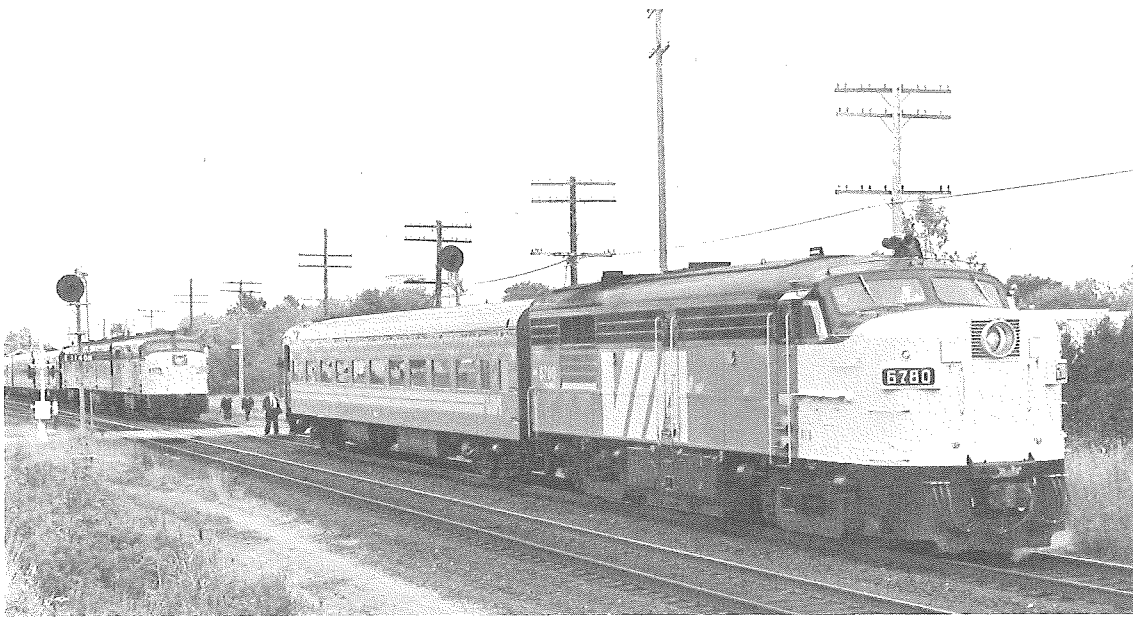


BRANCHLINE

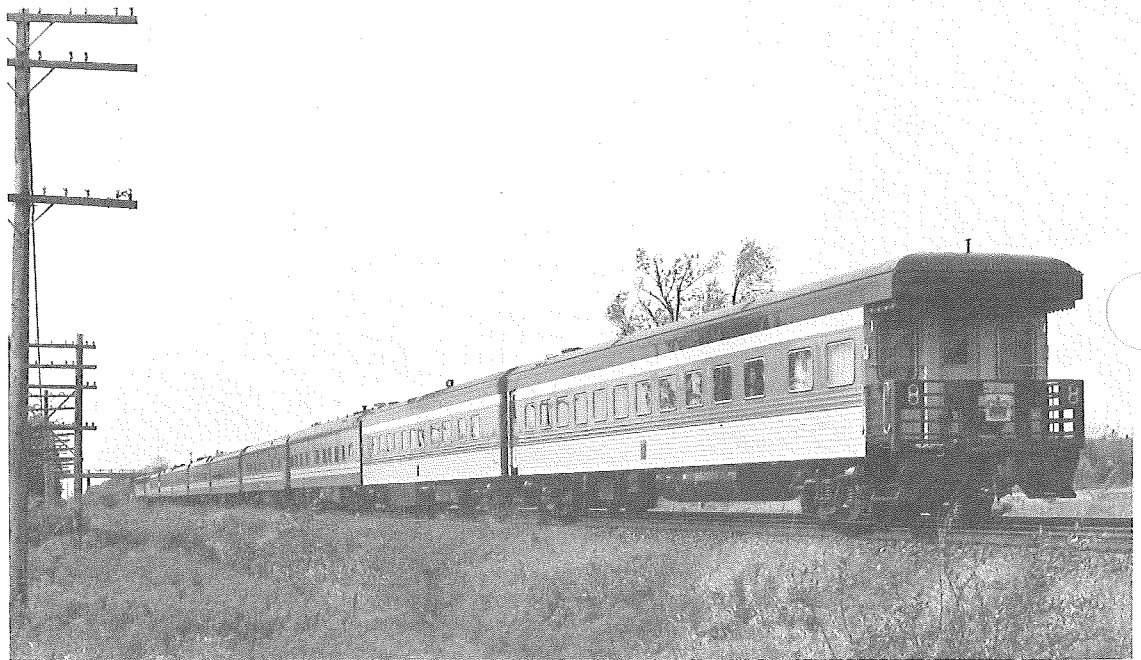


ROYAL TRAINS have been a part of the railway scene in Canada over the years. For Ontario's bicentennial, it seemed only fitting that Her Majesty Queen Elizabeth II's visit should include a train ride. Here we see VIA #6761 with shining paint and a waving Royal Standard pulling the Queen's train as it approaches Morrisburg Ontario. The train ran on the south track for the entire distance from Cornwall to Kingston. More pictures and an article by Doug Smith appear in this issue.



The operation of the Royal Train included a pilot train seen here pulled by 6780. Both 6761 and 6780 are FPA-4's built by MLW in 1958 & 1959 respectively. A complete equipment list is included in Doug Smith article.

The Vice-regal cars bring up the rear of the Royal Train as it departs from Cornwall Ontario en route Kingston.



The Royal Train approaches Prescott station. Note the now-uncommon A-B-A lash-up of units. All photos by Doug Smith.



BRANCHLINE

P.O. Box 141, Station A
Ottawa, Ont.
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Volume 23

November 1984

Number 10

Notice of Meeting: Our next meeting will be on November 6 at 19:30 in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa.

Our guest speaker will be Hugues Bonin from Kingston who will present a program of movies and slides of varied railway and interurban operations in the state of Indiana. The meeting will also feature Jack Scott's refreshments and Ches Banks' store. Also, November 6 is the deadline for submitting bids for the Lionel Train auction (see the October BRANCHLINE for details).

Our informal slide night will be held on November 20 at 19:30 in the Museum's auditorium. The following regular meeting, on December 4, will be family night and will feature the film GREY FOX.

Don't forget to get your copy of the 1984 TRACKSIDE GUIDE at \$8.50 (\$9.50 ppd.) and the 1201 book at \$5.00 (\$6.00 ppd.) - get both for \$12.00 (\$14.00 ppd.). We also have available a few copies of SNOWFLOW EXTRA at \$3.00 (\$3.50 ppd.)

