX involves "the restructuring of rail service within the entire eastern United States," said the 350-day schedule would assure all parties "are accorded due process and will allow the board time to consider fully all of the issues that the parties will raise." The board said it wants to review environmental issues, intercity passenger service and commuter rail service issues and other matters. The parties had proposed a 255-day schedule.

The 350-day clock was expected to begin ticking in late-June when the parties were expected to file a document in excess of 15,000 pages. The board would issue its final ruling 350 days after the clock begins.

The transaction calls for Norfolk Southern to pay \$5.9 billion for 58 percent of Conrail and CSX to pay \$4.3 billion for the rest of the East Coast railroad. (29/05/97 and *The Financial Post*, 18/06/97, thanks to John LeBlanc)

TORONTO UNION STATION SALE NEEDS FEDERAL OKAY:

A federal law could derail the Toronto Maple Leafs' plans for a new arena at Union Station.

The station's owner, Toronto Terminals Railway Co. Ltd., wants to sell the building to the Leafs but the Heritage Railway Stations Protection Act requires federal cabinet approval for the sale. The approval process allows public input and is expected to attract strong opposition from preservation groups.

The Leafs, meanwhile, want the Toronto Raptors to join them in the new building and that means starting work this fall to be ready for the start of the basketball season in 1999.

Leafs' development consultant Dale Martin said cabinet approval is just one of many obstacles to the Leafs' plans to build a 19,000-seat arena over the tracks and use Union Station as the main entrance. "There's quite a long list of people who could kick the project out," he said. The loudest criticism has come from heritage preservation groups.

City council has agreed to finish rezoning the site by mid-July but the timing of federal approval is much less certain.

Toronto Terminals Railway, jointly owned by CN and CPR, applied to the federal government on June 3 for permission to sell to the Leafs. Opponents have 60 days to file objections.

Observers expect a public meeting in September for objectors to air their views before the Historic Sites and Monuments Board of Canada, which advises the federal government on heritage issues. The board would have until early next year to report to the government but likely would act sooner.

Union Station was one of the first railway buildings designated under the 1988 railway stations protection law, enacted after the 1992 demolition of CP's 71-year-old West Toronto station, near the junction of Old Weston Road, Dundas, Dupont and Annette Streets. (*Toronto Star*, 30/05/97, thanks to John Thompson)

CANADIAN WHEAT BOARD GRAIN SHIPMENT HEARING TO BE AUGUST 11:

Two weeks of hearings to determine whether CN and CPR were to blame for a backlog of vessels at Pacific ports earlier this year are to begin in Saskatoon, Saskatchewan, on August 11.

"The Canadian Wheat Board (CWB) is allowed to submit its complaint and the railways will be cross examined," Canadian Transportation Agency (CTA) spokesman, Charles Mojsej said.

The CTA is a federal, quasi-judicial tribunal that rules on transportation disputes. The CWB faces more than \$15 million in demurrage fines after ships waited up to 62 days to load grain at Pacific ports between January and March 1997.

In a complaint filed to the CTA in April, the CWB said the railways gave grain movement a low priority. CN and CPR asked the CTA to dismiss the CWB's complaint but their motion was denied. The railways reply that the main reason for the disruption in grain movements was the bitter winter weather and they have the records about snowfall and cold to back their contention. In recent weeks, the situation has turned around and now the grain cars are not being unloaded as fast as they are delivered by the railways creating a backlog of loaded cars. The railways say the cure to the transportation problems is to completely deregulate the grain system and let the railways and grain companies work out the transportation arrangements.

Charles Mojsej says that 34 individuals and seven organizations, including farm groups, have applied for intervenor status. The agency hasn't decided how many of them it will grant that status to. Those who are denied and anyone else can make a written submission to the agency by July 11. All of the presentations of the parties will be available in advance of the hearing. (Excerpts from an article for *Traffic World* by Alex Binkley)

PRODUCTIVITY IMPROVED, BUT GAINS IN THE U.S. SURPASS THAT OF CN AND CPR:

Canada's two main railways have done a lot in recent years to improve their

productivity, but keeping up with the Joneses south of the border is proving to be a difficult task, says the Railway Association of Canada (RAC).

"The Canadian railway industry today is hauling more cargo and using less resources to do it," says the RAC in a study on railway productivity. Cost cutting, downsizing and selling or abandoning low-margin lines have all improved the outlook for CN and CPR. "In 1995, railway workload was almost 10 per cent higher than in 1988 and it was achieved with 17 per cent less trackage, 14 per cent fewer freight cars, 10 per cent fewer locomotives and a work force some 30 per cent smaller," the study stated. At the same time, the railways have invested heavily in computer-based technology for every aspect of their operations.

Yet since U.S. rail-deregulation in the early-1980s, the growth of productivity on American carriers has surpassed that of CN and CPR. "For example, the 180 per cent labour productivity growth on CN and CPR between 1980 and 1995 compares with a 235 per cent improvement for major American railroads in the same period." The recent mega-mergers among U.S. railways will only increase the gap. "In 1995, the now merged Southern Pacific and Union Pacific together had only a third more combined track mileage than CN and CPR together -- but handled a total workload about triple that of the two Canadian carriers."

The RAC study noted that research done by the University of British Columbia's Centre for Transportation Studies showed that productivity increases were not enough to stay ahead of rising railway operating costs. "Despite improved railway productivity and performance, and higher output, Canadian freight rates have declined and the industry's total freight revenues in 1995 barely moved from 1988 levels. The industry's net income from rail operations in 1995 was less than half that of 1988."

While both CN and CPR reported healthy profits for 1996, RAC spokesman Roger Cameron said the challenge remains the same for the carriers -- cutting costs, improving productivity and increasing revenue. "As much as we have improved, they (American railroads) have improved more." Adding to the productivity gap are higher property and fuel taxes and poorer depreciation rules in Canada, Cameron added.

The RAC report noted that in 1983, traffic density on CN and CPR lines was about 65 percent of the average of major U.S. carriers but had fallen to 54 percent in 1995. The numbers show that more low-density lines need to be removed from the Canadian network. At the same time, changing government tax policies and union work rules remain among the most fertile prospects for improving railway productivity in Canada.

Shortlines have become a far more common part of the U.S. rail scene than they have in Canada, which has also helped American rail productivity.

Meanwhile, a separate study by the IBI Group "observed that limited rail traffic growth prospects and thin margins meant that the continuing financial viability of the Canadian railways depended on their ability to sharply reduce their costs of operation," the RAC report added. (Excerpts from an article by **Alex Binkley for Traffic World**, 02/06/97).

RAIL TOURISM STUDY: The feasibility of a six-day rail tour through southern British Columbia and Washington State will be studied by consultants hired by the B.C. government.

The study will look at the prospects for a service from Vancouver running east on the CPR to Golden, and then south on CPR to Cranbrook. Trains would then utilize BNSF lines to reach Spokane, Washington, and then north to Vancouver. Passengers would overnight at points along the way. The potential for one-day excursions in the Nelson and Crowsnest Pass areas will also be reviewed, along with short trips linking Cranbrook, Kimberley and Fort Steele. (**The Province**, 10/06/97, thanks to John Cowan)

NEW VANCOUVER TERMINAL CREATES COMPETITIVE ADVANTAGE FOR CN AND CPR CUSTOMERS: After seven years of planning and \$229 million in investment, the Port of Vancouver's new container terminal in Delta is open for business. The first ship arrived on June 8. The Deltaport terminal doubles Vancouver's container handling capacity to 1.2 million teu (twenty-foot equivalent units). CN and CPR each spent \$5 million on infrastructure.

At the official opening on June 25, CN President and CEO Paul Tellier said the new Deltaport container terminal will help CN shippers capitalize on rapidly expanding business opportunities throughout the Pacific Rim. "Today, the focus of business opportunity lies along the Pacific Rim," Tellier said. "By the year 2000, some 60 per cent of all world trade will involve Asia. Much of that trade will flow between this continent and the nations of Asia Pacific." (**Vancouver Sun**, 09/06/97, thanks to Dale Whitmee, and CN Press Release, 25/06/97)

TENTATIVE AGREEMENT TO HAUL GARBAGE TO U.S.: The City of Surrey, B.C., has reached a tentative agreement to export 70,000 tonnes a year of landfill-destined garbage by rail to Roosevelt, Washington, however, the plan is being opposed by senior governments. Under the deal, the city will truck trash to the Surrey Fraser Docks where it will be loaded on to sealed rail cars for the journey south. (**Vancouver Sun**, 10/06/97, thanks to Dale Whitmee)

BOXCARS FOR WISCONSIN CENTRAL: Wisconsin Central Ltd., a wholly owned subsidiary of Wisconsin Central Transportation Corporation, is investing almost \$7 million for 100 hi-cubic capacity boxcars which will be built in Nova Scotia by the Trenton Works of the Greenbrier Companies, Portland, Oregon.

The new cars are 13 feet high inside and are designed especially for the paper industry which last year accounted for about one-half of the railroad's revenues. (WC Press Release, 11/06/97)

FREIGHT CAR FLEET UP: The American Association of Railroads reported that 57,877 new freight cars were installed on U.S. railroads during 1996, the second highest number for any year since 1980. The freight car fleet as of January 1, 1997, stood at 1,240,000, the highest level since 1,290,000 in January 1988.

RAILINK LTD. CLOSES PUBLIC OFFERING: RaiLink Ltd. has completed a public offering of 3,750,000 common shares at a price of \$7.25 per common share for gross proceeds of \$27,187,500. RaiLink intends to use the net proceeds of the offering to fund the acquisition of additional regional railway properties and to redeem the preferred shares of the Company currently held by Vencap, Inc. The common shares of RaiLink Ltd. are now listed and posted for trading on The Toronto Stock Exchange under the symbol "RLK".

RaiLink Ltd. commenced operations in 1986 and is Canada's first and largest Canadian owned and operated regional railway company which is independent of Canada's two major carriers, and provincial government owned railways. RaiLink Ltd. operates through its wholly owned subsidiaries RaiLink Canada Ltd. and Central Western Railway Corporation in Ontario, Quebec and Alberta, and through its 24.6 per cent owned affiliate Quebec Railway Corporation Inc. in Quebec. RaiLink Ltd. and Quebec Railway Corporation Inc. operate four regional railways covering approximately 823 miles of track. (**The Financial Post**, 26/06/97, thanks to John LeBlanc) ☐

-- AVOID THE PAIN, TAKE THE TRAIN --

Operations at Cochrane, Ontario, March 6, 1997

by PAUL S. BLOXHAM

*It was quite a coincidence back in early March, when I returned home from a week's vacation in northeastern Ontario only to read J. Norman Lowe's interesting and informative article highlighting operations of the CNR and T&NO/ONR over the years at Cochrane, Ontario, in the March 1997 issue of **Branchline**. On Thursday, March 6, 1997, I arrived in Cochrane--not from the south, the east, nor the west, but from the north--aboard ONR train #622 from Moosonee. The events, equipment and operations Mr. Lowe discussed in his article were before my time, and are quite a contrast to that which I observed during my short but very enjoyable first visit to this part of the province. As we reach the warmest days of the summer of '97, I share with you here a brief look at operations of the Ontario Northland Railway which took place in Cochrane on that cold March day. -PSB*

Snow is flying in my face as I lean out the upper half-door in the vestibule of ONR steam-heated coach 855, one of nine passenger cars on the tail-end of train #622, the southbound mixed "Little Bear". We're cruising at a good 40 miles per hour as we round a bend south of Wurtele siding. The 24 freight cars between the locomotives and my coach are doing a good job of kicking up the snow--and the bitter cold wind is forever blowing the hood of my parka off my head!

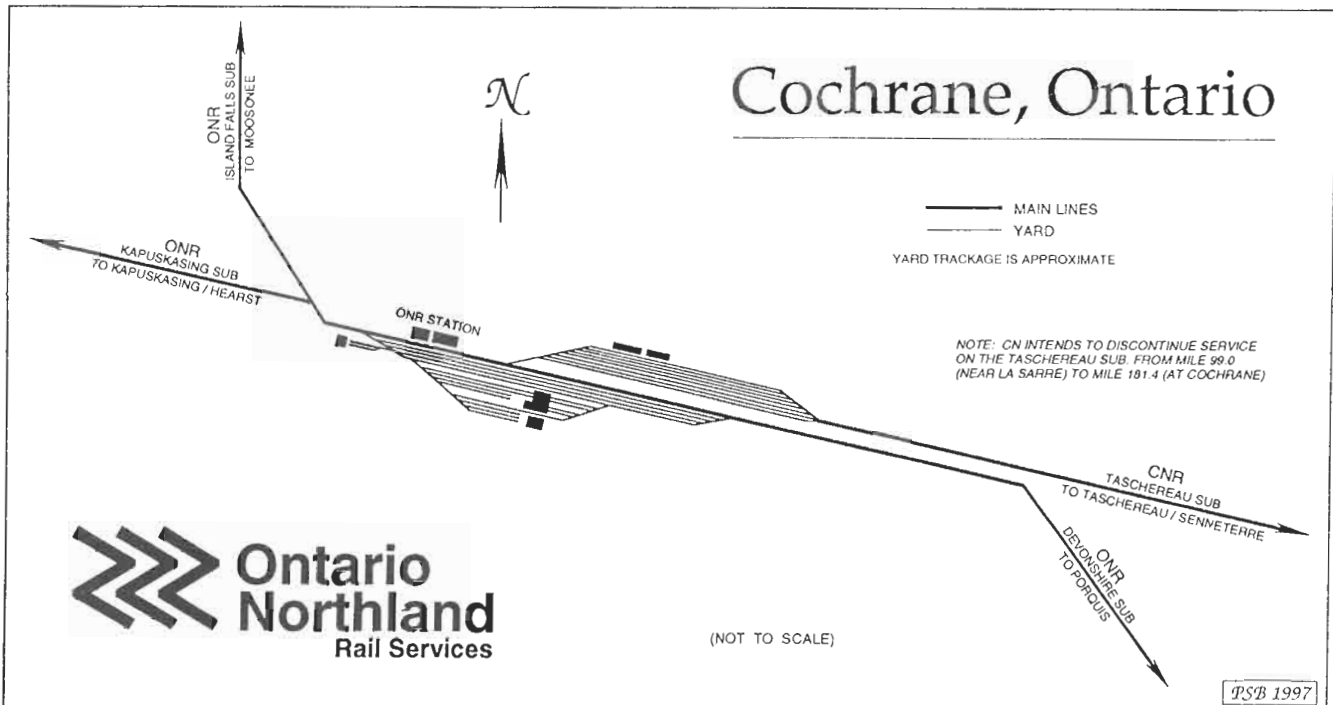
Since 09:02 this morning, March 6, 1997, we've been ambling southbound on the Island Falls Subdivision, Ontario Northland's line from Moosonee near James Bay. This is the first mixed train on which I have ever travelled, and I tell you, it's quite an experience. Our train is comprised of 9 loads, 15 empties, plus the nine passenger cars, for a total of 1,754 tons. Specifically, the nine-car passenger consist is comprised of seven steam-heated cars (five coaches, a snack car and a baggage car), a steam generator, and ONR temperature-controlled box car 2556 which is coupled to the baggage car. This relatively large winter passenger consist is needed to accommodate heavy patronage due to a hockey tournament in Moosonee this week.

Yesterday, our northbound mixed train #421 ran with 29 loads, 0 empties, and the nine passenger cars, totalling 3,575 tons. As this mixed train provides the only means of surface freight transportation to and from Moosonee, it carries considerable domestic cargo as well as commercial. Coupled to ONR box 2556 on the tail-end of train #622 are several ONR 40-foot boxes, used to accommodate some of the domestic traffic. Among the freight cars ahead of the passenger consist are several TOFCs and flat cars loaded with autos, plus an assortment of tank and box cars.

