



July-August 1993 \$3.15

# Branchline

CANADA'S RAIL NEWSMAGAZINE

Anson Junction - 1956

Last CP Train to Waterloo

Calgary's Heritage Park



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

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

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

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

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# TRAIN

Tourist Railway Association Inc.

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

## NEXT REGULAR MONTHLY MEETING

Tuesday, September 7, 1993

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

Ron Ritchie will give us an illustrated presentation on the Quebec Central Railway. Coffee and donuts will be available for a small fee.

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

## AVAILABLE FROM THE 'SALES DESK':

**Canadian Trains Calendar 1994:** Produced by Steamscapes and featuring the excellent photographic work of Nils Huxtable and others, this calendar covers all aspects of Canadian railroading. The colour shots feature both contemporary and historical views of Canadian scenes, including steam, diesel and electric action. The calendar features a stunning cover shot of ex-CP 4-6-2 1201 at Cathedral, B.C., four miles east of Field, on July 8, 1986, when 1201 was returning from participation in the Last Spike Centennial celebrations and SteamExpo. Available at \$9.95, plus \$3.00 shipping, plus \$0.91 GST when shipped to a Canadian address. Ontario residents please add \$0.80 PST.

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

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

**Canadian Trackside Guide 1993:** This year's 520-page edition is available at \$15.95 plus \$2.00 shipping and handling, plus \$1.26 GST when shipped to a Canadian address. (See page 2 of the June **Branchline** for details)

**ON THE COVER:** GO Transit in Smiths Falls? The trailing unit of a 12-car special slips through the interlocking on May 15, 1993. Photo by Ross Harrison.

- PRESS DATE FOR THIS ISSUE IS JUNE 22 -  
- DEADLINE FOR THE SEPTEMBER ISSUE IS AUGUST 10 -

# Information Line

**BRIDGE REPLACEMENT MEANS THAT BOMBARDIER CAN SHIP OUT CARS:** The Bombardier plant in Websterville, Vermont, once again has a rail connection with the outside. Just over a year ago, heavy flooding and ice worked together to knock out a bridge on the rail line serving the facility. At the time, the incident didn't cause Bombardier a lot of inconvenience but this year it could. The company is due to deliver 140 Amtrak Superliner Cars starting in the month of June. The State stepped in and rebuilt the bridge over the course of five months. The plant is situated on a line belonging to the state-owned Washington County Railroad. (*Journal of Commerce*, 26/04/93)

**RAIL PRESIDENTS SAY THAT ABANDONMENT DECISIONS SHOULD BE LEFT TO INDUSTRY:** Are the gloves coming off in attempts by Canadian railways to rationalize their systems? Recently, Barry Scott and Rob Ritchie of CP Rail System called on the government to let the railways decide how to revise their systems - as opposed to the present public hearing route. According to Barry Scott, CN and CP Rail "should sit down and decide what it is that they can run effectively, either individually or together, and when that becomes known it may be possible for others to focus upon the residual network." (*The Western Producer*, 29/04/93)

**HIGH SPEED RAIL LINK FOR VANCOUVER?:** While eastern Canada dithers over the merits of a high speed rail system in the St. Lawrence Valley, the cause is being advanced on the Pacific coast - hitherto an unlikely place. According to a U.S. Congressional Representative, the corridor from British Columbia to Eugene, Oregon, will be among the leading contenders for the high-speed rail projects recently proposed by the Clinton Administration.

According to Al Swift, chairman of the House Energy and Commerce subcommittee, "I think the fact we were already designated a high speed corridor and the fact both states are already at work in their state legislatures to deal with this, will put us in the front rank of regions for this money. This is not just transportation legislation, this is an energy bill. Driving from Portland to Seattle consumes almost 40 per cent more energy per passenger than rail does." (*Associated Press*, 30/04/93)

**BC RAILWAY EARNINGS DOWN:** The British Columbia Railway group, parent company of BC Rail, made a \$51.3 million profit in 1992 on revenues of \$325 million. Net income was down \$4.6 million from 1991. Revenue loss of \$3.5 million was attributed to a five week pulp industry strike.

BC Rail President and ceo Paul McElligott indicated that depressed world prices cut BC Rail's yield from coal, sulphur and pulp traffic. "But the major service and productivity improvements of the past two or three years are paying off and have brought us a lot closer to where we want to be - a high efficiency, low-cost carrier with an absolute commitment to customer service." McElligott said 1992 operating costs and freight rates were lower than they were five years ago. "The benefits of these cost-containment and productivity measures have been passed on to shippers through lower and more competitive freight rates." (*Vancouver Sun*, 07/05/93, thanks to Dale Whitmee)

**THREE CANDIDATES IN RUNNING FOR TOP JOB AT VIA RAIL:** At least three names appear to have been put forward as possible candidates to succeed outgoing VIA Rail president Ron Lawless. The top two include Louise Roy, former president of the STCUM, and former CN vice-president John Sturgess. The decision will be made by the Prime Minister. (*La Presse*, 13/05/93)

**NORTH BAY FEARS LOSS OF CN LINE TO TORONTO:** Residents of North Bay and that part of northern Ontario are worried that Canadian National may apply to abandon that

portion of its Newmarket Subdivision between Gravenhurst and North Bay. Loss of the line would eliminate direct passenger and rail freight service between Toronto and North Bay. (*North Bay Nugget*, 14/05/93)

**ST. LAWRENCE & ATLANTIC LOOKING FOR INTERMODAL SITE:** The St. Lawrence & Atlantic is looking for a site in Auburn, Maine, (near Portland) on which to open an intermodal transfer facility, where trucks can be loaded onto railroad cars for transport. "Auburn is an ideal location because of its central location to the paper industry and good access to the Maine Turnpike" said Robert Grossman, chairman and president of Emmons Holding Co., owner of the StL&A RR. Emmons has reached an agreement with CN North America to provide service between Maine and Chicago and points throughout North America. Service to Chicago would be in 40 hours, and when the new tunnel at Sarnia is opened next year, double-stack service could be offered. (*Lewiston Sun-Journal*, via *The 470*)

**BURLINGTON AND HAMILTON SPAR OVER GO TRANSIT CUTBACKS:** Reaction from the communities of Burlington and Hamilton to announced cutbacks in GO Transit service, effective July 3, has been divided. Burlington politicians, worried about the loss of full-service to the community, have called upon Hamilton to give up part of the money going its way for enhanced GO Transit service in favour of maintaining the current full service offering to Burlington. Predictably, the idea has not found favour in Hamilton with area politicians there saying that the more Hamilton gets, the better the position for Burlington, which is along the line, and will benefit from anything going to Hamilton. In the meantime, Burlington did manage to secure a temporary stay on the cutbacks, however, the GO Transit Board of Directors made a final decision to proceed with the cutbacks after a full analysis of the budget impact of maintaining full service to the community.

A surprise "sick out" by about 70 unionized CN workers in a protest against the commuter train cutbacks stranded approximately 45,000 GO Transit commuters on June 4. After the June 3 shift, 70-odd workers called in sick. The protest, branded as a childish act by the chairman of GO Transit, caused delays and cancellations of about half of GO's commuter trains. (*The Hamilton Spectator*, 15/05/93 and 18/05/93, thanks to Clive Spate, and *Edmonton Journal*, 05/06/93)

**ALGOMA CENTRAL TO GO TO WISCONSIN CENTRAL?:** As the Government of Ontario looks for ways to save the money-losing Algoma Central Railway, attentions are being turned towards the United States and another "Central" railway. This one is the highly successful Wisconsin Central, whose elements include a good deal of Soo Lines trackage which the big carrier thought was too marginal for its interests. Although considering the sale of the line to a foreign operator, Ontario is trying to ensure that between 30 and 35 per cent of the restructured company be employee-owned. (*Canadian Press*, 19/05/93)

**CP RAIL TO CONSOLIDATE CREW CALLING FUNCTIONS:** CP Rail System has announced that it will consolidate its crew calling functions to Montreal. The move will eliminate 100 jobs at 30 locations across Canada and means that all 5,100 of CP's operating crews will now be called from Montreal to report for work. The 100 positions will be eliminated over two years with the consolidation to begin this fall.

The decision to put the centralized crew management operation in Montreal was influenced by a union jobs-protection agreement and the seniority of existing employees in Quebec. A CP spokesperson indicated that CP was eliminating 120 customer service jobs in Montreal and that the railway had to do something to offset that or be faced with paying laid-off workers until they



are 65 if they are members of the Transportation Communications International Union and have more than eight years of service. As there are no TCIU members in Montreal with less than 13 years of service, and there are more junior employees in many of the other centres, it was a straight economic decision. (Financial Post, 21/05/93, and Vancouver Province, 27/05/93, thanks to Dale Whitmee)

**D&H GRANTED ACCESS TO PHILADELPHIA:** The Interstate Commerce Commission has granted CP Rail System's Delaware & Hudson Railway Co. access to Philadelphia. CP Rail System said the ruling breaks Conrail's effective monopoly in freight transport within Philadelphia. Conrail said it will appeal the ruling. (Financial Post, 21/05/93)

**CN OPENS OBSERVATION GALLERY FOR TUNNEL WATCHERS:** CN has opened a public observation gallery in Sarnia that gives a birds-eye view of construction activities around the new portal. Located to the south of the existing tunnel portal, off St. Andrew Street, visitors will be able to look through five viewing portals, 24 hours a day. CN will also be opening a tunnel information centre in downtown Sarnia, where there will be models of the tunnel and the boring machine, as well as areas for displays and information. CN received more than 500 suggestions in their 'name the tunnel boring machine contest', but no name has been selected yet. (Sarnia Observer, 22/05/93)

**VIA RAIL SEES SPEED AND PROFIT AS SYNONYMOUS:** Officials at VIA Rail Canada are convinced that the road to profitability is a high speed one. This fact was recently elaborated upon by vice-president Bert Guiney in a speech to the annual conference of the U.S.-based High Speed Rail Association, held in Toronto on May 25. According to Guiney, "speed is of the essence" for VIA to capture enough market share to achieve profitability. But the investment in a high speed system could be expensive. Guiney revealed that at least \$3 billion would be required to build the network but that the full cost could be recovered within 20 years, yielding an 8 per cent annual return. Unfortunately, 8 per cent is not enough for the private sector who wants double that, which is the reason that Guiney called for governments at all levels to ante up an additional \$1.5 billion to get project economics to a viable stage. The figure is not as daunting as it appears. Guiney also revealed that VIA currently receives an \$80 million annual subsidy from the government for the operation of passenger service linking Montreal, Ottawa and Toronto. A profitable high speed network would see the end of this subsidy, an important factor for anyone considering a sustainable passenger service into the 21st Century.

The conference also featured speeches by officials of Bombardier and Asea Brown Boveri. The former is advocating a TGV-style system while the latter is pushing the X2000 concept, initially diesel-hauled and subsequently powered by electricity. (The Toronto Star, 25/05/93 thanks to John Grimley)

**CANADIAN NATIONAL INVESTS IN NEW TRAIN INFORMATION SYSTEM:** In a bid to improve performance and on-time reliability, CN North America has announced that it will invest \$100 million in a new computer system. The system is based on the waybill tracking of individual shipments as opposed to the current system which tracks freight cars and locomotives. The new system was developed by the Santa Fe Railroad. CN estimates that it will have the system installed in western Canada by the end of 1994 and in the east by the end of 1995. (Journal de Montréal, 27/05/93)

**SITE TURNED OVER TO SOCIETY:** One of the oldest railway heritage sites in Canada, and the one which best symbolizes the dream and hope of a nation, is now part of Revelstoke's railway heritage museum project.

The Last Spike historical site at Craigellachie, B.C., was recently turned over to the Revelstoke Heritage Railway Society

by CP Rail. The heritage site, located about 40 kilometres west of Revelstoke on the Trans-Canada Highway, is where the last spike was driven on November 7, 1885, to complete Canada's first transcontinental railway. (Times Review, May 1993, thanks to Dale Whitmee)

**RAIL GRAIN RATE SET:** The National Transportation Agency has announced the freight rate scale for the transportation of grain in western Canada for the crop year to July 31, 1994.

The rate scale shows the rate for each tonne that is to be paid by the Canadian government and by the shipper for the distance that western grain must be moved.

Under the new scale, railways will receive an average \$32.07 a tonne for moving grain in the 1994 crop year, down 5 cents from the previous crop year. The average rate paid by the shipper will increase to \$13.73 a tonne from \$11.98. (Globe & Mail, 29/05/93)

**PROPOSED C.A.R. ABANDONMENT WON'T BE WITHOUT A FIGHT FROM ALL SIDES:** Opposition to CP Rail System's proposal to abandon the Canadian Atlantic Railway is beginning to firm up on both sides of the border.

The Maine State Department of Transportation has vowed to fight the proposal to abandon the U.S. portion of the international rail line. Although CP Rail claims that the line is a money-loser and that there are few on-line industries, local paper mills are already predicting a deluge of truck traffic if the line is closed. According to the Georgia-Pacific Corporation of Baileyville, Maine, the abandonment would require the company to put an additional 10,000 trucks on the road on an annual basis. According to the Maine D.O.T., it will file papers stating that abandonment would contradict transportation policies of Canada and the United States in that it would remove an effective and potentially viable transportation service from the entire region.

Of interest is the fact that the State has the right of first refusal for the right-of-way in the event of an abandonment. One wonders if a deal could not be worked out where CP deeded the line to Maine but continued to run trains over it, with Maine picking up the cost of maintenance. Obviously some form of innovative partnership will be required to avoid its loss.

For its part, the Province of New Brunswick is pulling out all stops to block abandonment of this and other lines in the province. During the 28th annual meeting of the Canadian Transportation Research Forum in Fredericton, Premier Frank McKenna announced that all line abandonments in the province would have to go through an environmental impact assessment. According to McKenna, "It's our view that that's going to place an enormous amount of extra traffic on our roadway system and that creates very legitimate environmental concerns."

According to McKenna, "Our legal advice is that the environmental concerns are sufficient that these abandonments should be registered under the Environmental Impact Assessment Act to find out whether they would be screened out or whether they should go through a full environmental impact assessment."

The whole review process is very cumbersome and would certainly hamper efforts to rationalize the system in the province. The issue is, however, whether the province can interfere with a federally regulated entity such as either Canadian National or CP Rail. If New Brunswick's legal opinion is correct, it could set a tremendous precedent for rail rationalization across the country.

Also, the Port of Saint John claims that loss of the railway would result in a loss of 25% of its traffic volume, causing it to be downgraded to the status of a regional port. This statement has been refuted by CP Rail during testimony around CP's application to abandon the line. (Philip B. Jago, Barigor Daily News, 27/05/93, Saint John Telegraph, 31/05/93 and 03/06/93, thanks to H. Fred Deakin, Canadian Press, 02/06/93 and Evening Times, 15/06/93)

**'TRUCKER MAINTAINS SHORT LINES CAN'T COMPETE IN MARITIMES:** Although acknowledging that rail has the competitive edge on long-haul traffic, a Saint John, New

Brunswick, trucking executive maintains that he can out compete any type of rail service in the Maritimes. According to Richard Oland of Brookville Transport Limited, "I'm not saying they should shut down railways, ... I'm saying ... that market forces should call the shots." Oland said that his company employs more people than the troubled Canadian Atlantic Railway and that his company could haul New Brunswick potash to the port of Saint John cheaper than Canadian National. "I would employ 65 people. CN employs six." Oland's comments were made before a public hearing into the National Transportation Act review commission. (Canadian Press, 02/06/93)

**LOCAL OPPOSITION DELAYS MOVE OF STEAM LOCOMOTIVE:** Plans to sell ex-Canadian National 2-8-0 No. 2141, now on display in Kamloops, B.C., to the Canadian Northern Society in Big Valley, Alberta, have been derailed. City council was prepared to sell the 1912 MLW product until stiff local opposition entered the scene. Indeed, interest in the locomotive, on display in poor condition in Kamloops since the early 1960s, has been considerably heightened. The Kamloops Advisory Committee, for one, is now developing a strategy and program for the upkeep, restoration and possible relocation of the locomotive. (Kamloops Daily News, 02/06/93, thanks to Ken McKenzie)

**MANITOBA INTRODUCES SHORT LINE LEGISLATION:** The Manitoba Government has introduced legislation allowing for the establishment of short line railways in the province. Presently, there are no short lines in the province but there is a strong possibility that CP Rail's Lyleton Subdivision could be sold to a short line operator. Provincial regulation will be under the auspices of the Manitoba Motor Transport Board. (The Manitoba Co-Operator, 03/06/93)

**CP RAIL ACCUSED OF ABANDONING CUSTOMERS IN VICTORIA:** A local rail critic and CP Rail employee has accused his company of deliberately discouraging rail freight service on the lower portion of Vancouver Island. According to rail critic John Cooper, "There has been a conscious effort by CP Rail to withdraw from Victoria and Vancouver Island." Cooper's allegations were denied by CP Rail System although a company spokesperson admitted that traffic for Victoria "is down". Cooper doesn't buy this, however. "If they can't get rid of their remaining customers, they kill them with no service" he said. As an example, Cooper cited how, as a member of a train crew switching a Victoria plant, he watched a loaded car left behind because it lacked final securing of its load. With the present situation that meant that the car would have to wait a full week before the next time the plant would be switched - an unacceptable situation in his opinion. (Victoria Times Colonist, 03/06/93)

**ALGOMA CENTRAL ANNOUNCES RESTRUCTURING:** In anticipation of a possible purchase by the Wisconsin Central Railroad, the Algoma Central Railway and eight of its nine unions agreed to begin negotiations to restructure the operation. The dissenting union is the United Transportation Union which will not participate in the effort. Algoma presently employs 1,500 workers, too many according to Wisconsin Central president Ed Burkhart. According to Burkhart, "Our view is that it can be profitable, but it has to be run a lot differently." The Wisconsin Central would like to trim the ACR to about 450 employees. (Sault Star 29/05/93, 03/06/93, 09/06/93 and Canadian Press, 03/06/93)

**'EASTERLY CLASS' LIKENED TO 'BED AND BREAKFAST':** Although they may not be as romantic as the "Canadian", VIA Rail Canada's "Ocean" and "Atlantic" still carry on a tradition dating back over a century of taking people between the Maritimes and central Canada. They are in a sense the last true overnight passenger trains in Canada, essentially connecting two major cities and now operating as a land cruise in the fashion of the "Canadian". Both the "Atlantic" and the "Ocean" have

received refurbished equipment with their service now being referred to as "Easterly Class" - a distinct difference from the "Canadian's" "Silver and Blue" service. "Easterly Class" was formally launched in parallel ceremonies in Montreal and Halifax on June 4, with VIA vice-president Christine Sirsly-Keon referring to both trains as a "rolling bed and breakfast", symbolic of the down home flavour of Atlantic Canada. (Globe and Mail, 05/06/93)

**TUNNEL CONSTRUCTION WILL NOT DISTURB ETERNAL RESTING PLACE:** An Oregon judge has cleared the way for the construction of a transit tunnel under the Finleys Sunset Hills Cemetery in the Portland suburb of Hillsboro. Survivors of the people in the cemetery had sought to block the tunnels on the basis that the constant rumble of passing trains would disturb the graves. According to the judge, the rights of the grave owners did not extend to the depth of the tunnel which is 80 feet below the surface. (Hamilton/Burlington Spectator, 05/06/93, thanks to Clive Spate)

**FARMERS TO PAY FOR HAULING GRAIN TO PORT:** Federal Agriculture Minister Charlie Mayer said he plans to cut red tape and force farmers to pay the full cost of getting their grain from the Prairies to port. However, Mayer said most of the \$650 million-a-year federal grain transport subsidy will go to the farmers instead of to the railways.