Restoration continues every Saturday morning at the museum and all day Saturday at Thurso. At the museum the crane and boom car have been boarded or covered up for the winter by a small but devoted restoration crew. Repairs to the boom car's roof and siding are high priority items for 1985, along with the heavy restoration needs of our 1907 Jordan Spreader. Reassembly of the Society's Hi-Rail Car 26 has taken place over the summer, thanks to the tireless efforts of Joe Toscas. The car should be ready for the 'road' in the not too distant future. With the cold weather approaching, our efforts move indoors where further restoration of the Museum's locomotive collection will be carried out. At Thurso the restoration of business car 27 is magnificent. A recent comparison of photographs taken in the fall of 1979, just prior to the Thurso Railway donating the car to the Society, and in the summer of 1984, highlight what many hours of labour from many devoted members have achieved. During a four day work weekend at Mile 33, several members gave former CP caboose 436436 a paint job with appropriate stencilling. This 71-year old caboose has become an invaluable 'mate' to 77-year old car 27 when weekend outings take place.

Thank you to the many members who contributed slides and photographs at the October 16 meeting for the "1985 TRACKSIDE GUIDE" cover contest. The panel of judges has selected a slide by John Coleman of VIA FPA-4 6785 accelerating Train 34 out of Ottawa in 1981.

-- Inside Branchline --	
Majesty Rides the Rails	2
CPR G5s Remembered	4
Give it some Thought	6
Along the Right of Way	7
CTC Decisions	10
Current News Items	11
Motive Power Scene	14

MAJESTY RIDES THE RAILS by Doug Smith

On Septemebr 27, 1984, Her Majesty Queen Elizabeth II toured the St. Lawrence Valley participating in local celebrations honouring the 200th anniversary of the arrival of the United Empire Loyalists. The Royal Party travelled by train to facilitate the complexities of a busy day's schedule involving visits to Cornwall, Prescott and Kingston and the need to find time for lunch.

The train provided a ready solution to the scheduling problem and continued the traditional use (dating back to the Victorian Era) of the train for the Royal Family to meet their Canadian subjects. Queen Victoria was persuaded by her technologically inclined consort, Prince Albert, to defy those who believed rail travel was unhealthy and dangerous and to give royal approval to this advanced method of travel by entrusting herself to the tender ministrations of the Great Western Railway and journey from Windsor Castle to London in 1842. The horse and carriage were immediately relegated to local trips and the railway had found an enthusiastic new passenger.

In 1860, Edward the Prince of Wales, later King Edward VII, made a grand tour of British North America. He was the first member of the Royal Family to travel by rail in Canada. His tour involved the European & North American Railway in New Brunswick, and the Grand Trunk and Great Western in central Canada. As part of the visit, the Prince officially opened what was then called "the eighth wonder of the world" - the Victoria Bridge crossing the St. Lawrence River at Montreal.

In 1901, the Duke and Duchess of Cornwall, later King George V and Queen Mary, made an around-the-world tour. A special train comprised of nine cars was assembled to carry the Royal couple from Quebec City to Vancouver. As the federal government did not possess its own private cars at the time, the Canadian Pacific Railway furnished the entire train, including three cars for use by the Duke and Duchess. Around 1907, the government acquired these three cars.

In 1919, Edward the Prince of Wales, later King Edward VIII, made a nation-wide tour of Canada to thank the Canadian people for their war efforts. He later acquired a ranch near High River, Alberta, and made a number of trips by special train to the West. His 1927 trip included a stop in Toronto where he opened the current Union Station.

1939 marked the first visit to Canada by a reigning monarch. Their Majesties King George VI and Queen Elizabeth crossed the Dominion twice using the Canadian Pacific westbound and the Canadian National eastbound. For the occasion, a special 12 car train was assembled including two Vice Regal cars built for the Governor General in 1927 by Canadian Car & Foundry, six Canadian Pacific cars and four Canadian National cars. The entire train was painted in a special livery of royal blue set off by a window band of aluminum. Canadian Pacific Hudsons (4-6-4) 2850 and 2851 turned in a remarkable performance hauling the royal train and pilot train 3,000 miles. King George granted permission for Canadian Pacific to mount crowns on the running boards of the streamlined Hudsons, thereby earning them the name "Royal Hudsons". For their portion of the visit, Canadian National assigned Northern-Type No. 6400, Mountain-Types Nos. 6028 and 6047, and Pacific-Type No. 5117. The latter, a rather small locomotive when compared to her cousins, was assigned to the train in British Columbia because of weight restrictions on a bridge going into Vancouver.

Her Majesty Queen Elizabeth II has travelled extensively by rail while in Canada. In 1951, while a princess, a cross-Canada tour was made on a ten car train. In 1959, another Dominion-wide tour was made using a 16 car train, the largest consist ever employed for such a duty.

As for most travellers, the jet has replaced the train for long trips in Canada. However, in 1967 the federal government purchased two new Vice Regal cars from Hawker Siddeley to replace the 1927 cars due to the continuing use of rail travel for short journeys by the Governor General and the Royal Family. In 1977, however, the old cars were brought out of retirement to carry the Queen on a steam train hauled by the National Museum of Science and Technology's 4-6-2 1201 to Wakefield, Quebec, during activities marking the 25th anniversary of her assuming the throne.

For the September 1984 trip, a nine car consist was assembled. All equipment was freshly painted and gleamed in the morning sun at Cornwall's station. The pilot train which preceded the Royal train was one of the shortest on record - VIA FPA-4 6780 and VIA snack-bar coach 3242. The Royal train featured an all MLW A-B-A motive power lash-up and included:

VIA FPA-4 6761	VIA Battery Charger Car 15205
VIA FPB-4 6871	CN Business Car 91
VIA FPA-4 6770	VIA Baggage-Sleeper 9480
	VIA Diner 1347
	VIA Dayniter 5738
	VIA Sleeper 1136 - ENDEAVOUR
	CN Business Car 5 (assigned to Government of Canada)
	Government of Canada #2
	Government of Canada #1

Departure from Cornwall was some ten minutes late but, with over 90 minutes for the 46 miles to Prescott, there was no question of anything but an on-time arrival at 14:35. The sedate pace ensured that the tea served at lunch would remain in its proper place. Ontario Provincial Police officers manned all overhead highway bridges and level crossings, while two helicopters circled the trackage before the train. CN Rail B&B crews had painted every signal mast and grade crossing signal along the route. Stations were cleaned, painted and festooned with red, white and blue bunting. Final arrival in Kingston was on-time ensuring the day's special passenger of truly "royal" service.

TUNNEL TALES by Philip Jago

Brockville's historic railway tunnel has been the target of much news and speculation in the past few weeks. In an attempt to spruce up and stabilize its north and south portals, the city has authorized funds for stonework, the removal of debris and the removal of unwanted vegetation. The latter is specifically intended to deal with the area in the vicinity of the north portal as well as the long cutting which leads down to this entranceway.