Approaching Cochrane, our train steadily slows, swings in an easterly direction, and whistles for the grade crossings on the west side of town. At 14:29 train #622 eases to a stop, with the passenger consist placed in front of the station. Stepping off my warm coach into this cold but sunny day, I see that the railway station in Cochrane is a very busy place: passengers, and their families, friends and luggage, flood the platform; cars, mini-vans, pickup trucks and snowmobiles fill the parking lot; goods and supplies in the baggage and box cars are off-loaded into waiting trucks and vans, with the larger and heavier items being moved with the aid of a forklift. Meanwhile, #622's crew cut the train ahead of the steam generator, and the power, GP38-2 1802 and GP9 1602, ease the freight section of our train away from the station eastward to the freight yard.

The upper level of the passenger station is the Cochrane Station Inn, where I'll be staying tonight. I hastily check-in at the hotel and drop-off the better part of my luggage in my room--a room with a view of the railway, no less. Within twenty minutes of our arrival, people and vehicles at the station have diminished considerably, while steam continues to rise from under the passenger cars into the cold, crisp air. These passenger cars are clean and their smooth white sides, accented with diagonal bands of yellow, light blue and dark blue, are quite striking.

Looking due west from the platform, I see a set of bright lights on the Kapuskasing Subdivision coming toward the station.



Action on the tail-end: Passenger cars and box cars kick up snow on the Island Falls Subdivision as they round the bend near Wurtele at 13:46 on March 6, 1997. Behind the camera are 24 freight cars with GP38-2 1802 and GP9 1602 on the head-end of southbound mixed train #622. Photo by Paul Bloxham.



Looking due east, I see the headlights of GP38-2 1800 and notice she's slowly approaching the station, with a few cars in tow. Scattered about the yard tracks near the station are a number of ONR 40-foot box cars, many wearing the green-with-white 'progressive' paint scheme.

The train from the west arrives, and eases past the station toward the freight yard. This is ONR train #514 from Kapuskasing, with GP38-2 1809, GP9 1601, 41 cars, and centre-cupola van 125 on the tail. Yes, vans are still seen on ONR freight trains operating on the north end of the system, and van 125 has a good amount of snow on the tail-end, kicked up during the eastward journey. Train #514, and its westbound counterpart #313, are tri-weekly freights operating between Cochrane and Kapuskasing over the eastern portion of the Kapuskasing Subdivision, the line that was transferred from the Canadian National to the Ontario Northland in 1993.

With train #514 now clear of the station area, engine 1800 and crew head for the freight and express building, west of the station, to switch loads and empties. A short time later, GP9 1602, which was the trailing unit on our mixed train, returns to the station area, solo. The crew put her to work switching the west end of the freight yard; they're breaking up sections of train #514 from Kapuskasing, and making up part of tonight's train #414 to Englehart and part of tomorrow morning's train #313 to Kapuskasing.

The yard crews are busy throwing switches for both engines as they work back-and-forth in the vicinity of the station. The sound of non-turbocharged diesels shoving hard on sizeable cuts of cars is extremely pleasing. While 1800 and 1602 go about their respective chores, engines 1809, 1601 and 1802 enjoy some rest over by the shop, southeast of the station.

Upon completing their work at the freight and express building, engine 1800 and crew head for the station track and couple onto the passenger cars from today's "Little Bear" and take them to their resting place, the coach yard adjacent to the shop. Just after 17:00 engine 1602 and crew take some time out for dinner and head for the shop. Dinner sounds like a good idea indeed, so I too head indoors, to the restaurant on the north side of the station/hotel, where the CNR station tracks were located until a few years ago.

After dinner, with a much heavier sweater under my parka, I return to the platform. The sun has recently set and the temperature is certainly dropping toward tonight's forecast low of -22°C. That's fairly frosty, but not quite as chilling as last night's low of -34°C in Moosonee. The sky has cleared and there's a magnificent red-orange glow on the western horizon. The platform and the station are quiet.

Over in the coach yard, southeast of the station, there are passenger cars all around, huddling together on several stub-end tracks. Dominating the crowd are ONR steam-heated cars, which are utilized on trains #421/622, the year-round mixed "Little Bear", during busier times. They're also utilized on trains #423/624, the summer-only, all-passenger "Polar Bear Express". A number of these steam-heated coaches are former VIA/Canadian National cars, several of which still feature "CNR" engraved on the end-door push-bars. Mingling among these steam-heated cars are a half-dozen 'electric' cars, which are utilized on trains #121/122, the "Northlander". These are the refurbished former-GO Transit single-level cars. Since 1996, these electrically-heated passenger cars, along with an electric generator unit, have also been utilized on mixed trains #421/622 during less-busy times.

Turning to locomotives in and around the adjacent shops, we have several units on hand. GP38-2 1800, which switched the freight and express building earlier today, and GP38-2 1802, which led today's "Little Bear" from Moosonee, are now coupled back-to-back and have recently been moved out the west side of the shop on the north through-track. Tomorrow morning, the two 1800s will take mixed train #421 north to Moosonee. GP9 1602, which worked the freight yard this afternoon, is now enjoying a well-deserved rest near the shop. Easing into the shop on the east side are GP9 1601 and GP38-2 1809, the power off today's train #514 from Kapuskasing. In the morning, they'll return to Kapuskasing with train #313--with high-nosed 1601 leading.

One of ONR's locomotives not present at the Cochrane shops this evening, but worth mentioning, is FP7A 1520, the railway's last operating unrebuilt F-unit. In recent years this unit had been used primarily on the "Northlander" until rebuilt FP7Am 2001 entered revenue service in March of 1996, and since then 1520 had been used in Cochrane-Moosonee passenger service as well as freight service. In late-February 1997, 1520 suffered an engine



Busy times at Cochrane: GP38-2 1809 and GP9 1601 ease past the station with train #514 from Kapuskasing at 15:04 on March 6, 1997. On the tail-end of the 41-car freight is Ontario Northland centre-cupola van 125, wearing ONR's current Chevron livery. Steam-heated passenger cars, off recently-arrived mixed train #622 from Moosonee, stand on the station track, while GP38-2 1800 patiently awaits access to the freight and express building west of the station. Photo by Paul Bloxham.



Getting ready: While ONR end-cupola van 107 and ONR snowplow 560 enjoy the morning sun, train #421's power and a few box cars, seen behind the plow, back-up toward the coach yard at 09:14 on March 5, 1997, to lift the passenger cars for the northbound mixed. The crew will place the passenger cars on the station track, seen beyond the van, then head for the freight yard to lift the remainder of train #421's consist. Photo by Paul Bloxham.

Where steam and electricity meet: ONR steam-heated coach 852 and ONR electrically heated coach 604 mingle in the coach yard in Cochrane on a sunny March 5, 1997, morning. With fixtures for both steam and electricity, the interiors of these former VIA/Canadian National and GO Transit coaches are kept warm through cold northern Ontario winters. Photo by Paul Bloxham.



block failure as a result of overheating, and on March 3 the unit was moved from Cochrane to North Bay behind SD40-2s 1733, 1730 and 1735 on ONR trains #414/214, for indefinite storage.

Back on the station platform, a headlight appears down the main line to the east, and it's getting brighter. This is ONR train #121, the northbound "Northlander" from North Bay, approaching its northern terminus. Prior to reaching North Bay, this train departed Toronto Union Station at noon and ran northbound on Canadian National's Bala and Newmarket subdivisions as CN train #697. Train #122, the southbound "Northlander", runs on ONR rails to North Bay and continues from there on CNR tracks to Toronto as CN train #698.

The "Northlander" is a little late this evening, arriving here at 22:06; the consist is GP38-2 1805, an EGU and four cars. For another brief period today, the Cochrane station is alive with activity although not to the same degree as this afternoon. On the former CNR side of the station building, an Ontario Northland connecting bus awaits passengers, and will depart for Hearst at 23:00. With the train now empty of passengers and luggage, #121 moves to the wye, turns, then heads to the coach yard where the crew tie it down for the night.

The day's train operations in Cochrane are not yet over, as another set of headlights appear down the main line to the east. This train is approaching the station at a slower speed, and the growing rumble is a clear sign of the power--ONR's 1700s. Indeed, SD40-2s 1731 and 1737, coupled back-to-back, ease the 4,300 tons of train #213 from Englehart into the yard. For the next 20 or so minutes, train #213's crew cut and drop their cars onto several tracks in the freight yard, with the power moving past the station several times in the process. Believe me, seeing and hearing SD40-2s wearing yellow with blue, rather than red or black, is a welcome change.

When done, #213's crew move the power to the east end of the freight yard and lift their train for the southbound trip. At 23:17,

with an OCS clearance for the Devonshire Subdivision to Porquis, the crew are ready to go and train #414, with the 1737 leading and 1731 trailing, departs for Englehart with a hefty 6,800 tons. Train #213, and its southbound counterpart #414, are daily main line freight movements between Cochrane and Englehart, operating over the Devonshire and Ramore subdivisions. Between Englehart and North Bay, these movements operate as train #113 (northbound) and #214 (southbound), over the Temagami Subdivision.

It's now 23:25 and I'm very tired. The fresh, cold air has caught up with me, so I head indoors for the last time today. It has been a most enjoyable day on the ONR, and a wonderful week up here in the north. I'd sure like to stay another few days and see more of the area, but, unfortunately, I can't; in the morning, I must catch the southbound passenger train home.

Prior to my arrival in Cochrane mid-afternoon today, train #122, the southbound "Northlander," departed at 08:50 with rebuilt FP7Am 2001, an EGU and four cars. Also, train #313, the westbound freight to Kapuskasing, departed not long after with GP38-2 1809 and GP9 1601, and van 125 on the tail-end.

In the warmth and comfort of my hotel room, I look out the window into the cold. There are no locomotives, passenger cars, freight cars, crews, nor people moving about. Above, stars shine brightly in the clear northern sky. Below, the snow-covered station tracks glow peacefully under the station lighting. Further away, the yard tracks are in darkness. All are still.

Acknowledgements:

I wish to thank Merle Bond, Dale Church, Wendy Dickinson, Dennis Knight, Terry Males, Rob Steele, Steve Thompson and Craig Waldron of the Ontario Northland Railway for their kind and invaluable assistance. ☺

The 1996-97 Refit of ex-CPR Official Car 27

Just for the record, in case there is anyone out there who doesn't know, ex-CPR Official Car 27 (built in Farnham, Quebec, in 1907) is BRS business car 27, formerly owned by Singer Manufacturing, and later McLarens' Thurso and Nation Valley Railway.

While no accurate head count was made, there is little doubt that several thousand National Museum of Science and Technology (Ottawa) visitors took the opportunity to visit and ride in our little business car, and our fully restored ex-CPR 1913 caboose 436436, pulled by the Museum's beautifully restored 2 truck 1923-24 Shay steam logging locomotive, during the summer of 1996 (see **Branchline**, November 1996 issue).

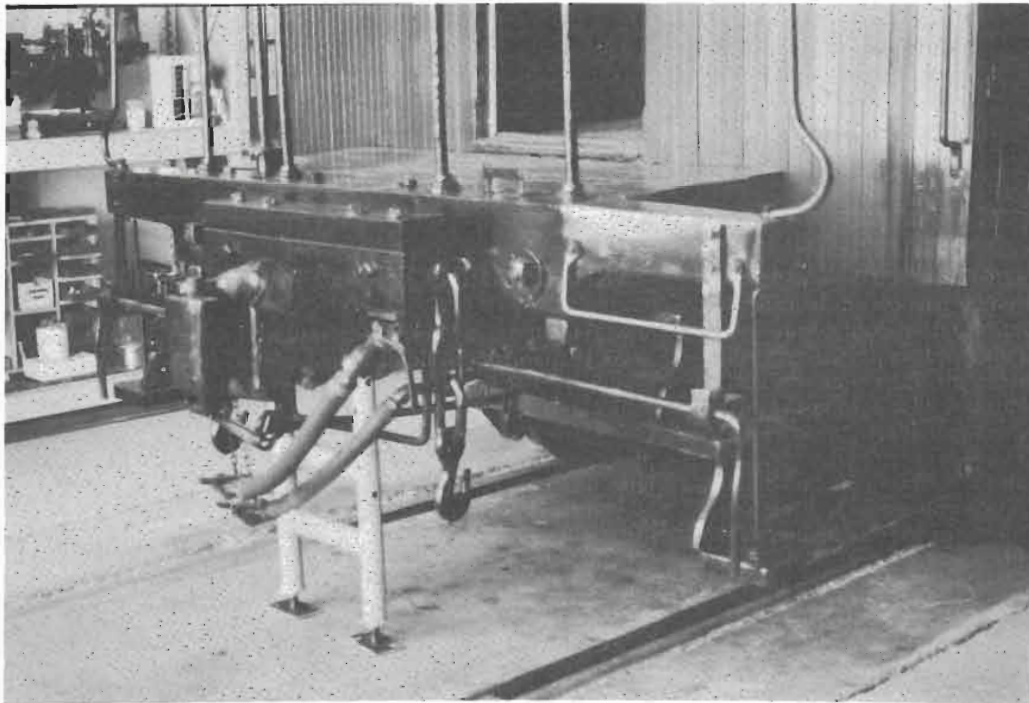
This Tid Bit is not intended to be a rehash of last summer's activities, but rather a report on what the BRS "Dirty Hands Club" members did to car 27 after the Shay was "put to bed" and operations ceased after the Thanksgiving '96 weekend finale.

Our request to the Museum's management to allow us to put car 27 into their shop for a winter refit was granted in November and work began almost immediately. During the summer of '96 our operational personnel had a good look at car 27's overall condition and it was readily apparent that there was much work to be done to bring the car back to its condition of ten years earlier. Did we reach our goal? You bet! In fact we not only reached our goal, we exceeded it, and then some!

After the car was placed inside the shop we first gave it a thorough inspection, an inspection that was much more thorough than it could possibly have been while it was in operation. There were some very obvious deficiencies, especially the buffer beam "strikers". These laminated hard wood structures were very sad indeed, in fact the one on the "B" end of the car, when unbolted, was literally "swept off" with a broom! Many years ago, in an

effort to keep our maintenance hours down to a minimum, we duplicated the wooden buffer beams at both ends of the car with new ones which we fabricated out of steel plate. To the casual observer they appear exactly like the wooden ones they replaced. This was done while the car was still located at Thurso, Quebec. Unless someone tells you they're steel, you'd never know! This "experiment", if it could be called that, was a complete success and the rest is history as they say. There was no doubt in anyone's mind that the "strikers" would have to be done the same way. And so it is, come down and have a look, it will surprise you. What would also surprise you, if you could see it, is the amount of time and effort (to say nothing of the amount of welding rod, grinding discs and discussion) that went into producing these "objects d'art". But, they're there, and they'll still be there for years to come, unlike the wooden jobbies that rot away in three to five years.

Some 40 major jobs (eg. rebuild roof chimney, shampoo the carpet, prepare and paint canvas roof) and many small jobs were done on the car during the winter months but it will be difficult for those who were not directly involved with the actual work to appreciate the time required to complete each and every task. Let me explain. Much of the material required to perform such a refit is not readily available, certainly not "on site", even though our "warehouse" boxcar is full of re-useable "junk". For example, with our policy to not change the appearance of anything on the car, we have created "a monster" of our own making. Take wood screws for instance. If you go to a fastening supplier for brass, slot, oval head wood screws you have a very good chance of coming up empty handed. We eventually got some, but they ended up being nickel plated over brass. In order to have a brass head showing we had to remove the nickel plate from the head of each and every screw. This was accomplished by putting each screw, one at a time, in a drill and, with a piece of emery cloth in one hand and the drill in the other, remove the offending nickel. This sort of



An "A" end view of car 27 again showing the all steel BRS buffer beam built several years ago, and the new steel striker. Also note the jack stand which we built to help keep the car ends from "hogging" when standing for long time periods. Photo by Pierre Ozorák.

