



November 1993 \$3.15

# Branchline

CANADA'S RAIL NEWSMAGAZINE

CN 4-8-2s 6057 and 6058  
Revelstoke Railway Museum  
The Mysteries of Steam



# Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 9412 = expiry with the December 1994 issue). Notice of expiry will be inserted in the second-to-last and last issues.

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

#### Managing Editor and Motive Power Editor

Earl W. Roberts  
33 Eastpark Drive  
Gloucester, Ontario K1B 3Z6  
Internet: ah157@Freenet.carleton.ca

#### News Editor

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

#### Features Editor

David P. Stremes  
214 Belford Crescent  
Ottawa, Ontario K1Z 7B1  
Internet: ad460@Freenet.carleton.ca

Earl Roberts and David Stremes can be contacted on Fidonet at 1:163/277, or through Railfan Canada echo. Contact the moderator, Chris Hall, at 1:163/277 for more information.

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

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

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

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# TRAIN

Tourist Railway Association Inc.

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## MEETINGS

A **regular meeting** is held on the **first Tuesday** of the month, September to June, in the **Red Cross Auditorium**, 1800 Alta Vista Drive, Ottawa at 19:30. Coffee and donuts will be available for a small fee. On **Tuesday, November 2** - Ray Farand will give us an illustrated presentation on Railfanning the Ottawa Valley.

An **informal slide night** is held on the **third Tuesday** of the month, September to June, at the **National Museum of Science and Technology**, 1867 St. Laurent Blvd., Ottawa at 19:30. **Tuesday, November 16** - Bring out your slides, be they current ones or oldies. Share your experiences, memories and skills.

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

**Canadian Trains Calendar 1994:** featuring the excellent photographic work of Nils Huxtable and others. The colour shots feature steam, diesel and electric action. Available from the Society's "Sales desk Service" at \$9.95 plus \$3.00 shipping, plus \$0.91 GST when shipped to a **Canadian address**. Ontario residents add \$0.80 PST.

**Canadian Tracksides Guide 1993:** This year's 520-page edition has **SOLD OUT**. The 1994 edition will be available in mid-March 1994.

**Cover Photos Sought:** The Publications Committee is looking for suitable front and back cover photographs for the 1994 edition of the **Canadian Tracksides Guide**. Our preference for the front cover is a striking colour slide of a Canadian locomotive in a vertical format, or a horizontal shot that would, with cropping, lend to a vertical format. **Deadline is our "Informal Slide Night"** on December 21, 1993. If you have suitable entries and **cannot attend** the meeting, kindly forward your entries to our mailing address. **Please ensure** that all entries are identified as to location, date, name and address of sender, etc. All entries will be returned.

**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.

**Wanted:** John Morrall, 95 Edendale Crescent NW, Calgary, Alberta, T3A 3W9 wishes to obtain a copy of the book "The Bytown & Prescott", 1854-1979, by S.R. Elliot. Please contact Mr. Morrall at the above address.

**On the Cover:** **Canadian National 4-8-2 6057** on an extra west at Searle, Manitoba, on April 18, 1959. **Converted from oil to coal**, and then back to oil, No. 6057 is running with the tender from retired oil-burner 2-10-2 4325. Story on Page 10. Photo by Bob Clarke.

Press date for this issue was **October 13**  
Deadline for the December issue is **November 16**



# Information Line



**"NORTHLANDER" SAVED:** The National Transportation Agency has extended funding to cover operating losses of the "Northlander" between Toronto and North Bay. The train is operated by Canadian National using equipment belonging to the Ontario Northland Railway. CN owns the trackage between Toronto and North Bay while the "Northlander" traverses ONR trackage for the remainder of its journey from North Bay to Cochrane. (North Bay Nugget, 07/09/93)

**FLOOD DAMAGE MAY LEAD TO PREMATURE ABANDONMENT OF SOME MANITOBA LINES:** Flood damage and declining traffic may lead Canadian National to ask for early approvals to abandon two lines in north western Manitoba. Affected are portions of the Cowan Subdivision (Garland to Minitonas) and the Erwood Subdivision. The latter includes trackage from Bird River to the end of the line. (The Manitoba Co-operator, 09/09/93)

**CN HEAD URGES CUT IN LABOUR COSTS TO SURVIVE:** On the eve of negotiations with a key union, chief executive Paul Tellier said the troubled company must have significant labour cost reductions and an end to uncompetitive work rules.

According to the National Transportation Agency, rail workers make an average of \$844 a week, 54% more than trucking industry employees. Tellier said CN is also hobbled by work rules, such as those requiring seven crews to move freight from Halifax to Sarnia. "What the unions won in the past may have led railway workers to an untenable position," he said. "There is no sense in unions winning wages and conditions of employment if they cripple the competitiveness of the railway sector and put future jobs at risk." A union representative indicated that the union will not bargain concessions. (Financial Post, 14/09/93)

**BRAMPTON INTERMODAL TERMINAL UPGRADING ANNOUNCED:** Canadian National has announced that it will spend \$19.5 million over the next three years to upgrade its Brampton Intermodal Terminal (BIT), outside of Toronto. CN will spend \$16.2 million on terminal expansion and \$3.3 million on the purchase of three new container transfer cranes. The expansion project also involves the construction of two additional pad tracks (used to support cranes), as well as extended storage tracks, new crane maintenance facilities and other improvements to handle anticipated volumes.

Although CN has offered intermodal service for more than 40 years, it is only now coming to full fruition as the fastest-growing segment of the railway business. CN has successfully increased market share by forming partnerships with large transportation firms, offering doublestack container capability and focusing on improved customer service. (Canadian Press, 22/09/93)

**PULP CARS TO BE UPGRADED:** Canadian National has announced that it will spend \$16.4 million next year to upgrade 750 pulpwood cars. Carrying capacity will be increased from 80 tons to 100 tons. (La Presse, 23/09/93)

**NEW CHIEF OF TRANSPORTATION:** Canadian National has appointed 45-year-old Keith Heller as its new chief of transportation. Heller will be responsible for operations as well as customer service centres. Heller is a career CN person, having started with the company in 1966. He comes from the marketing department where his most recent position was as assistant vice-president with ores, minerals and metals. (Montreal Gazette, 27/09/93)

**INTERMODAL TERMINAL FOR SAGUENAY/LAC-ST-JEAN REGION OF QUEBEC:** Canadian National is studying the possible conversion

of its former Jonquière Yard into a container terminal. CN is anxious to develop traffic in the area. Ironically, the project may be opposed by the Jonquière City Council who is worried about the loss of track for local trucking firms. (Merci à Marc Giard)

**MAJOR CHANGES PROPOSED FOR EASTERN CANADA:** By 1995, Canadian National hopes that it will have divested itself of more than one-half of its rail lines east of Winnipeg. The details were revealed on September 30 by Paul Tellier during a speech to the Association of American Railroads in New Orleans, Louisiana. According to Tellier, "By 1995, we want to reduce [by abandonment or track sharing with CP Rail System] our network in Eastern and Central Canada by roughly 20% .... We want to sell another third. This will leave CN operating a network in the East of about half the current size, fed by a cluster of short lines." Many of the lines are marginally economic, causing CN to post accumulated losses of \$1 billion over the past five years. Canadian railways are under increasing pressure from competing trucking firms and U.S. railways to reduce costs.

To meet its targets, CN would need federal approval to ease rules for abandoning and selling trackage. Railways are only allowed to abandon about 4% of their lines annually. Line closures or sales are also subject to a spate of lengthy regulatory reviews. Tellier called on the federal government to stop interfering with the market realities facing the troubled rail industry.

The short line trend might not be that easy in Ontario. Ontario's new labour legislation, guaranteeing succession rights in short line sales, has effectively killed new short line deals in the province. This assessment was made by rail industry consultant Harvey Romoff, a former CP Rail executive. (The Financial Post, 02/10/93, merci à Marc Giard)



**STRONG INTEREST IN PURCHASE OF CANADIAN ATLANTIC RAILWAY:** Although Canadian Pacific may be willing to wash its hands of Atlantic Canada, there are close to two dozen rail-related enterprises who have entirely different feelings. Scarcely had the ink dried on the NTA decision giving CP the green light to shut things down then notice was being served that up to 23 lines had displayed interest in some or all of the CAR assets. In the lead is RailTex Inc. of Texas, who took over CN operations between Truro and Sydney, Nova Scotia, on October 1, 1993. Not far behind may be CN Rail who could be in line to buy the profitable Edmundston Subdivision between Cyr Junction and Grand Falls. The line serves the giant McCain french fry plant in Florenceville and is operated as an isolated segment by CP.

It is too early to tell how the CAR situation will be sorted out but, certainly, there could be some interesting times ahead. Indeed, one would-be federal election candidate has suggested that the CAR right-of-way could be used as a corridor for a natural gas pipeline from central Canada. At the moment, the Atlantic provinces are not supplied with natural gas - which puts them at a competitive disadvantage from an energy supply perspective. (The Daily Gleaner, 25/08/93, the Atlantic Business Report, September 1993, and the Telegraph Journal, 26/08/93, thanks to Scott Anthony and H. Fred Deakin)

**McADAM STATION OPTIONS:** A preliminary consultant's report has suggested that the CP station in the village of McAdam, New Brunswick, be transformed into senior citizens' housing, or returned to its original use as a hotel. CPR built the three-story structure in 1900 as a combination station and 20-room hotel with a large dining room. The station has been designated a National Historic Site, and is no longer in use.

McAdam Mayor Frank Carroll said the village of McAdam has been negotiating with CP for years to acquire the historic building, and that CP would turn the building over to the village for \$1, but no deal has been finalized. Meanwhile, the building continues to deteriorate. (The Daily Gleaner, 27/08/93, thanks to Scott Anthony)

**NOVA SCOTIA OPERATIONS SOLD:** Canadian Pacific has sold its operations in Nova Scotia to a U.S. firm, Iron Road Railways Inc., of Washington, D.C. The transaction involves that portion of the Halifax Subdivision between Windsor Junction and New Minas, as well as the Truro and Fundy Gypsum Spurs. Also included are 8 locomotives and 76 freight cars. The new company will be known as the Windsor and Hantsport Railway Company Limited and will handle the gypsum operations now looked after by CP Rail. The sale has yet to be approved by the National Transportation Agency. A thumbnail sketch of the gypsum operation was provided in the October issue of Branchline. (Financial Post, 24/09/93 and Journal of Commerce, 28/09/93)



**VIA RAIL CUTBACKS RUMOURED:** VIA Rail Canada is putting out signals that another round of system cutbacks may be in the works. VIA is due to lose \$100 million in funding between 1993 and 1994, according to the current government budget. To cope with this reduction, the company is now examining a number of marginal services including its "Chaleur" between Montreal and the Gaspé and its "Skeena" between Jasper and Prince Rupert. Although nothing is official, VIA has advised travel agents not to book too far in advance for these runs. Organizations such as "Rural Dignity" have vowed to fight any such cutbacks and had promised to make VIA an issue during the current election campaign. From this perspective (October 2), the VIA question is virtually a non-starter. (Globe and Mail, 15/09/93)

**STAFF CUTBACKS PLANNED:** VIA is planning to eliminate some 300 non-unionized jobs. VIA is offering a severance package to encourage voluntary resignations and early retirements, however, dismissals are a possibility. Union officials are concerned that unionized will be the target for job reduction. (La Presse, 5/10/93)

**TRANSPORT MINISTER CRITICIZED FOR NOT RELEASING REPORT ON REMOTE PASSENGER SERVICES:** NDP transport critic Iain Angus has slammed the federal government for not releasing the details of a recently completed report on remote passenger rail services. The Minister of Transport has declined to release the report for no apparent reason other than to avoid it becoming an issue during the current federal election. Angus represents Thunder Bay, a community which lost its passenger rail service during 1990. Ironically, if plans go through to abandon CN's Caramat Subdivision between Longlac and Armstrong, passenger rail service could return to Thunder Bay via a CP or CN route. (Thunder Bay Times-News, 17/09/93)

**IMPROVEMENTS WILL REDUCE TRIP TIME IN SOUTH WESTERN ONTARIO:** VIA Rail Canada is working with Canadian National to improve track infra-structure between Toronto and Windsor. VIA is spending \$7.4 million to carry out a number of changes, the net effect being an average reduction of 28 minutes in trip time between Toronto and Windsor. The work will be completed in the fall of 1994 and will involve modifications to 41 crossing signals, 16 curves, 41 bridges and various sections of track and track circuits. Speeds will also be upgraded. Currently a number of sections have maximum speeds of 80 mph. Following the improvements, these sections will be upgraded to 95 mph. On the Toronto to London portion of the run, the improvements will make VIA the fastest land mode of transport and will put the company only slightly slower than air travel. VIA is confident that the changes will boost annual ridership by approximately 64,000 passengers. (Vialogue, September 1993)

**WOODSTOCK STATION WINS COMMUNITY AWARD:** Once upon a time, station gardens were de rigueur, with local agents competing for who could have the best floral display on the system. Those days are long gone, with some rare exceptions. The VIA Rail station in Woodstock is the recipient this year of the Woodstock Community Improvement Award, as well as winning first prize in Woodstock's "City Beautiful Awards" competition. The Woodstock station was recently upgraded by VIA to the tune of \$300,000 which saw the 1885 Grand Trunk structure restored to all of its Victorian splendour. The station gardens are the icing on the cake and are tended by Ev Johns, a retired CN station agent who is contracted by VIA to look after the station. (Vialogue, September 1993)

**GAS TURBINE PROPULSION UNDER STUDY:** VIA Rail Canada is studying the conversion of one its LRC locomotives to gas turbine propulsion. The project is being done through Textron Inc. of Providence, Rhode Island. Although the deal is still under negotiation, a spokesperson for Textron claimed that a gas turbine unit could reduce travel time by approximately 30 minutes on the Montreal/Toronto run. (Montreal Gazette, 24/09/93)



**UNIONS LOSE FOUR APPEALS AGAINST BC RAIL:** On October 4, the Labour Relations Board ruled in favour of BC Rail in a dispute with its unions over layoffs following a five-week strike. On August 22, the British Columbia government ordered an end to the strike and imposed a 90-day cooling off period.

The Council of Trade Unions lost four appeals concerning layoffs of more than 100 workers when the railway resumed "normal operations". The unions will go back to the Labour Relations Board on individual cases. (Vancouver Sun, 05/10/93, thanks to Dale Whitmee)

#### Elsewhere in the Industry -

**EARLY RETIREMENT DEALS BEING HAMMERED OUT:** In anticipation of the takeover of the Algoma Central Railway by the U.S.-owned Wisconsin Central Railroad, meetings are being held in Sault Ste. Marie to iron out severance packages for up to 200 workers whose services won't be required when the change of ownership takes place. Although details have not been disclosed, provincial government facilitator Gerry Charney has described the package as "very rich".

Algoma Central Corp. is anxious to shed the money-losing ACR. The Ontario government proposes to acquire the bulk of ACR's 472 kilometres of track and related fixed assets for about \$10 million. It would then lease the assets' operating rights to Wisconsin Central Transportation Corp. (WCTC) of Rosemont, Illinois. After giving out \$27 million since 1986, the province has said it will no longer subsidize ACR after year end.

WCTC would acquire about US \$11 million of ACR locomotives and rolling stock to operate the line. WCTC would hire directly or indirectly 217 of the ACR's 409 employees. Pay and benefits would be comparable with former ACR rates, but the WCTC would require much looser work rules. While subsidies would not be required to operate ACR's freight and tour train operations, the WCTC would continue to receive subsidies to operate the federally-mandated passenger service between Sault Ste. Marie and Hearst. However, the WCTC would be hard-pressed to continue operating the ACR should Algoma Steel Inc. decide to close its iron ore operations at Wawa, Ontario. Troubled Algoma Steel, which is still weighing the mine's fate, accounted for 74% of ACR's total freight revenue in 1992. (Financial Post, 07/09/93, and Sault Star, 15/09/93)

**NO FANFARE FOR LAUNCH OF NEW NOVA SCOTIA RAILWAY:** On October 1 at 12:01, the Cape Breton and Central Nova Scotia Railway began operation with the first run taking place from Truro, easterly to Sydney, to pick up the first revenue train and haul it to the CN connection at Truro.

Units on the CB&CNS, which is owned by RailTex of San Antonio, Texas, will eventually be painted black and gold. The CB&CNS operates over the former Canadian National Hopewell and Sydney Subdivisions as well as the Oxford Spur. The new company is determined to make the 365 kilometre line economic and, as a first step, has trimmed its labour by 50% to 52 people who are paid at a lower rate than CN workers. (Canadian Press, 01/10/93, also thanks to H.F. Deakin)

**RAILWAYS RECEIVE LITTLE ATTENTION DURING ELECTION CAMPAIGN:** Although the VIA cutbacks of 1990 attracted considerable attention, as well as vows of revenge from dissatisfied voters, little has been said in the current election campaign about the future of railways in Canada. In a move to stimulate dialogue, the Canadian Council of Railway Operating Unions took out a full page advertisement in the September 29 issue of the Globe and Mail. Essentially, the letter



challenged all political parties to support the retention and expansion of freight rail service in Canada, as well as an ongoing commitment to VIA Rail Canada and some form of high speed passenger rail system. The council represents approximately 15,000 operating employees. (Globe and Mail, 29/09/93)

**SHORT LINE DEVELOPMENT STYMIED IN WESTERN ONTARIO:** Things don't look good for the future of rail short lines in western Ontario. In the first instance, Canadian National has received permission to abandon its Owen Sound Subdivision between Harriston and Owen Sound (see NTA News). The move effectively stymies a local proposal to operate the subdivision as a short line. At the same time, there is a fear that loss of the CN line will clear the way for CP Rail System, who also serves Owen Sound, to initiate abandonment proceedings, although CP denies that this is now in the cards.

Meanwhile, Canadian Agra of nearby Kincardine has encountered a number of problems in its efforts to re-open CN's now-abandoned Southampton Subdivision to a point adjacent to the Ontario Hydro Bruce Nuclear Energy Centre. Agra plans to buy the scrap material from the Owen Sound line and relay it on the Southampton line, running from Harriston to Port Elgin, through Walkerton and Paisley.

Agra wants to use the rail line to serve a number of agricultural industries at Bruce. These are located in an industrial park owned by Agra and rely on waste steam from the nuclear plant. The rail line is the only cost-effective means of supplying Agra with raw materials and for shipping finished products.