Track is once again in evidence at the south end. Several rail lengths were installed in brand new crushed rock ballast - for interpretation purposes and to display a suitable piece of rolling stock or motive power. Due to an oversight, however, the top of the new rail exceeded that of the former trackage and it was necessary to remove a bottom panel from the new doors which had been put on the tunnel the year previously.

A suitable motive power candidate for display in front of the south portal has been the subject of considerable controversy among the citizenry. A' issue has been the question of steam or diesel. Canadian Pacific had generously offered MLW-built S-3 switcher 6591, however, many in the town wanted something a little older, such as a steam locomotive. As we all know, these are hard to find and the last one capable of negotiating the close clearances of the tunnel was Mogul No. 3011 which was scrapped in 1954. All things being equal, the members of council still wanted a steam engine. Enter the Canadian Railway Museum at Delson, Quebec with an offer to provide an ex-E.B. Eddy 0-4-0. A steamer, yes, but certainly not typical of the tunnel. As the flames of controversy were fanned still further, sides were taken and a forum established for a battle. It never happened. The group arrived at the ultimate Canadian solution. To appease all sides, there would be no motive power display. The rails would stay - the interpretation would be this is what the tunnel looked like before a train arrived!

We now await the final move. What does one do with No. 6591?

CPR G5 PACIFICS REMEMBERED

My most hearty congratulations to your society, and all involved, for producing two works of great historical value.

Your TRACKSIDE GUIDE is of great value to anyone from a young beginning railfan, of which there are many, to us old grey haired fellows who like to consider ourselves as serious historians. You exercised good judgement in not illustrating it, so that it can be economical and small enough to tote in a camera bag. With the current orders, it is very up-to-date, but it's a fast moving industry and hard to keep up with ...

I really enjoyed your book on the 1201. I fired and ran the G5s many thousands of miles, including most of the life of a timecard firing #1200 on Trains 55 and 56 on the Arcola Subdivision (Manitoba) and had her occasionally on a variety of jobs. To all concerned the G5 was just a modern G2. The G2s had been a great little engine for a variety of jobs but they were getting a little shaky so had to be replaced. Of course, the replacement would be a "state of the art" engine - had the Company ordered a batch of pickups from Ford they wouldn't have expected "Model Ts". You did a good job of explaining the planning of a new engine. It was also fitting that you described the modernization of the G1 and G2 classes, on which many of the ideas for the new G5 were tried. You missed one, however - in early 1942 the Worthington pump and heater were applied to G2 2592 and she roamed the system on test. So really there wasn't much that was totally new on the G5s. I don't think you mentioned that G5b 1216 had Canada's first all welded boiler. The larger version of the Elesco exhaust steam injector did fine on the CN 6000s in the U-1-d and U-1-e classes but the small ones as applied to the G5s were not worth a damn out here in the alkali water country and caused several engine failures on passenger (in these cases the non-lifting injector on the right side failed to work, partly because they were on standby and heated, so subject to vapour locks). All western G5s had the electromatic blowdowns which were very helpful. The last batch with the Elesco pump and heater (1272-1301) were the most dependable and favoured engines.

While today I admit I'd gladly volunteer to fire or run the 1201 on its little excursion, for 13 years either would have been just routine work.

We didn't consider our jobs any more glamorous or exciting than any other, but I certainly admit a severe case of nostalgia as I write about engines and trains for railfans. To make a good day for us required an engine that was free steaming, responsive to control and, above all, good riding. We left on Train 59 for Neudorf at 07:00, arrived there, the 20th stop and 173.4 miles later, at 13:05. At 16:05 we started back on Train 60 to get back at 22:10. That's a 346.8 mile day, not counting the two miles to and from the station there. Of course we just worked three days a week, but you can imagine it would be enough if you got a rough riding engine.

If anyone doubts your story about 1219 attaining 90 mph., here is another you can tell them. I was firing a 65, probably 1291, on Trains 55 and 56 for Fred Price. As Arcola only had a two-man servicing crew to get the engine ready to go through to Regina, we always tried to get in a few minutes ahead of time (in fact, we were consistently late). One night we did the 10.3 miles from Carlyle to Arcola, stop to stop, in nine minutes flat. We didn't know the Roadmaster was on board! At Arcola, he came up with a countenance like a Shorthorn bull and pounced on old Fred - "Dammit Fred, we both know that track is good for better than 60 mph. but when I clocked you the two miles past Fremantle at 90, I have to say something". He did too, but the language roadmasters sometimes used on engineers is never printed.

Just felt like sharing a few thoughts with you in appreciation of your books. My CANADIAN PACIFIC IN MANITOBA, VOL. 1 is being well received. I'm working on Vol. 2, and being somewhat guided by constructive criticisms and suggestions of readers of the first.

- Lawrence A. Stuckey, Brandon, Manitoba.

RAILFAIR '84

The Society's booth at Railfair '84 on October 13 and 14 was most successful. Gross revenue was higher than in any previous year, due to the expanded variety of items for sale. The 1201/6060 audio cassettes brought in the most revenue, followed by timetables, magazines, publications and hats...

Our display featured a slide show provided by Jim Lohnes illustrating the five year restoration of ex-Thurso business car 27. This was accompanied by beautiful slide blow-ups, courtesy of Earl Roberts and Colin Churcher, that vividly illustrated the transition from 1979 to 1984. Helen Tucker kindly provided a manual operating model of a vertical lift switch which was designed for winter conditions on Canadian railways. Mike Nowell provided an example of a before-and-after restoration of locomotive classification lights. A first for the BRS booth this year was a 3'x4' operating Z-gauge layout displayed by Robin Furgina, which drew a lot of attention (I believe it was the only Z-gauge layout at Railfair '84). And finally more videotapes were shown. (The highlights being some of Jacques Beaubien's fantastic footage of 1201 at speed and a snowplough at 40 mph - both of which were crowd stoppers - ed.)

I would again like to express my gratitude to the volunteers who staffed our booth: Paul Bown, Mike Nowell, Robin Furgina, Bob Meldrum, Helen Tucker, Beckie and John Coleman and Donna and Jim Lohnes.

- Jacques Beaubien Jr.

GIVE IT SOME THOUGHT

Almost a year ago, Aubrey Mattingly, one of our senior members, regrettably passed away. Aubrey was a life-long rail enthusiast who had accumulated a wealth of knowledge on our favourite subject. He was also a keen photographer who made the habit of photographing the rail scene as it happened. To his everlasting credit, he compiled a photographic history of railway oriented subjects during his lifetime. It is unfortunate that Aubrey did not make formal arrangements to have part, or all, of his extensive collection of photographs and memorabilia handed over to a society such as ours, or the National Archives, upon his passing. Had Aubrey taken this action, his legacy would have been readily accessible to those people whose company Aubrey so much enjoyed. Regardless of our age, or other circumstances, none of us rush into making these final arrangements - and that's understandable, but what a gift to leave your confreres and what a resource for the serious historian in years to come.