The Federal government will pay to so-called Crow benefit at first to grain producers but eventually the subsidy will be available to all Prairie farmers. Farmers are to pay the full costs of moving grain to port, with rates rising to more than \$32 a tonne from \$14 this year. As well, the plan will lift a moratorium on closures of money-losing branch rail lines.

The government has tabled legislation for the changes but does not plan to try passing it before the federal election in the fall. The changes are dividing farm groups. (Edmonton Journal, 05/06/93, thanks to Dale Whitmee)

**CN TO SPEND \$124 MILLION IN 1993:** CN North America is investing \$124 million in its rail network in Canada during 1993, part of \$2 billion CN will spend during the next five years on capital projects.

Projects this year include replacing 512 kilometres of rail in B.C. and Northern Ontario (\$73.1 million), replacing 500,000 wood ties throughout Canada - in addition to 200,000 ties changed during routine maintenance (\$15.6 million), bridge repairs - particularly in New Brunswick and Ontario (\$17.2 million), and building up 129 kilometres of rail beds in B.C. and Quebec (\$11 million). (Calgary Herald, 08/06/93, thanks to Dale Whitmee)

**COAL TRAFFIC ON UPSWING:** With the reopening of the Balmer mine in the Elk Valley, CP Rail is operating 14 coal trainsets to Roberts Bank, B.C. Before labour disputes affected production at the Greenhills, Balmer and Fording River mines in southeastern B.C. in 1992, there were 19 coal trainsets in operation. During the strikes, all but two sets were mothballed.

Coal shipments from Westshore Terminals, the operator of Roberts Bank, Vancouver's premier coal loading facility, are expected to rebound to between 13 million and 14 million tonnes, about the same level as last year. (Vancouver Sun, 09/06/93)

**RAIL PRIVATIZATION NOT AS EASY FOR THE BRITS AS FIRST ENVISAGED:** Great Britain is slowly easing towards the privatization of British Rail and the break-up of the post-war rail monopoly. Started in the name of efficiency and improved productivity, the process has become bogged down in bureaucratic in-fighting, worries about the closure of picturesque but marginal branch lines, and a top heavy bureaucracy to oversee operations.

The situation is by no means clear cut. Indeed, it was recently expressed by a Christopher Fildee, a columnist in the Daily Telegraph, who likened the procedure to something out of the popular "Thomas the Tank Engine" series. In a critique of the proposed new structure he wrote: "They start with a

straightforward management structure. They finish up with [Minister of Transport] John MacGregor's train set. To operate a train on this set, you must first get a franchise from a modern version of the Fat Controller. Then you lease your stock from a leasing company and rent space on the line from Railtrack - which in turn puts all its maintenance and engineering work out to contract. In the middle, working the signals, is the regulator. And behind him, pulling the levers is Mr. MacGregor."

The bottom line is captured in a quote from one Gerard Fiennes, a maverick railwayman, who announced one day at King's Cross Station that "We regret the delay to the Yorkshire Pullman. This was due to bad management." According to Fildes, the Pullman might never leave the station if the current proposed system is implemented. (*The Daily Telegraph*, thanks to Bob Elliot)

**EXPANSION FOR RAIL CAR PLANT IN THUNDER BAY:** Bombardier Inc., has announced that it will invest \$41 million to expand and modernize its Thunder Bay manufacturing facility. The former Canada Car and Foundry plant will be updated in order to handle three new orders for rail and rail transit equipment. The orders include 16 commuter cars for San Diego, 108 subway cars for Ankara, Turkey, and 216 subway cars for Toronto. (*Hamilton/Burlington Spectator*, 11/06/93, thanks to Clive Spate)

**FUNDS FROM SALE OF RAIL PAINTINGS WILL GO TOWARDS RAISING FUNDS FOR RAIL/TRAIL CONVERSION PROGRAM:** In order to raise funds for the development of hiking trails on former railway rights of way, the Grand River Conservation Authority (Ontario) has commissioned local Waterloo artist Peter Snyder to create three pictures from the golden age of railroading. Reproductions of Snyder's works will then be sold as part of the fundraiser. The subjects include: a circa 1954 depiction of a Lake Erie and Northern Railway interurban rolling past a tributary of the Grand River between Paris and Cambridge; a circa 1954 depiction of ex-CP 4-6-0 No. 1057 rounding a bend at Lake Belwood, northeast of Fergus; and a Toronto, Hamilton and Buffalo gas electric stopped at Jerseyville on the former Brantford Subdivision.

The job has been a real challenge for Snyder for he has had to do considerable research in order to ensure the accuracy of what he is painting. For instance, the 1057 painting was verified against the real 1057, now undergoing restoration to operating condition at the South Simcoe Heritage Railway, north of Toronto. It was found that the depiction was incorrect, having no less than 25 variances which had to be changed. Details on when the paintings will be available will be published in a forthcoming issue of *Branchline*. (*Hamilton/Burlington Spectator*, 12/06/93, thanks to Clive Spate)

**CHARGES DROPPED:** Canadian National has withdrawn charges which it laid against a Northwestern British Columbia Indian band for its blockage of rail lines last year. In return for CN not seeking financial remuneration for the delays, the Indian Band (Gitksan and Wetsuwet) have agreed not to block the line during 1993. (*Canadian Press*, 12/06/93)

**HERITAGE STATION COULD GO TO GREAT CANADIAN RAILTOUR:** Local sources in Kamloops are of the opinion that the former Canadian National station there may be sold to Great Canadian Rail Tours. The station would serve to handle crew quarters and other staff "amenities". Kamloops is a designated station under the Heritage Railway Station Act. (*Kamloops Daily News*, 12/06/93 thanks to Ken McKenzie)

**SARNIA TUNNEL POSES ENGINEERING CHALLENGES FOR IMPERIAL OIL LIMITED:** Canadian National's Sarnia Tunnel project has received a full environmental blessing but it's not only nature that has had concerns about the project. Other 'neighbours' will be affected by the mega-project including

Imperial Oil, whose research, refining and manufacturing complex in Sarnia sits over approximately one-third of the bore. There are a number of areas of concern. For instance, the effect of train vibrations upon Imperial's research centre which contains highly sensitive equipment such as scanning electron microscopes and a nuclear magnetic resonance instrument. It means new mountings for the equipment. Care must be taken during the excavation process to avoid settlement of the buildings in the complex. CN will use an advanced cement-grouting method to avoid foundation cracking and settlement. The tunnel will also require the relocation of support buildings at the complex as well as the emptying and relocation of sewers and various storage tanks. (*The Reporter*, Imperial Oil Limited, May 1993, thanks to Grant Baines)

**JOINT ANNOUNCEMENT:** On June 8, CP SD40 5557, CN SD40u 6003, and former GO Transit single level coaches 1081 and 1088 were displayed at the Old Port in Montreal in conjunction with a CN/CP joint announcement that both railways have agreed to form an alliance to implement a regional commuter rail service in the Greater Montreal area.

Previously CN and CP had each put forward their own proposal. CN's plan had included two monorail lines, one to Brossard and one to Laval - these have been dropped from the joint proposal. CN says it plans to continue promoting the monorail plan, but as a separate project (CN's main interest appears to be to create manufacturing jobs at Atelier Montreal Facility (its former Point St. Charles shop).

The plan would see up to 225 miles of track and 12 bridges utilized to convey commuters. There would be new services over CN lines to St-Hilaire and Le Gardeur, and over CP lines to St-Jerome, Mascouche, Iberville and Chateaugay (the latter would require use of Conrail trackage from Adirondack Jct.

The Province of Quebec had an option to purchase 80 single level GO Transit coaches for \$4.9 million, a deal that both CN and CP say is too good to pass up. The government let this option lapse, and now has the right to match any other offer until the end of 1993.

At press time, the project was scheduled for debate in the Quebec National Assembly on June 23. (Tom Box, John Godfrey and Gus Portelance)

**X2000 TO VISIT CANADA:** The X2000 will likely visit several points along the Windsor-Quebec City corridor after it finishes a tour of the United States in July, according to Joe Silien, an official with Asea Brown Boveri (ABB), the manufacturer of the train. "My impression is that there is a verbal agreement between Amtrak, ABB, and Canadian Pacific that the train will come to Canada," Silien said. The X2000 is equipped with a hydraulic tilting system that tilts the train up to 8 degrees as it goes around curves - allowing it to operate at higher speeds on existing track. At press time, the X2000 is half-way through a cross-country tour, that has taken it down the eastern coast as far south as Miami, Florida, and is now in the Chicago area. The last week in June the X2000 heads for the west coast, where it will travel from Bellingham, Washington, south to San Diego, California. At the present time, the X2000 is scheduled to head east back to Washington, through Chicago, from July 18-21. If the X2000 is in fact to visit Canada, it will likely be towards the end of July. (See *Amtrak's X2000* in the May 1993 *Branchline*, and the news item in the December 1992 *Branchline* for further details on the train itself). (*Ottawa Citizen*, 19/06/93)

[Ed note: At press time it was learned that the high-speed German InterCityExpress (ICE), to be demonstrated on Amtrak during the summer and fall of 1993, is scheduled to be brought to Toronto on August 13 for a brief display. Sponsored by Siemens and General Motors, the actual display site has not been finalized - possible sites include Union Station and the Canadian National Exhibition grounds] ♦



## Three Special Trains Bring Demonstrators to Ottawa

On May 15, the Canadian Labour Congress and a coalition of groups demonstrated on Parliament Hill in Ottawa. The estimated 60,000 demonstrators arrived by air, car, bus, and on three special trains (one originating in Oakville, one from Toronto and one from Windsor).

First into Ottawa was a '1-12-1' GO Transit train from Oakville which included F59PH 541, double deck coaches 2205, 2114, 2411, 2151, 2310, 2329, 2213, 2438, 2308, 2012, 2410 and 2243, and F59PH 521.

Next was a VIA '1-12-1' LRC set from Toronto consisting of: LRC-2 6902, coaches 3348, 3303, 3318, 3355, 3335, 3369, 3352, 3317, 3306 and 3353, club cars 3474 and 3454, and LRC-2 6907.

Last in was a VIA 14-car conventional train from Windsor consisting of: F40PH-2s 6425 and 6453 (in a rare back-to-back positioning), followed by coaches 5558, 3251, 5627, 3203, 5616, 3237, 5448, 3219, 5500, 5584, 3248, 5471, 5537 and 3208. The 3200-series coaches contain a take-out section.

The three specials, with a capacity of approximately 3,800, departed Ottawa between 15:45 and 17:00 to dovetail into the regular VIA traffic.



GO Transit F59PH 521 and VIA Rail LRC-2 6907, both heading up 12-car trains, wait at Ottawa Station for the return of the rally participants. On the right is the 14-car conventional train destined to convey some 1,000 tired demonstrators home to Windsor. To the left is VIA Rail Train 49 destined to Toronto after the three specials leave town. Photo by Ross Harrison.



ABOVE: The sign in the window of a GO Transit double-deck coach at Ottawa Station says it all. Photo by Ross Harrison.

BELOW: GO Transit trailing F59PH 541 slips through Smiths Falls enroute to Oakville with some 1,000 rally participants. Photo by Michael Shufelt.



# Accident on the "Avenue"

By DON GROVE



CN 2-6-0 No. 88 on its side on Ferguson Avenue in Hamilton on May 27, 1953. Author's collection.

Four decades have come and gone since May 27, 1953, when the accompanying photo was snapped of CN Mogul No. 88 on its side in Hamilton, Ontario. The 88's predicament came about when the leading wheels on its tender split a switch into an industrial siding. Because of the train's relatively slow 10 mph speed at the time, the incident looks worse than it actually was in terms of overall damage to the locomotive or track.

The 88 was on the head-end of the Simcoe wayfreight which was normally ordered at 08:00 from the Stuart Street Yard in Hamilton. This was a daily except Sunday job running the 46 miles to Simcoe and return. Because of weight restrictions on a bridge crossing the Grand River at Caledonia, the regular power on this assignment was a single 2-6-0 or Mogul type in CN's "80" class. The other engine in the photo, Mikado 3506, was a "pilot", there to assist the 88 for the first 12 miles up and out of Hamilton. Because of the Niagara Escarpment, a 1.5% grade had to be conquered in order to get completely out of town - much too much for the likes of a Mogul when you consider the tonnage often found on the Simcoe job. The pilot would go through to Glanford where it would be cut off. In spite of the "pilot" term, it was common practice to cut the helper engine in behind the Mogul.

No one was seriously hurt in this particular incident. Normally the brakeman would have been sitting on the brakeman's seat, jammed into a very small space on the left side of the boiler. The brakeman on this day was one Murray Caider, a fairly big man who could not sit comfortably on such a perch. He had chosen, therefore, to stand up for the entire trip. It was a lucky decision for he would surely have been killed had he been on the seat.

I shudder a little about the incident since I worked this assignment on a number of times when I was on the Hamilton spare board. I was in the habit of using the brakeman's seat on these engines. What would have happened if?

This accident took place on the "Avenue", a local term for Ferguson Avenue in Hamilton. The Hagersville Subdivision ran down the middle of the street for about ten blocks, cutting the city of Hamilton in half. Long trains really caused a problem with vehicular traffic and the City of Hamilton tried for years to have the tracks removed.

The Simcoe wayfreight would run 32 miles on the Hagersville Subdivision as far as Jarvis, doing any switching required at Caledonia and Hagersville and working the way cars at each station. Once work at Jarvis was finished, the job would then run



west for 10 miles on the Cayuga Subdivision (which we called the Wabash since that company had running rights) to Simcoe. At Simcoe, the way car would be worked. The job would then proceed another mile west to Simcoe Junction and run onto the Simcoe Subdivision to downtown Simcoe.

There were two stations in Simcoe, the one on the Wabash line and the one downtown. The Simcoe way freight was a preferred assignment with the senior men in the terminal. It was a long hour job, often with 16-hour days and lots of overtime.

The Hagersville Subdivision was the original mainline of the Hamilton and Lake Erie Railway. Construction started on this line in September 1857 and was completed to Jarvis in 1873. Construction on the Hamilton and Northwestern, to Barrie and Collingwood, was started in 1875, at which time the two railways were amalgamated to become the Hamilton and Northwestern Railroad Company. The line was finally completed to Port Dover in 1878 and to Collingwood in December of the same year. In 1879, the two lines were amalgamated with the Northern Railway of Canada and the name was changed to the Northern and North Western Railway.

The Hamilton and Lake Erie Railway located a station in Hamilton between King and Main streets. The facility remained in use until the 1930s. The round house and yard were further north on Ferguson Avenue. When the Hamilton and Lake Erie was built, a spur line was built under the Great Western main line (now CN's Grimsby Subdivision) to the shore of Burlington Bay, allowing for the construction of grain elevators. Following the creation of the Hamilton and Northwestern, the underpass was used as the main line to the north. The track ran east from Hamilton and crossed a marsh at the east end of Hamilton (Burlington) Bay, also known as Lake Geneva. The track then headed west on the "Beach Strip" to Burlington before turning north through Milton and Georgetown.

The original Hamilton and Northwestern line from Jarvis to Port Dover was torn up in 1935. All traffic to Simcoe and Port Dover was routed via Simcoe Junction and the Port Dover and Lake Huron Railroad main line. This latter line was opened to traffic in 1876 and ran from Port Dover through Stratford to Palmerston. At this point, it became the Lake Huron and Georgian Bay Railroad.