The project looks good on paper but is also being held up by concerns over the long-term life of Bruce. Ontario Hydro will now only guarantee 10-years because of worries about the power plant. Agra wants a longer period in order to justify its investment. Both sides continue to talk but it has not been easy. (The Sun Times [Owen Sound], 02/10/93, thanks to Ron Vanderburgh)

**NEW SHORT LINE IN QUEBEC:** Quebec has a new rail line. It is the Chemin de fer Lanaudière, linking Notre-Dame-des-Prairies (near Joliette) with Saint-Félix-de-Valois. The line connects with CP Rail System in Saint-Félix (mileage 16.6 of the Saint-Gabriel Subdivision) and is the continuation of that pike. The line is operated by the company Bell Gaz of Saint-Félix and is used to carry propane, cattle feed, and wood products. There is one diesel locomotive which is painted in yellow and black Chemin de fer Lanaudière/Bell Gaz livery. (Merci à Marc Giard)

**TRAGIC ACCIDENT CLAIMS 47 LIVES AND ALMOST NEW LOCOMOTIVE:** Tragedy struck in the early morning hours of September 22 when Amtrak's eastbound "Sunset Limited" plunged off a bridge in Saraland, Alabama. The bridge had been weakened and shifted when hit by a barge in the fog minutes before the passing of the "Sunset Limited". The accident claimed 47 lives, plus three-week-old "Genesis Series" 819 (being ferried to Miami), F40PHs 262 and 312, baggage car 1139, Hilevel coach 39908 (ex-Santa Fe 9908) and Superliner coaches 34083 and 34068. Remaining on the bridge were Superliner coach 34040, Hilevel lounge 39973 (ex-Santa Fe 9973), Superliner Diner 38030 and Superliner Sleeper 32067.

Two days after the accident, lawyers for the navigation company that owned the towboat and barges implicated in the accident filed an admiralty action in court seeking to limit the navigation company's liability in the case to the value of their vessels and cargo - or \$432,000. The complaint, seeking "exoneration from or limitation of liability" was filed under an 1851 law that Congress enacted to encourage investment in American shipping. While the statute is frequently invoked in cases involving major damages, it is viewed as archaic by some judges. Amtrak spokesman Howard Robertson said the railroad would fight any attempt to limit liability. "We are already looking at \$18 to \$20 million in damage to equipment alone. We think all of the negligence is on the barge company." (Freeten)

**CHANNEL TUNNEL OPENING ANNOUNCED:** The Channel Tunnel Freight shuttle operations are due to begin on March 7, 1994, with through freight services to be introduced a week later. Passenger services are to begin on May 5, 1994. Initial passenger service will be London-Paris and London-Brussels. The 40 kilometre crossing will take 35 minutes compared to two hours for the Dover-Calais ferry crossing. (The Ottawa Citizen, 12/10/93)

**DEATH OF BRITISH STEAM PRESERVATION PIONEER:** The ranks of rail preservationists in Britain have been thinned by the untimely death of Patrick Whitehouse at the age of 71. Whitehouse was recognized by his countrymen for having pioneered the preservation of disused branch lines and the restoration to working order of steam locomotives in the United Kingdom.

Whitehouse secured the preservation of former Great Western 4-6-0 "Clun Castle" and also spearheaded the development of the Birmingham Railway Museum which has developed into a 16-acre site equipped with workshops capable of repairing and maintaining steam locomotives and rolling stock.

Before he was finished, the Birmingham Museum had become home to 15 steam locomotives, mostly of Great Western heritage. During the 1950s, Whitehouse spearheaded the preservation of the Talylyn Railway in North Wales and went on to become involved in the restoration of the Festiniog and the Dart Valley railways.

Whitehouse travelled extensively in search of steam, developing an archive of 250,000 prints and publishing 47 books about his experiences.

He was appointed to the Order of the British Empire in 1967 and was a Justice of the Peace. (The Daily Telegraph, 12/08/93, thanks to Bob Elliot)

**DEATH OF GRANDDAUGHTER OF RAIL PIONEER:** In August, the death was reported of Viscountess Margot Hardinge, 87, whose paternal grandfather was Sir Sandford Fleming. Fleming was chief surveyor for the InterColonial Railway and worked on the original plans for the Canadian Pacific Railway during the 1870s. He is best remembered as the father of standard time. (Canadian Press, 06/08/93)

**THIRD LIFE FOR "EMPRESS OF CANADA":** Canadian Pacific's former "Empress of Canada" ocean liner is about to enter her third age, cruising the Mediterranean Ocean for Epirotiki Lines. The "Empress" was sold out of Canadian Pacific service in 1971 and became the Carnival Cruise liner "Mardi Gras". She will receive a new name, "Olympic". (Montreal Gazette, 08/08/93)

**GROUP SEEKS FUNDING FOR RAIL MUSEUM IN WINNIPEG:** Wanted, someone with the "big bucks" that can assist Rail Heritage West to develop a rail museum at the historic Forks site in Winnipeg. Proponents estimate that \$3 million will be required to get the project off the ground. So far, two years of appeals and wishing haven't accounted for much. Back in 1990, the organization signed a Letter of Intent with The Forks Renewal Corporation to build the museum in a former steam plant located in the development. Unfortunately nothing has happened since although backers admit that the project has been briefly examined by federal department of Western Economic Diversification in terms of some form of loan for one-half of the amount. If the project is successful, the group will place the "Countess of Dufferin" on display there as well as two other steam locomotives. (Winnipeg Free Press, 30/07/93, thanks to Jim Lewis)

**HIGH SPEED RAIL FOR AUSTRALIA:** GEC Alstom NV has announced that it wants to build a high speed rail link between Sydney and Canberra. According to the proposal from the Franco-British engineering firm, work on the \$2.4 billion (Australian) project would start in 1996 and be finished by 1999. The project has been dubbed "Speedrail" and would have trains operating at 217 mph. (Globe and Mail, 24/08/93)

**ALL ABOARD FOR MONTEBELLO?:** Negotiations are now taking place between la Compagnie de chemin de fer Choo Choo Inc., operators of the Hull, Gatineau and Chelsea Railway, and CP Hotels' Le Chateau Montebello about the operation of a steam tourist train from Hull to Montebello, Quebec, over CP Rail's partially embargoed Lachute Subdivision. The project has the backing of area municipalities as well as hotel management. What is unclear is CP Rail's position. Were some type of accord to be reached, Choo Choo Inc., has stated that additional equipment would be purchased from Sweden to operate the service. Currently Choo Choo Inc. operates the Wakefield steam train from Hull to Wakefield, Quebec. (Le Droit, 21/08/93)





# The Revelstoke Railway Museum

by JIM JOHNSTON

Over 40 years ago home for CPR Mikado 5468 was the roundhouse at Revelstoke, British Columbia. Revelstoke was and is a railway town and 5468 was almost like a family member, a 'Revelstoke' engine. Townsfolk were used to the sight of her and her sisters blasting out of town headed for Kamloops, the next crew change point to the west. After a prolonged visit to her birthplace (Montreal), the 5468 has returned to Revelstoke and receives visitors in fine new quarters situated beside the mainline she used to travel (mile 0.6 Shuswap Subdivision). This fortunate homecoming is due to a combination of factors: a meeting at Steam Expo 86 in Vancouver of like minded individuals, a community initiative project and a lot of hard work by a number of dedicated Revelstoke citizens.

The 5468 was built by Montreal Locomotive Works in September 1948 as serial no. 76140, part of CP's class P2k, and evidently spent the bulk of her rather short working career assigned to Revelstoke. Like most modern CP steam power serving in B.C., she was built as an oil burner to reduce forest fire hazard. As the diesel invasion of B.C. progressed during the mid-1950s, the 5468 was displaced by hordes of GMD FP7s and GP9s. Like many former Revelstoke-assigned steam engines, by 1953 she had moved west to the Vancouver Division and may later have joined many of her mountain sisters in finishing her career in the prairie provinces. (Anyone out there have documentation/photos/recollections?) Eventually she was removed from service and ended up in a line of engines (at Winnipeg?) earmarked for the scraper's torch. Fortunately she was spared from this fate and in May 1963 was one of three steam locomotives (the other two were Ale 4-4-0 no. 29 and T1c 2-10-4 no. 5935) taken to Angus shops for a complete repainting before going to the Canadian Railway Museum at Delson, Quebec. Here this engine was to spend the next 29 years viewed by thousands of railway enthusiasts.

It is common for railfans to assign human characteristics, usually feminine, to steam locomotives. Following this line of thinking might lead one to ask if this former westerner was happy exiled to the east. Although situated near her birthplace, was the 5468 longing to return to her mountain home? Perhaps!

Revelstoke people are noted for their loyalty to old friends and by the mid-1980s the first steps that would eventually lead to her homecoming were taking place.

In 1985, the B.C. Provincial Government commissioned a study for the development of economic ideas that would be of benefit to the city of Revelstoke. The report by the firm of Ernst and Whinney suggested several ideas, one of the most natural being to develop the theme of Revelstoke's important railway heritage. The next year, now-retired CPR engineman Ernie Ottewell of Revelstoke, who works as a steam locomotive engineer at the Provincial Museum in Fort Steele, B.C., was at Steam Expo 86 in Vancouver as the "Staff Engineer". Ernie was thus in a position to meet with all the crews of the locomotives represented. Work on a steam locomotive is hot and thirst inducing and each evening this brotherhood of steam men would assemble to wash down the day's coal dust. It was at one of these informal sessions that David Johnson of the Canadian Railroad Historical Association (CRHA) first heard Ernie's suggestion of bringing one of the CPR engines at Delson to Revelstoke. Ernie had his sights set on T1c 2-10-4 5935 but when told it was unavailable agreed that 5468 would be a worthy substitute. Mr. Johnson and the CRHA explained that major artifacts were available for loan provided they go to another established branch of the CRHA. Ernie came home to Revelstoke and assembled a group of rail enthusiasts to form the Selkirk Division of the CRHA. It was obvious that 5468's old friends in Revelstoke hadn't forgotten about her.

Meanwhile, another key figure, Mr. Ken Magnes, was working through the Revelstoke Community Futures Society on securing grant money to act upon the recommendations of the 1985 economic development report. Magnes, himself an ex-railroader, is the kind of shaker and mover every community needs if it is to succeed in the type of downtown revitalization program Revelstoke had set for itself. The Revelstoke Heritage Railway Society was formed, and by stressing the historic railway aspect of Revelstoke as well as the tourist/economic potential of a railway museum, various government grants were secured. By July 1991, a \$450,000 grant from the federal government was



The rotunda end of the Revelstoke Railway Museum on August 19, 1993. This end faces geographic north which is west at this point on the adjacent Shuswap Subdivision of CP's mainline (mile 0.6). Photo by Jim Johnston.

The interior of the museum with former Canadian Pacific Business Car No. 4 on the left and 'smiling' former CPR 2-8-2 No. 5468 on the right. Photo by Jim Johnston.



received, followed by a \$266,700 grant from the B.C. Provincial Government. The City of Revelstoke kindly donated the land upon which a permanent building could be erected. Mr. Paul Hughes of the firm of Arcop Architecture of Toronto was given the job of building design. Ground clearing was done in the fall of 1991 and construction of the building commenced in June of 1992. By the spring of 1993 the building was nearing completion and plans were being made for the display of the collection of historic equipment that was being assembled.

The future homecoming queen, 5468, began her journey west on September 19, 1992, accompanied by old friends Ernie Ottewell and Fred Ollson. This was possible due to the negotiation of a 25 year loan from the CRHA, but as was well documented in the railfan press, the trip was not a smooth one. Trailing truck bearing problems sidelined her in White River, Ontario, and there she spent the winter having a wheel set from retired M-640 4744 installed to replace the damaged set. Her westward trek resumed April 19, 1993, under the guidance of Ernie Ottewell and Dean Handley with eventual arrival in Revelstoke on May 1st.

The Revelstoke Heritage Railway Society was busy during the planning stages and construction of the building on other fronts assembling a collection of ex-CP rolling stock to display along with the steam locomotive. Sharing top billing with the 5468 is a passenger car that has an interesting history. It finished its career as the CPR business car assigned to Revelstoke, but was built in 1929 by National Steel Car as Buffet-Solarium Lounge "RIVER HUMBER", becoming the "CAPE HUMBER" in 1941, the Sleeper-Solarium Lounge "CAPE RAY" in 1946 and the Business Car 4 in 1963. Before being displayed, the car was given a fresh coat of tuscan red paint. Recently, the car has been opened for public access and the visitor can see evidence of the car's interesting history. CP has always been a firm believer in recycling and the company's conservative Scot founders would be proud of the obvious attempts to not spend a penny extra in reconditioning this car at its major rebuilding dates. Some rooms seem to be in their original 1929 state while others display whatever furnishing style was in vogue at the date of rebuilding. Heavyweight plumbing fixtures of the 1920s in one area contrast with ersatz wood panelling circa 1960s in another.

Displayed outdoors on the east end of the building are the following: CP centre cupola caboos 437477 in CP Rail yellow, cabbless Jordan Spreader 402811 (model A, serial no. 285), Flanger 400573, Snowplow 401027, wooden road repair car 404116, and flat car 421237 upon which rest the original trailing truck wheels of the 5468.

The museum building is a large facility housing two tracks with both ground level access and upper viewing areas for the 5468 and Car 4, the two main interior pieces on display. The north (railway direction west) end of the building has a large glassed rotunda area which allows lots of natural light to play on the front of the locomotive. A nice touch is that the classification lamps, numberboard and golden glow headlight are lit thanks to the efforts of CRHA Selkirk Division members Don Hawker and Doug Mayer who rigged up the necessary 32 volt electrical connections. Don and Doug also arranged for the interior lighting of Car 4. Flanking the main building on either side are two galleries for displaying thematic exhibits. Only one of these is presently in operation with plans to open the second once cataloguing of a tremendous volume of material is completed. The current displays in the open side gallery contain a number of interesting subjects such as surveyor's equipment, timepieces, telegrapher's equipment, maps, models of the mountain terrain and others of interest to both railfan and other visitors. Prominently on display in the main gallery adjacent to the fireman's side of 5468 is an attractive brick facade of the Revelstoke station of the 1940s era. Do you remember those bright red mail boxes that used to hang outside every small town railway station in Canada? There's one on this station but it's not just for historic accuracy. Canada Post picks up mail from it once a day so that visitors can send a Railway Museum postcard right from this building! A nice historical touch is that about ten bricks from the original building have been incorporated into this wall.

The entrance area of the building is set up as a typical CP station waiting room complete with ticket wicket where one pays for admission to the museum. Admission is \$3.00 adult, \$2.00 senior, \$1.50 youth, and children 6 and under free. The building opened June 16, 1993, at the start of the extremely busy tourist season. Summer operating hours were 09:00 to 21:00, but this



Harold Ludwig and Ernie Ottewell haven't let retirement from CP end their relationship with the railway. Both had careers in CP engine service but continue to be very involved with railway preservation.

I first met Harold in 1966 when he was running then brand new SD40 5517. At age 16 I was so fascinated with the new diesel that it never occurred to me that here was a man who had intimate knowledge of the steam locomotives of which I had vague but fond memories.

Harold's experience was in the classic tradition - hired as a wiper in 1946, he became a fireman and made his first trip as an engineer on a wayfreight east out of Revelstoke at the throttle of T1a 2-10-4 5901! Impressive stuff! The 5468 shows up often in Harold's trip log from 1952. He made his first trip on her January 6, 1952, and his last as a fireman on a westbound freight on May 8, 1952. Then, as today, senior crews prefer the faster run west to Kamloops while junior employees work east to Field or Golden. Interestingly, 5468 shows up in Harold's book much more often than the other P2k engines assigned to Revelstoke. He remembers her as a good engine which may account for her frequent appearances. In one pay period alone Harold recorded six trips on the 5468! Today, Harold is much in demand around the museum for his troubleshooting abilities and still finds time to be a member of the Board of Directors.

The P2k engines were assigned to service west out of Revelstoke and would only work east if going to Ogden (Calgary) for shopping. They were primarily freight engines but were known to take a turn on second sections of passenger trains if no assigned passenger power was available.

Ernie Ottewell quotes from a 1941 edition of CP's Haulage Capacity of Locomotives for an earlier but similar class of 2-8-2s. He estimates these figures will be very close to those of the later P2k's. Westbound, up the grade from Revelstoke to Clanwilliam, these engines were rated for 1,290 tons. Their rating was the same over the grade from Tappen up to Notch Hill. Once west of Chase, the racetrack of the Shuswap Sub., a rating of 3,380 tons was in effect. Eastward, the ruling grade between Stormont and Notch Hill limited them to 1,500 tons. For purposes of comparison, a T1 2-10-4 which was regularly used in pusher service as far west as Taft, was rated at 1,865 tons from Revelstoke to Clanwilliam. On the P2k's occasional trips east of Revelstoke on the Mountain Sub., they would have handled 1,400 tons as far east as Albert Canyon. A T1 over the same territory was good for 2,000 tons. From Albert Canyon to Calgary the P2 could handle 700 tons while the bigger T1 showed off with 1,050 tons. It's clear why the P2k's spent most of their time west of Revelstoke.

Ernie give high marks to the P2k's. He says they were well designed and were one of the few classes of CP steam engine that "didn't have too much cylinder for the amount of boiler". In his opinion, they were second only to the class S2a 5800 series 2-10-2s in this regard. One of the nice features of the P2k design was that they were great engines for switching. The engineer could look

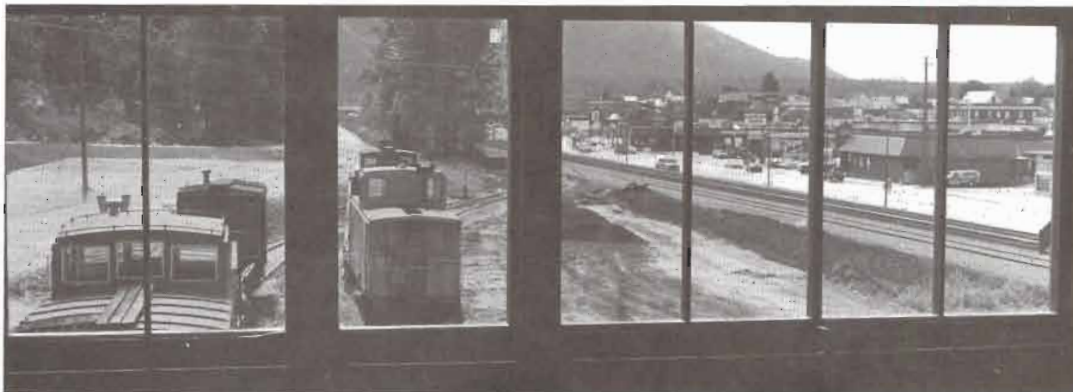
backwards out the cab window yet still reach the throttle, reverse lever and engine brake.