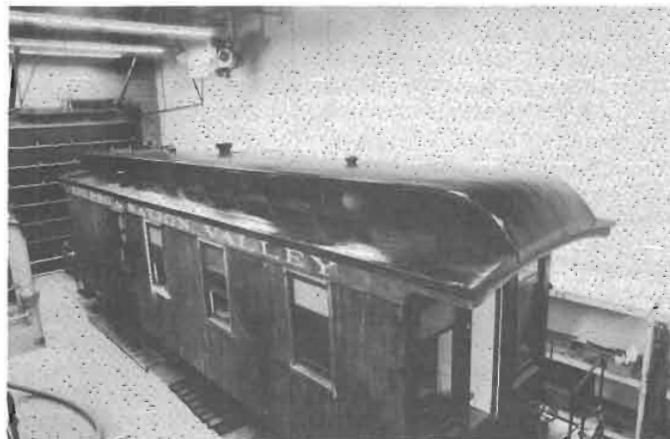
thing goes on and on for just about every item to be used has to be "found", and it must be remembered that we are working on a piece of equipment built in 1907. This means that standard wood sizes of today are of no use to us. When we buy lumber, for example, we have to buy it unfinished and oversized, then bring it down to standard sizes of 1907. Another example, take something simple like replacing the "battleship" linoleum floor covering in the kitchen and pantry. It's simply not available any more. What we came up with in this case is the closest replacement we could find, close, but not the same colour, made in Europe, much lighter, and bought at exorbitant prices. Paint is another thing. We just can't go out and buy off-the-shelf paint in many cases, we have to have it "created" by a paint specialist. Fortunately we know one who is happy to accommodate our "weird" requests. This supplier keeps a file on BRS paints and is therefore able to fill repeat orders with an exact match as time and the ravages of weather dictate.

During this refit it was deemed advisable to install an electronic intrusion alarm system in the car. While we have only had a few detectable attempts to break into the car, a successful break in could result in serious, and expensive, damage to our priceless relic, or in a worst case scenario, its total destruction. The system installed covers most of our bases and is very ingenious in its design. Together with the Museum's video camera surveillance on the property and their periodic inspections, we've probably got all the security protection that is practicable. Let's all keep our fingers crossed for there are many non-caring hoodlums out there who would destroy a piece of Canadian railway heritage without batting an eye. Such is the world we live in, unfortunately.



Will this end door notice help keep the vandals and hoodlums out? Only time will tell. Photo by Pierre Ozorák.

When the car had its first BRS rebuild during the period between 1979 and 1986 a couple of interesting items were left undone. These were two brass framed, and fine stranded brass wire luggage racks. Several of our members decided that the challenge should be met and that these relics should be rebuilt. The original fine stranded brass wire was in terrible shape, mostly destroyed, and in such a state that none of it could be reused. How could it be replaced in kind? What to do? A search for the wire proved futile, however, a fine brass wire "cable" was found which could be substituted. This wire is designed to be used in Grandfather Clocks to carry the suspended "weights" which operate the mechanism. I'm happy to report that the job is nearly complete, all that is missing are a few dozen brass clips which are used at the intersections of the "criss-cross" wire pattern. Where would you look for these these days? Obviously you have to make them and so, not to be outdone, we've now got a custom made tool steel punch, produced by a couple of our members, so that we can make our own clips out of sheet brass stock.



The car's canvas covered roof, applied by the BRS 17 years ago, was as good as ever after a thorough cleaning and some minor touch-ups. Here it is with a new coat of Alkyd paint. Photo by Pierre Ozorák.

One of the last of the jobs done this spring was the contracting out of the repair of the steward's settee. This mohair-covered and horse hair-filled seat and back is designed to be "pulled out" when it is to be used as a bed and its back is therefore hinged to the seat portion. The horse hair filling had long since lost its cushion and shape, especially in the back, and the mohair cover on the back was in terrible shape. Similarly, the seat cover had, unfortunately, been torn by us many years ago and wasn't repairable. Once again we took the bull by the horns and got an upholsterer, who has done other similar work for us, to take the settee away and refinish it. I couldn't hardly believe the cost of mohair material at \$150 per yard, but there it is. When the settee comes back to 27 the horse hair filling will have been replaced with modern day foam, and our restoration documentation will so indicate.

As you read this story I hope you get some idea of the lengths we go to in order to achieve the best possible job. I also hope you understand the amount of time that is spent running around finding where the materials we need are located, and investigating what modern day materials can be substituted or modified in order to accomplish what we want to do. It's a never ending process, it's also a great learning experience, it's also done by a very small group of dedicated BRS'rs, four of whom, all retired, generally put in two to three days per week on this, and other BRS projects. These people are augmented by another dedicated group who work at making a living all week, but devote their Saturday mornings to BRS work. We also have two 13 year olds who come out regularly on Saturdays, one is the son of a restoration member, the other the grandson of another. Our three elder statesmen regulars are in their seventies, followed closely by the "mid-sixties" group (and up). In all there are about a dozen or so members who worked on the car this winter on a more or less regular basis. As the Society's car 27 restoration project manager I thank them all very sincerely. While I am avoiding the mentioning of any names here, you all know who you are and you have a right to be proud of your contribution.

I would be very much remiss if I failed to thank the managers and staff of the National Museum of Science and Technology who offered us their complete co-operation during this refit. Without their help we would have been hard pressed to have accomplished what we did. The Society is proud to have "the 27" on display at the NMST, and in limited use behind their Shay. Let's all hope that car 27 (and caboose 436436) will have a long and useful life in their well earned retirement years. Did you realize that car 27 celebrated her 90th birthday in February of 1997? ☐

Caboose Capers

by GARY W. MURRAY

Unlike Don Grove who stated that he was a light sleeper (February 1997 **Branchline**), I had no trouble whatsoever sleeping in a caboose. Back in the early-1960s I was working as a brakeman in Hornepayne, Ontario, and was living in a trailer I rented from a home town conductor. I had no phone but at that time call boys were still being used, and I used to receive my calls personally. One early morning I was called to deadhead from Hornepayne to Foleyet, 148 miles east. As was my custom, I went back to sleep for a little catnap. When I awoke again, I couldn't remember if I had been called for 0300 or 0400, and not having a phone, I decided to err on the side of prudence, and reported for work for 0300. Of course, I had been ordered for 0400.

I saw no reason for this to deprive me of an hour's sleep, and I proceeded to the van alley where I jumped into my bed, and promptly went to sleep. The jar of the road engine coupling onto our caboose woke me momentarily, but I was instantly back to sleep. That was the last thing I heard until the air was dumped at Foleyet as our caboose was cut off the train and placed in the van alley there. Right back to sleep I went, and I never heard a sound until the operator called us for an extra west. I hadn't even heard my conductor or mate enter the caboose at Hornepayne prior to departure. I have to admit, sometimes I enjoyed night work.

A few years earlier I had been cut off the board in Mimico and was headed to Capreol to work, and I elected to go by freight train. The tail end brakeman was giving me a hard time for being so foolish as to ride a freight train when I could have gone by passenger train, and ridden the cushions. I promptly dropped the conductor's bed which was hinged against the wall, and proceeded to give this brakeman a lesson in sleeping. Hours later as we neared Capreol, the brakeman said to me, "If I could sleep on these freight trains like you, I'd never take a passenger train."

Van alleys were special places where crews, who normally only passed one another on the road, had a chance to socialize. Large card games were frequent, and a lot of switching was done over a mug of coffee. Train orders were discussed, and of course van alleys were jumping off points for forays into local towns.

Mimico had three van alleys, side by side, and this could present a problem when trying to find your own van on return from town, especially if the yard engine had been in to do some switching. Many conductors solved this problem by placing a distinguishing marker on the roof that extended above the cupola. An old friend of mine, Conductor Don Flindall from Belleville, had a maple leaf above his caboose; a conductor by the name of Card had a wooden marker in the shape of a spade with a heart, club, spade and diamond shape cut out of it. Some were as simple as a broom placed upside down. To find your van among 25 or 30 others was simplified by spotting your marker above the cupola.

There was also a certain amount of caboose etiquette that a young brakeman had better be quick to learn. When in the van alley, one NEVER entered from the bedroom end of the caboose. At one time, crews carried their own water to replenish the water tanks. If a conductor noticed a brakeman running the water too long, a standard retort was to bellow "THAT THING AIN'T CONNECTED TO NIAGARA FALLS".

Beds were unofficially assigned by seniority. The conductor had a bed by itself, while the brakemen's beds were toe to toe. The oldest brakeman had his choice of beds; in winter the one closest to the stove; in summer the one closest to the door.

When entering a terminal it was the tail end man's job to drop the beds from the wall to give them a chance to warm before being used. And it went without saying that when riding in the cupola, the conductor had his choice of sides.

One of the first things that soon became obvious on a

wooden caboose was the lack of a cushioned drawbar. I was riding the front platform of a wooden caboose behind 150 hoppers preparing to cut it off on the fly one morning, prior to shoving the hoppers into the pit at Uththoff. I heard the slack coming in from 150 cars away, and the instinct of self-preservation prompted me to detrain just seconds before the caboose stopped dead, as if it had hit a brick wall. A few seconds later the air went into emergency, and the kindly old conductor appeared from within, with instructions to stay put because he was headed for the engine. When I had last seen the conductor he was sitting at his desk wearing a hat, glasses and smoking a pipe. I took a look inside. His hat, glasses, and pipe were lying on the floor. The oil lamp was torn off the wall, water had sloshed out of the water tank, and the waybills were floating in a mixture of oil and water. I wasn't party to the exchange between the conductor and the fireman who had been running the engine, but I understand his ancestry was brought into the conversation.

As for creature comforts in wooden vans, the lack of a washroom facility was taken for granted. In the summer time when sleeping, a call to nature could easily be answered from the rear platform without the necessity of dressing. This wasn't feasible in the winter, but train crews could be very inventive. Most vans kept a large juice can in the cupola, and those night time calls could be resolved by using the large can, and then emptying it out the door when done. However, not only were crews inventive, they were playful. More than one brakeman making use of the can in the dark was surprised to find his feet getting wet, only to discover some prankster had punched holes in the bottom of the can.

Not all crews got along with one another and it was not unknown for someone to throw a few handfuls of grain on the roof of a caboose in which a train crew was sleeping. Of course, the steady peck, peck, pecking of the ravens would eventually drive some trainman out of the caboose in rage, much to the delight of the sadistic prankster.

Most conductors felt it was their duty to ride herd on engineers who were a little overzealous in getting their train over the road. Each caboose was equipped with a brake valve in the cupola. This was a device consisting of a valve handle that was



Two Canadian National wooden cabooses display distinguishing marks to assist crews in locating their assigned caboose. Photo

pulled across a seven notch quadrant, with each succeeding notch applying the air a little heavier. The idea was to be able to make a slow reduction to stop a train without placing the brakes in emergency, unless the handle was moved quickly to the extreme right. The one drawback to this apparatus was that once the handle was moved out of the running position to the number one position, it couldn't be placed back to release until it had first been taken completely over to the number seven position. Of course, by this time the train was stopped, and conductors who only wanted to apply the air slightly to slow a train were out of luck. Again the ingenuity of railroaders rose to the forefront. Conductors soon learned that by placing the valve in 4 or 5 position, and then forcefully kicking it closed to the running position, would break the locking pin. Once this was done, the conductor could use the valve at any time, in any position to slow a train, and then easily return it to "running" without having to stop the train.

I recall one crew that displayed their conscientiousness in a unique way. I was not a member of the working crew this night but was aware of a periodic ringing from the cupola. Running in double track ABS with open train order offices spaced about ten miles apart, crews had to be alert for the position of the order boards in case there were orders to be delivered. This crew had the timing down to a fine art. After passing an open train order office, the crew estimated the running time to the next station. An alarm clock was then set for, say, ten minutes. This interval gave the crew time to contemplate other things. This was the scenario: "RING". A brakeman sticks his head out the window. "CLEAR BOARD". Set the alarm for ten more minutes. Ten minutes later -- "RING". "CLEAR BOARD". Set the alarm for ten more minutes Well, you get the idea. I was never in favour of this because the alarm clock was not a standard grade railway clock and it was not submitted to the watch inspector at intervals not exceeding 30 days.

In this day of electronic marvels it may seem strange to some that we had oil lamps in cabooses that gave illumination that was at least as bright as an electric light, and it seems to me maybe brighter. Most conductors had one Aladdin oil lamp and one standard oil lamp at their desk; some had two Aladdin lamps which was dazzling. Of course, while the conductor was doing his paper work under these bright lights, it could make it difficult for a brakeman in the cupola to look over his train. The company very thoughtfully provided a heavy black canvas type blind that



distinguishing markers on the roof extending above the cupola
Photo courtesy of Gary Murray.

pulled down from ceiling height to the cupola floor level. This made it very dark in the cupola and the oil lamps did not destroy the brakeman's night vision. Of course, this also presented a bit of an obstruction to persons walking from the main area of the caboose to the rear via the cupola end. It was necessary to duck under this curtain.

One night we were stopped at Washago waiting for orders to go down the Newmarket Sub. I was sitting at the desk helping the conductor with his paper work. The van started with a gentle bump, and as we were still a train length from the station, we continued with our paper work. The next thing we heard was the sound of the crossing bells that were immediately before the station where the operator was standing with orders for us. We both made a bee line for the rear platform with the conductor in the lead and a cigarette in his mouth. The black of the blind blended nicely with the dark of the night, and the conductor ran smack into the blind pushing the cigarette back into his face and leaving a nice little burn mark. However, he did manage to get the orders. Fortunately for cigarette makers, cabooses have been eliminated and it was not necessary to add this hazard to the cigarette packages.

Conductors at one time were assigned their own caboose, and on occasion it was necessary to change cabooses. It was the crew's responsibility to transship all equipment from the old caboose to their new one. To facilitate this transfer the old caboose was often coupled to the new caboose prior to a crew's departure. On one such occasion, we were transshipping between cabooses on a two-car wayfreight. As we had a fireman, and it was a small train, both brakeman had stayed on the tail end to transship on the fly. We were walking back and forth between cabooses carrying various items as we rolled along at a pretty good clip. I had just stepped into a closet to gather up a few things when my mate came along and closed the closet door, thinking it had been left open. On the other hand, I thought my mate was being playful and had purposely locked me in there. Not letting him think he was getting the better of me, I said nothing until I heard him asking the conductor where I was. When I heard how concerned they were about my whereabouts, I started to yell from the locker. By this time they were in the trailing caboose, and when they couldn't find me, they pulled the air, thinking I had fallen between the cabooses. Once we stopped they could hear me in the locker, and were relieved to find I was still with them. It was comical afterwards but they had visions of finding me along the right of way in several pieces.

I was braking mates with an overbearing brute one time and he had the only key to the food locker in our crummy. This night he happened to book off and we had no access to our food. The only thing to do was remove the screws from the hinges, and I carefully placed the large RUSTY screws in a cup for safekeeping. My conductor was a kindly old gentleman who didn't really seem to have possession of all his faculties. He had been carried by everyone for years and rumour was that he had been permitted to hire on because of a relative who was a senior company officer. Somewhere enroute I asked the conductor if he would like a cup of coffee. "Yes, please," he replied, "I'll make it." Soon he passed me a large steaming cup of coffee, and I gratefully took a mouthful. I imagined a funny taste and thought of those rusty screws. No, I thought, he wouldn't do that. I took another mouthful and it still didn't taste right. I dumped the coffee in the sink, and sure enough, there were six large, rusty screws in the bottom of my cup! Being the gentleman he was, I guess he was just making sure I had enough iron in my diet.