In the 1950s, the Hagersville Subdivision was a very busy line with four freight trains operating daily except Sunday. These included the Simcoe Way Freight, the Jarvis Turn and two trains to Hagersville. There were also Mixed Trains 233/238, running daily except Sunday to Simcoe, Port Rowan and Port Dover. On Sundays, there was only one freight train, to Hagersville and back. At that time, it was not uncommon to handle 70 or 80 cars south out of Hagersville.

What a difference 40 years can make. Now there is one train a day to Nanticoke, via Brantford and Caledonia. The 3506 was scrapped in 1956 and the 88 was retired in 1957 and is now on display at Upper Canada Village near Morrisburg, Ontario. It now sports its original Grand Trunk number of 1008.

The tracks are now torn up from Hamilton to Ryman. The Hamilton/Wentworth Region has bought the right of way and are building a bike/walking trail. The rails of the old Port Dover and Lake Huron, between Huron and Port Dover, have been torn up and the route is also a hiking trail.

Full historical details are available in the book *Rails to the Lakes*, written by Charles Cooper and published by Boston Mills in 1980.

#### Postscript

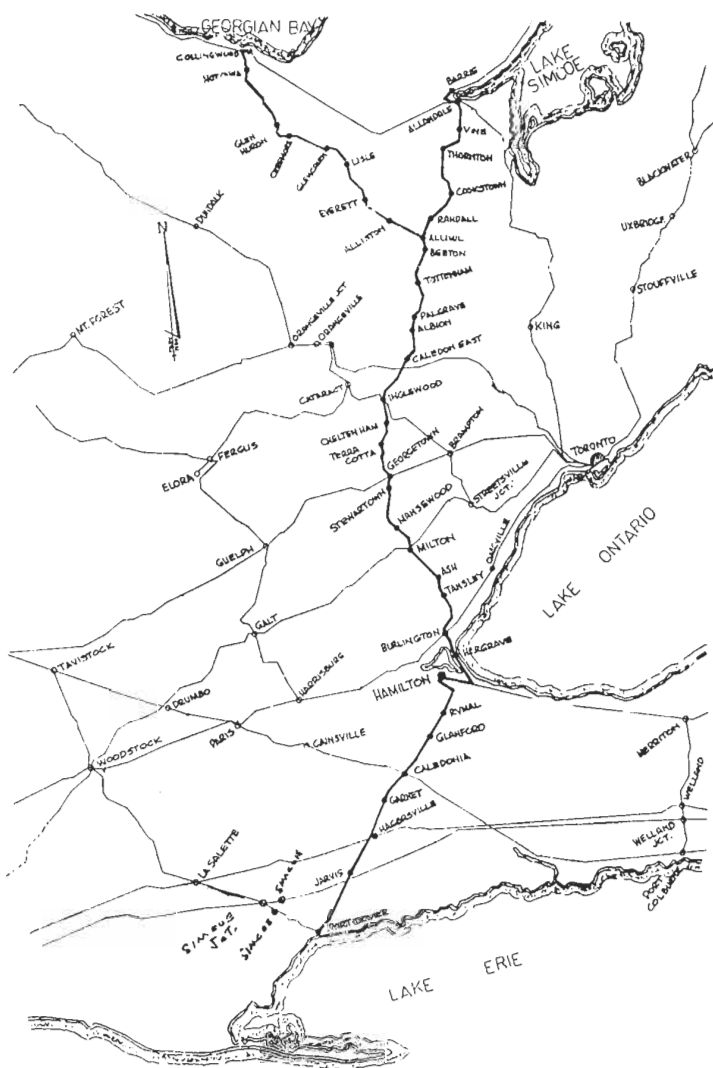
The enclosed picture of No. 88 on her side is not the only time a doubleheader came to grief on Ferguson Avenue. A similar incident took place in 1917. A southbound doubleheader hit a street car at the King Street crossing, derailing both engines. The lead engine ran into the front of the old Hamilton and Port Dover Railway Station at King Street. But that's another story. ☐

#### CAN YOU HELP?

Denis Taylor is looking for one copy of *In Search of the K&P*, by Walter Lewis. Please contact Denis at 130 Queen Street, Apt. 3C, Cobourg, Ontario, K9A 1N2.

#### AMATEUR RADIO

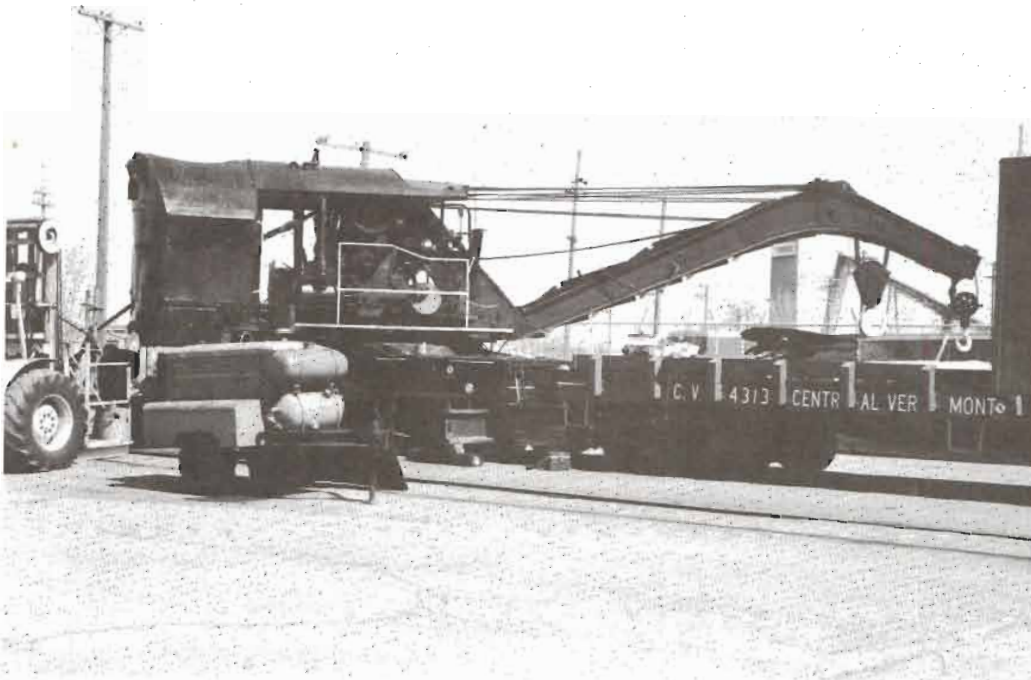
BRS member, Ellis James-Robertson, 8 Whittington Road, Worcester, WR5 2JU, England, Call Sign G4ELL, would be delighted to contact any BRS amateur radio operator, on the 10, 15, or 20 m. bands. Write in the first instance suggesting times and bands for a "sked".



The Northern & North Western mainline.

## Ex-Central Vermont Steam Crane No. 4251

All photographs by the author



Ex-CV steam locomotive crane 4251, turned to provide access to the boiler's lower tube sheet. Boom car 4313 is on the right.

I can't think of any other title for this month's Tid Bit for it's all about the Society's steam crane, a little bit of historical background and something about the restoration work done on this venerable machine over the last five or six months.

Our crane is a product of the Industrial Brownhoist Corporation of Bay City, Michigan. She is classed as a "Locomotive Crane", being self propelled, and is equipped with the "bent" or wrecking boom. She was built in 1919 and, although weighing in at 186,000 pounds, has a maximum lifting capacity of 100,000 pounds. She remained a coal fired machine during her lifetime and still is! Her vertical tube boiler was designed to operate at 150 PSI. I never saw a smaller "auxiliary" (railway nomenclature for this type of machine) than the 4251, 75-ton capacity being the lightest I was familiar with.

When we, as a group, in 1965-66 were attempting to put together a collection of railway service equipment we decided we needed a crane. Feelers went out which resulted in two cranes being offered, the 4251 from C.N. (Central Vermont being their wholly owned U.S. subsidiary) and a 160-ton capacity unit from C.P. The 4251 was chosen because of her small size and the fact that her machinery was not enclosed in a car body - an ideal set up for a museum display. At the time we were not all that concerned about obtaining the proper type and grade of coal for fuel, - we are now!

In any event, the wheels were set in motion to get the 4251 from New London, Connecticut (her last location on C.V.), to Ottawa, along with her boom car and tender. The boom car and tender are, by the way, of interest in their own right, especially the tender, but that's another story.

So we waited for our prized possessions to arrive on the spur track of the newly opened National Museum of Science and Technology in Ottawa where they would join the Museum's own burgeoning railway rolling stock collection. As luck would have it

I was scratching filth and paint off some "piece of junk" (artifact) or other one dull, gloomy fall day in 1967 when I heard a yard engine clattering down the "Old Alex" (CN's Alexandria Subdivision prior to massive track relocation in the mid-1960s) toward the Museum. I stopped what I was doing to see what was going on, and there at the switch was the 4251, boom car 4313 and tender 4284. The yard engine slowly moved the three pieces onto the spur and I instantly gave up on the scratching to give our first "real" pieces of rolling stock the "once over". (Our first rolling stock acquisition was a 1958 Pontiac station wagon Hi-Rail automobile, also obtained through C.N.).

To my great surprise the crane looked very complete, even the grate shaker bar and poker were still beside the boiler, the steam gauge and water glass were not only in place, but undamaged! Various other tools, hoses, etc., were in the boom car and the door was wide open! I doubt very much that this could happen today as without a doubt the vandals and hoodlums would make short work of anything not securely fastened down or protected. A lesson in our declining social structure.

A load of very old, and very dusty coal was in the tender, in addition to a derelict Worthington two cylinder steam driven water pump, which was laying half buried in the coal. Sizing up the situation I took everything that was moveable or breakable out of the crane's cab and put them in the boom car. Next I headed for a hardware store to buy two padlocks and hasps to keep the "light fingered" out of the boom car.

Although the C.V. was no longer using the 4251 when we made our request for it, the C.V. still had numerous spare parts on hand as well as casting patterns and other assorted bits and pieces. In their wildest dreams they never thought anyone would ever run the machine again, so they disposed of everything!

Run it we did. On June 23, 1968, ex-CV steam crane 4251 was operating at the Museum, and, as I recall, quite a large crowd



was on hand to witness the event. More than a few faults in the machine were uncovered. The badly warped pair of moveable grates permitted too much fine burning coal to fall into the very shallow ash pan (no wonder the grates were warped). Member, the late Ernie Turner, solved this problem by producing a splendid wooden pattern for the casting of new grates. We still have that pattern and have used it a second time since 1968. Other faults were discovered and taken care of as we went along. The fact was, the crane was operable as a locomotive crane. The air compressor worked, as did the turbo generator (dynamo) and the flood lamps and the cables were all in good shape. Although you wouldn't want to run her on a day to day basis, she's a fine operating museum piece.

#### Some 20 years later

Let's jump ahead to the fall of 1991. The Museum, having been closed (for a second time) for renovations, decided to have a grand re-opening (for the second time). We were asked if we would participate in the festivities by operating our steam crane which, by the way, had now laid idle for a number of years as we had been preoccupied with the operation of ex-CP 4-6-2 1201. We agreed that we would be delighted to, provided that the Museum would provide us with a load of suitable coal, and that we could get a satisfactory hydrostatic test on the boiler. Locating a supply of suitable "steam" or "lump" coal proved to be a fairly complicated task, however, many phone calls later, coal was found on the Seaway Terminal dock in Hamilton, Ontario. A large 10-wheel dump truck was dispatched from Ottawa to Hamilton and returned to Ottawa with 7 tons in an amazing 14-hour round trip. If we had thought that getting the coal was a job, it was nothing compared to getting a satisfactory hydrostatic test on the boiler. This just about proved to be our undoing.

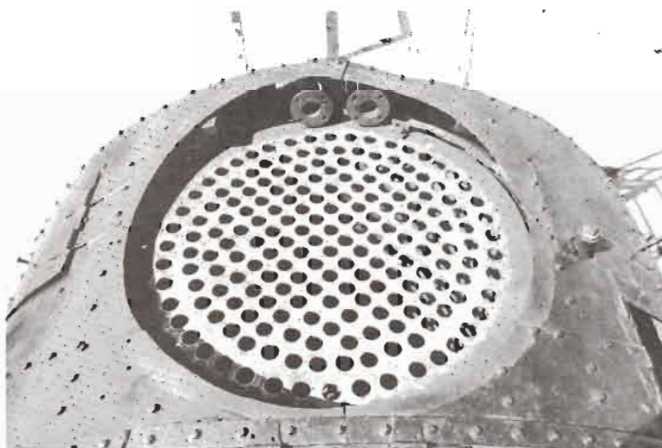
The entire month of September was spent trying to "put a squeeze" on that pressure vessel (boiler). Each time we'd put the water pressure up to 50 or more PSI, yet another tube in that boiler would split. The splitting always occurred just above the lower tube sheet as the result of "muck" inside the boiler gathering over the years at the base of the 196 vertical 2-inch tubes. We replaced one tube after another, with high pressure water flying around inside the firebox as one tube after another burst as one tube after another was replaced. Finally, after replacing eight tubes she held and took a 175 PSI hydro.. The proper inspector was summoned, the test was once again successfully completed, and a certificate issued. We knew all the bottoms of the other 188 tubes in that boiler weren't "the best", but if they'd hold for just one weekend we'd be in business. Well, they didn't! We got three hours out of it under steam when tube number nine let go and doused half of our fire. Well, we tried. It was very disappointing, especially for Joe Toscas, Willard Clarke, Neil Coulman, David Stremes, myself, and the Museum's David Elliott, as we'd worked so hard in our attempt to do this thing, but that's life.

We knew several things as a result of this experience, however:

- 1) the boiler needed a complete retubing;
- 2) we were going to hire a contractor to do the job;
- 3) we were going to spend a lot of money.

#### Commitment made

Now let's jump ahead to January 1993. We made contact with two boiler making firms in Ottawa to get a quote (proposal) for the work to be done. One was an international company and the other was a small local firm. The small local firm came well recommended (even by his competitor) and he came in on his quote at just a little more than half the cost of "the big guy". Needless to say, Eric Thompson of Thompson Heating got the job. Our role in all this was to get the snow away from the work site and to turn the crane (using compressed air to run the crane's steam engines through a clever little hook up we devised) to an

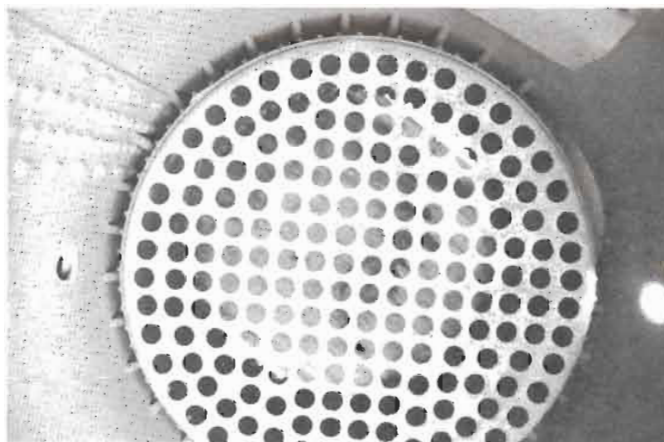


4251's boiler and top tube sheet. The two exhaust pipes have been removed from the four bolt flanges at the rear. The old tubes have all been removed and the sheet ground smooth.

angle of 60 degrees from the bed to provide access to the bottom of the boiler. We also had to remove the six rusty nuts that held the ash pan in place and remove the grates and grate carriers. The ash pan required some rebuilding which we carried out. Removal of the winter canvases and steel plates over the top of the boiler, as well as the exhaust pipes, concluded our basic work.

By mid-April the weather was good enough for the Thompsons (father and son) and their staff to begin the job by removing all the old tubes, which had been welded in place, and grinding the top and bottom tube sheets smooth so that the new tubes could be installed. After the old tubes had all been removed and piled neatly on the ground it became obvious that the hole diameter in the lower tube sheet was such that copper ferrules would be required around the bottom of all 196 tubes. Eric went on a hunt, found the ferrules in Montreal, and began to install.

By mid-May the last of the tube installation job was completed and we were now ready to perform a hydrostatic test. The boiler was filled with water, all air was evacuated, and a small oil burner was placed inside the firebox in order to do the test "hot". With the exception of a few tubes which developed very minor leaks at both the top and bottom tube sheets, the work done looked excellent, however, and this is a big however, there was now leakage where none had been before. The joint between the lower tube sheet flange and the firebox, in several spots, was



The inside of 4251's boiler as seen through a tube sheet hole at the top. Note the firebox stay bolts, wash out plug holes, baffle for the injector discharges and the double rivet row over the shell joint.





The firebox showing the bottom of the lower tube sheet and firebox door opening. The riveted joint around the tube sheet is where the unexpected leakage occurred. Note the staybolt rows around the firebox. New tubes have not yet been installed.

leaking. This was, in all probability, caused by the pounding of the pneumatic tool used to "bead" over the tube ends after they had been expanded. It simply shook the "sealing" scale and rust out of place.

Time for discussion! It was decided that Eric would make a tool for his pneumatic "gun" that would allow him to "caulk" this joint. Now caulking in this sense doesn't mean the forcing of some kind of material between the two steel plates, but rather the "expanding" or the "forcing" of the tube sheet into the firebox sheet. Again 50 PSI of water pressure was applied, and again she leaked, but at a much slower rate. We were winning! Eric went over the joint again, this time all around the diameter of the tube sheet, again we put 50 PSI on her, - no leaks! We brought her up to 175 PSI, - no leaks!! We all looked happily at each other and shook hands all 'round.

Eric and son Jason packed up their tools and left. Joe Toscas and I, one more time, rolled up the fire hoses, and put away our hydrostatic pump. We also re-installed the rebuilt ash pans and turned the crane back to a position in line with the bed so that Museum staff could bring excursion train passenger cars up parallel to the crane for much needed roofing maintenance.