Ernie's credentials as a steam expert are well known in western Canada. He is a regular engineer on the ex-British 0-4-4T "Dunrobin" at the Fort Steele B.C. Provincial Museum. He fondly describes this locomotive as "the cutest little engine in the world!" (Take note, model railroaders - it's okay for the guys who work on 'em to use the dreaded word "cute".) He has even taken the "Dunrobin" to the Railway Museum in Sacramento, California, where they found themselves stationed next to Union Pacific's articulated giant 4-6-6-4 3985. Almost the ultimate in big and small steam engines! He is a close associate with ex-CN engineer Harry Home in their involvement with ex-CN 4-8-2 6060 having recently run her from storage in Calgary to the Alberta Railway Museum at Edmonton. Ernie's son, Bill, is a qualified fireman on the 6060. (Of interest is the phone number of the Museum. 837-5468 was requested but the owner of that number was reluctant to give it up so 837-6060 was selected instead!)

Ernie had many a tale to tell regarding 5468's move west earlier this year. He points out that if the engine had to have problems, it was sheer good luck that it was in White River. White River resident John Radul, an ex-CP machinist, provided valuable experience on CP P2's and was the only person who knew about a drop pit in the old passenger shop. The job of dropping the wheel set was tough enough but would have been horrendous without this equipment that worked perfectly after having been mothballed for some 30 years! Ernie expressed great admiration for the CP shop staff in Winnipeg, who engineered the difficult modifications to the British design "Cole" frame extender - not a trailing truck in the truest sense. This permitted the replacement wheel set from M-640 4744 to be installed. It looks a little odd to peer under the firebox of 5468 and see a wheel with a ring gear but Ernie wants this wheel set to remain as a tribute to the high quality engineering work that helped him out of a real jam. Since the trailing drivers were running a bit hot, Ernie cranked more weight than was specified onto those modified wheels and they performed without a complaint!

Although it's obvious that Ernie was a key figure in 5468's return home, he is quick to name others whose assistance was invaluable. Credit goes to Don Hawker, Doug Meyer, Fred Olsson, Jack Leslie, Peter Layland, Dean Handley and many others. A note of regret creeps into Ernie's memories when he mentions his old friend and fellow CP engineman Bev Haddad, who was an enthusiastic and hard working volunteer from the project's outset. Unfortunately, this ex-secretary of the CRHA Selkirk Division passed away before Ernie got the 5468 home. Bev's wife and daughter were trackside at Albert Canyon when the 5468 passed by and Ernie recalls he made a point of hollering down to them, "Remember, this should be Bev's day too!"

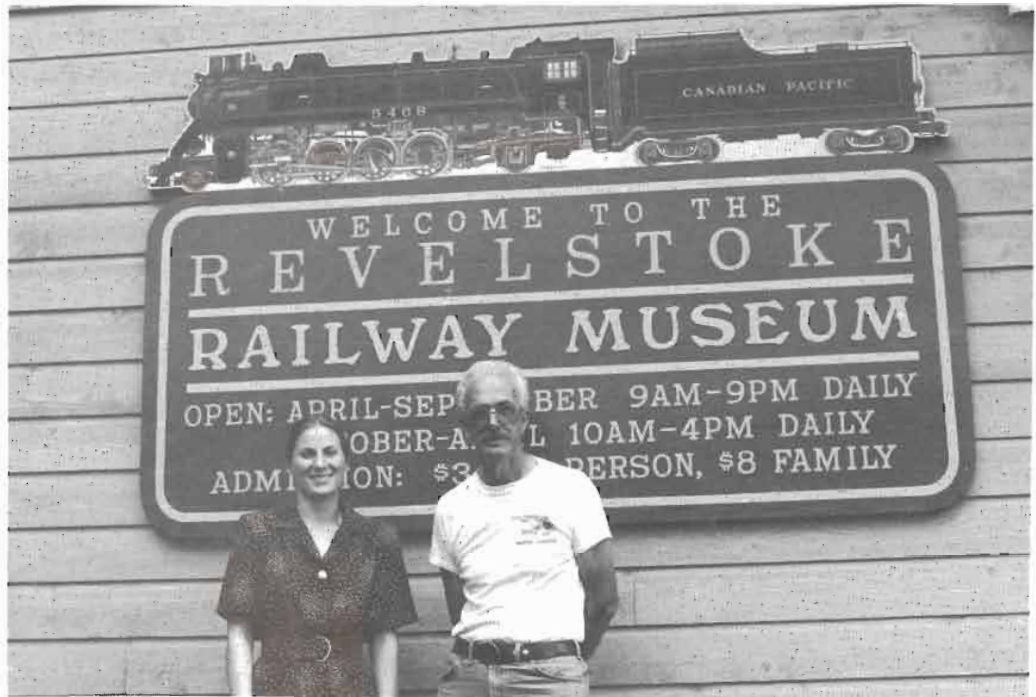
Although it was a great adventure, it is clear that both Ernie Ottewell and the 5468 are glad to be home. As Ernie puts it, "When you've seen Canada at 20 miles per hour, you've really got an idea of the breadth of the country."



Looking east from the museum. Visible are four former CP pieces: Flanger 400573, Road Repair Car 404116, Caboose 437477 and the roof of snowplow 401027. CP's Shuswap Sub. is on the right. Photo by Jim Johnston.



Two important people connected with the Revelstoke Railway Museum. On the left is Marie Lacabanne, the Museum Director. On the right is Ernie Ottewell, retired CP Engineman, who was one of the prime movers in the establishment of the museum and the acquisition of No. 5468. Photo by Jim Johnston.



will settle down to a daily 10:00 to 16:00 schedule for the fall and winter season.

Once past the ticket wicket the visitor is greeted by a small but surprisingly well stocked shop selling a fine selection of Canadian Railway books, periodicals (Yes, Branchline is for sale), paintings, calendars, mugs, hats, T-shirts and other railroadiana. The friendly staff are pleasantly surprised at the brisk business they are doing.

The recently hired Director, Marie Lacabanne and her staff are currently at work on cataloguing and preparing a volume of material for display in the yet to be opened third gallery. In addition, staff are on hand to provide guided tours of the galleries. Marie notes that although many hard core railfans have visited the museum, the majority of the traffic has been visitors on vacation. This has been due to a strong advertising campaign in the local region in and around Revelstoke.

Of prime concern to the staff and Board of Directors is the adequate protection of the equipment resting outdoors. Once the funding is secured, a protective structure will be built. It was interesting to learn that there are plans to double the size of the building at some point in the future. A date of July 1, 1994, has been set for the opening of the aforementioned third gallery, and it is hoped that this will coincide with the official opening of the museum. This official opening will see all levels of government represented that have had input into this very worthwhile project.

The make-up of the Board of Directors of the Revelstoke Heritage Railway Society is an interesting model of how such community ventures can be successful. The board consists of two members from the Selkirk Division of the CRHA, two members from the Revelstoke Community Futures organization, Mayor Geoff Battersby and ex-Alderman Harold Ludwig (a retired CP locomotive engineer - see side story) representing the City of Revelstoke, two members from the Revelstoke Heritage Society (the local historical society), and one member each from Parks Canada, Friends of Mt. Revelstoke and Glacier National Parks, the Revelstoke Chamber of Commerce and the Revelstoke Economic Development Commission. Board member Ken Magnes reports that with a few months operation now on the books, the board is very pleased with the financial results and foresees a bright future. If in the Revelstoke area a visit to this fine fledgling museum is highly recommended. It has lots of appeal to both the dyed in the wool railfan and the interested visitor.

When photographing the 5468 for this article I was bothered by some light coming through the large rotunda windows that seemed to paint a silly, lopsided grin on her smokebox front. Finally I decided I couldn't block the light and would just have to make the best of it. It wasn't until I got working in the darkroom that it dawned on me. Could it be that the 5468 is so happy to be home in Revelstoke amongst friends and admirers that she just can't stop smiling about it? ☺

## A SAMPLE OF DIESEL LASHUPS

- 15 Sep 93 - CN 391 at Montreal, Quebec: CN SD40-2(W) 5357, Conrail C40-8W 6206 and GTW GP38AC 6206!
- 15 Sep 93 - CN 410 at Galt, Ontario (rerouted over CP): CN HR616 2111, M-636 2320 and HR616 2117
- 16 Sep 93 - CN 410 at Galt, Ontario (rerouted over CP): GP40-2(W) 9635, GTW GP38AC 6213, CN GP40s 9317 and 9303
- 24 Sep 93 - VIA eastbound at Windsor, Ontario: CN GP9RM 4132 (replacing derailed VIA F40PH-2 6422) and 10 blue and yellow cars
- 24 Sep 93 - CP westbound at Guelph Jct., Ontario: SD40-2 5616, M-636 4719, SD40 5513, M-636s 4729 and 4718, and HELM SD40 3006 (nee UP)
- 25 Sep 93 - CN 334 at Toronto, Ontario: CN GP40 9317, GTW GP38AC 6215, CSXT GP38-2 2698
- 26 Sep 93 - CP 284 at Montreal, Quebec: CP RS-18u Nos. 1837, 1832, 1823, 1833, 1820, 1852, 1842 and 1800
- 27 Sep 93 - CN westbound at Edmonton, Alberta: CN SD40 5046 and M-636 2314
- 28 Sep 93 - CP eastbound at Ayr, Ontario: CP SD40 5543, HELM (EX-IC) SD40A 6013, CP M-636 4730, CP M-630 4567, CP SD40-2 5911.
- 28 Sep 93 - CN 698 at Toronto, Ontario: CN GP40-2L(W) 9432 (replacing ONR FP7A 1501) and four cars
- 2 Oct 93 - CN at Winnipeg, Manitoba: CN SD40 5109, GTW GP38AC 5804, GTW GP38-2 5818

(Thanks to Todd Badour, Bruce Chapman and Gary Currie)

## From the Cradle to the Grave A Short History of CNR 6057 and 6058

by NEWTON ROSSITER

During the summer of 1930, as the Great Depression was gathering momentum, Canadian National took delivery of 12 handsome dual service 4-8-2 Mountain type engines from the Montreal Locomotive Works. This power was classified U-1-e and numbered 6047 through to 6058. They were constructed for the railway's Western Region. The first ten engines, Nos. 6047 to 6056, were coal burners and equipped with the BK Standard Stoker. The last two of the Class, Nos. 6057 and 6058, were fitted out as oil burners, the first 4-8-2s so equipped for the company. Interestingly, four of these locomotives were destined to see a period of service on the Central Region. Engines 6047 and 6048, the first two of the coal fired locomotives, were assigned to Spadina Roundhouse in Toronto during the latter part of June 1930 and remained there until transferred to Western Region on June 24th, 1936. Their departure for the west was simultaneous with the appearance of the new streamlined 6400 series 4-8-4s. As our interest lies with the careers of the two oil burners, this story will dwell mostly on them. After the remaining eight coal fired and two oil fired engines emerged from MLW, they were retained briefly in the east for inspection and tests by the CNR and then transferred to the west.

Engine 6057 was released from MLW on July 18, 1930, and running mate 6058 was released on July 28th. These engines were built at a cost of \$85,224.21 each. They were \$2,500 cheaper in cost than the stoker fired coal burners. Appearance wise, the entire class was quite similar in looks, with their good looking Vanderbilt tenders and heavy browed overhanging Elesco feedwater heaters. However, there were two or three subtle differences with the two oil fuelled engines which set them apart from their 10 sisters. They both sported the Western Region's horizontal slatted wooden pilot, probably due to their mountain area operations, whereas the others had the standard CNR steel pilots. The bells of 6057 and 6058 were mounted on the left side of the boiler close to the smokebox. The coal burners had their bells located in the standard position nearer the cab. They were more open looking around the mud ring of the firebox as there

were no ashpan sides with cleaning flaps etc. After approximately two years service on the Western Region in the Jasper area, 6057 and 6058 were destined to return east to the Central Region and were assigned to Spadina. This transfer took place on April 20, 1932. The official reason for this move is lost in time, but there is the possibility they were sent east for comparison tests with their two coal fired sisters, Nos. 6047 and 6048, and other large passenger power.

During their brief six month tenure at Toronto, they operated on various west end Toronto-Sarnia passenger trains such as the "International Limited", "Inter-City Limited" and the "Maple Leaf". This is substantiated by several photos that have come to light. We have yet to see similar photos of them running east of Toronto. It could be that their special fuelling facilities precluded running on the east end. Their brief eastern operations concluded in the fall of 1932. No. 6058 was transferred back to the west on October 29, 1932, followed by the 6057 on November 1st. With their return to the Western Region both locomotives saw many years of passenger service between Jasper and Kamloops Jct. They were unable to work west of Kamloops because the watering facilities were not adaptable to the large Vanderbilt tenders. The water stand pipes would have to have been raised in height at Ashcroft, Spence's Bridge, Chilliwack, Vancouver and at four emergency locations. It was said the CNR management considered the extra expense too high to warrant the modifications for just two locomotives.

CNR motive power files show that both 6057 and 6058 received a Dirigible type headlight in December 1934 at Transcona Shops at a cost of \$107 each. This larger than standard headlight, due to its oversized reflector, was mounted on a moveable base attached to the headlight bracket. It was air actuated; controlled by a small lever mounted in the cab near the automatic brake stand. The light could be turned right or left at a 45 degree angle to suit track conditions when running through rock cuts in the mountains.



CN 6057 has no need of the coal chute but has stopped for sand at the sandhouse at Spadina roundhouse in Toronto during the summer of 1932. This photograph shows the unusual placement of the bell, as well as the flat surface of the tender oil compartment. CNR Photo 33830.



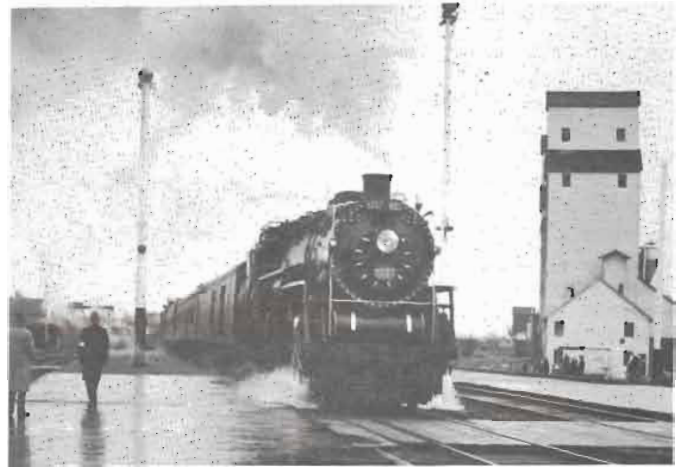
RIGHT: CN 6058 in action on Train No. 14, the "International Limited", about one mile west of Sunnyside Station in Toronto, 1932. Paterson-George Collection.

BELOW: The 6057 heading the 1951 Royal Train at an unknown location between Jasper and Edmonton, Alberta. Note the odd decorative paint job. CNR photo, J. Norman Lowe Collection.



The Dirigible headlight was applied to most steam locomotives operating west of Edmonton. Its application was due to considerable effort on the part of the Brotherhood of Locomotive Engineers. The operating crews thought very highly of the device and insisted all engines operating in the mountains be so equipped. In 1951, a move was initiated to have them removed, as lightmeter tests found that the pick-up point (an object the size of a man) was only 660 feet with the Dirigible, whereas the pick-up point with the standard headlight reflector was 880 feet. The Brotherhood would have liked to have seen lights with 1500 foot pick-up, however, they were very adamant that the Dirigible type be retained. This type of light, as far as known, was a CNR innovation. There were, however, a few applications of similar type to certain CPR G-4 2700 series engines. These lights preceded the present day ditch lights by many years. Why the name Dirigible was applied to the light is a matter of conjecture, but one of the following two hypotheses may be the answer. The dictionary definition of the word dirigible derived from the Latin word "dirigere" - to direct: capable of being guided: steerable. Or perhaps the name was applied because of its large round appearance, being a development of the period that saw the giant dirigible air ships plying the skies.

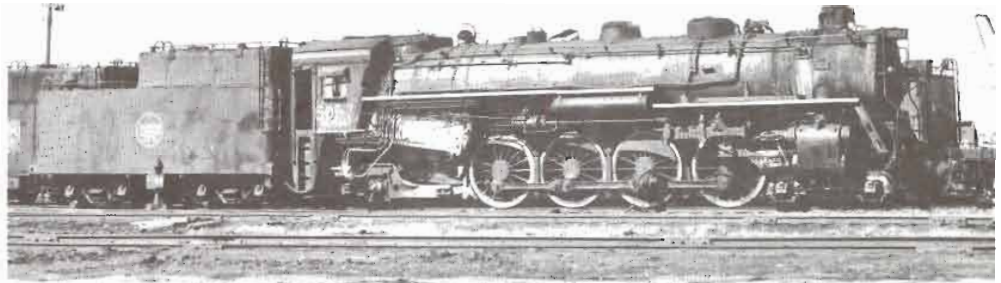
The heavy brow appearance of these engines was lost when the Elesco feedwater heater and pump were discarded in favour of an Elesco exhaust steam injector. This work was carried out at Transcona Shops in June 1935 for 6058, and May 1936 for 6057. The cost of these injectors was set at \$1,172 each. Both engines played a role in the operation of the 1939 Royal Train, which conveyed King George VI and Queen Elizabeth across Canada. Prior to the Royal Tour, the twins were shopped at Transcona and made two round test trips in freight between Winnipeg and Redditt, Ontario. After the tests, their main rods were taken down and they were shipped dead to Kamloops. The 6057 was assigned to the Royal Train and 6058 to the Pilot train between Kamloops Jct. and Jasper. Unlike the other Royal engines used across the country, 6057 was not fitted out with Royal trappings such as crowns, coats of arms, striping etc. This probably occurred because most of its run was at night and through sparsely populated terrain. It was, however, turned out in pristine condition in its standard livery.



Oddly, the 6057 relinquished its Royal Train duty at Jasper to its old eastern coal burning sister 6047, which was decorated in resplendent Royal livery for its long haul to Armstrong, Ontario. Once again in 1951, 6057 was selected for Royal Train duty when Princess Elizabeth (the present Queen) and the Duke of Edinburgh toured Canada that fall. On this trip, 6057 handled the train from Jasper to Edmonton. Strangely it had been utilized on the Pilot train out of Kamloops Jct. to Jasper, the 6042 doing the honours on the Royal Train. It would seem that 6058 had no part in the 1951 Royal trip. The 1951 Pilot train to Edmonton was entrusted to engine 6005. En route to Edmonton, the Royal Couple rode the cab of 6057 and Princess Elizabeth took the throttle for a short distance under the watchful eye of engineman A. McPhail. Before the foregoing events took place, 6057 had worked to Transcona and emerged after a #5 repair on October 9, 1951. She ran a test run with test engineer Fred Fay and fireman G.B. McKay (Mr. McKay recently retired as an engineer with VIA Rail). The 1951 Royal trip saw 6057 with a rather bizarre paint scheme applied to the front end. Whether this was sanctioned by headquarters, or was the whim of a local motive power official is not known. This paint scheme consisted of



CN 6057 in the early 1930s, likely at Jasper, Alberta, before the removal of the Elesco feedwater heater. Collection of Philip Jagó.