Many of us in BRS have collections of photographs and other historic railway material. If you are like me, you have not made specific arrangements for the continued preservation of your collection upon your passing. I believe we not only should, but have some moral obligation (I can't define) to do so. Please give some thought to this. Here are some thoughts I have that you might like to consider:

- a) In order to ensure the continued preservation of your collection, it must be left in trust to some well established organization (ie. BRS, CRHA, National Archives).
- b) If it is to be left to a family member, that person must give assurances that he/she will, eventually, ensure that a) above is complied with.
- c) In the case of BRS, we still do not have a "group" location of our own to store archival material properly. At the same time, trusted members of the Society do store "club" material which can be made available to the general membership.
- d) Should part, or all of your collection be left to the National Archives (or that part which is acceptable to National Archives), then there is great assurance of continued preservation. However, once in the Archives, it is not easily accessible to fellow Society members or anyone else. The Archives have normal working hours, five days a week, and are way behind in organizing such reference material for easy access.

There are, in all probability, many other considerations. Your executive would like to hear from you on this important (if somewhat unpleasant) subject. Please contact the undersigned, or any other member of the executive, should you wish to offer assistance, advice or ideas in this area.

- Duncan duFresne, Director

Still on the Books - Though little remains of the old Kingston and Pembroke Railway save short stretches between Renfrew and Renfrew Junction and between Tichborne and Kingston, the line is still registered as a legitimate company. This comes to light thanks to an announcement in a newspaper from the upper Ottawa Valley to the effect that the annual general meeting of the Shareholders of the Kingston and Pembroke Railway Company was to be held at Windsor Station in Montreal on 1984 09 11.

THE INFORMATION LINEALONG THE RIGHT OF WAY with Mike Nowell

--- CN RAIL ---

--- Sperry S.R.S 129 passed headed east through Brockville on September 15 and returned westbound on September 19. (Ollie McKee)

--- On September 20, CN Scale Test Car 52277 was checking the scale at Canada Starch at Cardinal, Ontario. The next day RS-18 3831, complete with snow shield hoods, waited patiently south of Highway #2 for Canada Starch's S-4 #7 to interchange the scale test car. (Ollie McKee)

--- CN Rail and CP Rail will put together a 'display' train to tour the country starting in late October and stretching into November. The train will consist of one CN SD40 and one CP SD40, several business cars, 50 freight cars and no caboose. Included in the first stops are Ottawa's Walkley Yard, plus Smiths Falls and Carleton Place. (Bruce Chapman)

--- The night operator position at Brockville, Ontario was abolished during October. (Philip Jago)

--- A lengthy westbound freight through Dorval on October 19 was powered by C-630 2011, M-636 2332 and somewhat rare F7Bu 9198. (Jean Jacques Longpre and Mike Tessier)

--- A firm in the Belleville-Kingston area is designing piggyback or container flats for CN Rail that will be able to operate safely at 70-80 mph. They are intended for a through Montreal/Toronto to Chicago container train service pulled by GP40-2 units. (Bruce Chapman)

--- CP RAIL ---

--- Western-based GP9 units have been showing up with regularity on Trains d5 and B6 - B487 has become a 'fixture' and B673, B692, B696, B826, B831 and B835 paid visits in September or October. Winnipeg-based GP30 5000 (one of only two built in Canada) was the lead unit on #85 on October 9, and a couple of leased Chessie GP38 units appeared - 4807 on October 15 and 4820 on October 18. A surprise on October 27 was the appearance of SW1200RS B138 and B119 trailing GP B692. (Mike Tessier)

--- Local freight movements between Ellwood and Presswood were detoured through Ottawa station the week of October 1 due to the installation of a culvert north of Walkley Road. Train B5 from Montreal terminated at Gatineau and Train B6 originated at Gatineau on October 2 and 3, and the ballast train did not operate on those days. (Philip Jago & Mike Tessier)

--- The steam crane, idler car and water tender based at Victoria, B.C. (September BRANCHLINE) have received a reprieve. Scrapping has been deferred until further advised. (Bruce Chapman)

--- Rail salvaged from the Waltham to Wyman portion of the Waltham Subdivision was loaded into CP and Railgon gondolas at Bristol early in October and moved to Ottawa as part of the ballast train from Hilton Mine. (Earl Roberts)

--- A repeater tower has been erected at Eastman, Quebec. This is related to the introduction of the Manual Block System between Farnham and Sherbrooke. The MBS will eliminate the operator position at Foster. (Ian Walker)

--- A stop block has been installed just south of Heron Road in Ottawa in preparation for the removal of a quarter mile of the Ellwood Spur. Permission for its removal was granted by the C.T.C on 1984 07 30. (Bill Williams Sr.)

--- The siding at Stafford, Ontario, half-way between Pembroke and Petawawa is being extended by 5,329 feet at a cost of \$410,000. (Bruce Chapman)

--- VIA RAIL CANADA ---

--- A four-car Amtrak Superliner consist, powered by F40PH 319, commenced 'evaluation service' on the PANORAMA between Winnipeg and Edmonton on Sep 20 and will operate until early December. It will 'go home' for the Christmas holidays and then return for service until Easter. The train includes 78 seat baggage/coach 31041, 87 seat coach 34030, 72 seat diner 38025 and 21 room sleeper 32019. VIA Electric Generator Unit 15301 is on occasion added to the consist. (WCRA News and Bob Webster)

--- Montreal-Toronto Train 61 on September 22 was 2 1/4 hours late through Kingston, Ontario due, reportedly, to signal failure in Montreal. Power for the train was LRC 6909, which now features a very faded, almost pink, nose. Suggested nickname: Miss Piggy! (Hugues Bonin)

--- The movement of Government of Canada cars #1 and #2 and CN Business Car #5 to Toronto on Train 43 on September 23, in preparation for the September 27 Royal train, brought a stranger into town - a 'B' unit. Leased CN GP9 4366 was assisted by VIA F9B 6619. (Earl Roberts)

--- Track work at the Brockville wye on September 25 and 26 prevented the turning of the power off trains 43 and 49, hence two units were required. FP9A 6525 and leased CN GP9 4362 were paired on September 25 and CN RS-18 3107 was paired with 4362 on September 26. (Steve Hunter & Earl Roberts)

--- On September 27, Montreal to Ottawa Train 29 operated in two sections: LRC 6924 with coaches 3325, 3330 and 3313 operated as first Train 29 and was to be used later in the day for a high-speed run to demonstrate to CTC commissioners that 95 mph. operation on the Smiths Falls Subdivision could be carried out safely; LRC 6929 with coaches 3336, 3319 and 3343 operated as second Train 29 and was to be used for Train 45 in the afternoon. Just prior to Train 45's scheduled departure, it was noted that the strobe lights on 6924 were inoperative, leading to a last minute train swap. LR 6929 operated to Smiths Falls and return and then deadheaded to Montreal late in the evening.