The actual work had taken two months to complete. A lot of time was lost due to inclement weather, staff sickness and other contingencies, but we are more than pleased with the efforts of Thompson Heating on our behalf. We now look forward to a successful hydro test for the inspector and the issuance of our official operating certificate, and finally a steam test well in advance of the Museum's second annual "Techno Days", scheduled this year for August 13, 14 and 15, when our 74-year-old steamer will do her thing!

In addition to the work described we also had a major bearing lubrication problem to deal with. When last operated in 1991 we discovered that we were unable to force any grease into the lower bearing supporting the worm on the jib boom shaft (boom hoist mechanism). Consulting the few drawings we have did not help as the level of detail required to understand the design just isn't there. We removed the gear cases, which are very heavy and made of cast iron, and prepared ourselves for the removal of the shaft, complete with its worm gear and the bearing blocks. This necessitated the blocking up of the whole boom with a crib of ties on the deck of the boom car so as to relieve the tension on the boom hoist cables. Before entering the world of the

unknown and the Herculean task of removing large seized-up bolts, a suggestion was made either by Joe Toscas or former Museum curator and long time friend, Ian Jackson which said we should remove the old fashioned grease cup from the bearing and put a more modern pressure gun fitting in its place and see what happens. We tried and it worked! Apparently some old dried out grease in the bearing block passage was preventing new grease from entering the bearing as the pressure generated by hand turning the old grease cup was insufficient to clear the blockage. Wow!, talk about getting let off the hook. We sure dreaded the thought of taking that monster apart. The only real maintenance item left now is to get the brakes working on both trucks rather than on just one truck - not a major concern or problem.

Want to blow 4251's steam locomotive whistle? Come on down to the Museum and lend a hand. ☺

#### Steam Passenger Directory Now Available

Now available, the **Steam Passenger Service Directory, 1993**. Now in its 28th year of publication, the **Directory** is a comprehensive listing of 315 tourist railways, museums and exhibits in the United States and Canada. Termed the "bible of railway heritage" in the United States, the **Directory** contains listings for 47 states and 9 Canadian provinces including museums, steam and diesel tourist railways, outdoor model railroads up to 1/2 scale, model railroad museums and dinner trains. The **Steam Passenger Services Directory** is available for \$9.95 plus \$2.50 shipping (\$U.S.), from *Great Eastern Publishing* (former publishers of *Locomotive and Railway Preservation*), P.O. Box 246, Richmond, Vermont, U.S.A., 05477.

#### TIMETABLES

The Society has a large number of timetables, both operating and public, for sale. Over 500 are available - here is your chance to expand or start your timetable collection. The timetables are from the mid-1960s to the present and cover mainly Canadian lines, but there are a few American timetables as well. While we have multiple copies of some, many are one-of-a-kind items, so those who order quickly will receive the best selection. Send a \$5.00 cheque or money order to BRS, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1, for a sample and a large listing.

# A Visit to Anson Junction - 1956

by JOHN F. MELLOW

All Photos from Paterson/George Collection

Double-headed CNR  
2-8-2s No. 3456  
leading sister No.  
3458 crosses the  
diamond eastbound at  
Anson, Ontario, on  
August 8, 1956.



Simply listed as 'Anson' in CNR timetables, the crossing of the Campbellford and Maynooth Subdivisions 15.4 miles north of Trenton, Ontario, was commonly referred to as 'Anson Junction' by railroaders, probably a throwback to Central Ontario Railway days when the 'CORY' listed this location in their timetables in this manner. Situated approximately two miles west of Stirling, Ontario, this diamond crossing of two privately chartered railways was created in 1883 when the Central Ontario Railway, being built north from Trenton, crossed the Grand Junction Railway. The Grand Junction had opened on January 1, 1880, and joined Belleville and Peterboro. The COR eventually ended in Wallace, 117 miles north into the hinterland, while the GJR trackage was pushed westward to connections allowing eventual access to Toronto. Speed restrictions over the diamond on this Sub. limited passenger trains to 35 miles per hour and freight trains to only 20. On the Maynooth Sub. all trains were required to reduce speed to 10 miles per hour. As the GJR was the senior road, the rule required the crews to leave the route lined for Campbellford Sub. trains, another branchline feature that has all but disappeared from the railway scene today. Now, both of these subdivisions are just a memory, and natural growth has claimed the territory again.

During 1956, however, operations through this point were fairly active and steam still dominated. Although there were more movements on the east/west Campbellford Sub. than on the Maynooth Sub., most north/south trains were steam powered - CNR 2-8-0s predominated. On the Campbellford Sub. a few first generation diesels had begun to appear, but the majority of freights were hauled by 2-8-2s, while passenger services saw many 4-6-2s in charge.

Mixed train M313 operated north from Belleville to Bancroft on Mondays, Wednesdays and Fridays, and returned as M314 on Tuesdays, Thursdays and Saturdays. Of the 23 stations listed in the timetable, there was hardly a location this train did not have a scheduled stop. And with only a few exceptions, those not listed as a full-fledged stop were given flag-stop status. It is no wonder that it took over five hours to travel this route, and little wonder why it could not survive in an ever increasing paced world. But for a moment if we return to the mid-fifties, try to picture this little mixed train with a Consolidation type locomotive leading a handful of cars through towns such as Bonarlaw, Belmar, Bannockburn, Brinklow and Bronson. It would switch at some places, spotting a car or two at team tracks or back tracks for loading and unloading, and receive greetings at the platforms from the local agents, townsfolk and maybe a retired railroader who dropped by to chat with the crew. No. 2429 was a regular during 1956, operating M313 and M314 on almost a daily basis. When not able to perform for whatever reason, other workhorses such as 2550, 2552, 2580, 2644, 2648 could be seen at the head end. August 11, 1956, saw Pacific 4-6-2 No. 5064 operate south on M314.

Campbellford Subdivision passenger trains were being hauled by a variety of Pacific type locomotives, including numbers 5143, 5298, 5302, 5303, 5574, and 5583. They worked on the only through passenger service, train numbers 93 and 94. Being a secondary route to the lakeshore, railroaders referred to it as the 'back route'. These two passenger trains would stop at Anson on flag indication only. With six flag locations and 21 other scheduled stops, train #93 took 5 hours and 45 minutes to complete the run from Belleville to Toronto. Rather a pleasant





CNR No. 2429, a 2-8-0 class N-1-b built in 1913 by Canada Foundry Company of Toronto, operated between Belleville and Bancroft daily during 1956. In the above photo, this ex-Canadian Northern Consolidation is working freight #409 at Brandon, Manitoba, on August 8, 1939, prior to being transferred to finish its career in eastern Canada.

CNR No. 2550, a class N-4-a built by Montreal Locomotive Works in 1906, is shown at the engine house in Lindsay, Ontario. No. 2550 often served on the Maynooth and Campbellford Subs. in the 1950s.

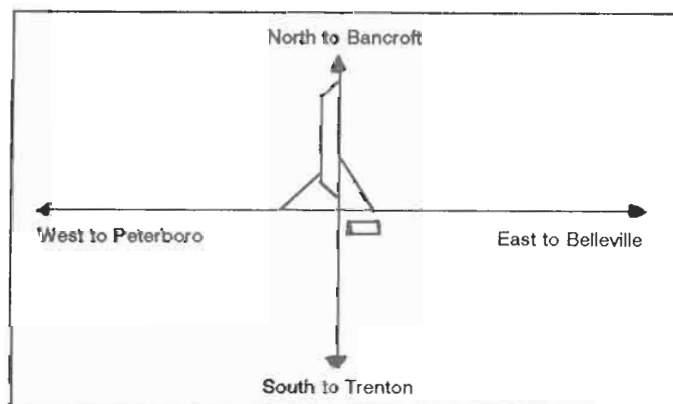


Train M313 at Belleville, Ontario, with class N-4-a No. 2649 providing the motive power in July 1958.



READ DOWN			TABLE 115			READ UP		
94-97 Ex. Sun.	92 Ex. Sun.	Miles	Eastern Time		93-96 Ex. Sun.	95 Ex. Sun.	85-86-87 Sun.	
P.M.	A.M.				A.M.	P.M.	P.M.	
4.35	9.05	0.0	Lv	Toronto, Ont. Ca.	Ar	10.50	9.15	
4.47	9.17	5.2		Danforth		10.38	9.05	
4.56	9.25	8.8	Ar	Scarboro	Lv	10.30	8.41	
5.08	9.28	13.7		Agincourt		10.28	8.59	
5.13	9.37	16.6		Milliken		10.20	8.29	
5.21	9.50	19.7		Unionville	f	10.14	18	
5.26	9.55	22.3		Markham		9.55	8.12	
5.41	10.10	28.7		Stouffville		9.45	7.58	
5.53	10.21	34.1		Goodwood	f	9.34	7.45	
6.08	10.35	40.9		Uxbridge		9.20	7.28	
6.20	10.55	50.6	Ar	Blackwater 119	Lv	9.07	7.12	
6.27	..	0.0	Lv	Blackwater		9.06	7.47	
6.33	..	2.2		Sunderland		9.07	7.43	
6.45	..	8.2		Cannington		8.52	7.33	
6.52	..	12.1		Woodville		8.44	7.25	
6.55	..	13.9	Ar	Lorneville 119	Lv	8.38	7.19	
6.59	..	0.0	Lv	Lorneville		8.34	7.15	
..	..	9.3		Grass Hill		..	7.09	
..	..	15.1	Ar	Cambray		..	7.01	
7.25	..	Ar	Lv	Lindsay		8.10	6.50	
..	10.55	50.6	Ar	Blackwater		..	7.12	
..	11.05	61.8		Mariposa		..	7.00	
..	11.25	69.3	Ar	Lindsay 119	Lv	..	6.52	
7.35	11.40	74.5		Reaboro	Ar	8.00	6.30	
f 7.44	11.48	78.8		Omense	f	7.52	6.21	
7.49	11.56	84.3		Carmagner	7.45	6.13	Aug. 5	
..	..	85.9		Best's	..	..	Sept. 2	
8.25	P.M.	98.6		Peckrobo	7.20	5.45	..	
..	..	98.6		Drummond's	..	..	..	
8.45	..	101.9		Keene	6.41	..	..	
..	..	05.1		Hope	..	..	..	
..	..	06.2		Bleazard's	..	..	..	
f 8.57	..	08.7		Birdsall's	6.30	..	..	
9.06	..	14.5		Hastings	6.22	..	..	
..	..	20.0		Godolpho	..	..	..	
9.30	..	24.8		Campbellford	..	..	..	
f 9.48	..	32.2		Hoards	f	5.45	..	
f 9.55	..	36.0		Anson Table 117	f	5.40	..	
10.02	..	38.2		Stirling	..	5.36	..	
f 10.13	..	43.5		Madoc Jct.	f	5.25	..	
..	..	45.6		Holloway	..	..	..	
..	..	49.2		Foxboro	..	..	..	
f 10.30	..	52.0		Forbyville	..	5.12	..	
10.40	..	55.7	Ar	Belleville, Ont.	Lv	5.05	..	
P.M.	..	..	..	Table 60	A.M.	..	..	

READ DOWN		READ UP	
M313	M314	M314	
Wed.	Tue.	Tue.	
Fri.	Thu.	Thu.	
Miles		Eastern Time	
A.M.	P.M.		
7.45	1.00	0.0	Ly Belleville, Ont. . . . .
..	..	2.8	Corbyville .. .. .
..	..	6.5	Foxboro .. .. .
..	..	10.1	Holloway .. .. .
..	..	12.2	Madoc Jct. .. .. .
..	..	17.6	Stirling .. .. .
8.35	11.55	19.8	Anson Table 115 {
8.40	11.50	..	.. {
8.55	11.40	27.3	Springbrook .. .. .
9.05	11.20	29.5	Bonarlaw .. .. .
..	..	31.6	.. .. .
9.50	10.50	34.9	Marmora .. .. .
10.15	10.40	40.1	Malone .. .. .
10.25	10.10	45.1	Eldorado .. .. .
10.45	9.55	50.1	Bannockburn .. .. .
11.00	9.25	54.5	Millbridge .. .. .
11.15	9.10	59.7	McDonalds .. .. .
11.30	9.00	64.1	Gilmour .. .. .
11.40	8.45	67.0	St. Oia .. .. .
12.00	8.30	73.3	Brinklow .. .. .
12.15	8.10	78.6	Egan Creek .. .. .
12.40	7.55	80.0	Turrit .. .. .
12.50	7.40	84.3	Dettlor .. .. .
12.50	7.30	87.6	Bronson .. .. .
12.55	..	91.4	Ar Bancroft. .. .. .



way to spend a leisurely day behind a CNR 4-6-2 locomotive. M313 and M314 were each allowed a five minute stop at Anson to allow changing from the Campbellford Sub. to the Maynooth Sub. Through freight traffic and wayfreight services along the east/west route were handled by Mikados and Consolidations. Heavier power such as Northern's could negotiate the Campbellford Sub., but were not as commonly used on this line. On the Maynooth Sub. a Consolidation was the heaviest locomotive permitted as far north as mileage 89.0, the junction with the Irondale Sub., just 3.1 miles north of Bancroft. Beyond mileage 89.0, only 1300-series Ten-wheelers and light Pacifics were allowed to operate.

The small frame structure located at Anson was never designed to accommodate an agent or operators on the same basis as village stations or those serving larger centres. In the Anson photo, the train order board governed the Campbellford Subdivision trains, with operators on duty on limited hours. This location was nothing more than a railway operating point, with the crews themselves handling operation of the signals governing the diamond when no one else was on duty.

Listed below, from a preserved train register from Anson, are all the locomotive numbers found between the dates shown. Not all the pages were intact and many more locomotives obviously served through here. Unfortunately, not many of this type of book have survived, but thanks to the efforts of one individual, we are able to gain some insight into CNR branchline operations of the steam era in southcentral Ontario.

## CAMPBELLFORD AND MAYNOOTH SUBDIVISIONS

June 21 to August 22, 1956  
September 4 to 6, 1956  
September to October 8, 1956

### Steam Locomotives -

2-6-0 No. 88  
2-8-0 Nos. 2429, 2540, 2550, 2552, 2580, 2616, 2619, 2631, 2644 and 2648  
2-8-2 Nos. 3206, 3224, 3226, 3253, 3280, 3290, 3293, 3329, 3375, 3419, 3421, 3441, 3443, 3449, 3451, 3458, 3460, 3470, 3481, 3486 and 3494  
4-6-2 Nos. 5064, 5143, 5298, 5302, 5303, 5574 and 5583  
4-8-4 Nos. 6102 and 6140

### Diesel Locomotives -

SW1200RS No. 1217  
RSC-13 Nos. 1718, 1719 and 1725  
GP7 No. 4373  
GP9 No. 4457  
CFA16-4 No. 9316  
FA-1 Nos. 9403 and 9407

Source: 1956 Anson Registry Book, courtesy Brian Dickey ☐

# National Transportation Agency News

**PUBLIC HEARING HELD ON CN MARITIME LINES:** The NTA was to hold public hearings starting June 7 in Sydney, Nova Scotia, regarding a Notice by CN of an Asset Purchase Agreement to convey by sale to the Cape Breton and Central Nova Scotia Railway Limited (CB & CNS Railway) its lines between Truro and Sydney. The NTA must approve the agreement within 6 months of having received the notice (February 26) unless the NTA finds that the conveyance would not be in the public interest or that the company to whom the line is to be conveyed is not authorized to operate it.

**CN APPLIES TO ABANDON LINE IN NOVA SCOTIA:** CN filed a Notice of Intent on April 20 to abandon that part of the Chester Subdivision between Summit (mile 4.9) and Barry's Stillwater Marsh (mile 42.3).

**CN APPLIES TO ABANDON LINE IN ALBERTA:** CN filed a Notice of Intent on April 16 to abandon that part of the Waterways Subdivision between N. Lynton (mile 276.0) and Waterways (mile 285.9). There has been no freight traffic on this segment of the line since prior to 1989.

**CP RECEIVES PERMISSION TO ABANDON LINE IN ONTARIO:** CP has received authority to abandon lines in the Kitchener, Ontario, area: the Waterloo Subdivision between mile 13.0 and mile 15.8, including the 1.0 mile Ottawa Street Spur which connects at mile 13.2 of the Waterloo Subdivision, and the 0.4 mile Kent Avenue Spur, which connects at mile 0.6 of the Ottawa Street Spur. The abandonments can take effect on July 31, 1993. (Order No. 1993-R-129, 03/05/93)

**NTA ISSUES PRELIMINARY DETERMINATION OF LOSSES ON CP'S MARITIME LINES, WILL HOLD PUBLIC HEARINGS NEXT:** The NTA has made initial determinations of the actual loss incurred in the operation of the lines in Eastern Canada that CP has applied for authority to abandon. According to these figures, only the Edmundston Subdivision made money. Public Hearings are scheduled for Saint John, New Brunswick, starting June 14, and in Sherbrooke, Quebec, starting on June 28.