At any rate, after a dozen years of being bounced around in wooden vans, I thought "Enough is enough". If you can't beat them, join them. I transferred to the head end and found that with a little practice, even with cushioned drawbars, I could bounce things from one end of a caboose to the other with the best of them. ☺

The Pacific Starlight Dinner Train

by COLIN CHURCHER

Along with my wife and a couple of friends, I rode BC Rail's recently-acquired nine-car "Pacific Starlight Dinner Train" in mid-June. I thought **Branchline** readers might be interested in our experience. This trip is aimed at the nostalgia market, and I will give my impressions basically from the non-railfan's point of view.

The train was sold out and it was a good idea that we had ordered our tickets well in advance. We reserved a table for four in the Stardust Dome and managed to get on the south side which has the best views. We were well received by the BC Rail staff and serenaded to our seats by a jazz band which accompanied the train.

When making the reservation we were asked to choose our entrée which is shown on the ticket. This makes things very much easier for the chef who knows exactly how many of each entrée to prepare. The on-train services have been chartered out to a local restaurant and hotel company. There is much to be done in this area as the servers were obviously very new to the task. I found the attitudes to be closer to fast food rather than fine dining and although the supervisors were good some additional training is required. Our waitress knew nothing about the wine list and did not think to ask someone more knowledgeable than herself. In a restaurant small things like bringing water when it is requested become very important to the patrons and for this to be a roaring success the company will have to concentrate on the small details.

The three non-railfans in my group were not impressed with the expansive views of the BC Rail yard which are possible from the dome car and found the exit from North Vancouver to be the worst part of the experience. We were treated to the sight of a freight being made up by a CN crew who leered into us in the dome as we were perusing the menu. Being able to look into the cab of a CN SD40-2 is not everyone's idea of a night out!

The train is scheduled to leave North Vancouver at 18:15 and arrive at Porteau Cove at 19:45. The return leaves at 20:30 and is scheduled back in North Vancouver at 21:45. We left on time with BC Rail Dash 8-40CMs 4608 and 4605 back to back on the point. With 8,000 hp there was plenty of power but I assume this was required to have a cab leading for both legs of the trip. Speeds are kept low so that patrons can enjoy the wonderful views and eat their meal without spilling the wine. We had a good smooth ride.

The scenery is well known and I will not comment further except to note that the views along English Bay and Howe Sound are first rate for such a starlight dining trip with good opportunities for sunset views. Our arrival at Porteau Cove was announced over the train public address system and then BC Rail did one of those operating things that infuriate the travelling public. Everyone was ready to disembark when the train ran right past the station on the main line, stopped while the north switch was aligned by the rear end trainman, and then backed into the station. It would have been much better for the second man on the locomotive to have thrown the south switch to have allowed us to head straight into the station.

Food preparation is under the supervision of Executive Chef Bruce Knapik who has been awarded numerous medals at a variety of international culinary competitions. In 1993, Chef Knapik took over leadership of Culinary Team Canada and, more recently, he was one of the few overseas Chefs invited to join the Singapore Chefs' Association. The summer menu is:

Appetizer

Summer vegetable millefeuille
Confit of vegetables layered with crisp pastry leaves, watercress and roasted garlic. Gaspachio vinaigrette.

Entrees

Roasted BC Salmon
Fresh Salmon roasted with soya, sesame and lemon grass with vegetables, wasabi risotto and chive beurre blanc.

Beef Wellington
Five ounce beef tenderloin with mushrooms and foie gras, baked in puff pastry. Vegetables and roasted potatoes. Madeira jus.

Black Pepper Chicken
Fresh Fraser Valley chicken breast, roasted with cracked pepper, chervil and lemon. Served with vegetables and potatoes.

Vegetable Rotolo
Roasted vegetables with pasta and ricotta with sage tomato sauce.

Desserts

White Chocolate Soup
Chilled chocolate soup with marinated strawberries.

Apple Pear crumble
Sweet BC apples and pears baked with roasted pecan streusel.

We tried the Salmon and the Beef Wellington. The beef was good and the salmon was excellent. However, the risotto needed some work as it came to the table looking like plain boiled rice without any hint of wasabi.

For desert the White Chocolate soup was a disappointment. It looked and tasted more of condensed milk with some milk chocolate shaved into it. The Apple Pear crumble was an unqualified success.

The coffee was bitter and had been made a long time before being served.

There was an opportunity to walk around at Porteau Cove, smoke a cigar in the open air and listen to the jazz band. We were ready to depart on time when it was announced that we would be leaving about 20 minutes late to allow the Budd cars from Prince George to run ahead of us because they could make higher speeds. In this way we missed the sunset. We left backwards through the north switch, another annoying piece of North American railroad stupidity, and made our way slowly back to North Vancouver.

So what are my overall impressions? It was a good trip and I am glad I went along. It was expensive, salon seating costs \$69 while dome seating costs \$84, and so one expects good dining value. We found the food to be good but not really exceptional and there is a need to improve the quality of the serving staff. The trip is being marketed as a train that takes you back to a time when Ernest Hemingway first graced our bookshelves, when Fred and Ginger danced their way to into our hearts. An era when there was time to savour the romance of the golden era of rail travel, made all the more enjoyable by the company of someone special. I think the problems can be ironed out in time and the BC Rail dinner train will become a well patronised part of the Vancouver entertainment scene.

Advance reservations and meal selection are required by calling BC Rail Passenger Services at: 604-984-5500 or 1-800-363-3733. ☎

Letters to the Editor

DETAILS APPRECIATED: Once again Duncan du Fresne has provided us with an interesting insight into earlier times in Ottawa with his article Steaming into Eternity, or the Last Days of Steam Power at Ottawa West (May **Branchline**). I was particularly pleased to see details of the last regular CP steam operations in Ottawa as well as the last non-scheduled trips.

I have taken the liberty of using Duncan's information as an additional section of my web page "Significant Dates in Ottawa Railway History". This gives a good historical review of the history of the railways in the Ottawa area. Also included in my web page is a similar listing of "Significant Dates in Canadian Railway History". Readers are welcome to take a look and suggest any changes and additions. I would be interested to set out details of the last regular CN steam operations in the Ottawa area. The address (or URL) is: <http://infoweb.magi.com/~churcher/> and you can follow the links from there.

Also at the same address is a great deal of information on the Thurso and Nation Valley Railway, including pictures, some dating back to the 1930s. Keep up the good work on **Branchline**. [Colin Churcher, Ottawa, Ontario]

THOUGHTS ON THE MAY 'BRANCHLINE': While Halifax container traffic may be up 6% over last year, one must be careful about the 257% gain since the opening of the Sarnia Tunnel in 1995. Incidentally, "Newfoundland" is "Newfoundland Capital Corp., the successor to Clarke Transport.

That figure must refer to the Halifax-Chicago marine traffic only. So it has increased from 840 teu a year to 30,000 since 1995. It now moves about 20 containers a day average each way, 10% of its business. What has the tunnel got to do with that? It's been there for 100 years and they could always have done this. Either CN has cut the rate, or shipping lines are moving some Chicago boxes through Halifax to lighten the ships before going to New York, which awaits complete dredging.

I would support Dunc du Fresne that CP's "pride" were the finest steam locomotives ever in Canada, especially as the Hudsons were in freight as well as passenger service, at least between Montreal and Toronto. CN people might argue that the late-6200s were the best. Those 4-8-4s had very light axle loading, about equal to CP's 4-6-2s and 4-6-4s. [F.H. Howard, Richmond, BC]

CAPTION INCORRECT: Whilst perusing the June **Branchline**, I came across an error in the caption for the bottom photo on Page 21. The Conrail train is coming out of the tunnel (heading east).

I also wondered about all the people on the platform as this was long after the demise of Amtrak service through Windsor. A check of my slides disclosed that the Bluewater Group (Michigan) ran a passenger extra using C&O power over the C&O to St. Thomas, Ontario in early-June 1984. I have a slide of the same Conrail consist taken that day. [Ken Garber, Windsor, Ontario]

INCORRECT LISTING FOR CPR CONSTRUCTION:

References to the extent of government construction of the CPR main line in British Columbia in the 'Display on Internet' item on page 24 of the June **Branchline** are quite inaccurate. The following is the correct information: Between late 1879 and early 1882, the Government awarded Contracts 60-63 and 92 to Andrew Onderdonk for construction of the 212 miles of railway between Port Moody and Savonas (original spelling), about 25 miles west of Kamloops. Onderdonk substantially completed this section by early 1885, continuing to operate it as part of his government contract until July 1, 1886, when the line was conveyed to the CPR.

The gap in the CPR main line at the beginning of 1885, between Beaver (Beavermouth) and Savonas, was still about 220 miles and Onderdonk resumed eastward construction, this time under contract to the CPR. By the end of September, his crews had completed 126 miles of track into Eagle Pass (Craigellachie), where they ran out of rails. Thereafter, they continued eastward, preparing the grade for construction crews advancing more slowly than expected from the east. [Dennis Peters, Orleans, Ontario] ♣

BOOK REVIEW by MORGAN BROWN

Tramway to the Pointe: The Winnipeg Hydro Tramway 1907-1996

I love small, quaint, obscure and often isolated rail lines. The Huntsville and Lake of Bays Railway, Atlin Tramway, and the lines of South Central B.C. spring to mind. But right here, in my own backyard, was the Winnipeg Hydro Tramway. To make it even better, a seven-mile section remains active to this day.

In December 1996, Peter Lacey published Volume 2 of his series "Manitoba Industrial and Utility Railways", this edition titled "Tramway to the Pointe: The Winnipeg Hydro Tramway 1907-1996". Mr. Lacey wrote Volume 1 "The Muskeg Limited ... the first 80 years of the Greater Winnipeg Water District Railway" in 1994.

The City of Winnipeg Hydro Railway was begun in 1907 to supply construction materials to Winnipeg's hydro dam at Pointe du Bois on the Winnipeg River. It took two years to build 24 miles of standard-gauge line, from the end-on junction with the CPR at Lac du Bonnet to the Pointe (LdB is 1.5 hours by car east-northeast of Winnipeg). In 1928, the line was extended seven miles from the Pointe south to the Slave Falls dam site. The line between LdB and the Pointe was torn up in 1963, but the isolated section between the Pointe and Slave Falls remains in use today.

I was surprised to learn that about 10 small businesses (woodlots, sawmills and the Silver Falls Fish Company) used the tramway at various times to ship their products. In addition, a public passenger service linked LdB and the Pointe until 1962.

Mr. Lacey's book is quite readable, describing the building, operation and rolling stock of this peculiar line. There are a few minor gaps in the history, due to scarcity of material (one box was missing from the Winnipeg archives). There are several photographs of locomotive #2 (a CLC mogul bought new) that broke through the Winnipeg River bridge in June 1914. The engine was repaired and sold off "in perfect condition" as it was too heavy for the line! Its eventual replacement was #3, the famous Dubs and Co. 4-4-0 of 1882 that until 1996 (albeit modified) pulled the Prairie Dog Central excursions. Several pages of the book are devoted to #3, past and present.

The line is a working museum with some antiquated stock - see the September 1991 **Branchline** for a picture of the Mack railbus B1 that operated until June 1993. If this brief review has piqued your interest, you can buy the book from:

Anvil Crafts
P.O. Box 233, St. Vital Stn.
Winnipeg, Manitoba
R2M 4A5

The 116 pp hardcover book has 75 photographs and two maps, and sells for \$23.95 plus \$4.50 for shipping and handling. Cheques should be payable to Peter Lacey. Mr. Lacey also has copies of his book on Winnipeg's other railway - the Greater Winnipeg Water District - for sale.

As a final note, Mr. Lacey is researching Volume 3 of his series on Manitoba's smaller railways. This volume will describe the Winnipeg River Railway (a hydro railway from Lac du Bonnet to Great Falls, that was taken over by the CPR) and the Manitoba Eastern Railway (another hydro railway from Whitemouth on the CPR mainline to Seven Sisters Falls). He would love to hear from anyone with information or photographs about these lines.

B.R.S. "Sales Desk Service"
P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1

Video Price Reduction

Rail Innovations has lowered its prices on all videos under 45 minutes. As a result, the following videos are now available at **\$19.95 each**:

The Sunset of Canadian National Steam: This video covers the last operations of CNR steam in Southern Ontario and Manitoba. A similar format to "The Final Chapter" with excellent footage taken by Newton Rossiter. What really adds to the video is the narration by both Mr. Rossiter and a retired CNR engineer. Lots of shots of CNR Northernns in action around Bayview Jct. and some smaller power in Manitoba. Black and white, narration, 29 minutes.

The Final Chapter - CPR Steam in Ontario: Footage taken by Newton Rossiter of the last two years of CPR steam in Ontario. Narration is by three CPR engineers who relate their experiences while working on many of the locomotives shown. While the film is black and white, the scenes are superb, but what really makes the video is the stories related. Black and white, narration, 30 minutes.

CP Rail Conquers Rogers Pass: 1989 opened a new dimension of railroading in Rogers Pass. Follow the history of the line, the Connaught Tunnel, and six unit pushers. Cover the new MacDonald Tunnel line in both summer and winter. Scenes from trackside, on board trains and from the air. Colour, sound, narration, 30 minutes.

Manitoba Steam in the 50s: 29 minutes of 16mm colour of CN and CP steam in Winnipeg, Brandon, Minnedosa and others. Narrated by Newton Rossiter.

CP Rail North of Superior: Views along the north shore of Lake Superior from September 1992. Includes Mink Tunnel, Cavers, Jackfish and Schreiber. Train operations are covered from trackside, onboard and by hi-rail truck. Colour, sound, narration, 35 minutes.

CP Rail's Big Alcos: A view of one of North America's last strongholds of big Alco?MLW power. Watch as the C/M-630s and M-636s work container and general freight trains between Montreal and Detroit. Shop scenes, trackside and onboard sequences make this a great tape for Alco fans. Colour, sound, narration, 35 minutes.

The Canadian: From the CPR archives is this 1955 promotional film introducing "The Canadian". Tour the train as it head west from Montreal to Vancouver. Views of the train at Banff and other locations. This is a classic view of a time when streamliners were the latest thing in travel luxury. Colour, sound, 25 minutes.

Branchlines in Transition: With the operation of branchlines changing dramatically, join Rail Innovations as they take a look at five very different branchlines. This video covers three railways and some tough winter operation on a plow extra. Colour, sound, narration, 40 minutes.

Shipping cost is \$3.50 for the first video, and \$0.50 for each additional video.

Note: ■ All items, and associated shipping charges, are subject to 7% GST when shipped to a Canadian address except in Newfoundland & Labrador, Nova Scotia and New Brunswick. ■ The 15% HST applies to all items and associated shipping costs to an address in Newfoundland & Labrador, Nova Scotia and New Brunswick. ■ All items are subject to 8% Ontario Retail Sales Tax when shipped to an Ontario address (the Ontario tax does not apply to shipping charges). ■ U.S. orders in U.S. funds, please, to cover higher shipping charges.



50 YEARS AGO: Blue and white General Motors demonstrator No. 754 (F3A/F3B/F3A) was tested on Canadian National during May and June 1947. The 4,500 hp set is shown at Ottawa Union Station on Ottawa-Montreal Train 50, 12 minutes past departure time according to the clock on the Peace Tower. The demonstrator set was sold to the Monon Railroad later in 1947. Friendly competitor CP No. 504, due to leave Ottawa for Montreal at 4.25 pm headed by 4-6-4 2810, cleared the terminal on time, followed by the 754 a short while later. Photo by J. Norman Lowe.