The CTC announced on October 15 that VIA could operate their LRC trains at 95 mph. between Ottawa and Brockville as long as tamper-proof locks are installed on all switches, locomotives are equipped with ditch lights and only one train is on the Ottawa-Smiths Falls section at a time and only one train is on the Smiths Falls-Brockville section at a time. Units without ditchlights must not exceed 80 mph. Until the measures are enacted, maximum speed is 70 mph. on the Brockville Sub. and 80 mph. on the Smiths Falls Sub. (Bruce Chapman and Earl Roberts)

--- Added to the rear of Amtrak's MONTREALER from Montreal to Washington on September 27 were two retired VIA sleepers: 5-3 Sleeper MOUNT ROBSON, relettered ELS 1101, and 24 roomette sleeper INWOOD, relettered ELS 2007. Might ELS be the Escanaba & Lake Superior? (Earl Roberts)

--- Included in a string of passenger cars stored at Southwark Yard near St. Lambert, Quebec early in October was VIA's recently retired sleeper/buffet-lounge 1091-FITZWILLIAM, (formerly MOUNT FITZWILLIAM when it was a 5-3 sleeper). One end had suffered heavy collision damage and the 'locals' had taken out most of the windows. Also present were retired Club-Lounge 2321-ENTIRE NOUS, Sleeper 1191-GREENOCK, Club Galley 655-RIDEAU CLUB and CN sleeper 2088-PRAIRIE RIVER. (Bill Dickie)

--- Modifications to both old and new LRC coaches and units will soon enable all LRC pieces to be interchangeable. Also the two LRC units leased to Amtrak (#38 and 39), and presently at Bombardier's plant in Montreal, are expected to be eventually renumbered VIA 6932 and 6933. (Bruce Chapman)

--- LRC Train 33 on October 8 arrived in Ottawa with LRC 6905 leading a six car train with LRC 6908 trailing. 6908 was removed in Ottawa and returned to Montreal coupled 'elephant-style' to the FPA-4 6777 on Train 36. A rarity in the consist was stainless steel coach 109. (Mike Iveson)

--- RDC Train 38 on October 14 consisted of RDC-1 6107 and RDC-2 6204, instead of the usual Sunday three-car lashup. With people lined from the gate to the front door of the station, it was obvious that not all would be seated in the two car train. RDC-2 6200 from the previous day's Sudbury-Ottawa run was idling in the station but permission was not granted to add it to the train, resulting in some 30 passengers being left behind. Departure was on time, however, over various segments of the trip, 6204 was being pulled by 6107, resulting in 20 minutes being lost enroute. Passengers boarding at Coteau were advised that there was standing room only. (Bill Dickie)

--- VIA's fares went up approximately 3.5% on September 14.

--- MISCELLANEDUS ---

--- Newly-built National Harbours Board (Montreal) MP15AC 8405 and 8406 deadheaded to their new home behind three CN units on Train 396 on September 28. (Steve Hunter)

--- National Museum of Science and Technology 4-6-2 1201's normal consist of five cars was increased to six on September 30 when VIA Daynighter 5724 was added for a special party. The car arrived in Ottawa as part of Train 37 on September 28. (Earl Roberts)

--- The National Railroad Historical Society's planned trip from Vancouver to Kelowna, British Columbia from October 5 to 7 was cancelled due to lack of patrons. (John Cowan)

--- The front lawn of Ottawa's station will see significant changes in the not so distant future. Plans are being developed to route the new bus rapid transitway across it. In addition to the transitway bisecting the well-cared for grounds, it is also proposed to build a partially in-ground transit station. Work on the transitway may also require the temporary relocation of some of the track at the west approach to the station. (Philip Jago)

--- The ballast under #1 and #2 West Stub tracks and several other sections of track at Ottawa Station was ripped out and replaced early in October. Apparently oil drips off lay-over RDCs and diesels over the years have accumulated in the ground to the point where the oil has drained into a storm sewer, thus in turn contaminating the Rideau River. Four CN hopper cars of ballast spent the Thanksgiving weekend at Ottawa Station. (Philip Jago)

--- The Salem & Hillsborough in New Brunswick had former CN tourist car 2737 (that resided at the Canadian Railway Museum in Delson, Quebec for many years), as well as ex-VIA coach 5229, in service during their 1984 season. Both are painted in the New Brunswick Bicentennial colours of burgundy and cream with blue and green trim and lettering. As well, six 10 roomette-6 bedroom former VIA/CN (nee New York Central) sleepers are on site for overnight 'bed and breakfast' accomodation. Included are 2076-Margaree River, 2079-Restigouche River, 2080-Petitcodiac River, 2081-Riviere du Loup, 2082-Riviere au Renard and 2094-Rideau River. (Bruce Chapman)

--- The Ontario Rail Association's coach FORKS OF CREDIT, a part of the 1201 train for several seasons, is being returned to the ORA in Toronto this fall. She will be replaced by the museum's ex-CP coach 1720 (nee 1437) which the museum acquired from CP Rail in 1981. (Earl Roberts)

--- Early in October British Columbia's ex-CP 2-8-0 #3716 steamed to Pemberton for a part in the movie "Natty-Gann". She returned to North Vancouver just prior to the devastating floods and washouts in the Pemberton area. Rock Island appeared on one side of the tender and Ohio Pacific on the other. (John Cowan) P.S. - The 3716 will be one of the locomotives featured in our December film "GREY FOX". The shots of her in the British Columbia interior are magnificent.

C.T.C. DECISIONS

--- The Demon Weed - the Railway Transport Committee (RTC) has ordered CN Rail to "cut down or root out and destroy all milkweed and other noxious weeds growing on its right of way" between mileage 23.0 and mileage 24.05 (just east of Dunrobin, Ontario) of the Beachburg Sub. (1984 08 31)

--- Island Station Closure - CN Rail has received permission to close its station building at Charlottetown (Prince Edward Island). No passenger traffic has used the building since VIA Rail transferred its operations on 1983 12 07 to a more central location in the city. (1984 09 17)

--- Fare Hike Allowed - The RTC has denied an application by the Vancouver Island E&N Steering Committee asking VIA Rail to reduce its minimum fare between Victoria and Courtenay. After an extensive study and a one year trial period in which fares were lowered, the committee could see no significant upsurge in short haul traffic on the line. Consequently, the new minimum fare on the line will be four dollars. (1984 09 28)

--- Application to Remove Agency Positions and Station Buildings - Public hearings will be held in Riviere-du-Loup on November 5 and in Ste-Foy on November 6 to review a CN Rail application to remove the agency positions at the following Quebec locations:

La Malbaie*	Baie-St-Paul*	Beaupre*	Cap Rouge*
Ste-Foy	Charny	St. Charles*	Montmagny
St. Jean-Port Joli*	La Pocatiere	St. Pascal*	St. Alexandre*
Trois Pistoles	St. Fabien*		

CN Rail also applied to remove the station buildings from locations identified with an asterisk (*) above.

