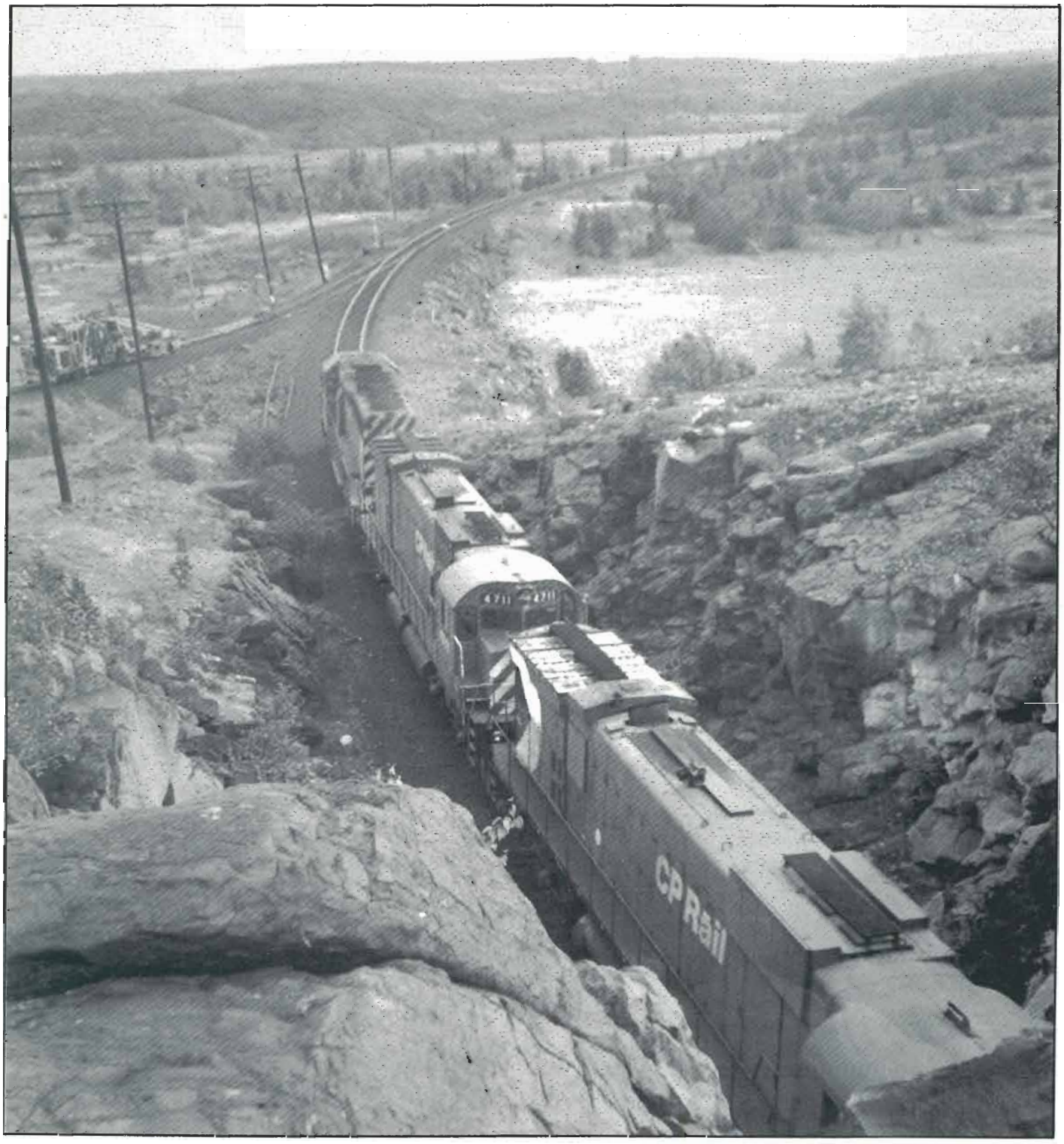
September 1995 $3.15

Branchline

CANADA'S RAIL NEWSMAGAZINE

North Bend, British Columbia
Diesel Locomotive Instructions
Steamtown Grand Opening



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Branchline

CANADA'S RAIL NEWSMAGAZINE

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

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

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Please check your address label - the expiry date of your membership/subscription appears in the upper left corner of your mailing label (eg. 9511 = expiry with the November 1995 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:

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

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

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

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TRAIN

Tourist Railway Association INC.