At the end of road. CN 6057, with the tender from 2-10-2 4325, waits in the scrap line at Transcona Shops, Winnipeg, on April 9, 1960. Photo by Bob Clarke.

aluminum or white paint applied to all the nuts around the front end rim, the smokebox locking lugs, handrails and front air reservoir rivets and securing bands. To quote a retired CNR officer, "it looked like something straight out of Disneyland."

The year 1952 saw the end of these two engines on the Alberta District. Engine 6058 underwent conversion to coal burning at Transcona and was equipped with a Standard HT stoker at a cost of \$5,347, retaining its rebuilt Vanderbilt tender. After the conversion it was transferred on June 5, 1952, to the Manitoba District and assigned to Ft. Rouge roundhouse, Winnipeg. The 6057 received similar treatment and was transferred on September 9, 1952.

Both engines made their first coal burning trip to Dauphin and return. February 1954 saw 6057 averaging over 500 miles per day for 27 days on the Western Region and on the 28th day made a trip on the Central Region.

The twins ran for six years as coal burners, then in 1958 the pendulum swung back and they were once again on an oil diet! This return to oil was responsible for one of their biggest appearance changes. During 1958 some of the oil burning 4300 2-10-2s were being retired but several of their tenders were retained for further use. Engine 6057 emerged from Transcona after a #5 repair and oil conversion on August 1, 1958, sporting the rectangular eight wheeled tender from 4325, the 6058 followed on September 24, 1958, with the tender of 4326. The application of the smaller rectangular tenders somewhat detracted from their previous handsome look. They may well have been the only CNR steam locomotives to go from oil to coal and back to oil again. Their old Toronto running mates, 6047 and 6048, were also converted to oil, using ex-4300 class tenders.

Besides the change in tender styles and losing their feedwater heaters, there were several other external changes to their appearance over the years. Their straight running boards were changed to a split level type on both sides. The front cab windows were converted to the western style, a larger area window sunk into the corners of the cab at an angle for wider vision. The wooden pilot was replaced with the standard steel pilot. The original Barco type reverse gear was removed and the Franklin type E substituted.

There were also various mechanical improvements of an internal nature that were not discernible to the eye. Changes such

as A.A.R. front ends, Nicholson Thermic Syphons, Ashcroft Control gauges, Electronic blow off cocks, additional alemite fittings etc. Unlike automobiles and trucks that depreciate in value as they grow older, CNR steam locomotives seemed to increase in value, at least on paper. Up to 1952 both engines were worth well over \$89,000, an increase of some \$4,000 after more than a quarter century of service.

In 1958 dieselization was staring them in the face even though they had been freshly shopped and sparkled in a new coat of black lacquer, looking as pristine as when first built. The last trip for 6057 was on train #10 from Saskatoon to Winnipeg on March 8th, 1960; one month later she was dead at Transcona and dismantling began the second week of April. The 6058 arrived at Winnipeg on April 19, 1960, on train #76 from The Pas, its final trip. She was scrapped at Transcona in August 1961, excluding the tender. Scrap value realized from her amounted to \$4,088.25, cost of labour and material to do the dirty deed was \$376.40. The ex-4300 class tender lasted until April 1962, scrap value \$1589.83, labour and material \$69.71. So ended the careers of two very interesting CNR steam locomotives.

Oil burning steam locomotives in the Toronto area were indeed a rarity. Only three other examples come to mind.

The much publicized Rexall Drug Company's exhibition train arrived for display in Toronto on August 13th, 1936. This 12 car blue and white heavyweight train was hauled by New York Central Mohawk 4-8-2 engine 2873. This engine was streamlined, and converted to oil burning for the tour as it traversed several American roads in the western United States which used oil fuel. I well remember as a teenager seeing 2873 and train backing out of the so called Fez City yard, adjoining Bathurst Street yard Toronto, emitting a yellow tinged smoke.

The other two oil burners are familiar to the railfans of today. The CNR famous 4-8-2 No. 6060 which operated in excursion service out of Toronto for several years during the 1970s, and ex-CPR 4-6-2 No. 1201 which, during its overhaul in Toronto in the mid-1970s, was converted to oil and ran tests before going to its home in Ottawa.

I wish to take this opportunity to thank the following people for their valued help in making this article possible: Bob Clarke, J. Norman Lowe, the late Dick George, Ray Corley, David Shaw, George Horner, and C.R.H.A. Archives. ☺



## The Mysteries of Steam

I get questions, both verbally and in correspondence, to explain some of the mysteries of steam power. Each year for the past two years, at the Museums's Expo-Techno, observation of our steam-powered auxiliary crane, and the museum's steam roller, traction engine and ditcher promotes additional questions about this old form and, apparently, little understood technology. I would have thought by this last date, people with an understanding of modern computer-based data processing, communications and control systems wouldn't have the slightest problem with something as basic as steam, but they do.

Steam has been described as: water, being converted into an invisible vapour or gas by being heated to the boiling point, or vapourized water. My old nemesis, the Canadian Pacific Railway Company, used to call it the power that was behind every step of their way into becoming the "World's Greatest Travel System" (Boy, is that dated!). One of my old railroad buddies used to call it: "water that's gone crazy with the heat" - I like that one! But whatever you call it, you can't call it complicated! I'm going to try, within the constraints of time and space in *Branchline*, to provide in layman's terms answers to a number of these "mysterious" questions.

I've written about boilers before and I would suggest that you get out your April 1992 issue of *Branchline* to refresh your memory on that subject. One of the first questions I'm going to address is: boiler/feedwater pumps (FWP) and heaters - do all boilers have them?, just what do they do?, and why? First of all, not all (locomotive) boilers have them, many, especially older ones, have injectors only. Those with feedwater pumps have associated feedwater heaters, except of course, there are always exceptions, - those little ancient teakettles (1870 and earlier) that used crosshead driven boiler feedwater pumps (I hate exceptions). Well now, I guess we're back to square one - what is a boiler feedwater pump and where does the feedwater heater fit into this? Let's look at the system in its most basic form.

In a steam locomotive, the water to be boiled into steam is carried in a tank in the tender. There are, basically, two ways of getting that water from the tank to the boiler: with an injector (more on that later), or a high pressure steam-driven water pump of some sort. One must realize that in Canada, for most months of the year, the water in the tender tank can be everything from cool to downright cold. The water in the boiler, on the other hand, is very hot, and it is also under pressure. The pump has the job of overcoming the steam pressure in the boiler to push the water "in", using that same pressure to "drive" itself. This is not too much of a trick, for all that has to be done is to make the area of the pump's "steam end" pistons larger than that of its "water end" pistons, bearing in mind that both (water and steam) pistons are at opposite ends of a common piston rod. My experience tells me that an average steam driven water pump will put out something like 200 PSI water pressure with about 150 PSI steam pressure. OK, that gets the water from the tank into the boiler, but what about the cold temperature of the water as it leaves the tank heading for our hot boiler? Enter the feedwater heater!

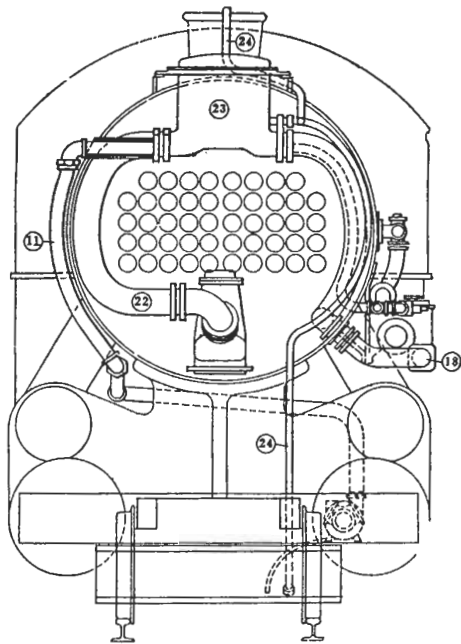
Now you have to remember there are several different types and manufacturers of feedwater heaters, just as there are several differing designs of boiler feedwater pumps. Generically, feedwater heaters can be divided into two types: the closed type and the open type. Simply stated, in the closed system exhaust steam from a locomotive's cylinders is used to heat, or "pre heat" the feedwater through the medium of a "mechanical" heat exchanger. In an open system the exhaust steam is mixed directly with the feedwater in a heating chamber. In either case, the feedwater heater is located between the feedwater (high pressure)

pump and the boiler check valve (I wrote about this device in the September 1992 *Branchline*). All locomotive boiler feedwater pump systems come equipped with a feedwater heater.

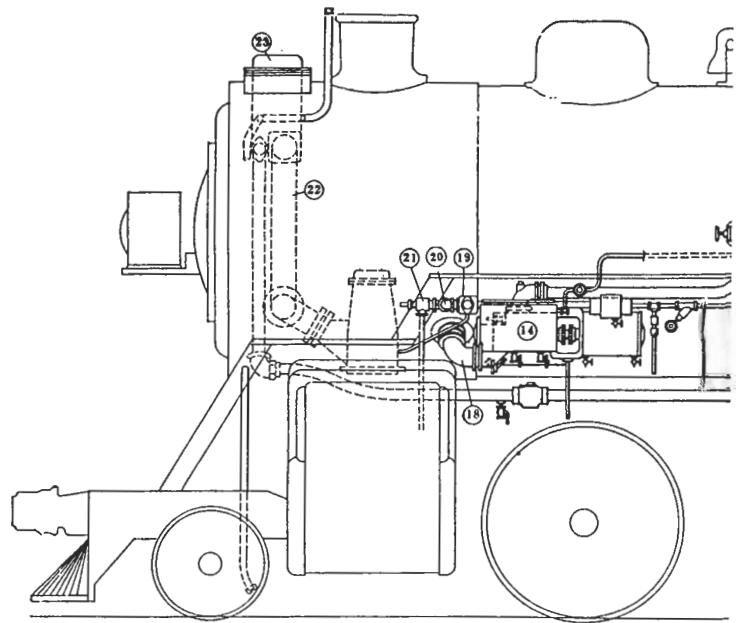
Anyone who has seen a locomotive injector (for putting water into a boiler) realizes how small and simple looking a device it is. The question begs to be asked: why would railway management opt for such a large complicated and expensive device as the boiler feedwater pump/heater to do the same job? Simple - long term savings. The big deal with the pump/heater system is the high temperature of the water leaving the heater just before entering the boiler, and the relatively small amount of steam used to get it there. It can be anywhere from 200 to 250° F depending on the amount of exhaust steam leaving the locomotive's cylinders to heat the water. Imagine the savings in fuel, when instead of having to begin the boiling process with relatively "cold" feedwater, the feedwater can be supplied "hot". Were the savings "real"? How can several tons of fairly complex equipment be put on a locomotive to do the same job as an injector, when the injector can be carried on board the locomotive by a single person? Well, I'm not sure I know the answer to that one. Certainly the salesman from The Superheater Company of New York, Chicago and Montreal (with works at Sherbrooke, Quebec) did himself and his company proud when he sold his 'Elesco' (closed) system to Canadian National and Canadian Pacific in such large numbers. Just think about all those Canadian engines equipped with the Company's distinctive FWP heater (bundle) mounted across the top of smokeboxes on locomotives new and old alike. Elesco also made an open system that was, in Canada, never as popular as their closed system. One thing I do know is that when, in the late 1940s, CP decided to rebuild a bunch of 2-8-0s into P-1 class 2-8-2s (5200 series), they used the simple, reliable (and noisy in the cab) Hancock (McAvity) Type "A" lifting injector, despite the fact that all earlier P-1s had long since been retrofitted with the "Elesco" pump manufactured by The Superheater Company.

The Superheater Company claimed that their closed system resulted in a 12 to 15% saving of the waste heat in the exhaust steam, a fuel saving of from 10 to 15%, and a further 12 to 15% greater effective tender tank capacity. I haven't yet mentioned this "effective" increase in tender tank capacity, so let's take a look. The exhaust steam used to heat the water in the "bundle" is condensed back to water after doing its thing, and that water is returned to the tender tank. The reason the "bundle" is located so high up on the boiler is to enable this condensate to run back to the tender by gravity, amongst other reasons. Something you should be aware of, however, is that this condensate is carrying a small percentage of cylinder oil. After all, this condensate is steam that has passed through the engine's lubricated cylinders. Is the oil contaminated condensate simply dumped back into the tender tank? No way, the oil has to be separated from the water and this is done internally in the tender water tank through a device known as an oil skimmer. This tank-like device basically allows the oil to float on the water in its tank until the fireman, the next time he fills, or overflows the tender tank, allows the oil to flow off the top of the water, down a pipe and onto the ground below. Just think of the howls from today's environmentalists!

Let's examine some of Elesco's figures on this effective increase in tender tank capacity. By their calculations, in an 8,000 gallon tank and assuming a 15% condensate return, 1,200 gallons would be returned to the tank and approximately 200 gallons of the latter when used as feed water would be returned to the tank again. Thus 9,400 gallons of water would be available for feed water purposes with an 8,000 gallon capacity tank. Well, that's what the Superheater Company told prospective buyers of their FWP, and they sold them by the hundreds. My only experience with them was from the cab of engines on which they were installed. From my operational point of view they worked



- 1—Turret Valve
- 2—Operating Valve
- 3—Suction Heating Valve
- 4—Cab Gauge



The Worthington Feedwater Pump,

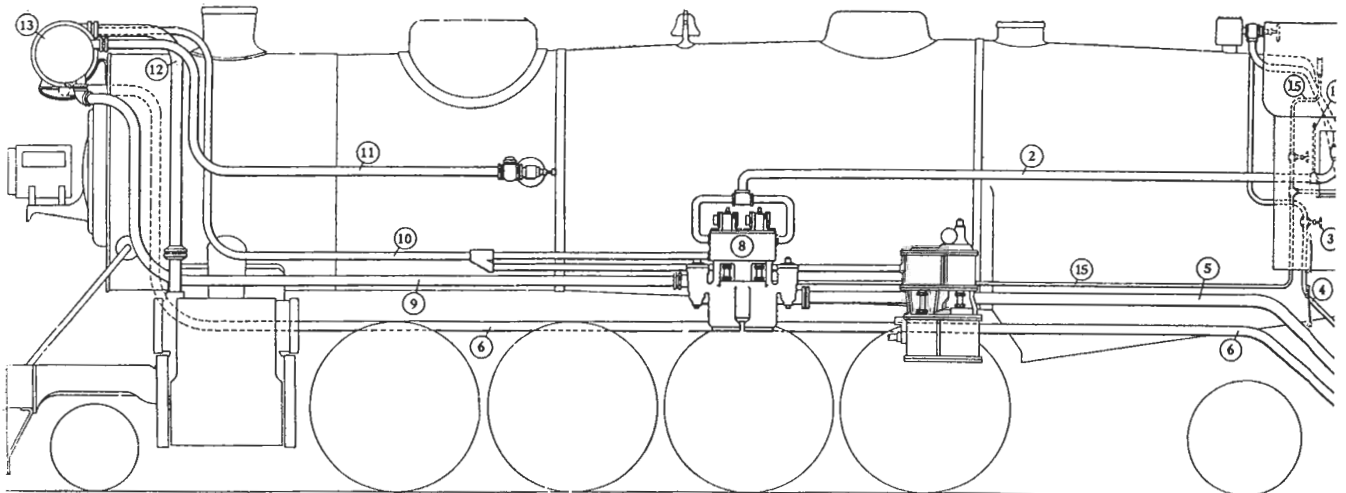
- 5—Cold Pump Steam Pipe
- 6—Hot Pump Steam Pipe
- 7—Heater Pipe
- 8—Squirt Hose Pipe
- 9—Lubricator Pipe
- 10—Turbine Exhaust Pipe
- 11—Cold-Water Discharge Pipe
- 12—Cold-Water Suction Pipe
- 13—Cold
- 14—Hot
- 15—Hot
- 16—Ste

perfectly and they kept the cab much quieter than having an injector howling away in your ear. I liked FWP's, and especially Elesco's.

Several other manufacturers got in on the act of course, most notably the **Worthington Pump and Machinery Corporation** of Harrison, New Jersey. Our old friend ex-CPR 1201 is equipped with one of their FWP's, a model SA. Only 2 of CP's 102 G-5 light Pacifics of the 1200 series got Worthington pumps, 1200 and 1201. One of CP's 2200-series Pacifics got an SA pump as did one of the 2500-series Pacifics. The remaining "Worthington"s, a relatively small number, found their way onto a dozen or so of the G3h heavy Pacifics. I never cared much for this machine as it had a propensity for becoming "steam bound". You frequently had to run

the thing with the squirt hose running to ensure you were going to have the pump when you needed it. I'm sure the problem was one of maintenance, or the lack of it, but a nuisance nonetheless. CP never used the Worthington BL type, favoured by any number of U.S. roads, and very visible on the left side of the Norfolk and Western's famous Y-6's. The BL model combined a heater and two pumps into a single unit, a very big unit. Canadian National used the BL, but not too extensively.