**CN RECEIVES PERMISSION TO ABANDON LINE IN ONTARIO:** CN has received permission to abandon the segment of the Uxbridge Subdivision between mile 38.88 and mile 40.31, 30 days from the date of the Order. (Order No. 1993-R-167, 27/05/93)

**NTA APPROVES VARIOUS WORK RELATED TO NEW CN TUNNEL:** The NTA has approved a number of applications by the St. Clair Tunnel Company relative to the construction of a new rail tunnel between Port Huron, Michigan, and Sarnia, Ontario. The applications dealt with connecting the new rail route to the existing St. Clair Tunnel Subdivision, various roadway and pedestrian bridge work, and passing under the CST trackage. (Numerous Orders dated 21/05/93)

**HEARING HELD ON TORONTO-NORTH BAY PASSENGER SERVICE:** The NTA held a public hearing commencing May 31, in North Bay, to reconsider an application by CN to discontinue passenger train service between Toronto and North Bay. This service is jointly operated by CN and the Ontario Northland Railway. The NTA must reconsider the application at intervals not exceeding five years, and the last order not to discontinue service was dated August 28, 1987. (Notice dated 13/05/93)

**NTA ISSUES NOTICE OF ACTUAL LOSS ON CN'S MASSENA SUBDIVISION:** The NTA has made an interim determination of the actual loss incurred in the operation of the Massena Subdivision between Huntingdon and St. Isidore, Quebec. Anyone who can provide evidence that the line has a reasonable probability of becoming economic in the foreseeable future has 30 days from the date of this notice to provide this data to the NTA. (Notice dated 07/06/93)

**CN SEEKS AUTHORITY TO ABANDON NOVA SCOTIA LINE:** CN applied to the NTA on June 11 for authority to abandon the Oxford Subdivision between Oxford Junction (mile 1.0) and Pugwash Junction (mile 16.5), including the Pugwash Spur, which extends 4.6 miles from Pugwash Junction to the Town of Pugwash. The Great American and European Short Line Railway Company was incorporated in Nova Scotia on March 10,

1882, to construct and operate a railway from a point at or near New Glasgow and Oxford. The company was renamed The Montreal and European Short Line Railway in 1884, but failed to complete the line. In June 1887, the Ministry of Railways and Canals acquired the incomplete line, which was finally completed by the Intercolonial Railway and opened for traffic on July 15, 1890. On January 20, 1923, the management of the Canadian Government Railway was entrusted to the Board of Directors of Canadian National Railways Company.

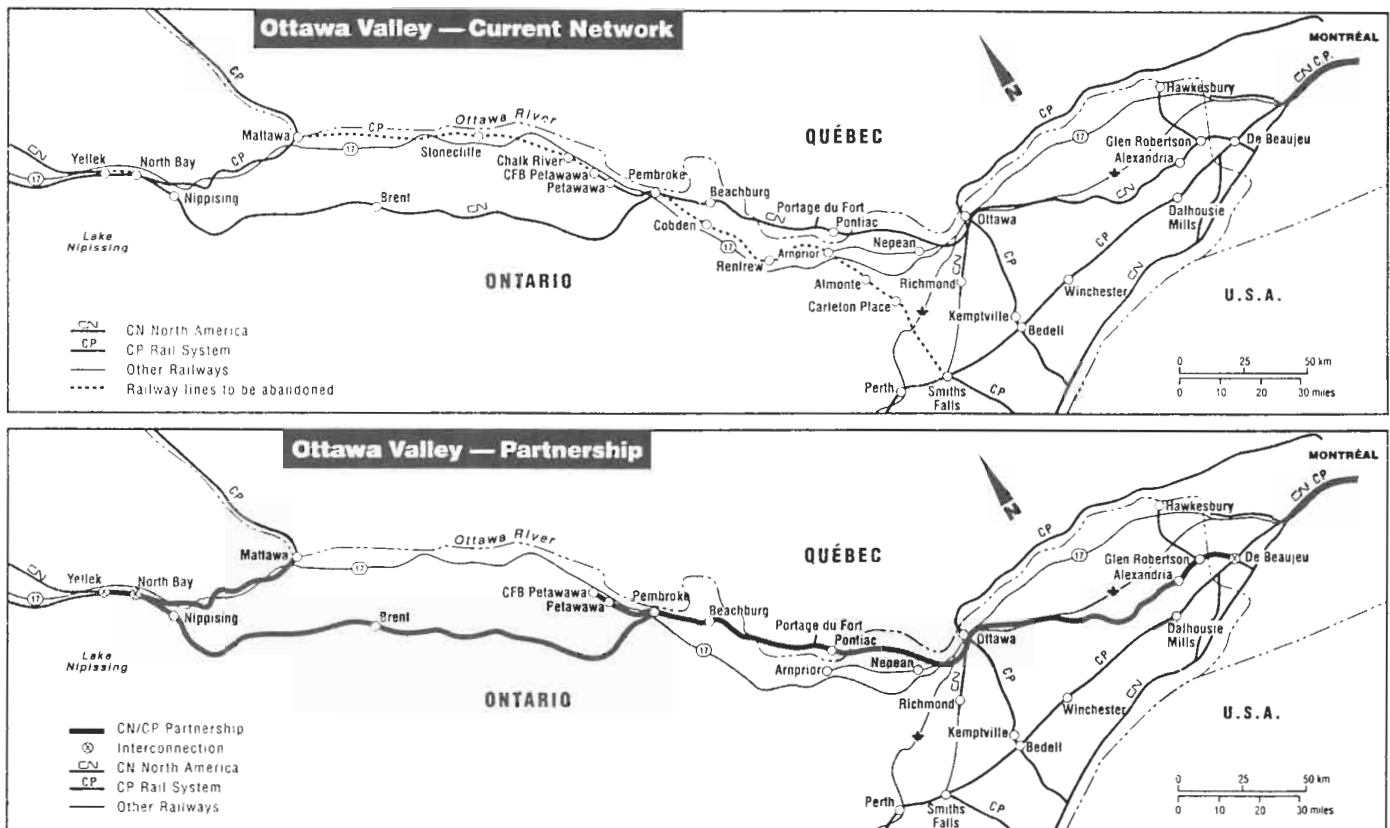
#### CP APPLIES TO ABANDON LINE IN OTTAWA VALLEY:

On June 11, CN North America and CP Rail notified the NTA of their intent to establish a new partnership that will provide a single railway route for their competing freight services between western Quebec and North Bay, Ontario.

Under the provisions of the CNCP Ottawa Valley Partnership agreement, CP Rail System has filed a notice with the

NTA that it intends to apply for the abandonment of its Chalk River Subdivision from mile 0.4 at Smiths Falls to mile 95.6 in Pembroke, and from mile 105.0 Camasur to mile 115.3 Chalk River; and the North Bay Subdivision from mile 0.0 Chalk River to mile 72.3 Mattawa.

The partnership agreement identifies CN North America's 273-mile line from de Beaujeu, Quebec, to North Bay, which passes through Ottawa and Pembroke, as the most efficient route. The route is flatter and is 46 miles shorter than CP's route. The CP lines between Pembroke and Canadian Forces Base Petawawa, and between Mattawa and North Bay will be transferred to the partnership, as will the abandoned rights of way. In the City of North Bay, the CP main line will become the partnership route. The shared line - owned equally by both companies - will be separately managed through the partnership. (Notice dated 11/06/93, in the *Ottawa Citizen* 17/06/93) ☐



Maps courtesy of CP Rail System

### A SAMPLE OF DIESEL LASHUPS

23/5/93 - CN Train 380 at Paris, Ontario: GP40-2L(W)s 9511 and 9638, GP40 9310, C-630M 2029 and SD50F 5442.

28/5/93 - CN eastbound at Capreol, Ontario: GP40-2L(W) 9510, GP40-2(W) 9672 (nee GO Transit), SD40s 5172 and 5059, GP38-2m 7530 and YBU-4m 526. NOTE: No. 7530 and slug 526 are set up to operate remotely.

29/5/93: CN Train 302 arriving in Montreal: CN SD40-2(W) 5294, CN SD40 5097 and VIA FP9Au 6305, the latter being transferred from Winnipeg to Montreal.

30/5/93 - CN Train 204 arriving in Montreal: CN GP40-2L(W)s 9579 and 9479, EMD Leasing GP38-2 775 and former Kennecott Copper GP39-2s 791 and 796, the latter two enroute to AMF to have their extended height cab and short hood 'standardized' for service on the Copper Basin Railway in Arizona.

30/5/93 - CN Train 303 at Capreol, Ontario: CN SD40 5132 and SD40-2(W) 5292. Bringing up the rear were GO Transit double deck coaches 2313 and 2316, enroute to Bombardier in Thunder Bay.

20/6/93 - CN Train 380 at Paris, Ontario: CN GP40-2L(W) 9461, HR616 2106, GP40-2L(W) 9622, HELM Leasing ex-MP SD40s 3010, 3023 and 3064, and HELM Leasing ex-UP SD40 3099, the last four units enroute to AMF for various repairs.

(Thanks to James Gamble and Ian McCord)



### Calgary's Heritage Park "Not just a railway museum" But a Museum relies on Railways"

Summer, the time when rail enthusiasts take to the road - be it iron or otherwise: to check out the contemporary scene or to step back to the past.

Normally, retrospectives involve participation in steam excursions - rather difficult but not impossible in Canada, or a visit to a **bone fide** railway museum. Not an impossible task in this fair Dominion but not that easy either. Canada being Canada, however, it is not that easy to find a great spate of railway museums, although we do have a number of excellent collections.

I put it to you, however, that it is possible to find excellent examples of rail preservation in what some might see as a non-traditional area. To do so, it is necessary to take a broader look and to view rail heritage within an overall economic and social context. For surely context counts far more than individual examples of preserved rail technology. Indeed, in past issues of *Branchline*, we have been reminded about the need to respect context when it comes to rail preservation but I would suggest that many consider it more from the aspect of rail museum rather than the opposite.

One has not to look too far, at least in western Canada, before nominating Calgary's Heritage Park as an excellent example of where context has superseded rail preservation and provided an excellent backdrop for interpreting an era of Canada's steam and interurban rail heritage.

Founded in 1961 on 66 acres of parkland, Heritage Park provides a convincing example of life in western Canada, circa 1912. The park boasts more than 100 restored buildings, from Calgary and its environs and these buildings, grouped appropriately to tell a story of the development of the west, provide the very context needed to interpret the railway age in the west.

For Heritage Park is more than just buildings; it is people, economic productivity and a transportation system that includes street cars and an operating steam railway that includes locomotives, rolling stock and rail structures. There are no less than four stations, all carefully restored in appropriate periods, a six-stall roundhouse that oozes atmosphere, a water tank and even a sand tower.

Heritage Park's motive power collection includes three operating 0-6-0 steam locomotives. One of these, ex-CP 6144, is actually diesel-powered, a unique if unfortunate attempt to operate the engine in the post-steam era. For the real thing, the park has Nos. 2023 and 2024, both ex-U.S. Army locomotives, via the Pacific Coast Terminals switching railway in Vancouver. Both of these engines are painted in Canadian Pacific colours.

Two static standard gauge engines are on display at the entrance to Heritage Park. One of these is former Canadian Pacific 2-10-4 No. 5931, one of only two Selkirks to be preserved, while the other is former CP S-2 diesel No. 7019, owned by the Locomotive and Railway Historical Society of Western Canada.

Reflecting the mining heritage of Alberta, three narrow gauge engines are also displayed, all of which were used on colliery railways in the province.

Heritage Park's passenger rolling stock collection includes a variety of circa and pre-World War I cars, with the **pièce de resistance** being Car No. 76, built in 1882 and enjoying the reputation of having been on-hand for the driving of the Canadian Pacific's "Last Spike" at Craigellachie, British Columbia, on November 7, 1885, as well as for the 100th anniversary of that event on November 7, 1985, when she trailed a special train hauled by none other than NMST 4-6-2 No. 1201.

There are several examples of freight equipment including flat cars, tank cars, box cars, coal cars (both wood and steel) as well as two "vans".

For traction enthusiasts, the park has two street cars, which shuttle visitors to and from the parking lot to the heritage town site and a replica of a Winnipeg horse car.

More than just a collection of buildings, Heritage Park is also animated by staff and volunteers in period costume. Its success also comes from its focus on preserving technologies and how to do things. Exacting skill and patience go into the ongoing maintenance of the locomotives and rolling stock. Ex-steam railroaders work with younger protégés to ensure that their craft will not be lost with their departure.

Restoration skills have also been developed and one of the Park's most notable achievements has been the complete restoration of Canadian Pacific Coach No. 141. Built in 1907 and "rescued" from oblivion by the efforts of many, too numerous to mention, the car has been meticulously restored right down to its mahogany exterior, rattan seats and bevelled glass windows.

More than an interesting collection of rail equipment, Calgary's Heritage Park is a vivid example of incorporating railway heritage into a broader economic and social context.

Heritage Park is open through to the fall from 10 a.m. to 4 p.m. on weekdays and from 10 a.m. to 6 p.m. on weekends and holidays. For information, write to Heritage Park Historical Village, 1900 Heritage Drive S.W., Calgary, Alberta, Canada, T2V 2X3 or telephone (403) 259-1900. ☐



All steamed up. Heritage Park 0-6-0 No. 2024 puts on a show while crossing an authentic railway trestle on the Park's 1.6 mile railway. Coach No. 62 is circa 1885 when it ran on the Eastern B.C. Railway. (Photo courtesy of Heritage Park)

## Book Reviews

**Broad Gauge in the Ottawa Valley, The Building of the Brockville and Ottawa Railway;** Wayne Tasse, 1993, ISBN 0-9697114-0-9, 40 pages, soft cover, 8½" x 11".

Over the years, various individuals have invested time and effort in documenting the histories of the earliest railways in Ontario. Through their efforts we have arrived at a better understanding of the likes of the Bytown and Prescott, the Canada Central, the Kingston and Pembroke, the Bay of Quinte and its affiliates, and the Central Ontario, to name several. Missing from this array has been the Brockville and Ottawa or what today constitutes portions of Canadian Pacific's Brockville, Chalk River and Belleville Subdivisions, the latter being the B&O's Perth branch. Wayne Tasse has produced the first comprehensive overview of the B&O's origins and early days of operation.

The book is informative and represents a knitting together of countless primary references from sources such as the National Archives, the Carleton Place Herald, the Brockville Recorder and Montreal Gazette. The strength of the B&O story lies in its use of primary references but herein may lie a weakness. At times the context for decisions and events is missing. Facts are presented but, unless one already has a good measure of familiarization with the locale of the line and some of its characteristics, these facts tend to appear out of place. For example, the whole argument surrounding the reason for the construction of the Brockville Tunnel, Canada's first railway tunnel, is virtually overlooked. To be sure, we are aware of some controversy (page 13), but it would have been nice to mention why the tunnel decision was made and to perhaps comment on Brockville's relative topography and the challenges faced by the B&O in heading northward from the banks of the St. Lawrence River.

The book, which was self-financed, contains illustrations and photos, some of which are seeing the light of day for the first time since their contemporary publication. This is a value in itself. Some photo captions could have been improved. For instance, the picture of the Brockville Wharf on page 14 is identified as having been taken in 1915, a little early given that there is a steel boxcar in the photo, while a photo of Smiths Falls Station on page 19 is alleged to have been taken place in the 1930s, however, clothing and composition label this as one of the famous Joseph Heckman works taken around the turn of the century. But surely I knitpick.

Although the book begs me to ask for more, would I recommend this book? The answer is a resounding YES. It fills a key gap in our collective knowledge about one of the early railways of Ontario. It is by no means perfect nor the definitive work, however, *Broad Gauge in the Ottawa Valley* represents a good foundation to build upon.

*Broad Gauge in the Ottawa Valley* can be purchased directly through a visit to the Smiths Falls Railway Museum, or by mail from Bytown's Sales Desk at \$9.95 plus \$3.00 shipping and handling, plus \$0.91 GST if shipped to a Canadian address. (Reviewed by Philip Jago)

**Silk Trains, The Romance of Canadian Silk Trains or "The Silks";** Bernard Webber, 1993, ISBN 0-9696187-1-9, 124 pages, 14 photographs, soft cover, 8" x 8".

One part of Canadian Railway history that has not been well documented is the operation of Silk Trains. The author, now a retired teacher, has set out to correct this. The author's father worked for the CN as a fireman out of Winnipeg, and on occasion worked a silk train. This no doubt sparked an interest to research and document the cross-country dash of these special trains. From the first documented dedicated silk train on the CP in 1892, the author details some of the background of these trains. It was the increase in the silk trade from the Far East that brought about these silk trains. Trains would operate directly from where the ship carrying the silk docked. From there, the "silks" operated as fast as possible, with great secrecy, carrying their valuable cargo (worth over \$1 million per train) to New York for processing.

The information in the book is drawn from two prime sources: Canadian National documents about the silk trains, and Canadian Pacific

information about the trans-Pacific shipment of silk, as CP had its own steamship line. The lack of information on CP silk trains is due primarily to the fact that CP did not establish an Archives until 1973, long after silk trains stopped running about the time of the start of World War II. Through the use of CN railway correspondence, the author shows us the pressures operating officials were under to get these trains across the country quickly. In addition, the book follows the rise and fall of silk trains, their ultimate demise being a combination of the opening of the Panama Canal, and the outbreak of World War II.

The book provides a good overall history of silk, and its transportation by rail in Canada, and shows how this traffic was monitored down to the minute by top railway officials. It does not provide any detailed information on the cars used to transport the silk, nor any sample consists. As well, other than the cover, the book contains only one picture of a silk train. The information in the book is, however, clearly presented, and in a larger type size than is often found. As the author told me, those who remember the silk trains probably don't have great eye-sight today, and would appreciate the increased size! The book is an enjoyable read, and provides an interesting look at these unique trains, and cargo they carried.

The book is available from the author at 6205 - 91st Street, R.R. #1, Osoyoos, B.C., V0H 1V0, for \$18.95 (GST included) plus \$2.95 shipping and handling; or direct from the Society's Sales Desk for \$16.95, plus \$3.00 shipping, plus \$1.40 if shipped to a Canadian address. (Reviewed by David Stremes)

**"Narrow Gauge ... then and now",** Nils Huxtable and Tom Gildersleeve, 1993, 48 pages, all photographs in colour, soft cover, 12" x 9½" format.