ON SHEET

MEETINGS: A **regular meeting** is held on the first Tuesday of the month, September to June, in the Red Cross Auditorium, 1800 Alta Vista Drive, Ottawa at 19:30. Coffee and donuts will be available for a small fee. Our next meeting will be on **Tuesday, September 5, 1995** - Bill Thomson from Kingston will entertain us with '30 Years of Railfanning'.

An **informal slide night** is held on the third Tuesday of the month, September to June, at the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30. The next informal slide night will be **Tuesday, September 19, 1995.**

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

Can you help? ... Keith C. Hopkin, 44 Martindale Road, Scarborough, Ontario, M1M 2B7 is looking for photographs of Canadian Pacific steam locomotives, passenger trains, stations, water tanks and other railway related structures along the CPR line from Sudbury to Little Current in Ontario. Kindly contact Keith directly.

What colour? ... Mike Salfi, 11 Darlington Place, Kitchener, Ontario, N2A 3M3 has constructed a model of a CN bunkhouse and handcar shed. Mike wishes to know what colour it should be painted (walls, roof, doors and window frames)

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

Moving? Please let us know your new address as soon as is it known, with the effective date of the change.

Archives: The Society maintains its archives at the National Museum of Science and Technology. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us at P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1.

On the Cover: CP Rail System SD40-2 5603, Cat-powered M-636 4711, a MLW 'Big Alco' and two other units haul a southbound freight through Romford, just east of Sudbury, Ontario, in September 1994. The converging track is the east leg of the wye; the Toronto line being the west leg and the Sudbury-Montreal "main" being the base. The countryside in this area is still pretty bleak, having had comparatively little of the "greening" sort of attention common elsewhere in the Sudbury region. Due to the presence for many years of the Mond Nickel, then INCO, smelter at Coniston, just a bit east of Sudbury, the vegetation was severely damaged. Photo by Dale Wilson.

-- AVOID THE PAIN, TAKE THE TRAIN --

Press date for this issue was August 14
Deadline for the October issue is September 15

Information Line

CALGARY FIRM EYES GTW SHOPS IN PORT HURON: A Calgary rail car maintenance company has expressed interest in purchasing Grand Trunk Western's maintenance shops in Port Huron, Michigan. The company, PDS Rail Car Services Corp., specializes in rebuilding, cleaning and maintaining tank cars for chemical shippers. PDS is interested in the Port Huron facility because of its close proximity to chemical plants in Ontario.

GTW is in the process of restructuring its operations to become more fully integrated with Canadian National and the shops are likely to be declared surplus to company needs. It is too early to tell, however, if the deal will go through. Presently, 120 people work at the shops. (Journal of Commerce, 30/06/95)

COMMUTER RAIL PROPOSAL TABLED FOR OTTAWA: Canadian National has suggested that it could establish a commuter rail service linking the west end of Ottawa with the downtown core. The plan proposes a rush-hour service along the Smiths Falls and Beachburg Subdivisions which would take riders to Ottawa Station where they could then transfer directly to the municipal transit service. Local politicians have a mixed reaction to the proposal, citing worries that it would siphon traffic off the already struggling bus service and that the line is poorly situated in terms of getting passengers to their places of work in a timely fashion. Previously CP Rail System proposed an inter-provincial commuter rail operation for the Ottawa/Hull region. The idea was opposed by Quebec politicians. (**Ottawa Citizen**, 07/07/95)

PRICES MOVED TO OTHER RAILWAYS ELECTRONICALLY: Canadian National Railways is the first North American railway to transmit and receive railway price information electronically via the Rate EDI Network (REN). REN will soon change the way pricing information is communicated among railways by providing ready access to freight rates and divisions through a computer network linking railway databases.

Railway prices are currently published in tariffs or contracts and sent to other carriers by mail or courier. Divisions, which indicate how the revenue for a shipment is allocated among the carriers, are usually published as a separate document called division sheets. They often arrive late or do not reach the right party, meaning the customer cannot be billed accurately or in a timely manner. The objective of REN is to enable railways to retrieve other carriers' prices as quickly as their own.

The Association of American Railroads is coordinating the REN project and all Class I railways are actively involved in its development. Conrail, Union Pacific, CSX and Burlington Northern are expected to link up with CN in the near future.

At CN, REN is part of a larger initiative known as Total Integrated Pricing Support (TIPS). TIPS will provide pricing personnel with new tools, enabling them to serve CN customers better by providing timely access to error-free prices and by ensuring that the price quoted to the customer is the one used on the invoice. (**CN News**, 12/07/95)

ALL-BOXCAR "FORWARDERS' EXPRESS": CN launched a dedicated express train for LTL shipments for freight forwarders on July 19. The all-boxcar Forwarders' Express train departs Toronto at 06:45 Wednesday to Saturday and drops cars in Winnipeg, Edmonton and Vancouver. Cars for Saskatoon and Calgary are left in Winnipeg and moved in another train to their destinations.