A SELECTION OF PASSENGER CONSISTS

23 May 1997 AMT Temporary Commuter at Blainville, Quebec	24 May 1997 VIA #1 - "Canadian" at Clover Bar, Alberta	31 May 1997 VIA #1 - "Canadian" at Edmonton, AB	31 May 1997 VIA Shakespearean Special at Kitchener, Ontario	12 June 1997 BOD of BRC Special at Calgary (to Vancouver)
GP9u 1310 Gallery Coach 921 Gallery Coach 923 Gallery Coach 924 Gallery Cab Coach 900 -----	F40PH-2 6448 F40PH-2 6449 Sleeper "Chateau Argenson" Baggage 8610 Coach 8117 Coach 8125 Coach 8115 Diner "Imperial" Skyline 8502 Sleeper "Bell Manor" Sleeper "Blair Manor" Sleeper "Butler Manor" Skyline 8501 Sleeper "Rogers Manor" Sleeper "Brant Manor" Sleeper "Hunter Manor" Sleeper "Amherst Manor" Skyline 8516 Sleeper "Carleton Manor" Sleeper "Chateau Radisson" Sleeper "Monck Manor" Dome-Obs. "Kokanee Park" -----	CN GP40-2L(W) 9595 F40PH-2 6441 * F40PH-2 6454 F40PH-2 6456 (dead) Baggage 8604 Coach 8112 Coach 8110 Coach 8105 Diner "Palliser" Skyline 8510 Sleeper "Fraser Manor" Sleeper "Cabot Manor" Sleeper "Christie Manor" Skyline 8505 Sleeper "Cameron Manor" Sleeper "Hearne Manor" Sleeper "Dufferin Manor" Sleeper "Thompson Manor" Skyline 8504 Sleeper "Lorne Manor" Sleeper "Chateau Latour" Sleeper "Osler Manor" Diner "York" * Sleeper "Craig Manor" * Sleeper "Chateau Dollard" * Sleeper "Ch. Denonville" * Sleeper "Chateau Rigaud" * Dome-Obs. "Tremblant Park" * added at Edmonton	F40PH-2 6403 Club 3461 Coach 3304 Coach 3332 Coach 3373 Coach 3335 Coach 3316 Coach 3360 Coach 3365 Coach 3305 Coach 3355 Coach 3320 Club 3470 F40PH-2 6416 ----- 7 June 1997 VIA #618 (Special) at Bathurst, NB F40PH-2 6407 F40PH-2 6433 Coach 4105 Coach 4103 Coach 4100 Coach 8133 Diner "Kent" Coach 8136 Coach 4120 Coach 4111 Coach 4121 Coach 4116 Dome-Obs. "Banff Park"	CP SD40-2 5594 WSOR E9A 102 WSOR E9A 101 WSOR Dormitory "Northern Plains" WSOR Sleeper "Northern Nites" WSOR Touring "Northern Sky" WSOR Club Dome "Northern View" ----- 15 June 1997 VIA #14/16 - "Ocean/Chaleur" at St-Lambert, Quebec F40PH-2 6425 F40PH-2 6430 Baggage 8622 Sleeper "Butler Manor" Sleeper "Chateau Montcalm" Sleeper "Chateau Levis" Skyline 8503 Coach 8116 Coach 8139 Coach 8124 Coach 8136 Skyline 8511 Coach 8147 Coach 8134 Sleeper "Louise" Sleeper "Chateau Cadillac" Sleeper "Chateau Closse" Sleeper "Chateau Dollier" Sleeper "Chateau Maisonneuve" Sleeper "Chateau Richelieu" Dome-Obs. "Laurentide Park"
24 May 1997 VIA #15 - "Ocean" at Truro, Nova Scotia	F40PH-2 6426 F40PH-2 6411 Baggage 8623 Coach 4108 (HEP-II) Coach 8124 Skyline 8511 Coach 8131 Coach 8146 Diner "Louise" Slpr. "Chateau Maisonneuve" Slpr. "Chateau Richelieu" Slpr. "Chateau Marquette" Dome-Observation "Revelstoke Park" -----	8 June 1997 CB&NS Excursion from Truro-Stellarton & return CBNS C-630M 2003 VIA Coach 8100 VIA Coach 8131 VIA Coach 8130 CBNS Caboose 1000		
17 June 1997 QNSL at Sept-Iles, Quebec				
RDC-2 6203 RDC-1 6115 RDC-2 6218				

(Thanks to Justin Babcock, Martin Boston, Brad Ellis, John Godfrey, Paul Huene, Harm Landsman, Jeff Parker, Geoffrey Peters and Glenn Roemer)

A SAMPLE OF DIESEL LASHUPS

- May 4 - STLH 929 at Smiths Falls, ON: C-424 4229, RS-18u 1803, C-424 4239 and RS-18u 1835.
- May 10 - CN westbound at Liverpool (Pickering), ON: GTW GP38-2 6226, NREX SD40 872, DW&P SD40 5906, GTW GP40-2 6414, GTW SD40 5927 and DW&P SD40 5902.
- May 10 - CDAC at St-Pierre, QC: BAR GP38 303, HATX GP40 416, MKCX GP40 4303 and CP RS-18u 1845.
- May 10 - CN at Dorval, QC: SD75I 5643, SD40-2(W) 5301, SD40 5089, GP40-2L(W) 9672, DW&P SD40 5907, GP40-2L(W) 9413, SD40 5096 and GP9RM 7260.
- May 10 - CN eastbound at Cobourg, ON: SD70I 5603, SD40u 6010, GTW GP38-2 5822, EMDX SD40 6407, and GTW GP38-2s 4916 (ex-5716) and 5836.
- May 14 - CN 791 at Coalspur, AB: Dash 8-40CM 2401, Dash 9-44CWL 2510 and SD60F 5531.
- May 14 - STLH at West Toronto, ON: C-424 4229, NS SD40 1600, CP RS-18u 1826, and C-424s 4209, 4242, 4219 and 4212.
- May 17 - STLH at Campbellville, ON: CP C-424 4211, HATX GP40u 518, NS SD40 1585 and CP SW1200RSu 1276.
- May 17 - CN 453 at Dauphin, MB: SD50Fs 5458 and 5457, GMD1m 1170, SD60F 5563, and HBRY GP35m's 2503, 2504 and 2502 (HBRY units dead-in-transit).
- May 18 - STLH 522 at Guelph Jct., ON: CP SD40 5500, STLH SD4-2 5651 and NYSW SD70M 4054.
- May 20 - CN 550 at Brettville Junction, AB: GP38-2 4777, GP9u 4024 and GP38-2 4709.
- May 22 - GEXR at Stratford, ON: GP38AC 9543, GP7 Slug 4161 and GP35m 'mother' 66.
- May 22 - CN at Capreol, ON: SD40u 6014, SD40-2(W) 5339, HLCX SD40-2 6213 and TOR GP9E 4204.
- May 23 - CN 131 at Stewiacke, NS: SD75I 5711, GP40-2L(W)s 9400 and 9473, and SD70Is 5623 and 5611.
- May 28 - CN 118 at Vancouver, BC: SD75I 5657, Dash 8-40CM 2439, HR616 2114 and SD40-2(W) 5277.
- May 29 - CN 453 at Roblin, MB: SD40-2(W) 5251, SD40 5068, HBRY GP7s 2509 and 2510 and HBRY GP35 2501 (HBRY units dead-in-transit).
- May 29 - CN 465 at Drumheller, AB: SD40-2(W) 5264, SD40 5049, SD50F 5436 and SD60F 5554.
- May 30 - CN 310 at Moncton, NB: M-420(W) 3576, HR616 2106, M-636 2335, SW1200RS 1379, HR412W 3585, HR616 2113 and M-420(W) 3509.
- May 31 - CN 404 at Edmonton, AB: SD75I 5634, Dash 8-40CM 2403, SD75I 5714, SD40-2(W) 5281, Dash 8-40CMs 2447, 2451 and 2438, Dash 9-44CWL 2501, SD50F 5446, SD75I 5628, SD40-2 5371 and SD50F 5407.
- June 7 - CN 419 at Edmonton, AB: GP38-2(W)s 4782 and 4807, SD38-2 1653, SD40 5217 and SD40-2(W) 5248.
- June 11 - CBNS 305 at Orangedale, NS: C-630Ms 2016 and 2032, GP18 4700 (nee GTW 4700) and C-630M 2034.
- June 11 - CBNS 306 at Orangedale, NS: C-630Ms 2039, 2029, 2028 and 2016.
- June 11 - CN 402 at Edmonton, AB: SD40 5222, SD40-2(W) 5327, GMD1u 1612, SD40-2 5389, Dash 9-44CWL 2510, SD40-2(W) 5252, SD75I 5712, SD40-2 5390 and SD40 5108.
- June 11 - CN at Drumheller, AB: SD75I 5674, and SD40-2(W)s 5266 and 5244.
- June 14 - CN 386 at Sarnia, ON: SD75I 5664, SD70I 5610, GP40-2L(W) 9458, GP40 9303, GTW GP38-2 4919 and CR SD40-2 6482.
- June 17 - CP 529 at Nepean, ON: GP40 9303 and GP40-2L(W) 9458.
- June 19 - CN 565 at Drumheller, AB: Dash 8-40CM 2401, SD60F 5531, SD40 5049 and SD40-2(W) 5293.
- June 22 - CN 387 at London, ON: SD70I 5624, CR SD45-2 6664, GT GP40-2 6425, SW1200RM 7310 and SW1200RS's 1389 and 1346.
- June 23 - CP 917 at Winnipeg, MB: HLCX SD40-3s 6090, 6069 and 6092, CP SD40 5401 and CP GP9u 1564.
- June 25 - BCOL VC at Quesnel, BC: Dash 8-40CM 4610 and RS-18 629.

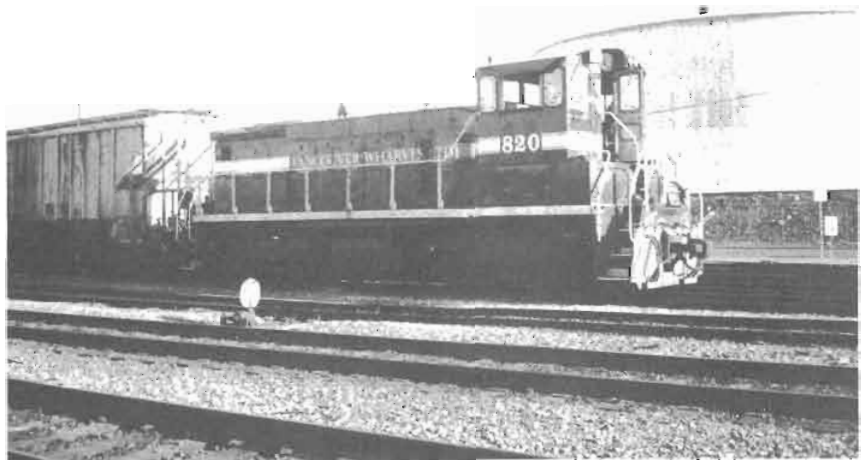
(Thanks to Robert Archer, Terry Bilson, Martin Boston, Vernon Drylie, Brad Ellis, Ross Harrison, Bob Heathorn, Les Kozma, Brian Kimmons, Harm Landsman, David Maiers, Jason Noe, Ron Ormson, Mark Perry, Geoffrey Peters, Marty Phillips, Mark Rushton, Stan Smith, Adrian Telizyn, Ken Voelker, Rod Wilson and Joe Zika)



Photo Corner

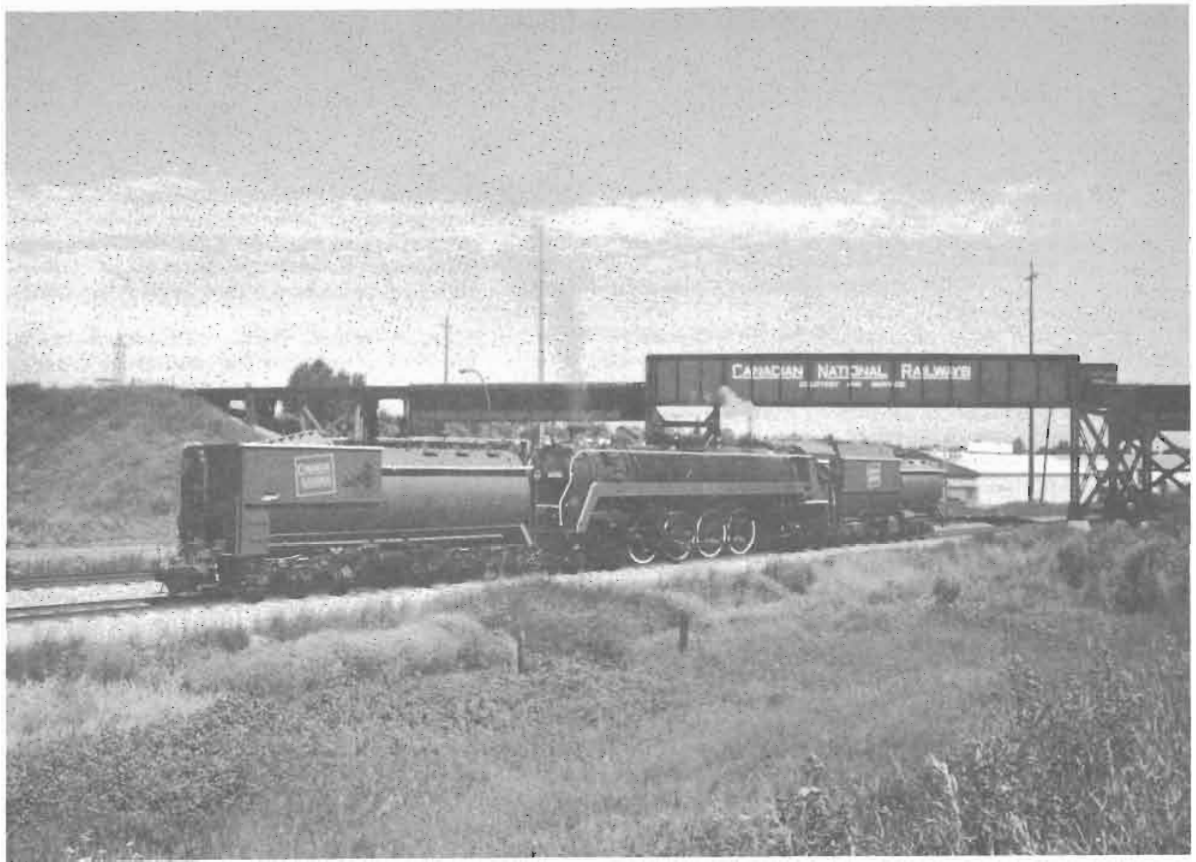
Not a CP unit in sight. Shown is the power for a Canadian Pacific train laying over at Regina, Saskatchewan, on a very cold March 5, 1997. The lashup includes four leased Norfolk Southern SD40s, a former Quebec North Shore & Labrador SD40-2 leased from Helm Leasing, headed by a SOO SD60. At press time, CP was leasing 268 units and has 121 new high-horsepower units on order. Photo by Peter McCulloch.

Vancouver Wharves Ltd. SW1500 No. 820 switches cars at the Vancouver Wharves facility in North Vancouver, BC, in May 1997. No. 820 and sisters 821 and 823 are former Southern Pacific units that were upgraded by AMF to power a slug. Photo by John Burbridge.