If you have seen any of Nil's calendars you will realize that he has an eye for photography, whether it is behind the camera or in the selection of photographs. Of the narrow gauge railroads in North America, among the most famous are the lines of the former Denver & Rio Grande Western in Colorado and New Mexico. It is these lines that this latest offering from Mr. Huxtable focuses on. The photos in the book that are not spectacular are only tremendous.

The coverage of the lines in the D&RGW days are mainly in the 1960s period when they had their last flurry of freight activity. Not profitable enough to standard gauge, the D&RGW let the lines exist unmaintained until business disappeared and abandonment was the only option. The Silverton line had gained a niche as a tourist route with the D&RGW and its future was fairly secure. When the line from Alamosa to Durango was abandoned in 1969 the States of Colorado and New Mexico had the foresight to save a 64-mile segment between Antonito and Chama. This now operates as the Cumbres and Toltec Scenic Railroad (C&TS). After the major abandonment in 1969 the D&RGW retained the Silverton branch for tourists. This operation, though, did not fit the corporate image of the railway and it was sold in 1981 as the Durango and Silverton Narrow Gauge Railroad (DSNG).

This first portion of the book portrays the lines in their D&RGW days including shots in all seasons. Winter operation basically terminated in 1963-64 due to the loss of tank car traffic in 1964 and most of the snow shots are from that last winter. The other two portions of the book portray operations on the two tourist lines. In the C&TS portion there are photos of Rotary 'OY' opening the line in May 1991 (and we think we have long winters).

All major classes of modern D&RGW narrow gauge motive power are featured: the K-28, K-36, K-37 and even Mudhen #453. A brief history of the lines and their raison d'être are included. A map of the 'narrow gauge circle' is included so you can identify where the photos were taken. What is most impressive about the book are the fantastic photographs. All photos are colour and many are full page. Others are half page, and some insets appear as well.

If you are a narrow gauge fan the book is a must have. I have a number of books by Nils Huxtable and, as always, it is an excellent photographic offering. The book is published by Steamscapes and the suggested retail is \$18.95. It is available from the Society's Sales Desk for \$17.95 plus \$3.00 postage and handling. Canadian residents please add \$1.47 GST. (Reviewed by Paul Bowry)



# Last Train to Waterloo

## "Farewell to the 'Grand'"

By CHRIS STACEY

A study of old maps of southern Ontario will show a vast network of steam and electric rail lines that seemed to pass through almost every village and town, regardless of their size or importance. Many towns had two stations and a few had as many as three.

Prior to World War II, this network had thinned out considerably with many communities losing their passenger service. That notwithstanding, there was still a healthy rail freight business with many companies relying on the rails to get their products to market.

In the almost half-century since the war, more change has occurred on the rail scene. Industry has moved out of downtown areas and, with the end of the interurban passenger business, few towns still have trackage running along their streets.

Up to now, the town of Waterloo, however, has been an exception with both CN and CP tracks running along and crossing major downtown streets. But even Waterloo has now succumbed to the inevitability of change. Major industry has left the downtown core resulting in the last CP run to Waterloo proper on April 30, 1993. As the movement wobbled its way along Caroline Street, few along the way were aware of the significance of the moment, but Waterloo was no longer a part of the Canadian Pacific empire.

The last run ended operations on the final 4.2 miles of CP's 15.8 mile Waterloo Subdivision, running from Galt to Waterloo. The Waterloo Subdivision is a part of what was once the Grand River Railway (GRR), an interurban hauler whose roots go back to 1914 and the amalgamation of the Galt Preston and Hespeler (GP&H) with the Preston and Berlin Railway (Berlin being the original name for Kitchener). The GP&H began operations in 1894 while the P&B got going after the turn-of-the century in 1903, extending to Waterloo during the following year. Both lines were electrically operated, initially at 600 volts DC, and later at 1,500 volts DC.

In 1912, CP leased the neighbouring Lake Erie and Northern Railway (another interurban) which operated between Galt and Port Dover on Lake Erie. The merger enabled residents from Waterloo to partake of the vacation opportunities of Lake Erie, in addition to providing lake port access for local freight.

The combined mileage of the GRR and the LE&N was over 75 miles. As recently as 1946, the system carried over one and one-half million people, although Waterloo lost its passenger service in 1938, with service ending at Kitchener's Queen Street station, demolished several years ago.

The GRR/LE&N remained all electric until 1954 when the first diesels arrived. Responsibilities for hauling freight were jointly shared with the electric units until 1961. The LE&N bid farewell to passengers some time earlier, in 1955.

Motive power-wise, the first diesel was S-3 6515, followed in 1961 by three SW8s (Nos. 6706-6708). In later years, responsibilities were shared among SW1200RSs 8160, 8161, 8162 and 8163.

NTA permission to abandon trackage in Waterloo is somewhat ironic in that, as little as three years ago, the operation was in the black. In the ensuing years, with the deepening of the recession in Ontario, on-line customers have been dropping like flies. First it was the Uniroyal Goodrich Plant in nearby Kitchener, then the Joseph Seagram Distillery in Waterloo. The last customer to exit the scene was Canbar Inc., manufacturers of large-size mouldings made of reinforced glass fibre. Indeed, in the weeks leading up to the last run, Canbar sent out a number of three-car shipments, destined for a sewage treatment plant in

Winnipeg. So it was that the last run took place with SW1200RS units 8136 and 8153 pulling three loaded bulk head flat cars out of the plant at 13:30 on April 30.

On hand for the movement was a CP maintenance-of-way crew, driving a truck still lettered for the now defunct Toronto, Hamilton and Buffalo Railway. The crew had the task of moving construction pylons to permit the train's passage around the Seagram facility, now in the throes of demolition.

The end of service is just another phase in the gradual disappearance of the GRR. Other losses include the demolition in 1990 of the Hespeler station. This building was built by the GP&H. One of the more significant losses was the former GRR main shops which were destroyed by fire on April 19, 1992 (Branchline, June 1992).

On the positive side, one GRR steerable cab locomotive has been preserved at Cornwall, Ontario, where it finished service for



No. 8136 squeezes past the Seagram Museum as it leaves the Canbar Plant and heads up Caroline Street in Waterloo. Note the crew member pulling back on the no entry sign to give clearance for the loco. The track to the right is CN's Elmira Spur. Photo by Chris Stacey.





LEFT: A final farewell catches the last GRR movement in Waterloo leaving the paved section of Caroline Street while crossing Allen Street on April 30, 1993. Time is quickly running out in many towns for pictures of downtown switching movements. Photo by Chris Stacey.

BELOW: The motorman on Grand River Railway car 842 eyes the baggageman and conductor at Simcoe, Ontario, likely in the late-1940s. Photo by the late Lloyd Baxter.

the Cornwall Street Railway Light and Power Company. The unit was built by Baldwin in 1930 for the Salt Lake and Utah Railway, spending several years there before coming to Canada.

The end of service in Waterloo does not mean the end of the Grand River Railway. CP still works the line into Cambridge and the Toyota plant there. And, for street trackage buffs, the loss of the GRR does not mean the end of street trackage in Waterloo. CN still puts on a good show with its Elmira Spur, now for sale. Locals hope that this line will become a tourist operation linking Waterloo with Elmira.

Information on the Grand River Railway can be found in a number of sources, including the book *Traction on the Grand* written by John Mills and published by John Mills. George Roth and William Clack devoted one issue of the popular BRMNA series of books to *Canadian Pacific's Electric Lines*, while corporate histories of the GRR and LE&N can be found in Donald Wilson's *The Ontario and Quebec Railway* published by Mika of Belleville, Ontario. ☐



## We Never Sleep

by MORTIMER (Monty) B. SHAW

What does happen to trains when they are struck by lightning?

That question has kept me up since last week's career day school visit and the blitz of questions from a dumb brat destined for a fame as a Revenue Canada auditor.

None of the other questions bothered me, even if I couldn't answer them. It doesn't matter to me when fish sleep, why tennis balls are fuzzy or dogs have black lips, when a calf becomes a cow or how crickets make noise. Not knowing those answers does not threaten my life.

But lightning does. And I do travel on trains.

Night after night I pondered into the late hours. Dare I travel on VIA again?

Fortunately, thanks to one of our craft's time-honoured traditions - desperate use of any available source - I was able to steal the following excerpts from the transcript of a recorded interview between CP Rail spokesman Earl Olson and a fellow journalist who - in another time-honoured journalistic tradition - had nothing better to do one rainy afternoon than harass a public official, and whom - in yet another time-honoured tradition - I refuse to credit.

Question: "Trains are made of steel, with steel wheels running on steel

tracks, Mr. Olson. So what happens when they're struck by lightning?

E. Olson: "I've never had (pause) the question arise before and I don't recall ever having heard of a train being struck by lightning. It might be (pause) if probably (pause) but in most cases (pause) mind you some places (pause) there are still steel ties (pause) but um (pause) like cars (pause) cars aren't very often hit by lightning (pause) but cars are insulated by rubber tires (pause) it's a question that never has come up ..."

Question: "You don't think that lightning could be potentially deadly?"

E. Olson: "I don't know (pause) I guess I would have to ask an expert on electricity or on electrical storms (pause) as I say, I could probably talk to one of our mechanical people who might have an answer (pause) maybe it would be the wooden ties, but I wouldn't want to be quoted as suggesting that ..."

The official answer then, is something you would expect for an official answer to a nosy journalist, and of course, has not helped me sleep any better.

However, all of you can sleep better knowing that we guardians of the public freedom will never quit in our quest to ask questions that must be answered.



# Letters to the Editor

**MANITOBA MIXED TRAIN MEMORIES:** The mixed train to Lynn Lake, described in "Mixed Trains to Northern Manitoba (Branchline, June 1993) was the same train that took me on my first work trip in May of 1965. In those days, the civil service sent their people, at least summer students, by train and I had already spent two nights and a day in an upper berth from Ottawa to Winnipeg, plus a night on the train to Churchill. This latter trip was quite pleasant, as the lounge for sleeping car passengers was a genuine chair car, complete with a waiter who would refill our glasses whenever we waved at him.

We were in The Pas in plenty of time, especially as the mixed train was a couple of hours late leaving town. Our group had almost to ourselves a fairly new "through" coach, just ahead of the caboose. Up ahead of us were two "local" cars filled with Indians. These cars were actually ancient sleepers with berths made up for day travel. The lone bedroom in one of the them had been taken over as an unofficial store or snack counter.

The top speed of 25 mph was close the average speed as there were few stops. Our destination was Sheridan, an old mining town which had been the end of the line before the track was extended by 150 miles to Lynn Lake. When we arrived in the mid-afternoon, the town was gone. The "Beautiful 54-room Cambrian Hotel" was still standing as was one other large building and the small station. Almost all of the other houses had been dragged away to Lynn Lake, along with the mining machinery, leaving only rows of foundations in the weeds. The water supply had disappeared and the hotel washrooms contained large pails which had to be emptied when full. The roof leaked so badly that the rooms above the second floor of the four storey building were unusable.

We worked in Sheridan for a couple of weeks. The only excitement was the daily train (one day in each direction) which brought in absolutely everything. The station operator had a real key-type telegraph and always knew the train times. It was two

or three hours late northbound but, strangely enough, always on time going home. It had the same three passenger cars and some general freight but the main traffic was nickel concentrate carried in 30 or 40 small wooden boxcars. The doors of these cars were always open and the grey powder was piled in heaps at the ends. I was told that they used wooden cars as the ore would dissolve metal.

When we finished at Sheridan, we all moved over to Flin Flon where they had a real electric railway. But that's another story. [signed ... John Halpenny]

**VANCOUVER STATION LOSES HERITAGE SIGN:** On May 13, Vancouver City Council voted to allow VIA Rail to replace the large 1928 "Canadian National" neon sign, a designated heritage structure, on the roof of its Vancouver Station with one in a similar style, reading "Pacific Central". This move was opposed by the city's Heritage Advisory Committee and by the Heritage Vancouver Society (for whom I spoke at the meeting). The sign is believed to be the last of its type in Canada. The new name is intended to reflect the multi-modal nature of the terminal in that it now serves buses as well as trains. VIA staff suggested that this change was vital to the commercial viability of the station!

The old sign is to be given to the West Coast Railway Association but will be less two letters which will be used in the new sign to provide continuity. The new name is viewed as being too generic and without any historical significance by its opponents. [signed ... Ian Fisher]

**LEARNING SOMETHING NEW FROM "TID BITS":** "I worked on the railway (the TH&B as a call boy, car checker and machinist helper, and the CNR as a car checker and brakeman/conductor) yet, every time I read one of Duncan du Fresne's articles, I learn something new. I just finished the article on steam, it was great. Please thank Duncan for me. [signed ... Don Grove] ☺

## A SELECTION OF PASSENGER CONSISTS

24 Apr 93  
VIA Display Train  
at Saint John, N.B.

F40PH-2 6434  
Sleeper "Blair Manor"  
Coach 8138  
Skyline 8506  
Diner "Acadian"  
Sleeper "Chateau Closse"  
Dome-Obs.  
"Revelstoke Park"

(The display train of refurbished equipment visited Saint John, Moncton, Newcastle, Campbellton and Bathurst, N.B.)

2 May 93  
VIA #73 - Point Pelee  
at London, Ontario

F40PH-2 6444  
Club "Boulevard Club"  
Coach 5517  
Cafe-Coach 3246  
Coach 5471  
Cafe-Coach 3248  
Coach 5584

21 May 93  
VIA #12 - "Atlantic"  
at Halifax, N.S.

F40PH-2 6431  
F40PH-2 6435  
Baggage 8620  
Coach 8119  
Coach 8108  
Skyline 8503  
Coach 8102  
Coach 8113  
Diner "Acadian"  
Slpr. "Chateau Closse"  
Slpr. "Chateau Rouville"  
Slpr. "Chateau Papineau"  
Slpr. "Blair Manor"  
Slpr. "Abbott Manor"  
Slpr. "Chateau Vercheres"  
Dome-Obs.  
"Tweedsmuir Park"

2 May 93  
VIA #181 - "International"  
at London, Ontario

VIA F40PH-2 6445  
Amtrak Coach 54043  
Amtrak Coach 54031  
Amtrak Coach 54012  
Amtrak Amdinette 20001  
Amtrak Coach 54510

22 May 93  
VIA #92 - "Hudson Bay"  
at Dauphin, Manitoba

FP9Au 6303  
FP9Au 6301  
SGU 15486  
Baggage 9668  
Coach 5649  
Cafe Lounge 752  
Sleeper "Emperor"

29 May 93  
VIA #16 - "Chaleur"  
at Charny, Quebec

F40PH-2 6438  
Baggage 8606  
Coach 8107  
Skyline 8505  
Slpr. "Chateau Rigaud"  
Slpr. "Chateau Richelieu"

6 May 93  
VIA #73 - "Point Pelee"  
at Paris, Ontario

F40PH-2 6446  
Cafe-Coach 3200  
Coach 5446

23 May 93  
VIA #15 - "Ocean"  
at Moncton, N.B.

F40PH-2 6434  
F40PH-2 6433  
Baggage 8618  
Coach 8103  
Coach 8144  
Skyline 8506  
Coach 8147  
Coach 8132  
Diner "Louise"  
Slpr. "Chateau Roberval"  
Slpr. "Chateau Lemoine"  
Slpr. "Chateau Radisson"  
Slpr. "Blair Manor"  
Dome-Obs. "Yoho Manor"

31 May 93  
VIA Display Train  
at Halifax, N.S.

F40PH-2 6432  
Coach 8144  
Skyline 8503  
Diner "Acadian"  
Sleeper "Chateau Closse"  
Dome-Obs.  
"Revelstoke Park"

(Display train for the launch of "Easterly Service")

5 Jun 93  
VIA #143  
at Cochrane, Ont.

FP9Au 6313  
Baggage 9617  
Baggage 9639  
Coach 5440  
Coach 5487  
Coach Cafe-Lounge 3030  
Sleeper "Ellerslie"  
CN GP9u 4026 \*  
CN GP9u 4036 \*

\* deadhead from Senneterre to Cochrane.

30 May 93  
VIA #1 - "Canadian"  
at Portage la Prairie, MB.

F40PH-2 6406  
F40PH-2 6404  
Baggage 8616  
Coach 8124  
Coach 8110  
Skyline 8504  
Sleeper "Carleton Manor"  
Sleeper "Rogers Manor"  
Diner "Empress"  
Sleeper "Draper Manor"  
Sleeper "Burton Manor"  
Sleeper "Douglas Manor"  
Dome-Obs.  
"Prince Albert Park"

(Thanks to H. Fred Deakin, James Gamble, Bill Linley, André St-Amant, Rosemary & Wilf Schellenberg, and Morgan Turney)

# Along the Right of Way



**HELPING HAND:** On May 16, Amtrak F40PH 258 powering the Toronto-New York "Maple Leaf" failed at Aldershot, Ontario. CN GP40-2 9647 came to the rescue and piloted the train through to Albany, New York, as Conrail was not able to supply a locomotive on its lines. The 9647 was returned to CN at Niagara Falls paired with Amtrak's former Santa Fe CF7 596 for the light move to Niagara Falls.