Another system used by CP, and only on one engine if my memory serves me correctly, was the **Coffin Feedwater Pump**. This system was of the closed type and used a centrifugal steam driven pump. The heater was located "around" the top half of the smokebox in a semi-circle and it overhung the smokebox by



- 1—Pump Throttle Valve
- 2—Steam Pipe

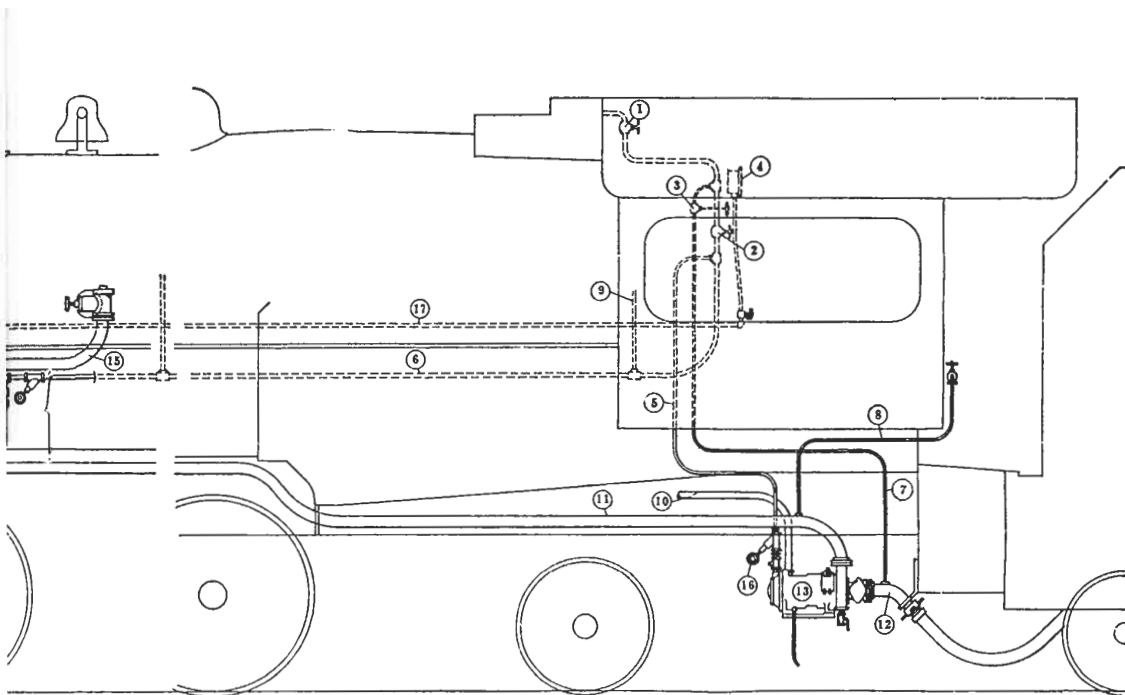
- 3—Heater Valve
- 4—Heater Pipe

- 5—Suction Pipe
- 6—Condensate Return Pipe

- 7—Oil Skimmer
- 8—Pump

The Elesco Boiler Feedwater Heater/





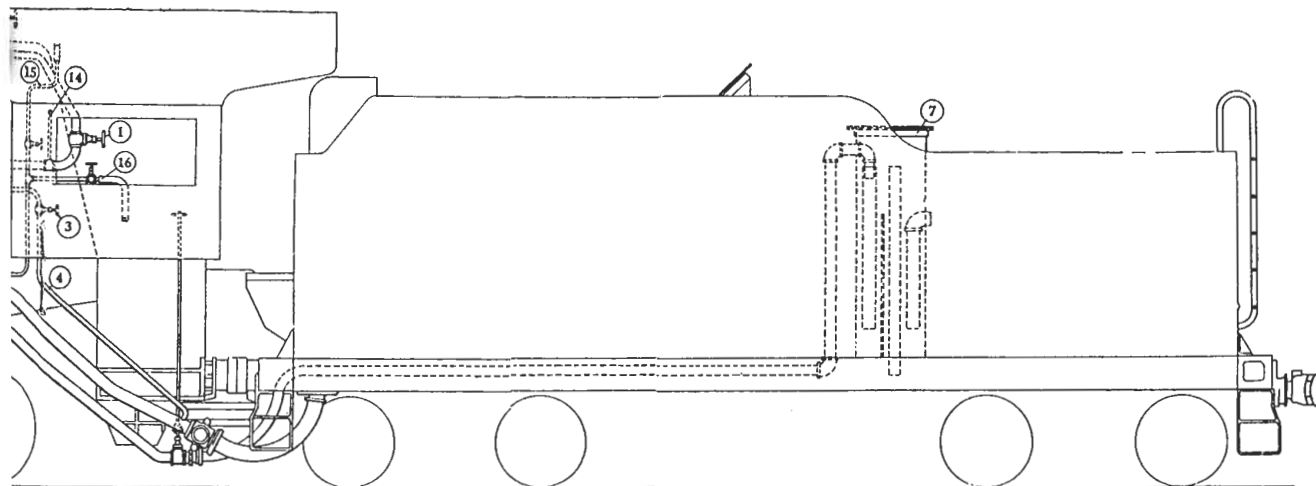
Water Pump/Heater System, type SA

- |                                   |                           |                                      |
|-----------------------------------|---------------------------|--------------------------------------|
| 13—Cold-Water Pump                | 17—Cab Gauge Pipe         | 21—Safety Valve                      |
| 14—Hot-Water Pump                 | 18—Hot-Water Suction Pipe | 22—Locomotive Exhaust Pipe to Heater |
| 15—Hot Pump Discharge Pipe        | 19—Drifting Control Valve | 23—Heater                            |
| 16—Steam Strainer Clean-out Valve | 20—Hot Pump Exhaust Pipe  | 24—Heater Air Vent Pipe              |

something like 18" to 24", giving the front end of the locomotive a very unusual appearance. The one CP engine with this device was P-1, 2-8-2, No. 5164. I fired this engine from time to time and I'm unable to tell you much about the Coffin equipment for it had been disabled and had been superseded by a simple Hancock Type A lifting injector. And while I'm rattling on about the 5164 I should mention that, in addition to the Coffin heater adorning the front end, this engine kept her old-fashioned CPR "half moon" headlight right 'till the end, which, along with the "weird" appearance of the Coffin heater, made the 5164 a sight to behold - from the front end anyway.

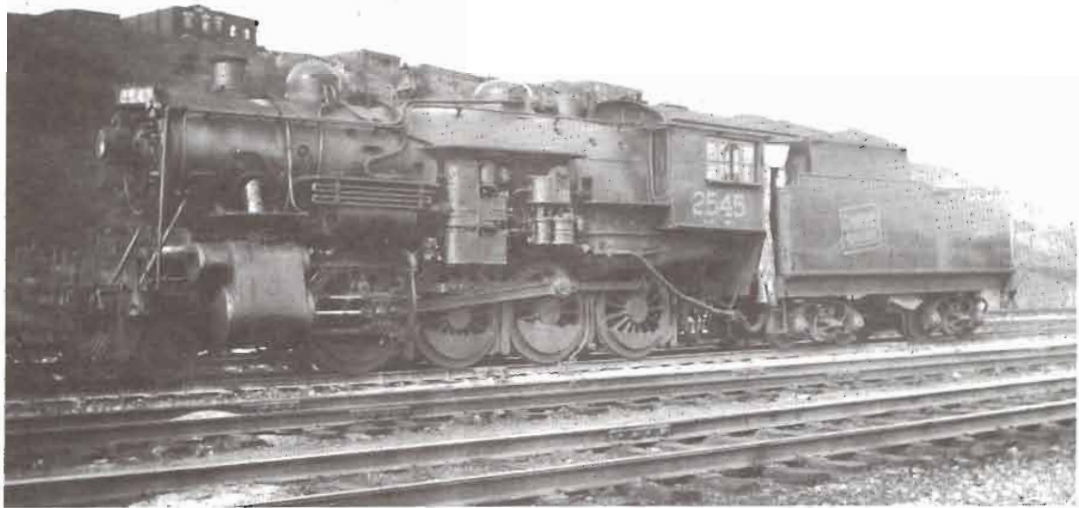
All of these machines of whose-ever manufacture were designed and built with the same purpose in mind - to make the

steam locomotive more efficient and productive. In retrospect, hindsight being 20/20, one has to wonder if the great economies predicted by their builders ever materialized. One doesn't get something for nothing, especially in engineering. All of those FWP's required maintenance to a greater or lesser degree - they were machines after all. For example, with the Elesco machine (The Superheater Co.), the "bundle" or heater was in effect a small boiler, filled with small diameter copper tubes. Just like a boiler these tubes had to be cleaned out, similar to a boiler wash out. This procedure required the use of a special machine on a shop cart which had to be hooked up to the bundle. The simple, old injector did not require this sort of maintenance and if it failed it could be changed out for a replacement in less than an hour.



- |                           |                                 |                          |                   |
|---------------------------|---------------------------------|--------------------------|-------------------|
| 9—Pump Discharge Pipe     | 11—Discharge Pipe to Boiler     | 13—Heater                | 15—Cab Gauge Pipe |
| 10—Pump Exhaust to Heater | 12—Locomotive Exhaust to Heater | 14—Lubricator Connection | 16—Squirt Hose    |

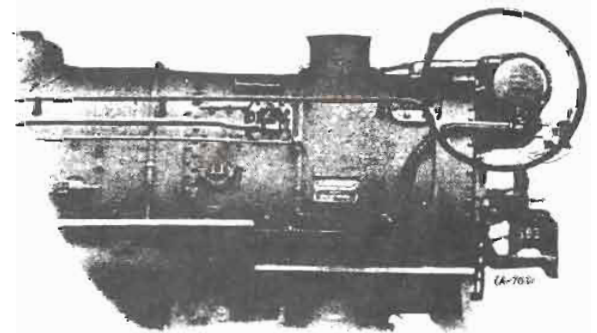
Water/Pump system



CN 2-8-0, class N-4-a, No. 2545. This engine started out life in 1906 with the Grand Trunk Railway. Built by the Montreal Locomotive Works, it certainly did not have the enormous Worthington "BL" water pump on it at that time. Anyone know how many CN engines got the Worthington BL? Photo by the author.



CP 2-8-2, class P1e, No. 5164. Also built by the Montreal Locomotive Works, in 1913, she'd seen lots of modifications over the years, including the odd looking Coffin Feedwater Heater/Pump system. The author was working with the engine when this photograph was taken at Hochelaga, Quebec, in 1951. Photo by the author.



The Elesco Feedwater Heater, manufactured by the Superheater Company.

Now, before I give you the impression that ALL injectors are small and simple devices, let me tell you they're not! The same Superheater Company of Elesco pump fame with its omnipresent and prominent "bundle" also made an injector - an "exhaust steam injector", which was anything but small and simple. Keep an eye open next time in **Branchline** for a short treatise on how to get water into a boiler using a device with (almost) no moving parts, or in the case of the exhaust steam injector, with too many moving and non-moving parts. ☺

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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.

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## Changes at Field, B.C.

by DAVID J. MERIDEW

CP Rail System's 100-foot turntable at Field, British Columbia, was removed during the summer of 1993. Its removal is part of CP's plan to clean up the steam locomotive site to prevent possible hydrocarbon contamination of the Kicking Horse River within Yoho National Park. The turntable at Field was the last turntable west of Calgary (the 100-foot turntable at Revelstoke was removed in 1981; the 100-foot turntable remains at Alyth Yard in Calgary). The last remains of the roundhouse at Field were removed in 1987.

### Change in Divisional Points

In 1897, the Canadian Pacific Railway announced that three divisional points west of Medicine Hat, Alberta, and east of Revelstoke, B.C., would be replaced by two divisional points between these points. Construction began in 1898 and was completed in 1900 on two new divisional points at Calgary and Field Big Hill. Additional construction took place at Revelstoke where the shops from Donald were transferred to. The old divisional points of Gleichen, Canmore and Donald were abandoned as crew change and engine service areas.

### Two Stone Roundhouses Built at Field Big Hill 1898-1900

The new divisional point at Field Big Hill was a split divisional point - it had two roundhouses 15.9 miles apart, one above the Big Hill and the other below it.

The one above the Big Hill was at Laggan (Lake Louise). It had six stalls of stone construction and was completed first. The second was at Field at the bottom of the Big Hill and had eight stone stalls.

In 1900, the Field Big Hill crews and their special air brake-equipped locomotives took over control of all trains between Hector and Field, just as they had done on the same big hill in the 1886-1889 Canmore-Donald run. Also in 1900, the Revelstoke train crews no longer ended their run at Donald but continued through to Field.

### Abandonment of Laggan Stone Roundhouse

The Laggan roundhouse became less important after an Interstate law passed about 1901 required Class One railroads to

have air brakes on all locomotives and soon after on rolling stock. This meant that all locomotives from Calgary through Laggan were equipped with air brakes similar to the special Big Hill engines and could now stay on the head end of the train all the way down the Big Hill to Field.

With air brakes now standard, the special crews no longer took over total control of trains on the Big Hill. In the last years before the Spiral Tunnels, they assisted the regular Calgary crews to get their trains up or down the 4.55% grade. The Big Hill was reduced in grade to approximately 2% with the completion of the Spiral Tunnels in September 1909.

The Laggan six-stall roundhouse was abandoned after 1909 but still stood at Lake Louise well into the mid-1920s.

The Field eight-stall stone roundhouse, with its 60-foot turntable, was added to and changed over the years. By 1929 there were 16 stalls and a 100-foot turntable.

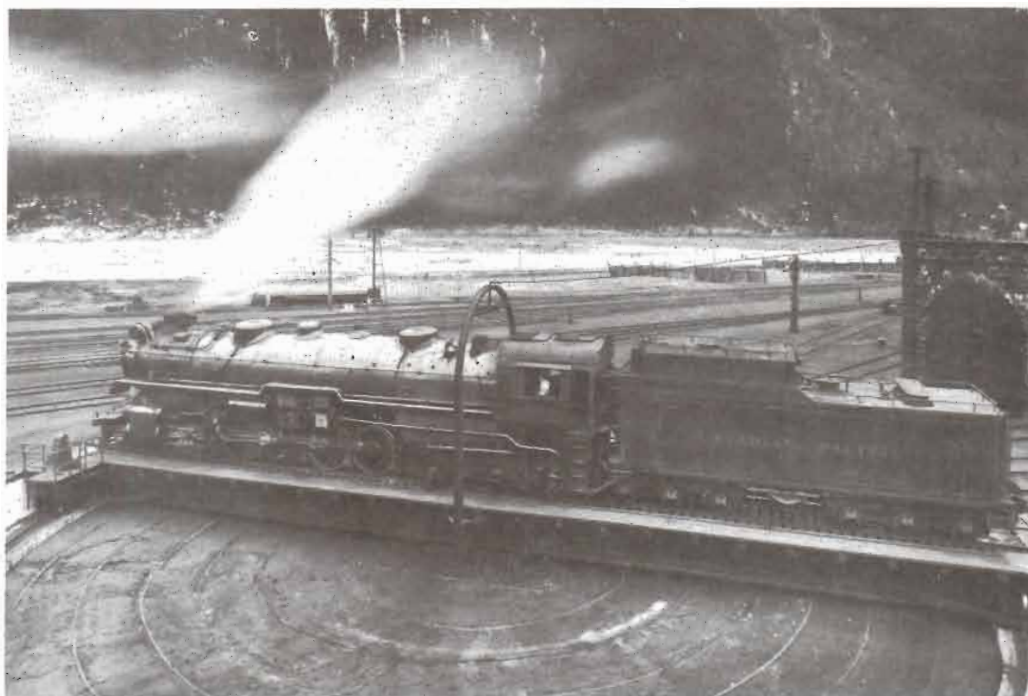
### Field's First Engine House

Field's first engine house was built in 1886 for the special Big Hill crews. It was a wood frame two-stall structure with a 60-foot turntable. It is believed to have been torn down in 1901, but the 60-foot turntable remained to serve the new stone roundhouse until at least 1906.

The 16-stall roundhouse at Field was reduced to 14 stalls prior to 1974. Six of the remaining 14 stalls had stone walls and face, while the other eight stalls had concrete walls and were wood faced. In 1975, 10 stalls were removed and in 1987, the remaining four stalls were removed, along with the steam heat building (boilers shut down in 1985), brick chimney, wye and back track behind the station.

### Field's Second Turntable

I have no information on Field's second turntable except for a 1928 photo with 2-10-2 5813 partly hiding it. This was a through girder type, whereas the first and third turntables were of deck type construction. Some concrete stalls had been added to the stone roundhouse before the 1928 photo. Also the photo shows the doors of the 1899-1900 stone roundhouse. These doors were rounded arch type that fit into the stone arches. The doors were later replaced with ones that cover over the face of the stone arch entrances, thus hiding them. ☐



Canadian Pacific T1a 2-10-4 No. 5904 takes a spin on the 100-foot turntable at Field, B.C. Visible on the right is one of the eight stone stalls. CP Photo 21493.

# The Next to Last Chapter

## (Reflections from an Armchair Observer)

By DONALD MORRISON

The death knell has sounded. It was only a matter of time before the National Transportation Agency would eventually allow CP Rail to exit Atlantic Canada. Like death it was expected, but not so quickly. {My guess had been there would first be a protracted battle and then the N.T.A. would probably give their approval in 1995.}

Beginning on June 14, 1993, nine days of hearings were held in Saint John, New Brunswick. Another single day of hearings was held in Sherbrooke, Quebec, on June 28, 1993. A total of only 10 days of hearings. On August 24, 1993 the National Transportation Agency announced its decision: CP Rail has been given approval to abandon the Canadian parts of the route between Sherbrooke and Saint John. The abandonment order takes effect one year from the date of the decision, after which CP Rail can dispose of the lines as they wish. {My prediction is that unless the Canadian parts are sold within the year, CP will scrap the track as quickly as possible after the abandonment order takes effect to ensure the NTA cannot reverse its decision.}

Still to be determined, however, is the fate of the part of the line which traverses the State of Maine. The United States Interstate Commerce Commission hearings are scheduled to commence on October 12, 1993 in Bangor, Maine. What influence will the Canadian decision have upon the American decision makers? Probably significant. Given the fact CP has received permission to abandon sections of the route on both sides outside of Maine's borders, what use would a disconnected mainline railway from nowhere to nowhere across northern Maine serve? Probably none. It is possible some pieces could become branchlines for the Bangor & Aroostook or Guilford. In any event CP Rail must first receive abandonment approval from the ICC.

RailTex has shown an interest in creating a shortline from the soon to be abandoned tracks but really, where are they going to find the traffic to carry if they do create a new railway company? The few small communities the railway does pass through have little if any industry that could offer carload traffic. Distances are too great, actual or potential customers along the route are too few and virtually all the trackage is through wilderness.

One possible option to keep the railway intact would require a potential operator to take over existing operations which would be highly dependent upon CP Rail to interchange traffic at Sherbrooke, Quebec. This is surely dubious at best. It is highly unlikely CP Rail will be able to carry enough traffic between Delson and ALL points east to pay for the cost of continuing to operate the remaining parts of the lines through to Sherbrooke, south to Wells River, Vermont, and including what remains of the Quebec Central mileage. Considering CP Rail's major investments into rebuilding the former Delaware & Hudson Railroad to gain access into several northeastern American ports, it would not be in the interests of CP Rail to divert traffic off line to Maine and Saint John which it could possibly move over its more profitable southern routes. Another possible options would be to interchange traffic with CN North America at Lennoxville, Quebec. The connection is already in place to allow for this possibility. What is uncertain at this time are CN's plans for the CN Sherbrooke Subdivision. Is CN even interested in connecting with a short route to Saint John that would compete for traffic which would otherwise probably move over its allegedly unprofitable longer all-Canadian routes?

Having said the foregoing, it was reported in the August 25, 1993 edition of the Toronto **Globe & Mail** that RailTex, "... has received a thick information package from CP Rail on the lines it seeks to abandon." Is there any hope the railway line will survive intact? Most probably not.