--- Changes to Northern Quebec Operations - Further to the establishment of the Senneterre Servocentre, CN Rail has applied to:

- 1) remove the agency positions at Parent, Clova, Senneterre, Barraute, Amos, Taschereau, La Sarre, Noranda, Chibougamau, Chapais and Matagami
- 2) remove the station buildings at Paradis, Authier, Malartic, Landrienne, Villemontel, Quevillon, Miquelon, Launay, Dupuy and Cadillac
- 3) remove the caretaker positions at Oskelaneo River, Landrienne, Villemontel, Authier, La Reine and Cadillac
- 4) remove the contract on-hand representative positions at Launay, Dupuy, Malartic, Miquelon and Macamic.

Out of Our Past: Notes from the Brockville RECORDER AND TIMES -

June 1, 1884 - "Between 40 and 50 navvies employed on the new river extension of the Canadian Pacific struck this morning for higher wages. They were getting \$1.20 per day and demand \$1.40. Mr. Hornick, the foreman, refused to comply with the demand and at once telegraphed to HQ for further orders. It is said the place of strikers can be filled in 24 hours with men who are willing to accept the old rates, and the work is not likely to stop for any length of time."

October 19, 1884 - "The confessions of Morgan, the CPR brakeman who robbed the mail, shows that most of the bags in use can be robbed without any evidence that such has been done. This revelation has produced consternation in the post office department in Ottawa and will probably lead to the bags being called in and more secure ones issued for use. Morgan passed through here today on his way to penitentiary."

Tender Call: CN Rail has called for tenders for the construction of an embankment to replace the bridge over the former CP mainline at Bells Corners (Mile 12.44 of CN's Beachburg Subdivision). Work consists of supplying, placing and compacting approximately 20,000 cubic meters of fill material. Tender close was October 16. (OTTAWA CITIZEN 1984 10 05 via Dave Stremes)

Voyageur Trims Service: Hit by competition from VIA Rail Canada, and a slack economy, the Voyageur bus companies have reduced frequency of bus service between Montreal and Ontario points as well as services within Ontario, and have asked the Quebec Transport Commission permission to do the same on some Quebec routes. Paul McElligott of Voyageur's marketing group said "We've reacted to a downturn in business. We're losing passengers in the Quebec City-Montreal-Ottawa-Toronto corridor because of intensifying and, we believe, unfair competition from VIA Rail." Mr. McElligott said that 21 of 24 Voyageur routes in Quebec lose money and are cross-subsidized by profits of the three corridor routes that have been hit hard by VIA Rail, with its heavy government subsidies. "We're not against VIA Rail, but we're saying governments should make sure the costs of enhancing the service are at least partly reflected in the corridor fare structure. Their volume is up in the corridor and ours is down." Voyageur did not disclose detailed passenger totals for competitive reasons. (MONTREAL GAZETTE, 1984 10 15)

Portage Flyer Comes Home to Muskoka: The shortest commercial railway line in the world was the 1 1/8 mile Huntsville and Lake of Bays Railway, which connected Peninsula Lake with Lake of Bays in Muskoka. It ran from 1904 to 1959, when construction of roads in the area rendered it obsolete. The first pair of locomotives used on the railway, built to an odd 44 1/2" gauge, ended up in a pioneer village in Minden, Nebraska in 1948. The second pair, at a more standard 42" gauge, were used from 1948 to 1959, and in 1961, were retired to Pinafore Park in St. Thomas, Ontario. A 180-member society formed in July raised the \$40,000 to bring the two locomotives at Pinafore Park back home. They were given an official welcome on October 13 with a parade down the main street of Huntsville. The society hopes to construct a theme park to focus on the history of the railway and its importance to tourism and technology. It also hopes to ultimately construct five miles of railway on privately owned land.

The engines returning home are second #1 and #2. #1 is an 18 ton coal-fired 0-4-0 built by Montreal Locomotive Works in 1928 (serial 66948) as Canadian Gypsum #5; #2 is a 22 ton oil-fired 0-4-0 built by MLW in 1936 (serial 67167) as Canadian Gypsum #7.

Anyone wishing to become a member of The Huntsville and Lake of Bays Railway Society may do so by sending \$20.00 per year (\$100.00 for six years or \$500.00 for life) to P.O. Box 2790, Huntsville, Ontario, P0A 1K0. (TORONTO STAR, 1984 10 11, Colin Churcher and Helen Tucker)

Quebec Closing Iron Ore Mine: Sidbec-Normines announced on October 11 that it has decided to close its money-losing iron ore mining operations at Fire Lake and its concentrator at Lac Jeannine as of December 31, 1984, sounding the death knell for the nearby community of Gagnon on Quebec's North Shore (and impact on the Quebec Cartier Mining RR.). The company, which is majority-owned by the Quebec government mining corporation Sidbec, has about 600 workers on the payroll at its iron ore mine in the Gagnon-Port Cartier area near Labrador. (OTTAWA CITIZEN, 1984 10 12)

Station Damaged by Fire: The Dundas (Ontario) Grand Trunk era railway station suffered considerable damage from a deliberately set fire during the last week of September. Though area firemen did manage to bring the fire under control, they were unable to prevent heavy damage to the waiting room and roof of the structure. The former baggage room - now used for storing maintenance-of-way supplies - only sustained smoke damage. The fire is under investigation. Meanwhile area residents are waiting for VIA Rail to decide if the station will be rebuilt or if it will be removed in favour of a new shelter. (Clive Spate)

New Victoria Station: The Federal Government will kick in \$100,000 and the City of Victoria will fund the balance to build a new station on the site vacated 12 years ago. The new downtown station, at the corner of Pandora and Store Streets, will make the VIA RDC service over the Esquimalt & Nanaimo more visible and accessible. A lease agreement has been negotiated with CP Rail who owns the property. The original stone station on the site was demolished in 1972 as part of a downtown street reconfiguration. Since then the Dayliner service has terminated at a new station in Victoria West. (WCRA News)

Funny 'Adventure':Having read in the September BRANCHLINE that a green and yellow CN GP7 unit (#4803) had been donated by CN to the City of Toronto, I wanted to learn where the diesel could be seen, so I stopped at the information desk in Union Station on September 13. The clerk did not know anything about the unit, but he started phoning around, each time with a different question: the first time he asked about a locomotive donated to the Government of Ontario. The second time he added that the locomotive was donated by the Government of Quebec to the Government of Ontario. On the third call, the locomotive had become a steam engine!! I was about to intervene to rectify the question, but, lo and behold, we got the right answer! The GP7 was at Spadina Yard. A visit to the shops that afternoon confirmed this, however, the locomotive is kept inside the shops, impossible to photograph. Is all this process an incredible case of the convergence of a diverging algorithm? I still wonder. I still do not know whether I'll ask about where the engine will be displayed, or not (Hugues Bonin)