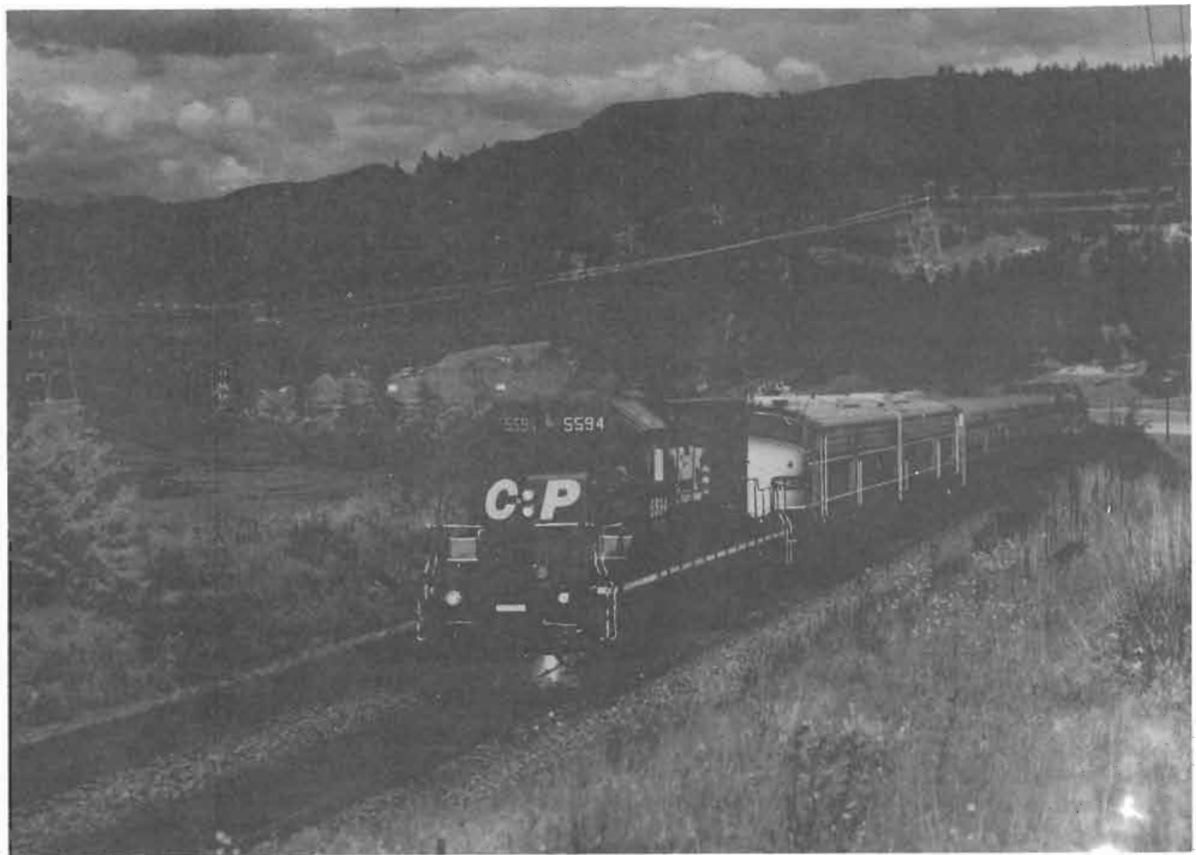


Ex-Sydney and Louisbourg 2-6-0 No. 42 heads the evening excursion on the Cape Breton Steam Railway from Glace Bay to Port Morien, Nova Scotia. The camera caught No. 42 near Morien Junction on August 22, 1979. No. 42 is now located at the Museum of Industry in Stellarton, Nova Scotia. Photo by Martin Galley.

Passenger Extra CP 5594 is westbound at Mile 109.9 of CP's Shuswap Sub. just east of Ducks, B.C. on June 13, 1997, running on the eastward track against the current of traffic. The four-car passenger train was chartered by the Belt Railway of Chicago using Wisconsin and Southern E9As 102 and 101. Photo by Jim Johnston.



Rocky Mountain Rail Society's former CN 4-8-2 6060 leaves the Cominco fertilizer plant in Calgary on July 28, 1993 after being resident there for four years. No. 6060 was enroute to the Alberta Railway Museum where she is periodically operated on Museum trackage. Shortly after this scene the overpass, still proclaiming "Courtesy and Service", was removed by CN. Photo by Robert Sandusky.



VIA Rail's Summer Timetable

by TOM BOX

As usual, the arrival of spring brought with it several changes to the VIA Rail timetable. In contrast with other years, however, these changes did not all take place on one day, but were spread over a period of two months.

The changes began on Good Friday (March 28), when one IC3 Flexliner, which had been in use in southwestern Ontario, departed for the United States. The trains on which it had been used were cancelled and not replaced.

April 27 saw the introduction of a new schedule for the "Canadian". May 11 brought changes to the joint VIA/Amtrak trains, and to VIA trains to Atlantic Canada and northern Quebec. Finally, on May 25 new schedules for the Quebec-Windsor corridor came into effect, and a new national timetable (National Folder No. 259) was issued, the first in more than a year.

Here is a route-by-route look at the changes in the schedules.

Halifax-Montreal: Effective May 11, the westbound "Ocean" leaves Halifax 30 minutes earlier, and arrives in Montreal 5 minutes earlier. The departure time of the eastbound train from Montreal is unchanged, but its arrival in Halifax is now 30 minutes later.

Two sleeping cars now operate only between Montreal and Moncton. Although the length of the stop in Moncton is unchanged, I suspect that one reason for the added time in the schedule is to allow for switching operations there. Causapsca and Montmagny have been downgraded to flag stops.

Because overnight Quebec-Lévis ferry service has been cancelled, a convenient connection from the westbound "Ocean" to downtown Quebec no longer exists. Ferry connections may still be made with the eastbound train.

Gaspé-Montreal: The "Chaleur" now has a shorter stay in Gaspé, with eastbound train 16 arriving 45 minutes later than before, then leaving as the westbound train 35 minutes earlier than in last year's schedule. Nouvelle has been downgraded to a flag stop.

West of Matapedia, the "Chaleur" is combined with the "Ocean", and so is affected by the changes mentioned above for the latter train.

Montreal-Jonquière: The schedule of the "Saguenay" changed on May 11. The triweekly train now goes north on the same schedule on Monday, Wednesday, and Friday, instead of having a separate, later schedule on Friday. Southbound trains leave 50 minutes earlier on Tuesday and Thursday, and 10 minutes later on Sunday. Running times between Montreal and Jonquière have been reduced by 30 minutes northbound and 20 minutes southbound. Lac-Edouard has been downgraded to a flag stop.

The earlier departure time on Tuesday and Thursday, along with the faster running time, means that same-day connections can be made in Montreal with trains to Quebec, Ottawa, and Toronto.

Montreal-Senneterre: The "Abitibi" is combined with the "Saguenay" between Montreal and Hervey, and so is affected by the changes mentioned above. Running times between Montreal and Senneterre have been reduced by 50 minutes northbound and 40 minutes southbound.

The Senneterre-Taschereau-Cochrane trains, suspended last August because of poor track conditions, have vanished from the new timetable without a trace, except in the centrefold map of the VIA system, where they are still shown.

Quebec-Montreal: This route sees only minor changes, effective May 25. Trains 24 and 26 now depart from Montreal 15 minutes later than in last fall's timetable. The running time of some trains have been altered slightly, with the changes ranging from a 10-minute decrease to a 5-minute increase.

Montreal-Ottawa: Train 31 now stops in Casselman instead of Maxville. Train 33 underwent the opposite change, adding a stop in Maxville in lieu of Casselman. Train 37 now stops in Coteau every

day, not only on Sunday. Midmorning train 33 leaves Montreal 25 minutes earlier than before, while afternoon trains 34, 35, and 36 have later departure times, by 70, 20, and 30 minutes, respectively. With these changes, VIA hopes to attract passengers from Ottawa connecting with overseas flights at Dorval airport, once these flights are transferred there from Mirabel. Some trips' running times have been lengthened by 1 to 8 minutes, while others are unchanged.

Montreal-Toronto: Early-morning westbound train 53 adds a stop at Brockville, increasing its Montreal-Toronto running time by 4 minutes. Train 65 has a slightly slower running time between Dorval and Guildwood, but makes up this time between Guildwood and Toronto, so its Montreal-Toronto time is unchanged. Train 69 leaves Montreal 45 minutes later than previously. It no longer stops in Coteau and Trenton Jct., reducing running time by 7 minutes. Sunday-only train 669 has been abolished and replaced by train 69.

Evening eastbound train 68 leaves Toronto 30 minutes later than in the old schedule. It no longer stops in Trenton Jct., and running time has been reduced by 8 minutes. This train makes flag stops in Cobourg and Belleville on Saturday only, when Toronto-Kingston train 650 does not run. Checked baggage is no longer handled at Cobourg for trains 57 and 60.

Kingston-Toronto: Trains 650, 651, and 655, introduced last fall as part of the experimental IC3 Flexliner service, have been retained on a permanent basis, operating with conventional stainless steel cars hauled by an F40PH-2 unit. These trains, a revival of the "Ontarian" which ran from 1965 to 1990, have been given the name "Trent". Weekday morning train 651 leaves Kingston 5 minutes earlier than in last fall's timetable. It adds stops in Port Hope and Oshawa, and arrives in Toronto at the same time as in the old schedule. Saturday morning train 655 adds stops in Cobourg and Port Hope, with its Kingston-Toronto running time increased by one minute.

Eastbound train 650 now leaves Toronto at 17:30 instead of 20:00, to better serve commuters. It stops at all passenger stations from Toronto to Kingston, with Oshawa, Port Hope, Trenton Jct., and Napanee being new stops. Running time has been increased by 14 minutes.

Ottawa-Toronto: This route also sees the retention of the increased frequencies introduced last fall with the IC3, but now operated with F40 locomotives and LRC cars. There have been significant changes to several schedules.

Train 41 adds a stop in Smiths Falls. Saturday train 641 now leaves Ottawa 25 minutes earlier, and no longer stops in Brockville. Train 43 undergoes a major change, leaving Ottawa at 09:40 instead of 11:35. The afternoon westbound trains have been renumbered, with the former 643, 45 and 47 becoming 45, 47, and 49, respectively. The new train 45 no longer stops in Smiths Falls, but adds a stop in Belleville. It leaves Ottawa 5 minutes later than the old train 643, and no longer runs on Wednesday. The new train 47 leaves Ottawa 10 minutes later than the old train 45, and no longer stops in Belleville. The new train 49 runs on a schedule very similar to the old train 47, but now stops in Belleville every day, not only on Tuesday.

Eastbound, the early-morning train 40 has been eliminated, and number 40 had been assigned to the 09:00 departure, formerly known as train 640. Train 42 adds a stop in Oshawa and loses one in Smiths Falls. A new train 44 has been created, leaving Toronto at 13:00 daily except Wednesday and Saturday, and stopping in Guildwood, Port Hope, Kingston, Brockville, Smiths Falls and Ottawa. The former trains 44 and 46 have been renumbered 46 and 48, respectively. The schedule of the new train 46 is unchanged from the old train 44, except that it no longer runs on Saturday. Train 48, in contrast, undergoes major changes. It leaves Toronto at 18:30, one hour later than the old train 46, and operates joined to train 68 between Toronto and Brockville. It no longer stops in Oshawa, Port Hope, Cobourg, Belleville, and Napanee, but adds a stop in Gananoque. Flag stops are made in Cobourg and Belleville on Saturday only.

Running times of several trains have changed, from a 10 minute decrease for train 48 to a 5 minute increase for train 49.

The IC3 trains were unnamed. The existing names of "Capital", "Lakeshore", "Rideau", and "Simcoe" have been applied to the first four trains of the day, while trains 48 and 49 have received the new name "Senator".

Toronto-Niagara Falls: Weekend-only trains 93 and 94, which used the IC3 Flexliner, were terminated after March 23. The schedule of train 97, the New York-bound "Maple Leaf", changed on May 11, and it now leaves Toronto 35 minutes later than previously. There are no changes to train 98, the Toronto-bound "Maple Leaf", or to trains 90, 92 and 95, the "General Brock".

Toronto-Sarnia: Toronto-Stratford trains 680, 682, 683 and 687, and Toronto-Kitchener trains 681 and 684, which were part of the IC3 experiment, were terminated after March 27.

The schedule of the Toronto-Chicago "International" changed on May 11. Westbound train 85 now leaves Toronto 50 minutes later than previously, and running time to Sarnia has been reduced by 5 minutes. Sunday-only train 685 is unchanged. Eastbound train 88 leaves Sarnia at the same time as before, but the running time to Toronto has increased by 12 minutes. The schedule of the Toronto-Sarnia "Huron" (train 89) changed on May 26. Its departure time from Toronto has changed from 17:30 to 18:50, but its running time to Sarnia is unchanged. Sunday-only train 689 and eastbound train 84 are unchanged.

Toronto-Windsor: Toronto-London trains 82 and 83 disappeared along with the IC3 after March 27. Schedules of other trains were modified on May 25. The first and last westbound trains, 71 and 79, now leave Toronto 40 and 35 minutes later, respectively. Eastbound trains 72 and 78 leave Windsor 15 and 5 minutes earlier. Running times of most trains have decreased by 3 minutes.

Toronto-Vancouver: An up-to-date printed timetable has not been available since last September 22, when a portion of the CN Newmarket Subdivision was abandoned and the "Canadian" ceased to serve Newmarket, Barrie, and Orillia. This lack was finally corrected on May 25, when the new National Folder was issued.

Significant changes to the schedule had occurred a month earlier, on April 27. Train 1 now leaves Toronto at 11:00 instead of at 12:45, and arrives in Vancouver at 08:55 instead of 08:30, a slowdown of 2 hours, 10 minutes. The departure of train 2 from Vancouver is unchanged, but its arrival in Toronto is now 1 hour 35 minutes later, at 22:35 instead of 21:00. On-time performance by the "Canadian" in 1996 was only 44%, so a more realistic schedule has been adopted.

The earlier departure of train 1 breaks the same-day connection with train 53 from Montreal, and with train 641 from Ottawa on Saturday.

Additional cars are operating between Vancouver and Edmonton this year, instead of between Vancouver and Jasper, as in previous years. To allow for the required switching moves, the time spent in Edmonton has been increased from 35 to 60 or 65 minutes, and the time in Jasper reduced from 70 to 35 minutes.

Sudbury-White River, Winnipeg-Churchill, Wabowden-Gillam-Churchill, The Pas-Lynn Lake: No changes.

Jasper-Prince Rupert: No changes to the schedule. The summertime first class service has been christened "Totem Class." This year it features access to a Park car, instead of the Skyline car used last year.

Victoria-Courtenay: The special Friday and Saturday schedules, which had been in effect since early January, are eliminated, and the train once again runs on the same schedule Monday through Saturday. The use of a special weekend schedule in winter only has been a regular practice since 1994.

The interior layout of the timetable has undergone only minor changes. The front cover, however, has been completely redesigned. Surprisingly, it does not include a picture of a train or any train-related theme. ☐

THE REGISTER BOOK

OTTAWA, ONTARIO: The Canadian Museum of Contemporary Photography will be putting on an exhibition "Track Records: Trains and Contemporary Photography" from **July 18 to September 28**. The museum, in a reconstructed railway tunnel once used by Canadian Pacific, is at 1 Rideau Canal, beside the Chateau Laurier Hotel.

WINDSOR, NOVA SCOTIA: The Trecothick Creek and Windsor Railway, a 1.5" scale line belonging to Glen Wallis welcomes visitors with a program of operations on **July 13, August 2-3 and September 6**. Information from Glen Wallis at (902) 798-5685 or Box 2585, Windsor, Nova Scotia, B0N 2T0.

OTTAWA, ONTARIO: Visit the National Museum of Science and Technology, its collection of rail and other artifacts and its operating Shay locomotive. During July and August on Wednesdays and Sundays, Bytown Railway Society personnel will operate the Shay on Museum trackage, pulling BRS' ex-CP Superintendent's Car No. 27 (1907) and ex-CP Caboose 436436 (1913). Over the past winter, Car 27 has received a major facelift both inside and out (see Tid Bits). Come out and experience the only operating Shay in eastern Canada and get a chance to meet some of the Bytown "characters".

STETTLE, ALBERTA: Alberta Prairie Railway Excursions operates steam excursions from Stettler and return, offering a full course buffet dinner at destination through to December 6. Equipment includes a 1919 combination car (ex-CNoR), 1921 and 1931 CPR deluxe sleepers and four former CN day coaches dating from 1923 and 1924. Motive power is a 1920 Baldwin 2-8-0 steam locomotive with an American parentage. For information and reservations, contact Alberta Prairie Steam Tours Limited at (403) 742-2811 or fax (403) 742-2844. The address is Postal Bag 800, Stettler, Alberta, T0C 2L0.