In the late 1970s CP Rail began removing the team tracks and sidings of the Sherbrooke Subdivision; a process which has slowly continued to the present. Local rail traffic had dropped off or vanished years before the late 1970s and in several places team tracks had not seen an originating or terminating revenue car spotted in well over a decade. Customers did not disappear because rails were dismantled. The rails were dismantled because there were no customers or potential customers to keep them intact for. Similar dismantlings have also been carried out simultaneously for the Moosehead, Mattawamkeag and McAdam Subdivisions.

In the statistics which CP Rail released with their abandonment applications for the McAdam, St. Stephen and Fredericton Subdivisions, and the Canadian 5.6 miles of the Mattawamkeag Subdivision, {I did not see the statistics for the 68.4 miles of the Sherbrooke and 15.6 Canadian miles of the Moosehead Subdivisions, but Megantic is the only possible station on these 94 miles that could possibly have been a source of any eastbound or westbound carload traffic.} there was no evidence that even a single carload of traffic was originated or terminated in all of 1992 between Sherbrooke, Quebec, and Brownville Junction, Maine. That's 185.5 miles without a single customer to or from Atlantic Canada! Would any potential shortline operator even consider assuming ownership and operations over this stretch of the mainline? A lack of traffic aside, these two subdivisions consist of considerable grades and curves over mountainous terrain which can experience heavy snowfalls in winter.

Whether or not politically correct to even mention but relevant is the Quebec factor. Is an American company going to be willing to deal with the language realities which it will no doubt encounter if it intends to operate a railway between Sherbrooke and Boundary? Almost certainly No. The 94 miles of track, which offer little or no hope of ever generating any traffic, will not be justified against the problems or the extra costs associated with language issues.

I sincerely wish RailTex proves me wrong, but I do not believe that they will ever operate over any of the mileage west of Jackman, Maine, at best. Any westbound rail link offered to Saint John will head south at Mattawamkeag, Maine. Traffic originating in northern Maine will simply be routed south also.

The battle against truckers is over; that war was lost long ago. The devastating blows were struck in the 1980s when many global container lines stopped calling at Saint John in favour of other ports. This traffic loss could not be replaced. Years of observing railways in eastern Canada lead me to conclude: very few miles of track that cannot carry intermodal traffic in sufficient volumes to pay their way will not survive into the next century. Sad to say, but the Montreal-Saint John route is comprised of a lot of miles that cannot. Next? Possibly CP Rail's route to Quebec City. ☐

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### GUINNESS RECORD SET FOR TRACK WALKING:

A Toronto man has walked into the Guinness Book of Records by establishing a record for walking on a railroad rail. David Frank, a teacher, spent 10 hours and 45 minutes and completed 27 miles of walking on an abandoned CN spur near Hamilton without falling off the rail. Walker is no stranger to Guinness, having set records as a skateboarder and whistler. He has also swam the English Channel. (The Hamilton/Burlington Spectator, 07/09/93 thanks to Clive Spate)

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## Construction Begins on new St. Clair Tunnel

September 16, 1993, marked the official start of the construction of a new railway tunnel linking Sarnia, Ontario, with Port Huron, Michigan. Representatives from Canada and the United States were on hand to throw the switch to start the three-storey high tunnel boring machine (TBM), now known as the "Excalibore". As part of the ceremonies, CN leased five passenger cars from VIA, numbers 3200, 3202, 5500, 5529 and 5581. These cars, with CN GP40-2(W) 9674 on the east end and sister 9671 on the west end, were used to transport U.S. guests from Port Huron to Sarnia for the ceremony, then to transport all guests back to Port Huron for lunch, then to return the Canadian guests to Sarnia. While the start-up ceremony was taking place, a train consisting of GP40-2(W) 9676, freight cars that cannot go through the current tunnel but will be able to go through the new one, and sister 9670, sat on the main track just outside the east portal.

When the TBM breaks through on the U.S. side sometime next year, the \$17 million custom-built boring machine will have carved out a 6,130 foot long tunnel under the St. Clair River, leaving behind a tunnel with an inside diameter of 27½ feet - large enough to accommodate double-stack containers. Over 485,000 cubic yards of clay will be removed during construction, to be trucked to various land-fill locations.

Now that the TBM is in location, finishing work can be completed on the actual tunnel portal, which the TBM will use to "push off" from. As the TBM moves forward, at an expected average daily rate of 26 feet, it will erect precast concrete liners reinforced with steel. The space between the circular excavation and the concrete lining will be pressure grouted. Once the TBM reaches the United States, and mechanical and electrical work has been completed, track will be installed and the new tunnel opened for service (expected in the second half of 1994, depending on actual tunnel progress).

The TBM weighs 724 tonnes, is over 31 feet high, and 322 feet long. It was broken down into pieces and shipped from the manufacturer, Lovat Tunnel Equipment of Etobicoke, near Toronto, on two special dimensional load trains in August. These trains consisted of gondolas, and special depressed centre flats. Overhead clearance was a matter of inches in a few locations! In addition, over 40 tractor trailer loads of parts and equipment were necessary to complete the "Excalibore".

CN has constructed a Public Observation Platform in Sarnia that overlooks the tunnel construction area. Located on the south

side of the tunnel on St. Andrew, off Vidal Street, it is open 24 hours a day. Once the TBM disappears underground, visitors will be able to see the narrow gauge railway that will bring the excavated clay to surface. Also worth a visit is the St. Clair Tunnel Information Centre, located at 218 Christian Street in the downtown area. Once you have gone through a replica of the actual tunnel segments, you can see a video and numerous historical photos, scale models of the TBM and the whole tunnel area from summit to summit (in N scale, complete with operating train), and photos of the TBM inauguration itself.

Somewhat overshadowed by the tunnel construction, but important as well, are the numerous trackage upgrades that are taking place. Because the new tunnel was designed to allow trains to travel at up to 60 MPH, tracks on both sides of the tunnel are being rebuilt to upgrade top speed from 15 MPH to 50 MPH. CN has just completed a program in Sarnia to remove old ballast from two tracks with a "gopher", and replace it with new slag ballast from Sudbury. At the same time, ties are being replaced as needed, in preparation for the laying of continuous welded rail next year. Similar upgrading will be done on the Port Huron side to four tracks. Since the floor of the new tunnel will be lower, the summit will be moved about 500 feet further from each tunnel portal, necessitating numerous trackage configuration changes. If in the Sarnia area in the next year, be sure to drop by the Information Centre and the Observation Platform to check out the action. (CN Press Release; Sarnia Observer, 25/09/93, thanks to Doug Wilson)

*Objections to the tunnel continue. Opponents had referred the tunnel to the U.S. Interstate Commerce Commission, claiming the ICC holds jurisdiction because the tunnel will alter the competitive balance of cross-border traffic. By law, ICC approval is required before any railroad serving the United States decides to expand or add to an existing rail line. ICC approval is not needed, however, if a railroad agrees to physically relocate a line and doesn't materially change its service. If the ICC was to claim jurisdiction, CN would have to obtain both economic and environmental approvals, likely to delay the project. At press time, it is believed that the ICC has ruled that it does not have jurisdiction over this project. (Knight-Ridder Tribune, 15/09/93, thanks to CN) ☐*

The first of two special dimensional load trains conveying the Tunnel Boring Machine from Etobicoke to Sarnia passes through London, Ontario, on August 15, 1993. The flat car coupled to Track Inspection Car "Sandford Fleming" carries the drive gear; the depressed flat car carries half of the cutting head. Photo by Doug Wilson.



## Rough Ride at Jordan

By DON GROVE



A sailing friend once said, "Sailing is 90 per cent boredom and 10 per cent sheer terror."

Working on the main line, especially in the steam days, was a lot like sailing. You could go for weeks and nothing unusual would happen. Then all hell would break loose. I never really experienced a catastrophe while working but I did have a few times when the adrenalin got flowing. The following describes just such an incident.

In the spring of 1957, I was a brakeman in chain gang service\* working out of London, Ontario. In this case, I was the head end brakeman on Train 519, running from London to Niagara Falls. Train 519 was normally powered with either a Mikado (2-8-2) or a Northern (4-8-4). This trip, we had a high-numbered Northern.

No. 519 was ordered out of London East at 16:30 to pick up limestone at Ingersoll and Beachville and gravel at Paris. All loads were consigned to Niagara Falls. It was raining when we left London and seemed to rain harder as the night progressed. Leaving Hamilton on the Grimsby Subdivision, it really started to rain. It was one of those nights that you would be glad to see the end of.

At the best of times, you could not see very much in the beam of a steam locomotive head light. They seemed to be designed more to be seen than to see. With the heavy rain, we could not see more than a few hundred feet in front of the engine.

We had about 45 cars of stone, which was about all that the Northern could handle and we were doing about 40 mph passing Jordan Station. I was sitting on the jump seat behind the fireman, with wet clothes and wet shoes, generally feeling sorry for myself. I wished that the night was over and that I was in the warm caboose at Niagara Falls. Suddenly the engine made a violent lurch to the left that made me think that we were going to roll over. The engineer put the train in emergency and hollered, "we hit car."

With the short heavy train, we were a long time stopping. In fact, we must have travelled about half-a-mile. When I made the long walk back to the caboose, the conductor and brakeman were waiting for me. They had no idea what had happened. We continued back to the crossing where we thought that we had hit the car.

There was a car, but we had not hit it. What had happened was that the car had run off the road and hit the south rail at the mainline. It then bounced back about six feet from the rail. When it hit the rail, however, it pushed it about six inches out of line. This explained the violent lurch of the locomotive. It is a wonder that we didn't derail.

The occupants of the car did not seem to be hurt. There were six of them. They were standing in the rain under a street lamp. Every one had a beer bottle and was singing loudly.

We walked back to the station and called the Dispatcher. He called the local police to break up the party and the section foreman to repair the track.

We slogged our way back to the train. By the time I got back on the engine, I was soaked through and the water was even sloshing in my boots. The rest of the trip, thankfully, was uneventful. I was sure glad to see the night over and get into the nice warm caboose.

\* A chain gang was a conductor and two brakemen, who followed an assigned caboose and manned unassigned trains on a first in, first out basis. In those days, all train crews slept in their cabooses when away from home. ☐

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## NTA News

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**CN FILES NOTICE OF INTENT TO ABANDON SECTION OF TRACK IN MANITOBA:** CN has notified the NTA that it intends to file for abandonment authority for part of the Erwood Subdivision, from near Birch (mile 22.9) to Baden (mile 50.85), including the Inland Cement Spur from mile 0.0 to mile 5.9, and 5.2 miles of other trackage. (CN, 27/08/93)

**CN FILES NOTICE OF INTENT TO ABANDON TRACK IN QUEBEC:** CN has filed notice with the NTA that it proposes to apply for authority to abandon the Harbour Branch Spur from mile 0.4 to mile 1.3, including the St-Patrick Spur from mile 0.0 to mile 0.4. (10/09/93)

**CN GIVEN OK TO ABANDON SECTION OF TRACK IN ALBERTA:** The NTA has given CN authority to abandon part of the Waterways Subdivision from a point near Lynton (mile 276.0) to Waterways (mile 285.9), including 2.8 miles of other track, a total distance of 12.7 miles, thirty days from date of the order. (Order 1993-R-287, 14/09/93)

**CN GIVEN OK TO ABANDON SECTION OF TRACK IN QUEBEC:** The NTA has given CN authority to abandon part of the St. Raymond Subdivision between Shannon (mile 16.8) and a point near Saint-Raymond (mile 36.5) thirty days from date of the order. (Order 1993-R-298, 24/09/93)

**CN GIVEN OK TO ABANDON SECTION OF TRACK IN NOVA SCOTIA:** The NTA has given CN authority to abandon part of the Oxford Subdivision between Oxford Junction (mile 1.0) and Pugwash Junction (mile 16.5), the Pugwash Spur which extends for 4.6 miles from Pugwash Junction to the town of Pugwash, and other spurs, a total distance of 23.0 miles, thirty days from date of the order. (Order 1993-R-296, 24/09/93)

**NTA TO HOLD PUBLIC HEARING ON CNCP OTTAWA VALLEY:** The NTA has scheduled a public hearing commencing on October 13 to consider 1) the conveyance of certain trackage from CN and CP to the partnership; 2) the application for abandonment of CN and CP lines in the Ottawa Valley; and 3) approval to connect CN and CP lines at certain locations. (22/09/93)

**CN GIVEN OK TO ABANDON SECTION OF TRACK IN ONTARIO:** The NTA has given CN authority to abandon the operation of the Owen Sound Subdivision from Harriston (mile 9.43) to Owen Sound (mile 71.43) as well as the 1.41 miles of the Kincardine Subdivision, a total distance of 63.41 miles, thirty days from date of the order. (Order 1993-R-303, 30/09/93) ☐



# Letters to the Editor

## New VIA Rail Train Numbers Effective November 1, 1993

**MEMORIES:** CP's business car "Laurentian" was utilized by N.R. Crump when he was president, and the car was renamed "N.R. Crump" after his retirement. On a demonstration run of the GMD FP7A units in the winter of 1949-1950, with his car along, the car became frozen up due to the malfunction of the steam generators on the FP7s on the Prairies. At Calgary, Crump had the car taken to Ogdens Shops and completely repiped overnight, ready to go through the mountains the next day! [signed ... Joe Howard]

**GREMLINS:** Try as we do to get it "right" in each and every issue of **Branchline**, it doesn't always happen that way. Don Grove's excellent short anecdote in the October 1993 **Branchline** titled "The Bayview Boost - Getting Ready for the Big Show" is a case in point. The photograph which accompanied the article is just super, as is the gist of the story. I read it very carefully, being a former railroader in the steam era, and then it hit me! In paragraph 5 there is the statement: "... In fact, the engineer may have to use the engine brake to keep the speed down to 10 MPH ..." Let's hope he doesn't or he'll have the Master Mechanic or Road Foreman climbing over his frame, to say nothing of the boys back in the van when all the slack runs in! Fact of the matter is, the engineer will control train speed using the automatic (train) brake valve, not the independent (engine) brake. Further, the engineer will bleed off the independent brake after he has made his reduction with the automatic valve - a very standard practice, especially with steam power.

How did this gremlin creep in? I must admit that I was very surprised to read it in an article attributed to Don Grove, a professional railroader. While it is Don's story, it was modified by **Branchline's** News Editor who humbly apologizes for the gaff - sorry Don!

Oh well, try as we might, we don't seem to win them all. Witness a 'Letter to the Editor' in the same October 1993 issue. A member commented on our incorrectly calling "The Canadian", simply "Canadian" (it was the CPR's "The Canadian", but it is VIA's "Canadian" (in English only)), and for misspelling the word dispersed, "disbursed". The same member further suggests that extra people be brought in, with complimentary skills, to presumably proof read the magazine before it goes off to the printer. Great idea, but where are these extra people going to come from? **Branchline** is written and published by volunteers, and very few of them at that. Our Managing Editor doesn't have a line of "extra people" lined up on his doorstep at 11:30 P.M., and later, when a lot of **Branchline** work takes place. Many of us who regularly contribute to **Branchline** are faced with the same problems, trying to get it "right" at the last minute, late in the evening and when we're tired. Our wives also have to be considered here. A lot of so called "free time" goes into this publication. Many wives see this as their free time as well, and they don't see their spouse, he's busy with **Branchline** - again. So we'll keep trying. If we have a mental lapse now and again, please forgive us; if a gremlin or two creeps in, please let us know and we'll print a correction. If you really want to get your feet wet, jump in! Write an article, submit an unusual photograph, let our Managing Editor know when you've got some "free time" to donate to the production of **Branchline** - Canada's Rail Newsmagazine. [signed] ... Duncan H. du Fresne] ☐

VIA Rail trains that operate on CN lines with numbers between 100 and 199 will be renumbered to free up the "100" series for intermodal, Sprint and other uses, effective November 1. Most VIA trains will be numbered between 1 and 99, however, extra train sections and weekend schedule exceptions will use the "600" series. And because of the need for more numbers for trains between Montreal and Toronto, the 50-series of numbers has been assigned to this service in addition to the 60-series. The renumberings are as follows:

Present VIA No.	New VIA No.	Route
43	641	Ottawa-Toronto
45	43	Ottawa-Toronto
47	45	Ottawa-Toronto
49	47	Ottawa-Toronto
50	80	London-Toronto
51	81	Toronto-London
60	52	Toronto-Montreal
61	53	Montreal-Toronto
62	56	Toronto-Montreal
63	57	Montreal-Toronto
64	60	Toronto-Montreal
65	61	Montreal-Toronto
66	64	Toronto-Montreal
67	65	Montreal-Toronto
80	84	Sarnia-Toronto
81	85	Toronto-Sarnia
87	89	Toronto-Sarnia
92	692	Churchill-Winnipeg
93	693	Winnipeg-Churchill
111	611	Halifax-Montreal ("Atlantic" extra section)
112	612	Montreal-Halifax ("Atlantic" extra section)
114	614	Montreal-Halifax ("Ocean" extra section)
115	615	Halifax-Montreal ("Ocean" extra section)
116	616	Montreal-Gaspé ("Chaleur" extra section)
117	617	Gaspé-Montreal ("Chaleur" extra section)
130	630	Ottawa-Montreal
132	600	Jonquière-Montreal
133	601	Montreal-Jonquière
134	604	Taschereau-Montreal
135	603	Montreal-Taschereau
136	-	Taschereau-Senneterre
137	-	Senneterre-Taschereau
138	602	Jonquière-Montreal
141	605	Montreal-Cochrane
142	606	Cochrane-Montreal
143	-	Senneterre-Cochrane
144	-	Cochrane-Senneterre
166	66	Toronto-Montreal
167	67	Montreal-Toronto
170	670	Windsor-Toronto
181	685	Toronto-Sarnia
187	689	Toronto-Sarnia
188	688	Sarnia-Toronto
635	91	Niagara Falls-Hamilton
636	90	Hamilton-Toronto
639	93	Niagara Falls-Hamilton
640	92	Hamilton-Toronto
645	95	Toronto-Hamilton
646	94	Hamilton-Niagara Falls

(VIA Latest News .... )

## Book Reviews

**The Bermuda Railway - Gone But Not Forgotten** by Colin A. Pomeroy, The Bermuda Press Limited, 1993. Available from The Bermuda Railway Museum, 37 North Shore, Hamilton Parish FL04, US \$15.00 plus \$4.00 postage and handling. 117 pages, colour paper covers, black and white illustrations with roster and maps, 6"x9".

A small book about a small railway describes this well written and well illustrated account of a fascinating standard gauge railway that served the idyllic islands of Bermuda from 1931 until 1948.

Its early history and development is described, including proposals from the 1890s, to enabling legislation and implementation by British investors from 1928 to 1931. The role played by the prohibition of motor vehicles from 1908 to 1946 set the stage for the railway's construction, and the repeal of that prohibition in 1946 led to the rapid erosion of railway traffic, followed shortly thereafter by abandonment.