Going to Kingston?: If you should be in Kingston, the Kingston Railfan Society meets the second Wednesday of the month at 20:00 in room S-243 of St. Lawrence College, corner of King and Portsmouth. The November 14 meeting will feature David Walmsley, a CN Rail welder from Belleville, who will speak about his restoration of a former CN Rules Instruction Car, an ex-1910 Pullman sleeper. The December 12 meeting features films of the Salem and Hillsborough Railway. (Hugues Bonin)

Cows Still a Problem: In spite of the earlier accident involving the death of 35 Holstein heifers at Clark's Crossing on CP's Borckville Sub., area farmers are still having problems with the railway's fences. At a recent meeting of the Elizabethtown Township Council, it was reported that cattle were still getting out on the line - none, fortunately, involved in any altercations with trains. Nevertheless, the Township's many and varied petitions to CP Rail appear to be falling on deaf ears. One hopes, was the sentiment of the council meeting, that it doesn't take the death of a passenger or operating railwayman to get the railway moving on the fencing problem. (Philip Jago)

New Bridge Project: Politicians, Industry and Railway Officials were in attendance at recent ceremonies marking the official sod turning for the construction of a railway bridge to link CP Rail's Buckingham (Quebec) Spur with the ERCD Chemical plant on the opposite bank of the Lievre River. Construction of the \$6M bridge will see an end to the countless parade of trucks that are used to tranship materials between the CP yards on the east bank of the river and the ERCD facilities. In conjunction with the bridge, CP will lay tracks across Highway 309 and Charles Street to a point known as the Landing, north of the Buckingham business section and approximately 400 meters upstream from the ERCD dam and powerhouse. At the plant, track will be laid into new loading and unloading facilities. The bridge will have a rather low profile - about three metres above a safe navigable water level. (Clive Spate)

Notes on the Papal Train: Just a few trivia items - Planning the September 10 event took some eight months and involved VIA Rail, CN Rail, CP Rail, Bombardier, the Federal Government and the Quebec Government. For the special day, the Pope's official car was spotted at Number 9 in the consist while the "command" car was at Number 10. The consist was kept in immaculate shape and the lead LRC unit (6927) carried papal crests on its nose and flanks (immediately behind the Bombardier crest). For the special day, moreover, the unit wore CN Rail and CP Rail decals immediately below and to the left and right of the Papal crest on its sides. Security for the trip was quite tight - to the point where papal seals were applied over the fill ports of the tanks containing the train's supply of potable water. For the record, the consist included LRC units 6927 and 6922 leading, coaches 3378, 3375, 3376, 3372, 3369, 3357, 3379, 3380, 3373 and 3356, with LRC unit 6921 trailing. A pilot train consisted of LRC 6907, coaches 3335, 3313, 3302, 3322, 3326, 3324, 3316 and 3323 with LRC 6915 trailing. (Vialogue - September 1984 and Bruce Chapman)

Highlights of VIA's October 29 Schedule Changes: On the Ottawa-Montreal route, the 'noonish' departures (#32 & 33) from both cities have been reduced from four times a week to Sunday only (these were daily before the June 1984 changes); the last train out of Ottawa (#38) now leaves at 1950 instead of 1835; the last train out of Montreal (#39) leaves 25 minutes earlier at 2030; Vars, Moose Creek and Glen Robertson are no longer served by VIA; most trains are now scheduled at 1 hour, 59 minutes. On the Ottawa-Toronto route, the overnight trains are scheduled to make their last trips on January 6, 1985, subject to CTC approval; in their place an early morning LRC 3 hour, 59 minute train is scheduled to start January 7. On the Ottawa-Sudbury route, the westbound tri-weekly train leaves Ottawa at 1255 (15 minutes earlier). In the Montreal-Toronto corridor, all trains numbered between 60 and 69 are to be LRC equipped (only 4 of the 10 were so equipped during the summer). LRCs will hold down all Montreal-Ste-Foy trains operated over CN Rail. (Earl Roberts)

Cabinet Travel before Jetstars: In light of recent criticism over the cost of cabinet ministers' trips using government aircraft, the following item from The Globe and Mail's "100 Years Ago" column is of interest: "Yesterday morning's regular train from the East had attached to it the official car CUMBERLAND, belonging to the Dominion Government. It is now being used to convey Hon. J.A. Chapleau and suite to San Francisco from where the Secretary of State will proceed to British Columbia to investigate and report on the Chinese immigration question. How those virtuous Conservatives, who set up a howl every time the wheels of the official car revolved when the Reform Party was in power, must be disgusted at the thought of this car being taken all the way to San Francisco, over a dozen different railway lines, and at enormous cost. Mr. Chapleau learned to travel luxuriously while Premier of Quebec and does not propose to abandon the habit now that he has been promoted. The party enroute comprises Hon. Mr. Chapleau, Mrs. S. Chapleau, Mr. Church, Mr. Louis Tach, Private Secretary, and a large retinue of male and female servants, cooks, butlers, etc... The trip will occupy three months". (GLOBE AND MAIL, 1984 07 11, via THE INJECTOR [O.R.A.])

Highest Summit: The highest primary rail summit in Canada is the Great Divide, located at Stephen, B.C., measuring 5,332 feet above sea level. The highest point on the CP Rail system is the Fording Coal loop track at the Fording Coal Mine site, with a track elevation of 5,383.41 feet. (CP Rail News)

THE MOTIVE POWER SCENE by Earl Roberts

Special thanks this month go to Bruce Chapman, Paul Bown, Colin Churcher, Fred Clark, Charlie DeJean, Bob Meldrum, Paul Smith and David Stremes. Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1984 TRACKSIDE GUIDE, eg. (p1-10).

CN RAIL

Remanufactured - (p1-10) GP9u 4108 (ex-retired 4341).

Retired - (1-16) SW9 7000; (p1-18) S-4 8045 and 8063.

Leased Out - GP40 9316 and 9317 to GD Transit.

Planned Renumberings Shelved - Early in 1984 it appeared that the four new SD50AF units and the 25 SD50F units on order would be numbered 5500 to 5528, and the GP38-2 units were to be renumbered from the 5500/5600 series to the 4700/4800 series. It now appears that the new units will be numbered 5400-5428 and the GP38-2 units will only be renumbered if and when there are enough '5400' units to encroach on the number 5500.

CP RAIL

Remanufactured -

(p1-25 & 1-35) SW1200RSu 1247 (ex-8152);

(p1-26 & 1-36) GP9u 1581 (ex-8535), 1582 (ex-8497) and 1583 (ex-8671);

(p1-27 & 1-37) RS-18u 1822 (ex-8779) and 1823 (ex-8788).

Into Shops for Rebuild Programs -

SW1200RS 8170 (to become 1250), 8164 (to become 1251);

GP9 8496 (to become 1587), 8529 (to become 1588);

RS-18 8787 (to become 1826).