**"TEST" CABOOSE:** Transfer caboose 76673 is assigned as an Advanced Train Control System test and demonstration caboose. Equipped with a variety of test equipment, No. 76673 is normally wired to either GP40-2L(W) 'Test Bed' 9565 or 9566 to test ACTS on the Hagersville Subdivision in southwestern Ontario in preparation for the installation of ACTS between Prince George and Harvey in British Columbia. Caboose 76673 is the only caboose to sport the CN North America map and stripe on an orange background. (Don Kew)

**DISPLAYS:** On June 6, SD40u 6002 was on display in Oshawa, Ontario; on June 8, sister 6003 took part in a transportation display at the Old Port in Montreal (see below); also on June 8, sister 6000 and GP9u 7075, along with remote control 'mother/slug' 7530/526, were displayed at the Research & Development Laboratory in Montreal for visiting U.S. officials; in London, Ontario, between June 8 and 11, SD40u 6002 was displayed with brand new Conrail SD60M 5564, CN plow 55614, two VIA 5500-series coaches and a CP 85000-series box car to celebrate London's bicentennial of transportation.

**AWAY FROM NORMAL HAUNTS:** Rarely do 6-axle MLW or Bombardier units venture west of Winnipeg. In June, three of the 'easterners' made it to Edmonton: M-636 2339 on June 4, M-636 2338 on June 11, and HR616 2103 on June 13. And in mid-June, GATX Leasing's GP40 3702 ventured to Edmonton, believed to be its first-ever visit.

**GROUP CALLS FOR CONVERSION OF ABANDONED CAMPBELLFORD SUBDIVISION TO CYCLING TRAIL:** The Kawartha Rail Train group wants to turn Canadian National's now abandoned Campbellford Subdivision into a cycling trail, linking Peterborough with Belleville. (Toronto Star, 29/04/93)

**HEAVY REPAIR WORK TRANSFER TO BE NEGOTIATED:** Plans are in the works to transfer heavy repair work carried out at GTW's Battle Creek, Michigan, repair shop to Transcona, the system heavy repair shop in Winnipeg, Manitoba. The Battle Creek Repair Shop is expected to operate in the future as "a sophisticated running repair facility". As most Grand Trunk employees are protected under ICC rulings and labour protection agreements, a negotiated settlement is required before the work can be transferred. (U.S. Focus, Spring 1993)



**LANDMARK BEING DEMOLISHED:** The last section of the roundhouse at Smiths Falls, Ontario, was being demolished at press time. (Bruce Chapman)

**BACK TO BUILDER:** On May 11, SD40-2F 9001 returned to its General Motors birthplace in London, Ontario, to permit GM and Burlington Northern engineers to examine its wide cab design prior to the start of construction on 350 SD70MAC units for Burlington Northern. (Bruce Chapman)

**COAL TRAIN DERAILMENT:** Two locomotives and 24 of 110 coal cars derailed at Grave Prairie, B.C. on May 19. The accident was caused by a tractor dragging its ripper, a hook-like

attachment on the back of the tractor, across the tracks at a crossing. The train was carrying coal from the Fording River mine. The coal cars were flipped in several directions and piled on top of each other. (Ken Allen)

**NEW HIKING TRAIL FOR ABANDONED CREDIT VALLEY ROUTE:** The Grand River Conservation Authority has closed a deal with Canadian Pacific for the purchase of 30 miles of the former Elora Subdivision between Elora and Cataract, Ontario. The Authority will pay CP \$200,000 for the right-of-way and will assume ownership on July 29. The Authority is also negotiating with CP for purchase of a portion of the former Brantford Subdivision between Brantford and Jerseyville, with the eventual intention of linking up with a hiking route into Hamilton. (The Hamilton Spectator, 18/05/93, thanks to Clive Spate)

**GONE WEST:** On June 15, Steam Generator Unit 400900 (previously Robot Control Car R1004, built as Silk Car 4935 in 1927) departed Montreal enroute to Coquitlam, B.C. to join steam generator unit 400901 (ex-VIA 15442) on the weed 'steam' train. (Bruce Chapman)



**TRACKING THE 'CONVENTIONALS':** The only conventional trains remaining in the Quebec City-Windsor corridor are daily Trains 73 and 79 between Toronto and Windsor and their return counterparts. Equipment from Train 73 returns to Toronto as Train 78 on the same day; equipment from Train 79 returns to Toronto the following day as Train 72 (Tuesday through Saturday) and Train 74 (Sunday and Monday). These conventional trains normally operate with a F40PH-2 unit, a steam generator unit (in season), a club galley, and several coaches and cafe-coaches.

The only other conventional trainsets operate between Montreal and Jonquière, Montreal and Senneterre/Cochrane, and Winnipeg and Churchill, all normally powered by one or two FP9Au units; and on mixed-trains between The Pas and Lynn Lake and between Wabowden and Churchill.

**LRC COACHES RATHER THAN LRC-1 COACHES:** When the LRC-1 coaches were withdrawn from the Toronto-Chicago "International" and replaced by Amtrak equipment in March 1993, it was announced that some of the LRC-1 cars would be utilized on the "General Brock" between Toronto and Niagara Falls. Alas, the "General Brock" is operating with the 'regular' LRC cars that operate in the Quebec City-Windsor corridor. All ten LRC-1 cars are to be upgraded and made compatible with the 100 corridor LRC cars. (Douglas Bardeau)

**TWO TRAINS NO. 1:** The derailment of six freight cars on CN's Edson Subdivision just west of Jasper National Park's eastern boundary on May 13 resulted in VIA No. 1 - "Canadian" being rerouted over CP Rail lines from South Edmonton to Vancouver via Calgary. The equipment from the "Skeena", which is normally added to the "Canadian" at Jasper, was also operated as No. 1 from Jasper to Vancouver, resulting in the arrival of two VIA trains numbered '1' on May 14. (John Cowan)

**LEASED OUT:** Cafe-Bar Lounge 2505, and coaches 5595, 5623 and 5628 were shipped to North Vancouver in mid-May for service on the Royal Hudson steam excursion between North Vancouver and Squamish, B.C.

**VANCOUVER ISLAND "DAYLINER" SERVICE EXPANDING:** Between July 3 and September 4, a new weekend schedule for VIA Rail's E&N service will be operated. The weekend service is modelled on the successful trial ski train project tested this past winter and will allow Victoria residents to catch a Friday evening train to the resort community of Courtenay while returning Sunday night.



Under the summer schedule, two trains will run from Victoria on Fridays (at 07:45 and 18:00). On Saturdays there will be no train to Courtenay but there will be a 09:00 departure from Courtenay. On Sundays, the two-car train will leave Victoria at 12:00, with the return train leaving Courtenay at 17:30. There will be slight modifications for holiday weekends. (Dale Whitmee)

**CHANGES TO TRAIN NUMBERING SYSTEM:** Effective November 1, 1993, VIA Rail will use the "600" series to number its extra train sections and weekend schedule exceptions. The change will allow CN to use the "100" series for its Sprint/Laser service. (Latest News, VIA Rail Canada, 03/06/93, thanks to Ken McKenzie)

**RECAP OF CARS STORED AT HALIFAX ON MAY 22, 1993:** Dayneters 5728, 5735, 5737-5743 plus one or two others; Baggage Cars 9610 and 9664; Stainless Steel Cars being stripped for head-end power programme: 135, 137, 145, 147, 150, 153, 158, 159, 172-175 and 179 and others. (H. Fred Deakin)

### MISCELLANEOUS

**PASSING THROUGH:** Helm Leasing GP40-2m 665 (ex-CSXT), travelled CP Rail System lines between Montreal and Windsor in mid-May. The unit was remanufactured at Atelier Montreal Facility in 1992 and was recently leased to New Jersey Transit.

**ON DISPLAY:** On May 16, the Vancouver Port Corporation and Westshore Terminals held an open house at Roberts Bank, B.C. CP Rail System's SD40-2F 9000, recently repainted into the "Dual Flag" livery, was displayed along with three double stack cars. CN North America displayed Dash 8-40CM 2439 and a mobile crane. (John Cowan)

**PINCH-HITTING:** Former VIA FPA-4 6771 migrated to Cumberland, Maryland, in 1990 and was painted in Western Maryland's original fireball paint and numbered 305. In early May, No. 305 was moved to Peninsula, Ohio, on lease to the Cuyahoga Valley Line. No. 305 has been repainted in a paint scheme similar to the former Delaware & Hudson's PA-4 units 16 to 19 (with grey substituted for silver), and renumbered 15.

FPA-4 No. 15 hauls passengers in push-pull mode with CVL RS-3 4099 (nee D&H) south of Cleveland to near Alton, Ohio, on Wednesdays, Saturdays and Sundays. The CVL also rosters former CN S-3 8485 which has been hand painted into the D&H lightning stripe paint scheme. (Frank Vollhardt, Jr.)

**BRIEF VISITS:** Private car No. 364 - "Ohio River", formerly Louisville & Nashville business car 364 (nee Pullman Lounge/Observation Mt. Tom), arrived in Montreal on the rear of Amtrak's "Adirondack" on May 28, and departed Montreal on the "Adirondack" on May 30.

Private car "Blue Ridge", formerly a Norfolk Southern business car, arrived in Montreal on the rear of Amtrak's "Adirondack" on May 29, and departed Montreal on the "Adirondack" on May 31. (John Godfrey)

**MOVIE 'STARS':** Scenes for the Canadian Broadcasting Corporation film 'Zelda' were shot at the Canadian Railway Museum in St-Constant, Quebec, on June 4. Equipment involved included former Grand Trunk 2-6-0 713, former CP wood coach 1554, former CP wood business car No. 38 (Van Horne's car), Grand Trunk wood box car 17084, Canadian Government Railways wood box car 551672, former CP Rules Instruction Car No. 56, and former CN wood caboose 78214.

To ease ongoing motive power shortages, the Museum leased Montreal Locomotive Sales' former CN S-13 No. 8511 for two weeks. MLS was formerly Century Locomotive Parts. (John Godfrey)

**SOUTH SIMCOE STAGES CEREMONIAL OPENING:** The South Simcoe Railway - billed as "Ontario's first heritage railway" - officially kicked off the 1993 season on June 19. In ceremonies jointly sponsored by the Chamber of Commerce and the SSR, spectators were treated to a band concert by the Armed Forces band from Base Borden. On display were a dozen antique

automobiles as well as horses and buggies. The occasion also provided SSR with the first public opportunity to display its recently acquired Toronto, Hamilton and Buffalo Railway inspection car, a 1953 Chrysler sedan fitted with steel wheels.

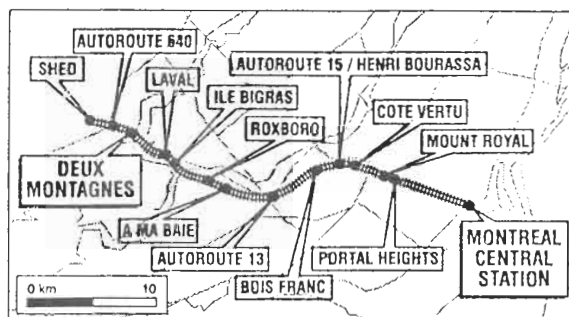
Operations on June 20 were interrupted when a train carrying more than 100 passengers was delayed by a turtle! The large snapper was spotted by crews building a nest between the rails. The train was delayed 12 minutes while a trainperson carefully moved the 'ungrateful' to safety. The rail line runs close to Beeton Creek and sandy ballast makes an ideal nesting area for turtles. (SSR press releases, thanks to Tom Henry)

**CHUNNEL TEST:** The high-speed rail link between Paris and London took a symbolic step forward on June 20 when a test train passed slowly through the Channel Tunnel from Calais, France, to Folkestone, England. The seven-car train, powered by a French diesel unit, took two hours for the journey. When service begins in 1994, the journey should take less than 30 minutes. (Financial Times, 21/06/93)

**BUS SUBSTITUTION:** Renovation work on the Montreal to Deux Montagnes (Quebec) commuter line commenced in earnest in June. Between June 14 and July 2, and between August 30 and September 19 inclusively, commuter trains will operate only in the morning and afternoon rush hours, Monday to Friday only. From July 3 to August 29, all train service will be suspended. Similar shutdowns are planned for the summers of 1994 and 1995.

It is expected that the Z-1-a Class electric boxcab locomotives will be utilized in work train service in the Mont Royal tunnel with diesels handling work trains on the other portions of the 17-mile route.

A temporary bus service will be in operation during the above periods to minimize passenger inconvenience. (John Godfrey)



Map shows commuter and maintenance stations on revamped rail line.

**BC RAIL LABOUR PROBLEMS:** In May, BC Rail's unions filed an appeal with the Labour Relations Board to try to get the Crown corporation to the bargaining table so a new contract can be agreed on. BC Rail said at the time that the United Transportation Union's refusal to resolve issues is delaying contract talks. The previous contract expired in late-1992.

On June 15 the railway experienced a wildcat strike at Prince George on June 15. The following day 77% of the workers voted in favour of a strike. At press time, BC Rail's 1,600 unionized workers were refusing to perform any extra work or overtime. (Dale Whitmee) ☐

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

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

# Motive Power and Equipment Scene

Many thanks to Roger Boisvert, Bruce Chapman, John Godfrey, George Horner, Leslie Haydon, Fred Hyde, Kenneth Lanovich, Roland Legault, Ian McCord, Robert McInnis, Irvin McIntyre, George Parks, Pierre Patenaude, David Stremes, Michael Thomson, Dale Whitmee, and WCRA News.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the *Canadian Trackside Guide 1993*, eg. (p1-44).



**CN REMANUFACTURED UNITS FROM AMF:** GP9RM 7083 (nee 4304, serial A1661) was released on May 25 and is assigned to Toronto. No. 7083 is the last of a group of five units in Class GS-418d.

GP9RM 'mother' 7271 (nee 4329, serial A1686) and GP9 Slug 271 (nee 4462, serial A816) were released on June 7 and assigned to MacMillan Yard in Toronto for maintenance.

To follow by the end of 1993 will be GP9RM 'mother' Nos. 7272-7280 and GP9 slug Nos. 272-281.

#### CN STORED SERVICEABLE:

- RSC-14s 1754, 1757, 1758, 1760, 1764 and 1765 (at Moncton);  
- GMD1s 1904, 1907, 1908, 1911, 1914 and 1915 (at Thunder Bay);

#### CN STORED UNSERVICEABLE (\* added since last issue):

- SW1200RS 1384\* (accident);  
- C-630Ms 2004\* and 2043\* (failures);  
- RS-18s 3627, 3675 and 3842;  
- GP9 4289, 4290\*, 4452\*, 4459\*, 4467\*, 4470\*, 4520\* and 4585\* (for rebuild program - leaving 4466 as the only unrebuilt GP9 unit in service);  
- GP38-2(W) 4766 (washout damage).

**TRANSFERRED:** GMD1m 1155 has been transferred from Winnipeg to Edmonton; GMD1m 1169 has been transferred from Edmonton to Winnipeg.

**SOLD:** RSC-14 1752 (nee RS-18 3845) has been sold to the Mohawk, Adirondack & Northern Railroad in northern New York state, where it will join former BC Rail C-425 Nos. 803-806. At press time, No. 1752 was stored at Moncton, N.B.

**DONATED TO MUSEUM:** RS-18 3684, previously stored at Moncton, has been donated to the Canadian Railway Museum in St-Constant, Quebec. The operational unit was delivered to the museum on May 21.

**DUAL CITIZENS:** EMD Leasing's former Conrail GP38-2s 772, 790 and 794, previously leased for international service, have also been designated for Canadian domestic service.

**GTW UNITS SOLD:** GP9-4559 (ex-Central Vermont) has been sold to Archer Daniels Midland, a grain handling operator in Clinton, Illinois; SW1200 7017 has been sold to Archer Daniels Midland at Alton, Illinois; GP9 4926 (ex-Central Vermont) has been acquired by the Arkansas Eastman in Magness, Arkansas; retired SW9 7010 has been sold to Bethlehem Steel.

**REPAINTS:** DW&P SD40 5907 and GTW SD40-2 5932 were recently outshopped in the new CN North America paint scheme.

**BUSINESS CARS FOR SALE:** CN, through its agent CANAC International, have put Elbusiness Cars 91 and 92 up for sale. Car 91, originally built in 1954 by Canadian Car & Foundry as coach 5554 and rebuilt to a Business Car in 1958, is currently in Montreal. Car 92, assigned to Winnipeg, was built in 1958 by National Steel Car, with the interior completed at CN's Point St. Charles Shops. Both cars have two master bedrooms, and two guest rooms each, with sleeping capacity at five in car 91 and six in car 92. The asking price is US \$150,000 for each car, 'as is'.



**RELEASED:** CN GP9RM 7083, GP9RM 'mother' 7271 and GP9 slug 271 (see above);

- a main engine changeout was completed on Helm Leasing SD40-2 6365 (ex-Soo, nee Milwaukee) on May 7;

- gear train repairs were completed on EMD Leasing GP38-2 772 (nee Conrail 7972) which is leased to CN North America;

- CN GMD1-B 1423 was released on May 11 after repairs to damage sustained in an encounter with a mother/slug set at Joffre, Quebec. (The very day the 1423 was returned to service at Joffre, when paired with sister 1421, it was in another collision. The 1423 was repaired by CN in Montreal, however, the 1421 has been sent to AMF for repairs;

- Retired CN SW1200RS 1233, SW9 7705 and SW1200 7732 were stripped of paint pending disposition.

- Eurocan Pulp & Paper's former CN SW1200RS 1365 was released in mid-June after the addition of a snow plow pilot on the cab end and completion of various modifications;

- CN M-420(W) 3536 released in June from wreck repairs after encountering a rock slide on the Murray Bay Subdivision.

#### WORK IN PROGRESS OR PENDING at press time:

- CN GMD1-B 1421 awaiting wreck repairs after a collision at Joffre, Quebec;

- CN SW1200RS 1362 awaiting fire damage repairs;

- CN GP9RM 4027, 4034 and 7082 for main generator repairs.