The line was entirely single track with short passing sidings at frequent intervals. Safe operation was enforced by a British token system. Passenger trains, typically a motor car and a trailer, provided flexibility in operation and very low axle weights, an important matter since 10% of the line was on bridges or trestlework.

Routine operation during the years of the Great Depression is described, followed by World War II when the tremendous increase in traffic, that was thrust on the railway, led to rapid wear-out of equipment.

The decline of the railway between 1945 and 1948 is covered in a fair amount of detail, and mention is made that the investors in the Bermuda Railway Company Ltd. never received a penny in dividends. The railway cost over a million pounds to build and yielded only 115,000 pounds when sold to the government of Bermuda in 1946.

Chapter 2 covers tickets, timetables and fares while Chapter 3 presents "A Driver's Log", one day in the life of equipment engineer Bill Kitchen who drove a boat train on this occasion.

Chapter 4 describes and illustrates the fascinating 1/4 mile long private miniature Ferry Reach Railway that connected the estate of Vincent Astor to the Ferry Reach private halt of the Bermuda Railway. The Ferry Reach Railway's streamlined 2-6-2 was the only steam locomotive to ever operate on Bermuda.

Chapter 5 describes "The Line Today", as the Bermuda Railway Trail, opened to the hiking public in 1984. About 18 miles of the original 23 mile line are preserved as a trail, less most of the bridges that were dismantled in 1948. This chapter is particularly well illustrated since it is contemporary and a walk on the Trail is described in detail.

Appendices cover Rolling Stock Roster, Stations, Bridges, Profile, Yard Layout, Stamps, Biography of Chief Engineer and General Manager Harold Jenkins Kitchen, and a bibliography.

Typography appears to be by word processor. Maps are sketches. Photographic reproduction ranges from fair to good. This is all acceptable because it allowed production of a specialized subject that will appeal to a very small market niche, and is more than adequate.

For anyone with an interest in the Bermuda Railway, this book will answer most of your questions. For those who are not yet acquainted with it, this book will stimulate your interest to visit this most idyllic vacation place. (Edited by R.F. Corley from a four-page review by J. William Vigrass)

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**Prairie Cinders** by Lawrence A. Stuckey, 1993, Nickel Belt Rails, P.O. Box 483, Station 'B', Sudbury, Ontario, P3E 4P6. 64 pages, 57 black & white photos, soft cover, 8½"x11".

**Prairie Cinders** contains 32 short stories covering Lawrence Stuckey's 18-year railway career, as well as his pre-railway railfanning years, in Manitoba and Saskatchewan. Lawrence's railway employment started with Canadian National Railways in 1940 as a bridgeman, followed by a stint as a bellboy in the Prince Edward Hotel in Brandon, Manitoba. In 1941, he joined the Canadian Pacific Railway as a wiper in Brandon, the 'toe in the door' for a career in engine service that continued into the diesel era, spiced by an overseas stint in the RCAF.

His interest in photography dates from 1935.

Lawrence's delightful recollections cover his summer with the CNR Bridge & Building Department, his bellhop experiences, engine service on branch line mixed trains through to the stainless steel "The Canadian", and as Local Chairman of the Brotherhood of Locomotive Firemen & Enginemen. There are tales about firing CP Ten-Wheeler 478 (...the pitch and sway of the tall engine on the rough track was beyond description...), fighting record snowfalls, wrecks, nursemaiding work trains, and fast runs on the "Royal Hudsons". There are also recollections related to British and American railways, plus a good dose of practical problem solving.

If you yearn for railway yarns, do order a copy of **Prairie Cinders** from Nickel Belt Rails for \$19.94 plus \$2.00 postage and handling, plus \$1.54 GST if shipped to a Canadian address. Price will increase to \$24.94 in 1994. (Reviewed by Earl Roberts) ♦

### 7th Annual B&W Photo Contest Deadline - November 15, 1993

**Eligibility** - Open to all members and friends of the Bytown Railway Society Inc., with the exception of the Branchline 'staff', their families and the judges.

#### Categories -

- 1) "Locomotive Servicing Facilities"
- 2) "Passenger Trains"
- 3) "First Generation Diesels"
- 4) "Artistic"

**Limits** - Maximum of three (3) previously unpublished 8"x10" black and white glossy photographs for each of the categories. Participants may win in one category only.

**Prizes** - A two-year subscription to **Branchline** for the Grand Prize winner (value \$64); a one-year subscription to consolation winners (value \$32).

**Photo Identification** - Be sure to include caption information to describe the train, route, date, photographer's name and other pertinent data.

**Mail your entries to:** "Photo Contest", c/o Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, ON, K1N 8V1.

Contest results, including the publishing of the winning photographs, will be in the January 1994 **Branchline**. All photographs become the property of the Bytown Railway Society, Inc. and as such may be used in future publications of the **Society**. When published, due credit will be given to the **photographer**. Photo submissions will not be returned. All decisions of the judges are final.

#### FOR SALE

Former Canadian Pacific heavyweight sleeper "Rosemere" (8 Sections, 1 Drawing Room and 2 Compartments), built by CC&F and CPR in 1929. The car, complete and partially restored, is stored on a rail connected siding in the Okanagan Valley of British Columbia. Interested parties please contact Graham Jackson at (604) 766-3838.



# Along the Right of Way



## SPECIAL TRAIN:

- On September 17, a special train was operated from Central Station in Montreal to mile 13 of the Montfort Subdivision (near Fresnière, Quebec) hosting about 50 electrical contractors who wished to bid on the upgrading of the overhead catenary for the Montreal-Deux Montagnes commuter line. Outbound, the train was operated backwards through Mont Royal Tunnel, lined up as follows: Track Inspection Car "Sandford Fleming", Company-Service Car "Coureur des Bois", a commuter car, a CN electric locomotive, pushed by CN GP9RM 7060.
- In mid-September, CANAC International called for tenders regarding the construction of subgrade for the garage and maintenance facility to be erected at St-Eustache. (Willie Radford)

## HEAVY LASHUP:

The September 13-16 track closure at mile 34 of the Dundas Subdivision for bridge work resulted in the detouring of five freights each way per day over CP lines between Toronto Union Station and the diamond in Woodstock. An example of unusual consists occurred on September 15 when Train 392 from Sarnia arrived at Toronto Union Station with 11 units: SD40u's 6002 and 6007, SD40s 5039, 5019, 5201, 5221, 5204 and 5203, SD40-2(W) 5357, Conrail Dash 8-40CW 6206, and SD40-2(W) 5345. Conrail 6206 was operating on CN to pay off horsepower hours owed.

## WANDERING CABOOSE:

On September 26, Sulphur Train No. 379 arrived in Edmonton from the United States with Burlington Northern caboose 10086 on the rear. The caboose was stencilled "Wycroft Local only". The caboose was utilized to deadhead crews on the U.S. leg of the train's journey, and was not removed from the train as intended before crossing into Canada. It departed Edmonton on October 2. (James Brock and Geoffrey Peters)

## CLOSE CALL:

On September 28, the timber trestle leading to the north side of the bridge over the Fraser River at New Westminster, B.C., caught fire after crews had been making repairs. The fire spread along about 200 metres of track. The thick creosote-laced smoke caused major traffic congestion on the adjacent Pattullo Bridge and breathing problems for firefighters. Fortunately, damage was minor and the bridge was reopened for rail traffic the same day. (Dale Whitmee)

## DEMONSTRATION VISIT:

On October 4, remote-controlled GP38-2 'mother' 7530 and YBU-4m 526 were demonstrated to Transport Canada personnel in Cornwall, Ontario.

## OPERATION LIFESAVER DISPLAY:

SD60F 5537, the only SD60F unit in the CN North America paint scheme, was at Winnipeg from October 11 to 15 for an Operation Lifesaver stationary display.



## CLARIFICATION:

The removal of the last CP active wigwag signal to operate in Canada, at mileage 16.7 of the M&O Subdivision (Quebec), was reported in the October Branchline. The report, from CP Rail System's The Semaphore, indicated the signal will be preserved at the West Coast Railway Museum in Coquitlam, B.C. The signal was donated to Bytown Railway Society member John Cowan of Coquitlam, who is a collector of railway memorabilia.

## PASSENGER SPECIAL TO TEMISCAMING:

History was recently made when 141 retired CP Rail employees took a rail excursion from North Bay (Ontario) to Temiscaming (Quebec). Consist for the special included two VIA blue and yellow coaches and CP RDC-2 No. 91. This was the first passenger train over the Temiscaming Subdivision (Mattawa to Temiscaming) since the cessation of regular service in the mid-1960s. The last regular passenger train

over the North Bay Subdivision (North Bay to Mattawa) was VIA's "Canadian" on January 15, 1990. (North Bay Nugget, 18/09/92)

## HUMP CLOSURES AT ST-LUC:

In mid-September, CP terminated hump operations at St-Luc Yard in west end Montreal. The occasion marked the end of an era as the St-Luc Hump was Canada's first automatic hump retarder yard, officially opened on July 6, 1950, as the new Montreal Freight Terminal. Closure of the hump affects more than 50 employees. CP still uses the yard for marshalling cars for Quebec and the north eastern United States, however, this marshalling takes place through the use of flat switching. (The Suburban (Montreal), 20/09/93)

## GRAND RIVER TRACKAGE BEING REMOVED:

The recently abandoned trackage of the Grand River Railway was removed from Caroline Street in Waterloo (Ontario) during late September/early October. A sewer is being laid under what was the trackbed. (Chris Stacey)

## LOOP LINE REMOVED:

During September, work crews dismantled CP Rail's "Loop Line" in Brockville, Ontario. The "Loop" is an industrial spur that dated back to the 1880s and Canadian Pacific's acquisition of the Brockville and Ottawa Railway. The name came from the fact that the approximately 2-mile-long spur "looped" around the west end of the community in order to serve industries located along the Brockville waterfront. The line originated at Brockville station, the switch to it being located at the extreme east end of the CP's one time "pocket tracks" behind the station. A portion of the "Loop" trackage went on to become one leg of a wye built by the erstwhile Brockville, Westport and Sault Ste. Marie Railway which ended its days in 1952 as Canadian National's Westport Subdivision. A history of the wye and its relationship to the B&W, including its joint use by CP, CN and VIA, was chronicled in the September 1988 (now out of print) issue of Branchline. Previously, during October of 1992, Canadian National removed most of its wye trackage with the exception of a few rail lengths and a track bumper at the westernmost extremity of the wye. The track and bumper were still in situ as of September 18, 1993. (Phillip Jago)

## TEMPORARY COMMUTER STATION:

The STCUM opened a temporary commuter station at the corner of de la Montagne and de la Gauchetière West in Montreal on October 12. The new station was required as a result of construction of the new Montreal Forum adjacent to CP Rail System's Windsor Station. Commuters now disembark at the new railhead and pass through the new terminal to gain access to city streets. The direct link to Windsor Station will be re-established in late-1995 with the opening of the new commuter terminal. The platforms are now blocked off and work on driving piles in the platform area is underway. (Roman Hawryluk)



## DERAILED:

Late on October 11, the last four cars of Train 135 - "Abitibi" derailed 30 kilometres south of Lake Tuque, Quebec, injuring four of the 43 passengers and 6 crew. The consist of the train was FP9Au 6312, Baggage Cars 9639 and 9617, Snack-Coach 3217, Coach 5444, Coach Cafe Lounge 3032 and Sleeper "Elerslie". The derailment resulted in CN's Senneterre-Montreal freight trains being rerouted via Cochrane, North Bay (Ontario Northland) and Ottawa. (Michel Tessier)

## ELSEWHERE

## CHANGES:

With the Ontario Northland takeover of CN's Cochrane to Hearst operations on August 15, VIA's weekend-only train (Nos. 143 and 144) now shares the south platform of the station in Cochrane with Ontario Northland. The CN track to the north of the station has been blocked with ties and will likely be lifted. VIA's equipment lays overnight adjacent to the ONR shops. Since the takeover, ONR's morning Englehart to Cochrane freight runs through to Kapuskasing. (Stéphane Bisson)

## WASHOUT DERAILMENT:

On September 14, Algoma Central Train No. 11 hit a washout at Mile 111 of the Soo Subdivision (Agawa Canyon) after heavy rains, derailing all four diesel units (SD40-2 187, SD40 181, GP7L-m 102 and SD40-2

184) and nine hopper cars loaded with mill scale. Nos. 102 and 184 were severely damaged and have been retired; the 187 and 181 were heavily damaged but are repairable. Fortunately there were no major crew injuries. A shoo-fly was built around the wreck and the line was reopened on September 20. During the closure, the popular Agawa Canyon Tour Trains terminated at Frater, mile 103. Several freight trains were detoured over CP Rail between Franz and Sault Ste. Marie via Sudbury. To alleviate the power loss, CP Rail GP38-2 Nos. 3090 and 3125 were leased until October 11 - the last day of the Agawa Canyon Tour Train.

Compounding the problem, Sault Ste. Marie to Hearst Train No. 1 on September 22 hit a logging truck at mile 275 (near Horsey), derailling the unit, steam generator unit, two baggage cars and two coaches. (Wayne Brittain and Rail & Transit)

**LEASED UNITS PASSING THROUGH:**

On September 15, GATX Leasing MP15s 9625, 9626, 9627 and 9629 departed Montreal. The former Conrail units had been leased to the St.

Lawrence & Atlantic and were being shipped to Independent Locomotive Works in Bethel, Minnesota, via CN, GTW, SOO and BN.

**PRIVATE CAR MOVES:**

- Lehigh Valley Car 353 arrived in Toronto on the tail end of Amtrak's "Maple Leaf" on September 28. The next day it travelled to Montreal on VIA Train 64. Car 353 departed Montreal on Amtrak's "Adirondack" on September 30, returned to Montreal on October 2 and went south on October 4, again on the tail end of the "Adirondack".
- The "Imperial Sands" arrived in Montreal on Amtrak's "Adirondack" on October 1 and returned south on the "Adirondack" on October 3.
- The "Caritas" made a round trip to Montreal on the "Adirondack", arriving on October 9 and leaving on October 11. (John Godfrey)

**TO WINTER DUTIES:**

On October 10, General Electric (ex-Santa Fe) B36-7 Nos. 7488 and 7498, leased each summer since 1990 to power the Great Canadian Railtour Company's "Rocky Mountaineer", departed Vancouver enroute to Erie, Pennsylvania. ☐



**Change of the Guard:** On August 15, 1993, Ontario Northland took over operation of CN's Kapuskasing Sub. between Cochrane and Hearst, plus the Calstock Spur from Hearst. On August 16, ONR GP9 1603 with caboose 100 couple up to CN GP9RMs 4026 and 4036 at Hearst to convey them to CN at North Bay. On the left is Algoma Central's passenger train waiting to leave as Train No. 2 to Sault Ste. Marie. Photo by Michael Shufelt.



VIA F40PH-2 6400 leads two sisters and 17 cars of the "Canadian" through Blue River, B.C., on July 20, 1993. Normally the "Canadian" operates with two units. Photo by Paul Bloxham



# Motive Power and Equipment Scene

Our thanks to Bruce Chapman, Al Howlett, Drew Jolliffe, Roland Legault, George Matheson, Don McQueen, Roy Smith, Rail & Transit 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 'mother' 7275 (nee 4289, serial A1636) and GP9 Slug 275 (nee 4393, serial A1771) were released on September 25 and assigned to Montreal for maintenance.

## SOLD / LEASED:

The takeover of CN's 230-mile line between Truro and Sydney, Nova Scotia, by the Cape Breton & Central Nova Scotia Railway (RailTex) took effect at noon on October 1, 1993. For motive power, the CB&CNS purchased CN C-630M Nos. 2003, 2015, 2016, 2029, 2035 and 2039, and leased RSC-14 Nos. 1754, 1757, 1760 and 1765 and RS-18 Nos. 3675 and 3842. All 12 units were moved from Moncton to Truro on October 1.

## RETIRED on September 30:

- RSC-14 1754, 1757, 1760 and 1765 (for lease to CB&CNS);
- RS-18 3675 and 3842 (for lease to CB&CNS).

## RETURNED TO SERVICE:

- GMD1 1904, 1907, 1908, 1911, 1914 and 1915 (at Thunder Bay).

## CN STORED SERVICEABLE:

- RSC-14 1758 and 1764 (for sale at Moncton);
- C-630M 2022, 2028, 2032 and 2034 (at Moncton).

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

- RS-18 3627 (at Moncton);
- GP9 4290 (for rebuild program - retirement pending);
- SD60F 5514\* (burned in washout accident at Fairmount, Saskatchewan, on August 22);
- GP40-2L(W) 9427\* (burned in derailment at Hornepayne, Ontario, on June 30 - departed Hornepayne September 23 enroute to Transcona Shops in Winnipeg).

## TO THE BONEYARD:

On October 7, ten units were hauled from Montreal to Sidbec-Feruni in Contrecoeur, Quebec, for scrapping: S-13 Nos. 111, 119, 301, 304, 308 and 309; S-3 Slug No. 356; SW1200RS Nos. 1204 and 1210; and SW9 No. 7705.

## CONRAIL UNITS TO BE MODIFIED:

Conrail will equip six of its SD50 units (Nos. 6806, 6807, 6819, 6824, 6831 and 6832) to permit them to lead CN trains in Canada. Until the modifications, trains 325 and 326 between Montreal and Selkirk, New York, usually are powered by one or two CN units in the lead, followed by a Conrail unit.



## RELEASED:

- CN GP9RM 'mother' 7275 and GP9 slug 275 (see above);
- Helm Leasing SD40 Nos. 3015, 3066, 3087, 4062 and 4066 (nee UP) after repairs - all leased to CP Rail;
- CN SD40u 6009 after repairs;
- CN SW1200RS 1396 repainted;
- Eurocan Pulp & Paper's SW1200RS 1365 (nee CN 1365) after generator repairs - it departed Montreal on October 8 enroute home to Kitimat, B.C.