Retired - (p1-33) S-3 6517, 6518, 6535 and 6536; S-10 6606;

(p1-34) S-2 7042; S-4 7101; (p1-38) Robot Control Cars 1012 and 1014, the last of 11 cars built from retired Canadian Locomotive Company-built diesel units.

Significant Unit Saved - Retired MLW S-2 7077, Canada's first production diesel-electric, is destined to the Canadian Railway Museum in Delson, Quebec.

Deliveries Delayed - General Motors in London, Ontario is included in the strike by the UAW against GM, thus the delivery of 30 new and one rebuilt SD40-2 units will be delayed.

Not One but Two - Retired VIA FP7As 1418 and 1424, reacquired by CP Rail for parts, are being forwarded to Ogden Shops, Calgary for repainting into their original colours. (Original CP numbers were 4060 and 4065). They will then go to the City of Medicine Hat, Alberta for display.

1985 Rebuild Program Plans - 11 SW1200RS units to be rebuilt and renumbered into the 1200 series (8100, 8106, 8108, 8109, 8125, 8126, 8130, 8143, 8146, 8150 and 8153); 23 GP9 units to be rebuilt and renumbered into the 1500/1600 series (8520, 8523, 8536, 8543, 8611, 8613, 8644, 8646, 8660, 8661, 8670, 8675, 8682, 8687, 8690, 8699, 8803, 8805, 8807, 8808, 8815, 8818 and 8839); Eight RS-18 units to be rebuilt and renumbered into the 1800 series (8732, 8750, 8757, 8773, 8774, 8776, 8793 and 8800).

VIA RAIL CANADA

Into Shops for Rebuild Program - FP9A 6532 has entered CN's Point St.

Charles shops and will emerge as 6310. Due to 6532 experiencing an engine failure, she was substituted for the planned rebuilding of 6513. Later in the year 6529 will enter the same shops to be rebuilt to 6311.

In for Overhaul - F9B 6616 (at Transcona) and FPA-4s 6772 and 6785 (at Moncton)

BC RAIL

New Slugs - (p1-47) Further to the September BRANCHLINE, Slug S-404 was formerly RS-3 560 (nee LS&I 1606) and S-405 was formerly RS-3 559 (nee LS&I 1605).

Upgraded - (p1-47) RS-10u 601 (second) has been produced using the body of RS-10s 583 and salvageable components from wrecked and retired RS-18 601 (first).

Home for Rebuild - SD40-2s 755 and 760, both heavily damaged in a head-on collision in June 1984, are to be returned to BMD, London for rebuilding. M-630 715 and 727, also damaged in the same accident, are to be repaired by BCR. The future of another victim of the same wreck, RS-18 606, is still undecided.

New Home - (p1-62) DEVCO RS-1s 208 and 209 have been sold to the Salem and Hillsborough in Hillsborough, N.B. for excursion service.

INDUSTRIAL LOCOMOTIVES

(p2-10) INTERNATIONAL STEEL & PIPE, Regina, Sask. - it appears that all locomotives listed are no longer in existence, except for recently acquired NW2 493 (ex-Burlington Northern 493).

(p2-10) INTERNATIONAL MINERALS & CHEMICAL CORP., Cut Arm, Sask. - locomotives are no longer used at the plant, having been replaced by trackmobiles. Three locomotives are stored on the property:
#11, GE 44T, Serial 13095, built 9/41 (previously #1243 at Yarbo)
No #, GE 44T, Serial 28348, built 5/47 (was previously numbered 46011)
#46017, GE 45T, Serial 27592, built 5/44 (previously incorrectly identified as a GE 44T, Serial 27974)

(GE 25T #1 and MLW S-3 #46008 are no longer on the property)

(p2-11) INTERNATIONAL MINERALS & CHEMICAL CORP., Yarbo, Sask. - a trackmobile has replaced the locomotives. GE 44T 1243 is now at Cut Arm, and GE 44T #1241 and GE 25T #1259 could not be seen.

(p2-25) ONTARIO PAPER CO. LTD., Thorold South, Ont. - their recently acquired former CN SW900 7212 now carries number OPC-1.

(p2-25) GREAT LAKES PULP & PAPER, Thunder Bay - ex-CP SWB 6704 is still in CP Rail colours and still carries #6704.

(p2-29) QUEBEC NORTH SHORE PAPER, Baie Comeau, Que. - MLW RS-3 #7 now carries the insignia for COGEMA, the operator of the ferry service, and still carries #22 in the numberboard (her number when built for the Roberval & Saguenay).

(p2-33) NATIONAL HARBOURS BOARD, Montreal, Que. - received MP15AC 8403-8406 from BMD in September. (Originally these units were expected to be numbered 8401-8404). The four new units will likely spell the end for S-3s 1002 to 1007 and 1009. (1005 was retired in 1982 and 1006 and 1009 are unserviceable).

Help! - The current issue of SHORTLINE mentions that Quebec Sugar at St. Hilaire, Quebec has a 23 ton Porter locomotive, serial 7972, built in August 1945. It was acquired from Babcock and Wilcox Tube in 1961 and was originally William B. Scafe #23. Has anyone sighted this unit at this location recently?

Double-deck Container Car: The appearance of a double-stacked container car travelling on CP Rail lines has raised a few eyebrows this summer. The 169-foot articulated unit, which can carry six 40-foot containers stacked two high, was leased from the Southern Pacific Railway by the Alberta Government for a 12-week evaluation. Alberta is studying the feasibility of an inland port and container transportation system. (CP Rail News, 1984 09 12)

Anything is Possible on a 1201 Trip: The October 8 trip to Wakefield featured the following: 1) A familiar 1975 red Chev Impala convertible with the top down in a downpour, was noted proceeding through Wakefield on the wrong side of the road, slightly ahead of 1201 and behind a police cruiser, carrying a film crew! (The film crew had discovered that the windows on their rented van would not open sufficiently for film purposes). One regular CP Rail engineer was heard to say to the BRS car owner - "Are you trying to create a bathtub on wheels?"; 2) Southbound near the gravel pit a German Shepherd decided to race 1201 and won! - after nearly a mile the dog was still stretching the space between himself and the train when he decided enough was enough and disappeared into the bush; 3) near Church Street in Chelsea, train speed was reduced to 'Holstein speed' when a cow decided to head slowly south down the edge of the track. After plodding along for some distance, she decided to leap the right-of-way fence, which she didn't quite clear. It is suspected she produced milk shakes that evening. Items 2 and 3 evoked the following comment from the CP Rail engine crew: "It's getting to be a regular zoo up here!" (Duncan duFresne)

BRANCHLINE is published 11 times a year. Articles, news items and letters are welcomed and should be sent to any of the following:

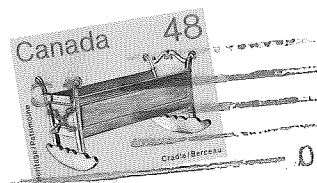
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