SMITHS FALLS, ONTARIO: The Smiths Falls Railway Museum will hold its second annual "Jigger Festival" on Monday, **August 4** from 10:00 to 16:00. A celebration of railway track cars large and small, this annual event will feature a parade of track cars, motorcar rides, model railroads, handcar world record attempt and more. **Free** admission. Information from Robert Vaughan at (613) 283-5696, or e-mail: bk681@freenet.carleton.ca

CLIFFSIDE, B.C.: E&N Railfreight (CPR) and the E&N Division, CRHA, will be hosting the 111th anniversary of the driving of the last spike at mileage 25 (Cliffside), a 20 minute drive from Victoria, on **August 16** from 10:00 to 16:00. Present will be E&N GP38AC 3004, CPR Display Cars 80 and 81, CPR RDC-2 91, E&N Division, CRHA Caboose 76695, speeders, cake and clowns. RDC-2 91 will take the press and invited guests to mileage 25. Further information from E&N Division, CRHA, at (250) 598-6491 or e-mail: gmigneau@netcom.ca

TROIS-RIVIERES, QUEBEC: Les Modelistes Ferroviaires de la Mauricie will present "EXPO TRAIN 97" on **September 27-28** from 10:00 to 17:00 at Poly Ste-Ursule, 1725 boul. de Carmel. Adults \$3; children \$1. Information from Hugues Dravigné at (819) 375-6422, fax (819) 371-9383 or e-mail: clafor@netrover.com

Along the Right of Way

FACILITIES RELOCATED: VIA Rail has moved all of its facilities at its Winnipeg (Manitoba) Depot to the subway under the tracks while the depot is being renovated. (Tom Higgins)

ROUNDHOUSE PROPOSALS INVITED: The Corporation of the City of Toronto has invited proposals for the rehabilitation and use of the former CP John Street Roundhouse Complex as an operating museum in whole or in part, together with other commercial uses which would protect and enhance the historical integrity of the structures and be complimentary to Roundhouse Park in which the Roundhouse Complex is located. Submissions must be submitted by July 11. (*Globe & Mail*, 16/05/97, thanks to John Thompson)

BURLINGTON RESIDENTS WORRY ABOUT SHIFT OF CN RAIL YARDS FROM HAMILTON: Residents of Burlington, Ontario, are worried that Canadian National may relocate its Hamilton-area rail yards to their community. Presently, the Hamilton yard is along Burlington Bay and presents a formidable obstacle to the redevelopment of the Hamilton waterfront for recreational purposes. Driving the fear are remarks by local M.P. Sheila Copps, also Minister of Canadian Heritage. Copps supports the redevelopment idea but has been careful to not make commitments that might see her endorsing the movement of the yard. For its part, CN won't move unless someone else foots the bill - estimated to be \$100 million. (*The Hamilton Spectator*, 16/05/97, thanks to Clive Spate)

ZOO OWNER PROTESTS HAMILTON RAIL/TRAIL CONVERSION: The owner of a Hamilton-area zoo is opposed to the conversion of a portion of Canadian National's former Hagersville Subdivision into a hiking/cycling trail. The land in question is a 10 km corridor connecting Caledonia with Hamilton's Stone Church Road. The zoo owner is worried that many of his exotic animals, lions, tigers and leopards will react negatively to the number of hikers and cyclists, provoking some kind of tragedy. Although the track is about 50 metres across a creek and up an embankment from the perimeter of the zoo, there is a concern that presence of humans could cause some of the huge cats to bolt or attempt to escape. Indeed, when trains ran, the tigers would chase them along the length of the embankment. "You can imagine what's going to happen when somebody is riding a horse along the trail and all of a sudden this monster charges at them," said the zoo owner. (*The Hamilton Spectator*, 16/05/97, thanks to Clive Spate)

SALEM AND HILLSBOROUGH GETS READY FOR ANOTHER SEASON: Calling itself one of two passenger trains in the Maritimes, the other being VIA Rail's "Ocean", the Salem and Hillsborough Railroad has announced that it will operate passenger excursions during 1997. Last year, the 5-mile route outside of Moncton, New Brunswick, carried 3,300 passengers and the company is hoping to exceed this level. (*The Daily Gleaner (Fredericton)*, 17/05/97, thanks to H.F. Deakin)

TENDER CALLED FOR ROOF ON McADAM RAILWAY STATION: The McAdam Historical Restoration Commission Inc. has issued a tender call for replacing the roof on the historic McAdam station. The work includes the removal and disposal of the existing asphalt shingles, the removal of existing flashing, the replacement of rotten boards and the installation of a new roof system and new flashing components. The work is jointly funded by the Government of Canada, the Province of New Brunswick,

and the Village of McAdam, under the Canada/New Brunswick Infrastructure Program. (*The Daily Gleaner (Fredericton)*, 17/05/97, thanks to H.F. Deakin)

TORIES TAKE TO RAILS TO WOO ANNAPOLIS VALLEY VOTERS: The Progressive Conservative Party took to the rails in the Annapolis Valley during the recent federal election. On the afternoon of May 20, a special excursion train carried former Prime Minister Joe Clark over the Windsor & Hantsport Railway. The trip was to support local PC candidate Scott Brison. The consist included RS-23s 8037 and 8046 pulling ex-VIA dayniter 5747 and Caboose No. 150. (Glen Wallis)

SHOP DEMOLISHED: The former Canadian Pacific Rail Diesel Car shop at Glen Yard in Westmount (Montreal) was demolished in late-May. (Jim Sandilands)

LAST TRAIN: CN operated the last train on the southern end of the Cowan Subdivision in Manitoba on May 31. Train 549 with GMD1u's 1601 and 1608 ran light from Dauphin to Ethelbert and picked up 10 loaded grain hopper cars. The northern end of the Cowan Subdivision from Thunderhill Jct. at Swan River to Minitonas (17 miles) is now called the Swan River Spur and is used to service the MPE elevator and the Louisiana Pacific chip board plant at Minitonas. (Mark Perry)

LANDSLIDE CLOSSES NORTHERN B.C. LINE: BC Rail was hit by a massive landslide at mile 708 of the Fort St. John Subdivision on June 3. The slide occurred on the side slope of the Pine River, about 10 miles south of the slides that occurred at Taylor in May, which were along the Peace River.

The grade at mile 708 failed along a steep, saturated clay seam and the massive landslide resulted in the track dropping by between 60 and 80 feet over a length of about 1,100 feet. The plan to restore the line was to construct a grade revision via a massive cutslope alignment into the hillside. To achieve a reasonable permanent alignment, the planned grade revision would extend some 2,000 feet at track level, cut into the slope in excess of 60 feet and involve approximately 500,000 cubic yards of excavation, a process expected to take at least a month to complete.

The landslide resulted in traffic being embargoed from mile 658 (Chetwynd) to mile 979 (end of line at Fort Nelson). Some traffic (mostly logs) is being handled from Fort Nelson to Fort St. John where it is unloaded onto trucks and taken to a reload point in Chetwynd. Similarly, petroleum products from Taylor are being trucked to Chetwynd. (John Cowan and Adrian Telizyn)

STATION DESTROYED: The former CPR station at Scotstown, Quebec, was destroyed by fire on June 7. The station was more than 100 years old. (Gus Portelance)

GO HUNTER STREET, ONE YEAR LATER: Almost a year after its re-opening, GO Transit's Hunter Street Terminal in Hamilton is out performing its sceptics. The ex-Toronto, Hamilton and Buffalo station opened to a mixed reaction in August 1996 and was promptly criticized as being a veritable money pit, and an under-utilized one at that. The past year's performance has somewhat confounded sceptics although the rejuvenated station is by no means a high flying success story. Passenger ridership has increased by 35 per cent - with the three weekday round trips to Toronto now averaging 525 as opposed to 390 passengers. Weekday bus service is only up 5 per cent,

however, from 3,200 to 3,350 weekly riders. (**The Hamilton Spectator**, 07/06/97)

TEMPORARY TRAIN POPULAR: The temporary commuter train between Blainville and Montreal, which made its debut on May 12 to provide rapid transit to Montreal for North Shore and Laval residents while a highway bridge is under repair, is gaining popularity weekly. The train has become so popular that mayors from ten Laurentian municipalities want the train to become a permanent fixture. The train is scheduled to stop operating on October 15 when work on the bridge is completed. (**The Gazette**, 14/06/97, thanks to Gus Portelance)

FOREST FIRE RESULTS IN DETOURS: A CN bridge at mile 75.6, St-Maurice Subdivision (near Cann, Quebec) was damaged by a forest fire on June 16, and was out of service until June 21. During the outage, Montreal to Rouyn/Noranda trains 419 and 420 were detoured via Ottawa and Pembroke, then over the Ottawa Valley RaiLink to North Bay for furtherance on Ontario Northland. Toronto to Senneterre train 364 was also diverted over Ontario Northland.

TRAIL ASSOCIATION UPSET WITH CN: Members of the Canada Trail Association are upset that CN has put the Rosburn Subdivision up for tender. The Canada Trail will consist of hiking and biking trails that will stretch across Canada, and members of the association were hoping to utilize the Rosburn Subdivision right of way and bridges (abandoned in 1996) as part of the cross Canada trail. CN has decided to tender for the dismantling of 27 bridges along the line. (CKX TV News, Brandon, 18/06/97, thanks to David Maiers)

STATION RETURNS TO ORIGINAL SITE: North Vancouver's original Pacific Great Eastern station has returned to its original site. Built in 1913, the modest wooden building is one of only three original PGE stations to survive into modern times. The station was closed in 1928 when the PGE built a tunnel under Lonsdale and Esplanade in North Vancouver. For several years it served as an office before it was moved to nearby Mahon Park to serve as home for the North Vancouver museum and archives. Recently the building was moved from the park and back to its original location where it will be restored and continue to be used by the Museum. The grand re-opening is planned for September 20. Other surviving original PGE stations are at Williams Lake and Quesnel although both are now have two storeys and bear little resemblance to their original state. (**North Shore News**, 20/06/97, thanks to Grant L. Ferguson)

CHANGED HANDS: The Waterloo-St. Jacobs Railway Co. (WSJR) acquired all of the rolling stock of bankrupt excursion operator "Les Trains Touristiques du St-Laurent Ltée." in a recent tender sale. The equipment operated as "Le Tortillard du St-Laurent" between Quebec City and La Malbaie, Quebec, until the fall of 1996.

Included are former VIA FP9Au 6305 and 6306, and 11 former VIA cars (Cafe-Bar-Gift Shop 761, '10-6' Sleeper 2143 - "Warpath River", Cafe-Bar Lounge 2510, Cafe-Coaches 3218 and 3223, Coaches 5569, 5578 and 5611, Dayniter 5747, Combination 9300 and Baggage-Generator 9640).

All of the equipment (except 2143, 2510 and 9300) will retain the 1954 CN green, black and yellow livery utilized by Les Trains Touristique du St-Laurent and will form the nucleus of WSJR's excursion service which is planned to commence between Waterloo and St. Jacobs, Ontario, on or about July 12.

The equipment was delivered to the WSJR during the third week of June. Also delivered from storage at VIA's Toronto Maintenance Centre were seven former VIA cars (coaches 3211, 5467, 5485, 5504 and 5622, and baggage cars 9614 and 9630)

acquired by WSJR in 1996. Cars not immediately required for service have been stored in Elmira and various industrial spurs.

WSJR is a federally-chartered short line which acquired CN's Waterloo Spur between mile 1.91 (Waterloo) and mile 11.93 (Elmira) in April 1996. For the time being, CN continues to provide freight service through a freight service agreement with WSJR. Information: (519) 746-1950 or 1-800-754-1054. (James Brown and Jason Noe)

SHORTLINE BEGINS OPERATION: The 7.7-mile Port Colborne Harbour Railway (PCHR) started operation on June 24 between Welland and Port Colborne, Ontario. The PCHR took over operations of 6.6 miles of CN's Port Colborne Spur (off the Canal Subdivision), the Macy Spur (west of the Welland Canal) and the Government Spur off the Macy Spur, plus a new 1.1-mile connection between the Port Colborne Spur and the Macy Spur, all now owned by the City of Port Colborne.

The PCHR is a division of the Caledonia & Hamilton Southern Railway Co. Ltd., affiliated through ownership with the New York & Lake Erie Railroad, Oil Creek & Titusville Lines, and St. Lawrence & Raquette River Railroad in the U.S. The impetus for acquisition of the track by the city was the need to remove Welland Canal bridge 20 which allowed access to rail customers west of the canal off CN's Macys Spur.

Startup motive power for the PCHR is New York & Lake Erie Alco C-425 6101. Former Case International (previously International Harvester in Hamilton) Alco S-1 (serial 74963, nee 11/46 as Erie 308) will join the roster later.

SUBDIVISION ABANDONED: Service will be discontinued on CPR's entire Manitowadge Subdivision effective July 4 in accordance with Section 146(1) of the Canada Transportation Act. Stations on the line include Amwri, Geco and Manitowadge, Ontario.

NEW EXCURSION TRAIN: At press time, it was learned that the Windsor & Hantsport Railway was aiming for a July 5 start for two-hour roundtrip excursion trains between Windsor, Hantsport, Grand Pre and Wolfville, Nova Scotia. The train, named the "Evangeline Express", would be operated with a RS-23 unit on each end, and utilize former VIA Dayniter 5747 and two flatcars with sides and roof from the Great Smokey Mountain Railway in North Carolina (named Evangeline and Gabriel). (Bill Linley)

LUXURY TRAIN BETWEEN VANCOUVER AND MONTREAL: The American Orient Express, a private luxury 15-car train, is scheduled to make two round trips between Vancouver and Montreal over CN lines in August and September. Trains will depart Vancouver at 10:00 on August 12 and 26 and arrive in Montreal on August 18 and September 1. Departures from Montreal will be at 09:30 on August 19 and September 2, with arrivals in Vancouver on August 25 and September 8. Stopovers will be made at Jasper, Saskatoon, Winnipeg, Thunder Bay and Ottawa. The train will consist of three VIA F40PH-2 units and 15 "Streamliner Era" cars from the 1940s and 1950s.

STEAM RETURNS TO UKRAINIAN RAILWAYS: Shortages of diesel fuel and electric power have prompted the Ukraine Railway to re-activate several steam locomotives which have been held in strategic reserve for the past 40 years. Made in Hungary, the locomotives are now hauling freight in the mining area of Dnepropetrovsk and in the west of the country. Said a local railway journalist, "Diesel is very expensive. It makes more sense to use a steam train running on coal than a diesel which guzzles fuel. We are not returning wholesale to steam, but these locomotives are a useful addition to our stock." (**Daily Telegraph**, 11/04/97, thanks to Bob Elliot)

The Motive Power and Equipment Scene

Our thanks to Bruce Chapman, Ray Corley, Doug Cummings, Ken Garber, Les Kozma, Roland Legault, Bill Linley, David Meridew and Mark Perry.



RETIRED: (dd/mm)

- CN M-636 2335 (09/06);
- CN M-420(W) 3503 (25/06);
- CN SD40 5120 (12/06); 5173 (05/06); 5176 (12/06); 5200 (29/05) - to be overhauled and upgraded by AMF as SD40MP units for Connell Leasing;
- GTW SW1200 1513 (25/06), 1518 (09/06) and 1519 (09/06) - sold to Canac for its Terminal Contract Switching Fleet.

SOLD:

- Retired CN SW1200RS 1324 sold through Canac to Donohue Inc. in Thorold South, Ontario;
- Retired CN SW1200RS 1329 and 1337 sold through Canac to the Ohio Central Railroad;
- Retired CN SD40 5220 and retired CN GP40-2(W) 9640, 9648 and 9654 sold to Helm Leasing.