## WORK IN PROGRESS OR PENDING at press time:

- CN SW1200RS 1362 for fire damage repairs;
- CN SW1200RS 1371, GP9RMs 4028, 7014 and 7022, GP40-2L(W) 9553, and SD40u's 6004 and 6006 for repairs or modifications;

- 11 CN GP9 units in various stages of being remanufactured into 'Mothers' 7276-7280 and Slugs 276-281;
- Abitibi-Price's former CN SW1200RS 1254 undergoing an air brake upgrade and various modifications, plus receiving new paint;
- Canac International's former CN SW1200RS 1303, and SW900s 7909 and 7920 undergoing repairs and/or modifications;
- 9 Helm Leasing SD40 units that arrived in June for various repairs. Included are Nos. 3007, 3010, 3023, 3064, 4057 [ex-3057], 4060 [ex-3060] and 4061 [ex-3061] - all nee Missouri Pacific; and Nos. 3065 (renumbered from 3060) and 3099 - both nee Union Pacific;
- Quebec North Shore & Labrador SD40-2 226, 230, 231, 244, 252 and 264 arrived by boat in June for major overhauls which will see the installation of a Woodward microprocessor and cab and short hood upgrades. Sisters 232, 233, 239 and 240 will follow;
- Helm Leasing's former CSXT GP38-2 2597 arrived in June, followed by sister 2581 in September, for engine and truck repairs for service on Southern Pacific (another 26 sisters [2580, 2582-2595 and 2598-2608] will follow - units to be renumbered SP 150-177);
- Helm Leasing's former CSXT GP40 Nos. 6514, 6520, 6536, 6728, 6731, 6748, 6768, 6769, 6787, 6791 and 6817, plus UP 882 (ex-CR 3031; nee CNW 5519) to be upgraded to Kansas City Southern Dash-2 specifications.
- Helm Leasing's former CSXT GP40 6662 as a parts supply to modify Helm GP40-2 667 from passenger to freight configuration;
- Quebec Iron & Titanium GP9 Nos. 27 and 38 to be upgraded to the equivalent of CN's GP9RM units.



## UPGRADED:

- (p1-52) CP SD40 5509 has been upgraded to SD40-2 electrical specifications and equipped with a Q-Tron microprocessor, Positive Traction Control and Reset Safety Control. It was released from Ogden Shops in Calgary on September 20 and assigned to Winnipeg for maintenance. Sisters 5501 (wreck damaged) and 5559 are undergoing similar upgrading.

## RETIRED:

- On October 6: RS-18u Nos. 1827 and 1863 - both damaged in a truck-train collision at Bury, Quebec, on April 30, 1992; GP38-2 3067 - fire damaged in a washout accident at Bishopric, Saskatchewan, on May 21, 1991; GP35 Nos. 5007 and 5009 - both accident damaged; SW1200RS 8160 - fire damaged.
- On October 11: M-630 4562.

## 'BIG ALCOS' GOING FAST:

With recent retirements, only 40 'Big Alcos' remain on the roster. Those remaining 4500s that were equipped to lead have lost their leader equipment and have been relegated to 'trail only' status, as have several 4700s. Only M-636s 4710-4713, 4715, 4718, 4719, 4730 and 4743 remain as leaders.



Seven MLWs and one GM back into the Smiths Falls (Ontario) yard on September 25, 1993. From the front are M-636 4713, M-630 4511, RS-18u 1812, SD40 5402, and M-630s 4567, 4571, 4561 and 4563. Photo by Michael Shufelt.

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

- CP SW1200RSu 1245\*;
- CP GP9u 1541\*, 1558, 1560, 1566, 1576, 1598\*, 1603 and 1633;
- CP GP35 5006, 5008, 5010-5013;
- CP SW8 6700, 6701 and 6708;
- CP SW900 6712, 6719 and 6720;
- CP RS-23 8013, 8015, 8016, 8021, 8024, 8029, 8031, 8033, 8040, 8043 and 8044;
- CP SW1200RS 8110, 8122, 8128 and 8166.

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

- CP GP7u 1500 (accident);
- CP GP9u 1517 (accident);
- C-630M 4503\* (failure);
- M-636 4714\* (failure);
- CP GP35 5005\* (engine failure);
- CP SD40 5501 and 5559 (rebuild program);
- CP RS-23 8018, 8020, 8022, 8030, 8032 and 8039 (failures);
- SOO SW1200 322, 325, 328, 1207, 1209, 1211, 1213, 1220-1222, 2122 and 2126;
- SOO GP9 404, 405, 412, 2404, 2412, 2551, 2555, 4228-4230;
- SOO SD40 746\*;
- SOO GP40 2015, 2025, 2033, 2035, 2045, 2046 and 2066;
- SOO SW9 2112-2115, 2117 and 2119;
- SOO GP38-2 4440 and 4507 (accidents);
- SOO SD40B 6450\*;
- D&H RS-11 5002\* and 5009;
- D&H RS-36 5022 and 5023.

#### TRANSFERRED:

- SD40 5401-5403, 5407, 5411, 5503, 5508, 5509, 5514, 5517, 5520, 5525, 5528, 5530, 5533, 5535, 5545, 5548, 5556, 5557, 5561 from Toronto to Winnipeg;
- SD40-2 5560, 5565-5584 from Winnipeg to Toronto;
- SW1200RS 8124 from Toronto to Montreal;
- SW1200RS 8129 from Thunder Bay to Montreal.

#### LEASED:

- Helm Leasing (nee Union Pacific) SD40 Nos. 3015, 3066 and 3087 and Helm Leasing (ex-UP, nee Missouri Pacific) SD40 Nos. 4062 and 4066 have been leased after repairs at AMF. More former UP units will follow after repairs at AMF. Also leased from Helm Leasing are SD40A Nos. 6013 and 6015 (nee Illinois Central).

#### TO THE BONEYARD:

During September, five 'Big Alco' hulks were moved from Montreal to Mel-Rey, a scrap dealer in Laval, Quebec. Included were M-630 Nos. 4553 and 4568, and M-636 Nos. 4717, 4722 and 4741.

#### RENUMBERED:

D&H GP38-2 224 and 7324 have been renumbered 7305 and 7311 respectively. With their renumbering, the 10 remaining D&H GP38-2 units are now in the 7303-7312 block.

#### UNITS SELECTED FOR SALE:

In early-1994, the Windsor and Hantsport Railway Company will take responsibility for 97 kilometres of track between New Minas and Windsor Junction, Nova Scotia (Dominion Atlantic Railway). Included in the sale are 76 freight cars and 8 RS-23 locomotives. Units selected include 8026, 8027, 8036, 8037, 8038, 8041, 8042 and 8046.

#### SOO UNITS OVERHAULED:

The following Soo Line units were recently overhauled and repainted into the 'dual-flag' livery at Ogden Shops in Calgary: SD40 Nos. 740, 6403 and 6404; SD40-2s 777-779 and 786.



#### HEP-1 PROGRAM UPDATE:

- Since the report in the October **Branchline**, the rebuild of two additional former CP Rail stainless steel cars in the HEP-1 contract was completed by AMF (147 of 157 planned conversions are completed). Released were "Chateau Brule" (8203) and "Chateau Denonville" (8206).
- Undergoing rebuild at AMF at press time were the following 10 cars: Sleepers "Chateau Cadillac" (8204), "Chateau Dollard" (8207), "Amherst Manor" (8303), "Cornwall Manor" (8317), "Dunsmuir Manor" (8324), "Hearne Manor" (8329), "Macdonald Manor" (8334) and "Sherwood Manor" (8339); and Dome-Observations "Kokanee Park" (8707) and "Laurentide Park" (8709). All are scheduled for completion by early-December 1993.

#### ELSEWHERE

#### GOING NORTH:

During the summer of 1993, former Kelley's Creek & Northwestern MP15DC Nos. 1 and 2 arrived at Canada Allied Diesel (a.k.a. Century Locomotive Parts) in Lachine, Quebec, lettered ARR Nos. 1 and 2. The KC&NW, a coal hauling shortline in West Virginia, closed in March 1993. In August, No. 1 (built 12/76, EMD Serial 766006-1) was turned out as Alaska Railroad 1553 and shipped by CN to Prince Rupert for barging to Whittier, Alaska. In September, No. 2 (built 10/80, EMD Serial 796358-1) was turned out as Alaska Railroad 1554 and departed Montreal on September 29 for Prince Rupert for forwarding to Alaska.

#### NEW LIVERY:

The STCUM's seven ex-FP7A units (Nos. 1300-1306) are being repainted into the silver and blue scheme worn by its four GP9 units (Nos. 1310-1313) and its single-level passenger cars. At press time, Nos. 1301 and 1305 had been repainted in the car shop at CP's Glen Yard in Montreal, and Nos. 1300, 1303 (recently overhauled at CP's St. Luc shop) and 1306 were receiving new paint.

#### ON THE INDUSTRIAL SCENE

#### GONE STATESIDE:

(p2-16) Algoma Steel (Sault Ste. Marie, Ontario) has sold GE 110-Ton No. 60 (serial 39001, built 11/74 as GE demonstrator No. 1) to the Cleveland Electric Illumination Company in Avon Lake, Ohio.

#### LEASED OUT:

Port Stanley Terminal Rail (Ontario Southland) has leased former TH&B NW2 No. 51 to W.G. Thompson & Sons in Rodney, Ontario. The unit was moved to Rodney during the first week of October.

#### ON THE PRESERVED SCENE

#### PRESERVED:

(p2-2, 3-16) Northwood Pulp & Timber (Fraser Flats) 65-ton No. 101 (GE serial 17877, built 4/43 as US Navy 65-00407) has been acquired by the Central British Columbia Railway & Forest Industry Museum Society in Prince George, B.C. The Society has also acquired former BC Rail troop sleeper/tool car 992601 and BC Rail bunk car 992010. CN Russell snowplow 55436, loaned to the Society in 1992, has been returned to CN.

#### TWO HISTORIC ADDITIONS TO COLLECTION:

The Edmonton Radial Railway Society in Edmonton, Alberta, recently acquired two vintage streetcar bodies. 1) Former Saskatoon Municipal Railway (SMR) car 202 was discovered on a farm near Cochin, Saskatchewan. After the SMR system closed in 1951, the car served as a bingo parlour. The car was built by the Cincinnati Car Company in 1918 for the Cleveland Railway Company. It was sold to the London Street Railways in 1923 and was acquired by the SMR in 1935. 2) The body of Brandon Municipal Railway (BMR) No. 6 was moved to Edmonton on May 25, 1993. That the car exists at all is somewhat of a miracle since the BMR ceased operation on April 30, 1932. No. 6, built by Niles, and several other cars served as refreshment stands in a city park and were later shipped to a farm near Brandon.

#### CABOOSE UNDER RESTORATION:

(p3-32) Former CN wood caboose No. 78884 at Mirror, Alberta, is now under restoration. Trucks have been added and it now sports new siding. The car's number was recently determined from stampings on the door and window frames.

#### FORMER CP BUSINESS CAR RELOCATED:

(p3-63) In 1989, former CP Business Car No. 2, built in 1906 as the "Killarney", and former CP work car 411675, built in 1925 as CP Parlor-Buffer 6662, were moved to Leaside (Toronto) to form the "Tuscan Club". The operation ran into financial difficulty and was closed in 1992. In early-1993, both cars were acquired for a new restaurant operation adjacent to the Lake Louise (Alberta) station.

In April, the former 411675 was moved by rail to Lake Louise. In September, Car No. 2 was placed on a flat car and was delivered to Lake Louise on September 14. Also moved to Lake Louise by rail during the summer was former CP Business Car "Norris R. Crump", which had been stored in Napanee, Ontario.

#### RETURNED TO SERVICE:

South Simcoe Railway (Tottenham, Ontario) has returned its former TH&B heavyweight coach 74 to service, numbered 741. On September 6, SSR's excursion train included D-T-C No. 22 (nee CP 22), Combine



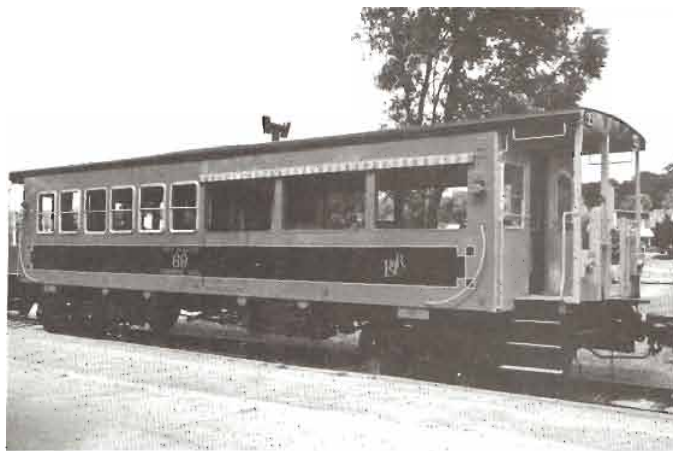
321 (ex-CN 7385), Coach 821 (nee CP 1467), Coach 741 (nee TH&B 74) and GMDH3 275 (nee GMD demo. 275).

**CHANGES TO PSTR'S FLEET:**

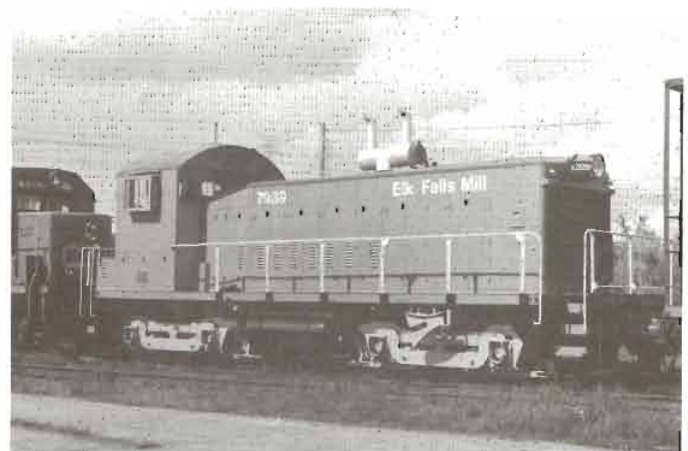
- (p3-56, 3-66) PSTR has acquired former Consolidated Sand & Gravel CLC/Whitcomb 25-ton No. 2002 from Albert Taylor in Tottenham, Ontario. The unit (CLC Serial 2410, Whitcomb Serial 60811) was built in February 1948 as Consolidated Sand & Gravel No. 102 and was the first diesel assembled at Canadian Locomotive Company in Kingston, Ontario. The unit will be named "Albert".
- (p3-57) PSTR's food caboose (former CN 79150) has been acquired by the Nature View Wildlife Sanctuary in Union, a short distance from Port Stanley.
- (p3-56) Port Stanley Terminal Rail put two refurbished cabooses into revenue service in July 1993. Coach No. 69 (ex-CN caboose 79341) is wheel chair accessible, featuring school bus seats, open and closed riding features, and a wheel chair lift provided by VIA Rail Canada in London, Ontario. In party charter service is Car No. 602 (ex-CN transfer caboose 76602). Former CN caboose 79348 has been gutted and over the winter will become open car No. 70, similar to car No. 68 which was completed in 1992. ☉



Alaska Railroad MP15DC 1554 pauses at Ottawa on September 29 enroute to Prince Rupert, B.C., for barging for shipment to Alaska. Formerly Kelley's Creek & Northwestern No. 2, it was overhauled at Canada Allied Diesel. Photo by David Stremes.



PSTR's 'half and half' car No. 69 (nee CN caboose 79341). All windows are from the original caboose. Photo by Al Howlett.



Fletcher Challenge SW900 7939 (ex-CN 7939, nee CN 7239) at Ottawa on September 10 enroute from AMF (Montreal) to Elk Falls on Vancouver Island. Photo by David Stremes.

## A SELECTION OF PASSENGER CONSISTS

11 Sep 93  
VIA #92 - "Hudson Bay"  
at Dauphin, Manitoba

FP9A 6303  
FP9A 6302  
SGU 15486  
Baggage 9668  
Coach 5649  
Cafe Lounge 755  
Sleeper "Elmsdale"  
Sleeper "Evelyn"  
Coach 5186 \*  
\* for Lynn Lake-  
The Pas service  
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12 Oct 93  
VIA #645 - "Gen. Brock"  
at Toronto, Ontario

F40PH-2 6443  
Coach 8108  
Coach 8109  
Coach 8100

18 Sep 93  
VIA #17 - "Chaleur"  
at Percé, Québec

F40PH-2 6429  
Baggage 8612  
Coach 8115  
Skyline 8510  
Sleeper "Chateau Richelieu"  
Sleeper "Chateau Roberval"  
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3 Oct 93  
ONR #697 - "Northlander"  
at Toronto, Ontario

FP7A 1520  
EGU 202  
Coach 606  
Coach 604  
Snack Car 703  
Coach 602

3 Oct 93  
VIA #141 - "Abitibi"  
at Montreal, Quebec

FP9A 6312  
Baggage 9639  
Baggage 9617  
Coach 5464  
Coach 5444  
Coach-Cafe Lounge 3032  
Sleeper "Ellerslie"  
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8 Oct 93  
VIA #63 - "La Salle"  
at Montreal, Quebec

F40PH-2 6443  
HEP Baggage 8623  
Club "St. James's Club"  
Snack Coach 3240  
Coach 5499  
Snack Coach 3212  
Coach 5581  
Snack Coach 3220  
Coach 5578  
SGU 15473

3 Oct 93  
Amtrak #696 - "Adirondack"  
at Montreal, Quebec

F40PH 226  
Snack Car 28303  
Coach 21240  
Coach 21005  
Coach 21000  
PV "Imperial Sands"  
(ex-Union Pacific)  
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12 Oct 93  
VIA #17 - "Chaleur"  
at Montreal, Quebec

F40PH-2 6438  
Baggage 8612  
Coach 8107  
Coach 8115  
Skyline 8510  
Slpr. "Chateau Richelieu"  
Slpr. "Chateau Roberval"  
Slpr. "Chateau Rouville"

3 Oct 93  
Amtrak #690 - "Montrealer"  
at Montreal, Quebec

F40PH 207  
Baggage 1176  
Sleeper 2900  
Sleeper 2994  
Lounge 3119  
Coach 25025  
Coach 25009  
Coach 25101  
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10 Oct 93  
VIA #73 - "Point Pelee"  
at Toronto, Ontario

FP9Au 6311  
Club "York Club"  
Coach 5584  
Snack Coach 3246  
Coach 5585  
Coach 5590  
Snack Coach 3202  
Coach 5529

(Thanks to Paul Bloxham, John Godfrey, Gustave Portelance and Morgan Turney)



REMEMBER WHEN?: Canadian National 4-8-4 No. 6153 cools her wheels after a fast excursion run from Ottawa to Turcot Yard in Montreal on September 4, 1960. The excursion was to mark "The End of Steam" on CN, however, by July 1961 the 6153 was 'out of retirement' and performing for her admirers. Thankfully CN had younger 4-8-4 6167 operating out of Toronto, followed by 4-8-4 6218 and 4-8-2 6060. No. 6153 shares the large Turcot roundhouse with two CLC units - CFA16-4 No. 9332 and CPA16-5 No. 6705. Photo by Tom Patterson.

**Bytown Railway Society Inc.**

P.O. BOX 141, STATION 'A'  
OTTAWA, ONTARIO  
K1N 8V1

9401  
David Stremes  
214 Belford Crescent  
OTTAWA, ON  
K1Z 7B1