- SW1200RS's 1204, 1210 and 1290, and SW900 7933 to have paint removed prior to disposition.

- Kennecott Copper GP39-2 799 undergoing an overhaul and addition of an air conditioning unit on top of its extended height cab (increasing overall height to 17' 7");

- Copper Basin Railway's former Kennecott Copper GP39-2s 791 and 796 having their extended height cab and short hood 'standardized';

- 13 CN GP9 units in various stages of being remanufactured into 'Mothers' 7272-7278 and Slugs 272-277;

- CN Class Z-5-a steepcab electric 6727 undergoing cab and truck upgrading;

- Abitibi-Price's former CN SW1200RS 1254 undergoing an air brake upgrade and various modifications, plus receiving new paint;

- Former CN SW900 7939, sold to Fletcher Challenge in British Columbia, receiving roller bearings and new paint;

- Canac International's former CN SW1200RS 1303, and SW900s 7909 and 7920 undergoing repairs and/or modifications;

- 18 Helm Leasing former Union Pacific SD40 units arrived in June for various repairs. Nine were formerly Missouri Pacific 3007, 3010, 3023, 3064, 4057 [ex-3057], 4060 [ex-3060], 4061 [ex-3061], 4062 [ex-3062], and 4066 [ex-3066]; and nine were nee Union Pacific 3006, 3015, 3060, 3066, 3087, 3093, 3099, 3105 and 3120.



**UPGRADED:** (p1-52) CP SD40 5517 has been upgraded to SD40-2 electrical specifications and equipped with a Q-Tron microprocessor. It was released from Ogden Shops in Calgary on May 12 in the new 'Dual-flag' livery. CP SD40s 5501 (wreck damaged), 5508, 5509 and 5520 are undergoing similar upgrading.

**SOLD:** Thirty CP Locomotives were sold to the Bridge Line Division (D&H) effective April 1, 1993, with maintenance assigned to Binghamton, New York. Included were:

- SD40-2s 671-676 and 5415 [ex-670] (ex-Kansas City Southern);

- RS-18s 1805, 1810, 1811, 1828-1830;

- SD40-2s 3245 (since renumbered 5483), 3253 (to be 5484) and 3254 (to be 5485) - all ex-Norfolk Southern;

- SD40s 5510-5512, 5518, 5519, 5521-5523, 5526, 5534;

- GP9u's 8227, 8229, 8230, 8244.

**OVERHAULED AND RENUMBERED:** (p1-50) Former Norfolk Southern SD40-2s 3252 and 3245, purchased from GATX Leasing in June 1992, were overhauled at Ogden Shops and renumbered CP 5482 and 5483 (released on May 14 and June 7 respectively, the latter owned by the Bridge Line Division). The high short hood was retained and the units continue to be 'B' units, with windows blanked out.

Sister 3253 was undergoing overhaul at press time and will emerge as 5484; No. 3254 will be the last of the 11 former Norfolk Southern units to be overhauled (to be renumbered to 5485) - both 3253 and 3254 are owned by the Bridge Line Division.

#### CP UNITS STORED SERVICEABLE (\* added since last issue):

- GP3s 5004\*, 5005, 5006, 5008, 5010-5013;

- SW8s 6701 and 6708;

- SW900s 6712 and 6719;



- RS-23s 8013, 8015, 8016, 8021, 8024, 8029, 8031, 8033, 8040, 8043 and 8044.

#### CP UNITS STORED UNSERVICEABLE:

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

**REASSIGNED:** Helm Leasing SD40-2s 6366-6370 and 6388 (ex-SOO, nee-Milwaukee) have been reassigned from SOO Line to CP domestic service. The six units are maintained at St. Luc Diesel Shop (Montreal);

National Railway Equipment-owned SD40-2 3130 (nee MP), SD40T-2 5402 (nee D&RGW) and SD40-2 6910 (nee C&NW), have been reassigned from SOO Line to D&H.

**TESTING IN MONTREAL:** GP9u 'mother' 1602 and SW900 'daughter' (ie. slug) 6713 were assigned to Montreal in mid-May for further testing.

**RENUMBERED:** Two D&H hopper cars and two D&H GP38-2 units are equipped with the same road numbers and reporting marks - D&H 224 and D&H 225. To avoid the conflicts, GP38-2 225 has been renumbered 7306, and 224 will soon be renumbered 7305.

Plans are to also renumber 7314, 7323 and 7324 to 7308, 7310 and 7311 respectively - these renumberings will result in the 10 D&H GP38-2 units being consecutively numbered 7303 to 7312.

**IN FOR OVERHAUL:** Several Soo Line SD40 and SD40-2 units entered Ogden Shops in Calgary for overhaul in May and June. Included were SD40s 740, 741 (out June 7), 6403, 6404 and 6407 (out June 2); SD40-2s 776-779.

**'EVEN NUMBER' IN NEW PAINT SCHEME:** SD40-2 6000 was overhauled at Ogden Shops and released in the new 'dual-flag' paint scheme on June 8. No. 6000 joins SD40-2F 'class unit' 9000 in sporting the new scheme.

**TO THE SCRAPPER:** In the first two weeks of June, retired C-630M 4507, M-630 4512, and M-636s 4720 and 4737 were hauled from Montreal to Delson on Train 904 (one unit per day) for interchange with CN. CN in turn delivered the hulks to a scrapper in St. Hubert. The trucks and various other components will be returned to CP Rail System.

**NEW GENERATOR:** D&H GP38-2 7314 made a trip to Ogden Shops in mid-May for a new main generator. Plans to renumber the unit 7308 will be carried out at Binghamton (New York).

**CORRECTIONS:** (p1-42) The Soo Line rosters three 'SD10' units (Nos. 532, 534 and 543) that were originally Milwaukee Road SD7s or SD9s. The former numbers listed in the *Canadian Trackside Guide 1993* are in error. The Milwaukee Road renumbered many of their SD7s and SD9s into other 500-series numbers before rebuilding, and those not rebuilt were renumbered into the low 500-series.

No. 532 was ex-MILW 'SD10' 532, ex-MILW SD9 541, nee MILW 2237 (built 2/54, EMD serial 18780);

No. 534 was ex-MILW 'SD10' 534, ex-MILW SD7 509, nee MILW 2209 (built 6/52, EMD serial 15621);

No. 543 was ex-MILW 'SD10' 543, ex-MILW SD7 520, nee MILW 2220 (built 10/53), EMD serial 18309).



**TRANSFERRED:** FP9Au 6305 has been transferred from Winnipeg to Montreal, arriving in Montreal on May 29 behind CN SD40-2(W) 5294 and CN SD40 5097.

**SOLD:** Cafe-Coaches 3216 and 3247, and Dayniter 5745 have been sold to CN Rail for 'gang mover' service operating out of Capreol, Ontario. The three cars were delivered to Capreol on May 28;

'10-6' sleeper 2143 - 'Warpath River' (nee Milwaukee #3 - 'Lake Keechelus') has been acquired by a Michel Cloutier;

'10-6' sleepers 2141 - 'Naiscoot River' (nee Florida East Coast 'Honduras') and 2149 - 'Clearwater River' (nee Erie 'Benjamin Loder') have been acquired by a Roger Longpré;

Sleeper Buffet Lounges 1090-1092 ('Albreda', 'Fitzwilliam' and 'Resplendent') have been sold to Village Rail Excursions in Plymouth, Michigan, for service on the Adrian & Blissfield Rail Road. The three cars, stored at Ottawa Station for more than three years, have been stencilled ABRR 1090-1092. The cars were built by Pullman Standard in 1954 as 5 compartment, 3 drawing room 'MOUNT' series sleepers.

**PURCHASED FOR HEP PROGRAM:** Former Amtrak coach 6014, built by Budd in 1947 as Seaboard Air Line 6216, has been acquired for the Head-End-Power program. No. 6014 arrived in Montreal from Pontiac, Michigan, on May 21.

Also acquired is Padrol Jackson sleeper 122, previously assigned to Rail Grinding Train RMS 12. No. 122 was originally Southern coach 815, built by Budd in 1949.

**ENGINE CHANGE:** RDC-4 6250 was moved to the Toronto Maintenance Centre in late-May for an engine change. No. 6250, the only RDC-4 remaining on VIA's roster, is utilized on the three-times a week Sudbury-White River run during the summer months.

#### MISCELLANEOUS

**GONE STATESIDE:** In mid-June, GO Transit GP40-M-2s 725 and 726 were shipped by General Motors from Toronto to Precision National Corporation in Mount Vernon, Illinois. The units, along with sisters 720-724, are being traded in on seven GMD F59PH units (Nos. 562-568) for late-1993 delivery.

**ORDER FOR NEW UNITS:** Norfolk Southern has placed an order with General Motors for the delivery of 25 SD70 units in 1993, and another 25 in 1994. The units will have self-steering trucks, EM-2000 microprocessor control system, and DC traction motors.

General Motors has also received two orders from Southern Pacific: 25 GP60 units will be delivered in late-1993 and early-1994, and 25 SD70 units will be delivered in mid-1994.

**GONE STATESIDE:** (p4-11) In 1992, the Algoma Central Railway acquired the use of 22 former VIA Rail cars through the Ontario Government. At press time, the following cars had been placed in service: 3230, 3236, 3243, 5441, 5442, 5474, 5494, 5495, 5512, 5514, 5519, and 9302.

In early-1993, 15 of the coaches that the VIA cars replaced were sold to BXP Corporation of Chicago, owners of the Wisconsin & Michigan Railroad. Sold were coaches 415-420, 423, 424, 427 and 430-432 (former CP 2200-series coaches), and 440, 442 and 443 (former Central of Georgia).

(p6-8) Also sold to BXP Corporation were ACR wood cabooses 9503, 9505, 9514 and 9517, the last wood cabooses on the railway. Sister caboose 9502 was sold to an individual in Wisconsin in 1992.

**LOCOMOTIVE-AMBULANCE:** Quebec Iron & Titanium of Havre St-Pierre, Quebec, has taken delivery of Locomotive-Ambulance No. 229. The unit was jointly constructed by Kershaw in the United States and Paul Demers et fils of Beloeil, Quebec, at a cost of approximately \$300,000. The unit is powered by a Detroit Diesel engine and can operate at speeds up to 60 kilometres per hour.

**CABOOSE TRANSACTION:** (p6-12) Stone Consolidated (previously Consolidated Bathurst) at Portage du Fort, Quebec, has sold its former Bangor & Aroostook steel caboose No. 99 to A. Merrilees (dealer). The 1943-built caboose passed through Ottawa on June 12 enroute to Merrilees' facility in Mascouche, Quebec.

#### ON THE INDUSTRIAL SCENE

**ACQUIRED:** (p2-1) CN SW900 7939 (GMD Serial A1191, built 12/57 as CN 7239, retired 1989) has been acquired by Fletcher Challenge Canada for service at its Campbell River, B.C., facility. To be renumbered 1234, the unit will have roller bearing journals installed at AMF in Montreal prior to heading west.

**NEW ARRIVAL:** (p2-8) Former Conrail SW8 8606 (EMD Serial 15502, built 2/52 as New York Central 9606) has been acquired by Potasco in Rocanville, Saskatchewan, via A. Merrilees (dealer). The unit has been repainted solid red with a yellow stripe on the front pilot, and has been renumbered 35100. It arrived in Rocanville in late-May.

#### ON THE PRESERVED SCENE

**MOVED TO MUSEUM SITE:** (p3-18, 3-20) On April 19, a steam locomotive and an electric locomotive were unloaded at the West Coast Railway Association's new museum site in Squamish, B.C.

Moved to the site was former Pacific Great Eastern 2-6-2ST No. 2 (BLW Serial 34270, built February 1910), which had been displayed in a park on Cleveland Avenue in Squamish since 1967 after being on the roster of Comox Logging & Railway for 47 years as their No. 7. No. 2 is the only former PGE steam locomotive to be preserved.

Joining No. 2 was former British Columbia Electric Railway steepleslab electric 960, built by ALCO/GE in July 1912 as Oregon Electric No. 22 (ALCO serial 51070 / GE serial 3809), acquired by BCER in 1946. The unit had been stored for many years at Arrow Transfer & Storage in Richmond, B.C. Sister 961 has been on the roster of Edmonton Transit since 1980 for work train service.

**COLLECTION BEING DISBURSED:** The roughly 30 pieces of rolling stock that formed the Ladysmith Railway Historical Society collection at Ladysmith, B.C. are to be disbursed to various museum and preservation groups. Operations ceased at the end of 1991 when the society's lease at the former Crown Forest Shops terminated and they have since been

ordered out of the site by the municipality.

(p3-12, 3-15) In early-May, former Crown Forest Industries' Plymouth No. 107 (Model DL-2, 4-wheel, 7-ton) was added to the Western Vancouver Island Industrial Heritage Society collection in Port Alberni, B.C.;

(p3-12) Also in early-May, former Comox Logging & Railway 2-truck, 50-ton Shay No. 12 was moved to the Kaatza Station Museum in Lake Cowichan, B.C.

(p3-12) As well, side dump car 175C and coal car 521, the latter built in 1905 for Dunsmuir Colliery, were moved to the Pacific Industrial Preservation Society at Cedar (between Ladysmith and Nanaimo) during May.

**ADDITIONS:** (p3-34, 10-8) On April 7, CP work car 411683 (nee Diner "Wallingford") was moved to Wetaskiwin, Alberta. A week later CP work tender 415764 (from a CP 2900-series 4-4-4) was delivered to Wetaskiwin. Both will be moved by road to the Alberta Central Railway Museum on the outskirts of Wetaskiwin.

**SOLD AT AUCTION:** (p3-50) On May 27, former CN wood caboose 78663, owned by Christian Bell Porcelain Ltd. in Mount Forest, Ontario, was sold to Gilbert Mosher. Subject to approval, the caboose may be set up as an "Ice Cream Caboose" beside the CN station in Waterloo, similar to the one operated at St. Jacobs.

Former CN steel box car 421264 at Mount Forest was not sold at the auction.

**REOPENED:** (p3-57) The Wentworth Pioneer Village in Rockton, Ontario (25 km west of Hamilton), has been taken over by the Hamilton Region Conservation Authority. It has been reopened under the new name Westfield Heritage Centre.

The centre includes former TH&B 2-8-0 No. 103, TH&B caboose No. 58, and the former Jerseyville station. A re-enactment of the American Civil War will be staged on August 14 and 15 during which No. 103's modern smoke stack will be covered with a fake stack to give it an 1800s appearance.

**MUSEUM SHIFT:** (p3-61, 3-75) Former CP Inspection Sedan M-260, a 1947 Cadillac, was recently moved from the Canadian Railway Museum in St-Constant, Quebec, to the Smiths Falls Railway Museum.

**GONE .. TO?:** (p3-79) Former CN wooden caboose 79157 has been removed from display at Heritage Court on Foundry Street in Moncton, New Brunswick. Might any of our readers know its disposition? ☐



CP Rail System SD40-2 5478 pauses at Smiths Falls, Ontario, on May 15, 1993, fresh from an overhaul and renumbering at Odgen Shops in Calgary. The high-nosed unit was built in 1975 as Southern 3246 and was purchased from GATX Leasing in June 1992. Note that the windows of the 'B' unit have been blanked out. Photo by Michael Shufelt.

## NEXT ISSUE

To give the volunteer editorial "staff" and their families a bit of a vacation, we traditionally publish on a six to seven week cycle during the summer, rather than the four to five week cycle during the rest of the year. Our next issue, dated September, will be distributed at the end of August.

## THE REGISTER BOOK

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

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

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

The South Simcoe Railway offers a unique experience for celebrations such as birthdays and anniversaries. Baggage Car Birthday Parties are celebrated in the baggage section of the combination passenger/baggage car of SSR's steam train. As many as 20 people can be accommodated and South Simcoe throws in the cake, a steam locomotive to make personalized for all occasions. The cake is delivered by the train conductor and the whole train usually shouts lusty greetings to the recipient. The party packages are available on any regularly-scheduled SSR train but reservations must be made at least 48 hours in advance. Cost of the package is \$70.

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

**ROCKY MOUNTAINEER RAILTOURS LAUNCHES FOURTH SEASON:** On May 23, the "Rocky Mountaineer" departed Vancouver, B.C., for the first of 60 two-day railtours departures to Jasper or Calgary or return through to October 7. The train overnights at Kamloops in each direction. To meet growing demand, capacity has been increased to 720 passengers per trip with the addition of three more former VIA Rail Dayliners. Again, Santa Fe 836-7 Nos. 7488 and 7498 have been leased from General Electric to power the trains. Retail prices start at \$369 US, based on double occupancy. Information from (800) 665-7245.

**ADIRONDACK CENTENNIAL RAILROAD SCHEDULE:** The Adirondack Centennial Railroad at Thendara, New York, will operate five scenic one hour diesel-powered trips along the Moose River in the Adirondack Mountains daily from July 1 to October 30, and weekends in November. The railroad utilizes six former CN commuter coaches. Fares: Adults: \$5; Children 2-12: \$3. Information from (315) 369-6290.

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





HEADING HOME: With CP Rail System Track Geometry Car No. 63 in tow, C-424 No. 4231 accelerates eastward at mile 42.65 of the Lachute Subdivision (just east of Lachute, Quebec) on June 9, 1993. On this occasion, Car 63 was undergoing component testing before being returned to service. The train had departed Glen yard in Montreal earlier in the day and had travelled as far as Lachute, Quebec, before turning on a nearby wye. Photo by Raymond Farand.

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### **Bytown Railway Society**

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