MAINTENANCE TRANSFERRED:

- 78 units from Edmonton (CN maintained) to Winnipeg (GE maintained): Dash 8-40CM 2400-2454 and Dash 9-44CWL 2500-2522;
- 75 units from Toronto (GM maintained) to Edmonton (GM maintained): SD75i 5655-5657 and 5659-5730;
- 101 units from Moncton to Toronto (CN maintained): S-13 117; SW1200RS 1341-1344, 1352, 1357, 1366, 1367, 1377, 1391, 1395 and 1396; GMD1 1900 and 1901; HR616 2100, 2103, 2106-2108, 2112-2115, 2117 and 2118; M-636 2338; M-420(W) 3500-3502, 3504, 3505, 3508-3510, 3512, 3514-3519, 3522, 3528, 3530-3533, 3538-3551, 3553-3560, 3562, 3563, 3566-3569, 3571-3579; HR412(W) 3580, 3582, 3583, 3585, 3586 and 3588; and S-13u 8700, 8701, 8703-8709 and 8711. (Moncton Shop now closed)

LEASED OUT: CN M-420(W) 3542, 3545 and 3554 are leased out by Canac to Chemin de fer Baie des Chaleurs (for service between Matapedia and Chandler, Quebec).

STORIED UNSERVICEABLE: (* added since last issue)

- CN GMD1m 1105 and 1141; GMD1 1911 (frost damage);
- CN Dash 8-40CM 2415 and Dash 9-44CWL 2502 (both damaged in collision with a frozen clay slide at Ashcroft, BC, on 16/11/96);
- CN M-420(W) 3528 and HR412 3580;
- GTW GP9 4138; GP9 4434; GPR9 4602* and 4605; GP18 4706; GP38-2 4915 (ex-5715); SD40 5925; GP40-2 6421*;
- HLCX SD40 5006*.

PAYBACK: GATX GP40 3702 (nee B&O 3702), leased to St. Lawrence & Atlantic, is working on CN as payback for the use of CN units on the St. Lawrence & Atlantic.

LEASED UNIT CHANGES SINCE LAST ISSUE:

Off lease:

- CR C40-8W 744 and 747; C39-8 6011 and 6012;
- EMDX SD40 6403, 6407, 6410, 6419, 6420, 6426 and 6427 (placed on lease to Railtex's Indiana & Ohio until late-August to repay horsepower hours owed to Grand Trunk Western);
- HLCX SD40-3 6000, 6055, 6058, 6060, 6074 and 6100;
- NS C30-7 8053.

(NOTE: Conrail C40-8W 6014 and 6016 were pending delivery at press time; total of 84 units leased)

Canadian Pacific Railway

RETIRED:

- CP SW1200RS 8120 retired on June 15 (donated to Lake of the Woods Railroad Museum in Kenora, Ontario; No. 8120 replaces ex-CP M-636 4718 previously donated but returned to CPR as it was deemed to be too heavy to move to the Museum; at press time, 4718 was in the CPR Kenora yard);
- CP SW1200RS 8128 retired on May 20 (wreck damaged).

NEW IDENTITY:

- CP SD40-2 671 (assigned to STLH; nee KCS 671) renumbered CP 5416 on June 17 and equipped to lead trains in Canada.

- CP GP38AC 3004 repainted in E&N Railfreight livery and numbered EN 3004 on June 15;
- CP SD40-2 5627 relettered STLH 5627 on June 18;
- SOO GP38-2 4407 repainted in CP Rail livery and numbered CP 4407 on June 18.

TRANSFERRED:

- CP RS-18u 1811 and 1830 from Binghamton to Montreal;
- CP GP9u 8249 and Control Cab 1116 from Toronto to Binghamton.

STORIED UNSERVICEABLE (* added since last issue):

- CP: SW9u 1200 (STLH); SW1200RSu 1211 (STLH); GP9u 1606 (STLH); RS-18u 1806 (STLH), 1823 (STLH) and 1829 (STLH); C-424 4234 (STLH), 4239* (STLH), 4245 (STLH) and 4248 (STLH); GP30 5000 and 5001; GP35 5007*, 5008 and 5019; SD40-2 5685 (STLH - accident at Savona, BC, on 20/08/95); SD40-2 5751 and 5753 (washout accident at mile 21, Ignace Sub., in April 1997); SW1200RS 8100 and 8123 (STLH); GP9 8275 [SOO].
- SOO: SW1200 328; GP7 377 and 382; GP9 404, 410* and 412; SW1200-Slug 1209; SW1200 1213, 1220 and 1222; GP40 2010*, 2025, 2038, 2058 and 2059*; SW9-Slug 2118*; SW1200 2122; GP9 2551; GP15C 4101*, 4103*, 4104* and 4105*; GP9 4229 and 4230; GP30C 4300*.

LEASED OUT:

- CP (STLH) SW9u 1204 to General Chemicals at Amherstburg, ON;
- CP (STLH) SW1200RS 8132 to Inco Metals at Copper Cliff, ON.

LEASED UNITS EQUIPPED AS LEADERS: HATX GP40-2 510, 516 and 517, HATX GP40u 518, HLCX GP40 4203 (ex-HLCX 3060), HLCX SD40-3 6090-6092 and HLCX SD40M-2 6300-6304 are equipped to lead trains in Canada.

LEASED UNIT ACTIVITY SINCE LAST ISSUE:

Added:

- GSCX SD40-2 7349 (ex-GATX 9349; exx-GATX/SOO 6349; nee MILW 182:2);
- HATX GP38 112 (ex-CSXT 2056; nee C&O 3856);
- HATX GP40-2 510 and 516 (ex-GTI/nee B&M 304 and 312);
- HLCX SD40-3 6061 (ex-CR 6318; nee PC/PRR 6065);
- HLCX SD40-3 6063, 6064 (ex-CR 6320, 6340; nee PC/PRR 6067, 6087);
- HLCX SD40-3 6065, 6066 (ex-HLCX 5042, 5041; exx-CR 6314, 6308; nee PC/PRR 6061, 6055);
- HLCX SD40-3 6067 (ex-CR 6286; exx-CNJ 3062; nee C&O (CNJ) 7483);
- HLCX SD40-3 6068 (ex-HLCX 5037; exx-CR 6301; nee PC/PRR 6048);
- HLCX SD40-3 6069 (ex-CR 6324; nee PC/PRR 6071);
- HLCX SD40-3 6070 (ex-HLCX 5010; exx-VMV/MP 3038; nee MP 738);
- HLCX SD40-2 6504 (ex-CNW SD45).

Removed:

- HATX GP40-3 801 and 803 (for service on the "Rocky Mountaineer");
- HATX SD45E 919;
- PNCX SD40 3011, 3013, 3021, 3026 and 3064. (At press time, 268 units were leased)



AMF TRANSPORT

RELEASED:

- CN GP9-Slug 257, GP40 9306 and GP40-2L(W) 9410 from wreck repairs;
- CN GP9RM 7023 from repairs;
- Conrail C30-7 6015, SD40-2 6484 and SD45-2 6662-6664 from repairs;
- Helm Leasing HATX GP38 112, HATX GP40-2 512 and 515, HATX SD45-2 912, HLCX GP38 3612 and HLCX SD40 5021 from repairs;
- American Association of Railroads GP40MP 2000, upgraded from Helm Leasing HATX GP40 407, geared for 105 mph and shipped to Pueblo, Colorado;
- Massachusetts Bay Transit Authority GP40LH-2 1116, 1127, 1129 and 1133, converted from CN GP40-2L(W) 9499, 9557, 9565 and 9577, released for final assembly at American Railcar Services in Hornell, NY;
- Norfolk Southern C30-7 8082 from repairs.

WORK IN PROGRESS:

- CN Dash 9-44CWL 2502 and GP9RM 4116 for wreck repairs;
- Former CN SD40 5200 for overhaul and installation of a microprocessor to be released as a Connell Leasing SD40MP;

- Former CN SW1200RS 1326 from which the frame will be utilized to repair retired CN SW1200RM 7315;
- Former CN GP40-2L(W) 9500, 9503, 9506, 9510, 9511, 9512, 9533, 9545, 9553, 9571, 9572, 9589, 9598, 9599, 9607 and 9620 - being converted to GP40LH-2 units for the Massachusetts Bay Transit Authority;
- Helm Leasing HLCX GP40 3077 for repairs;
- Quebec North Shore & Labrador SD40-2CLC 320 for wreck repairs;
- Dallas Area Rapid Transit RDC-1 2003 being refurbished;
- GO Transit bi-level coaches 2047, 2061, 2063-2067, 2069, 2070 and 2074 for refurbishing.

WORK PENDING:

- CN HBU-4 506, Dash 8-40CM 2415, SD40 5058, GP9RM 7021, 7270 and 7274, and GP38-2m 7503 for wreck repairs;
- Retired CN SD40 5120, 5173 and 5176 to be upgraded to Connell Leasing SD40MP units (lease fleet);
- Norfolk Southern C30-7 8025 for repairs;
- Retired former CN GP40 9305, 9313 and 9317, acquired by GEC-Alstom, held for possible conversion to GP38-2 units.



GONE WEST: FP9Au 6302 and 6308, which recently received a HEP generator in Montreal, were moved to Winnipeg in June for service on the Winnipeg-Churchill "Hudson Bay". Nos. 6300 and 6307 are in service between Montreal and Jonquière/Senneterre. The installation of a HEP generator is underway on Nos. 6304, 6311 and 6313.



RECAP OF LEASED UNITS:

- GECX B23S-7 2002 (nee WP U23B 2257);
- GECX B40-8 8002;
- HATX SD40-2 753 (ex-HATX SD45-2 903; exx-CSX/FL 8966; nee CRR 3608);
- HLCX SD40M-2 6224 (ex-MPI 9050; exx-PLM 3058; exxx-MP 3058; nee MP 758);
- MKCX SD40M-2 9052 (ex-PLM SD40 3018; nee UP 3018);
- MPI SD40M-2 9020 (nee SP SD45 9090).

ELSEWHERE

OTTAWA VALLEY RAILINK UPDATE:

- Former Helm Leasing HATX GP38 116 (ex-CSX 2113), HLCX GP38 3619 (ex-NHVT 3800) and HATX GP38AC 177 (ex-CSX 2172) have been acquired and renumbered 2000-2002 respectively. (This is a correction to the report in the June issue that GP35s 2000-2003 had been acquired, and that HATX 116, 117 and HLCX 3619 had been leased from Helm Leasing);
- GP9E 4205, ex-SP 3372, has not yet arrived;
- Plans to move Central Western GP9 7438 to the Ottawa Valley RaiLink have yet to materialize.

IN REVENUE SERVICE: Canac's former Bombardier HR412(W) testbed 7000 has been renumbered 3536, painted black, and is leased to Chemin de fer Baie des Chaleurs.

DOMES ADDED: Algoma Central has added dome-lounge "Trempealeau River" to its Agawa Canyon train. The car came to the Algoma Central via Wisconsin Central and was previously Green Bay & Western 901. The car was built by ACF in 1955 for Union Pacific and was acquired by Autotrain in the mid-1970s.

THREE 'GOLDFLEAF' CARS ADDED: The Great Canadian Raitour Company has added three additional "Goldleaf" bi-level glass roofed coaches (Nos. 9502-9504) that started life as Southern Pacific gallery commuter coaches. The first "Goldleaf" car, No. 9501, was delivered by Rader Car in 1995.

HUDSON BAY RAILWAY: At press time, OmniTRAX's Hudson Bay Railway was poised to take over 810 miles of Canadian National lines in northern Manitoba. Nine units had been moved to The Pas: GP7 2500 and 2510, GP35 2501-2504, GP20 2505 and 2506, and former SP GP35 6622. To follow are GP7 2507 and 2509, GP30 2508, GP10 2511, and a switcher (2512).

ON THE INDUSTRIAL SCENE

ADDITION: Archer Daniels Midland in Windsor, Ontario, has acquired Conrail GP10 7567 (nee PRR 7130). No. 7567 has pushed ADM's 55-year-old GE 80-tonner (serial 15188) into storage.

NEW SWITCHING COMPANY: Trans Canada Switching Services, an OmniTRAX company, now switches the new Deltaport container terminal at Roberts Bank, BC, with SD9E 1750 (ex-Great Western 912, exx-SP 4375, exxx-SP 3935, nee SP 5461), built by EMD in February 1956 (serial 21286).

GONE WEST: Agrium in Redwater, Alberta, has acquired former Conrail SW900 8714 via A.A. Merrilees (dealer), now numbered 50280. The 50280 was built by EMD in December 1963 (serial 28419) as Reading 1514.

ON THE TRANSIT SCENE

STREETCARS SOLD: Former Toronto Transit Commission Class A-15 PCC streetcars 4606, 4609, 4610, 4615 and 4616, sold to Vintage Electric Streetcar Company of Windber, Pennsylvania, have been resold to Kanosha Transit of Kenosha, Wisconsin. At press time, the five cars, along with former TTC Class A-8 4529, remain stored at Windber, Pennsylvania.

TORONTO TRANSIT COMMISSION SUBWAY WORK CAR CHANGES:

- Single unit garbage car RT-10, built by Nippon Sharyo in 1967, will be replaced by Garbage Car Unit RT-9 and RT-10, being converted from Class H-1 subway cars 5374 and 5375;
- Tunnel washer unit RT-17 was renumbered RT-22 on May 7. A new tunnel washer unit will be numbered RT-17;
- Garbage collection cars RT-38 and RT-39, rebuilt in 1987 from Class G-1 subway cars 5100 and 5101, have been replaced by new garbage collection cars RT-38 and RT-39, converted from Class H-1 subway cars 5422 and 5423 (outshopped April 2).

MORE SUBWAY CARS DELIVERED TO TTC: Class T-1 subway cars 5000-5023 are in service. Nos. 5024-5027 and 5036-5041 were delivered between May 14 and June 4. The Class T-1 order includes 216 cars (Nos. 5000-5215) with final deliveries scheduled for 1999. ♦

Now Available Canadian Trackside Guide® 1997

The updated 1997 edition of the **Canadian Trackside Guide®** is now available. This, our 16th edition, contains 656 updated and expanded 5½" x 8½" pages, and is current to mid-February 1997.

The only comprehensive guide to Canadian railways:

- Locomotives of Canadian National, Canadian Pacific, VIA, Regionals and Industrials
- Preserved equipment ■ Caboose
- Urban Rail Transit ■ Passenger Cars
- Radio frequencies ■ Non-revenue equipment
- All CN, CP and VIA train numbers and routes
- Detailed divisional maps and subdivision listings for all Canadian railways and their U.S. components, including station names and mileposts, radio frequencies, talking detectors, siding lengths, location of crossovers and wyes, and more
- Railway Reporting Marks
- Maps of major cities detailing rail lines.

Order your copy today direct from the Society:

■ To Canadian addresses: \$18.50 plus \$3.50 shipping and handling. Add \$1.54 GST when shipped to a Canadian address other than in New Brunswick, Nova Scotia and Newfoundland & Labrador; for those three provinces add \$3.30 HST.

■ To United States addresses: \$18.50 plus \$3.50 shipping and handling, in U.S. funds.

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



REMEMBER WHEN?: In 1967, as a Centennial project, the Ontario Northland Railway restored former CNR 2-8-0 2164 to operating condition, numbered her 137 and lettered her for ONR predecessor Temiskaming & Northern Ontario. The 137 powered short excursions out of North Bay for several years. In the early-1970s, the 137 suffered severe damage when the Englehart roundhouse, in which 137 was stored, was swept by fire. The 137 was cosmetically restored and placed on display near the ONR station in Cochrane. Photo at Trout Lake, Ontario, in August 1967 by John Thompson.

Bytown Railway Society Inc.
P.O. BOX 141, STATION 'A'
OTTAWA, ONTARIO
K1N 8V1

9801
David Stremes
214 Belford Crescent
Ottawa, ON
K1Z 7B1



**PLEASE DO
NOT BEND!**