The train runs at intermodal speeds and does not pick up any traffic en route. The emphasis is on the train's high reliability and speed so the freight forwarders can give their customers better service.

Four forwarders have said they will use the train. They are Clarke Transport, Cottrell Transport Inc., Trans Western Express and Western Canadian Express. They will load the boxcars at their facilities near MacMillan Yard and unload them at terminals in the western cities.

The Forwarder is one of CN's core trains and it runs unless there is no traffic. There is no eastbound version of the train. The boxcars are used to haul lumber, paper and pulp from the west to eastern Canada or the eastern or central United States. (Alex Binkley)

CN FILES NOTICE OF EXEMPTION: Canadian National Railway Company has filed to dissolve and acquire property held by two CN subsidiaries, the Minnesota and Ontario Bridge Company and the Minnesota and Manitoba Railroad Company. The companies were formed under Minnesota law in 1899 to construct a section of railroad and rail bridge, known as the Sprague Subdivision, through Northern Minnesota, near Baudette, that forms a portion of CN's main line between Winnipeg (Manitoba) and Thunder Bay (Ontario). Unknown to CN, the companies were legally dissolved four years ago because certain state corporate registrations were inadvertently permitted to expire. According to CN, under Minnesota law the assets and liabilities held by the companies became the property of CN at the time of dissolution.

CN decided to file a notice of exemption for the restructuring rather than to reincorporate the companies. This is a transaction within a corporate family of the type specifically exempted from prior review and approval since it will not result in adverse changes in service levels, significant operational changes, or a change in the competitive balance with carriers outside the corporate family. [The Federal Register, (U.S.), July 7, 1995 (Volume 60, Number 130)] via misc.transport.rail.americas on the Internet

CALDER YARD RENAMED: Canadian National's Calder Yard in Edmonton was renamed Walker Yard on July 17. The new name honours Ross Walker, recently retired senior vice-president for western Canada. Walker (Calder) Yard is CN's largest in western Canada, employing 1,600 people on its 300 acre site. The yard is on the site of the original Grand Trunk Pacific yard in Edmonton and is adjacent to the Edmonton Municipal Airport. Calder was a local businessman for whom an area of Edmonton was named, and the yard is in that area. (**Edmonton Journal**, 14/07/95, thanks to D.K. Bannard, and James Brock)

PRIVATIZATION ON SCHEDULE: CN's chief executive Paul Tellier says that CN is on schedule for privatization this fall. "The Minister of Transport [Doug Young] said it would be done this fall and everything that must be done is being done. Tellier said labour contracts lasting until the end of 1997 are in place, legislation has been tabled to make it easier for railways to abandon or sell off short lines, and the company has eliminated 9,000 of the 11,000 jobs it announced would be cut, with the remaining 2,000 to be cut by the end of 1995. "We are determined to ensure this is a success," said Tellier. (**Globe & Mail**, 19/07/95, thanks to Willie Radford)

WESTERN GROUP WANTS TO PURCHASE CHURCHILL LINE: The Canadian Northern Gateway Transportation Corporation (CNGTC) is proposing the purchase of Canadian National's line to Hudson Bay for a "nominal consideration". A major principal in the company is Gord Peters, a railway contractor from Brandon, who thinks the line can be made financially viable if only it were run differently. A potential stumbling block is Canadian National who may not wait for the CNGTC to be in a position to acquire the assets. CN may forge ahead with abandonment in order to sweeten its own privatization campaign. The CNGTC hopes that the federal government can delay CN until the short line company can raise $73 million in equity and loans for rehabilitating and stabilizing the line as well as $5 million to upgrade grain handling facilities in Saskatchewan. (**Winnipeg Free Press**, 21/07/95, thanks to Jim Lewis)

MANAGEMENT SHAKEUP IN EASTERN CANADA: CN has re-organized the management of its operations in eastern Canada as part of its bid to become more competitive. CN East now has three as opposed to five administrative districts with each district headed by people who come from within the railway. "A more flexible, aggressively led CN East will put us in a position to improve our performance and competitiveness in the industrial heartland of the nation and in the Chicago-Halifax corridor," said CN chief executive Paul Tellier.

Two Ontario units are being merged together and headed by Terry McManaman who has been looking after developing an internal shortline railway in northern Quebec. CN's Laurentian and Maritime units will become a single one called the Champlain District and its reach will extend to Halifax from Ontario, headed by André Pronovost, previously district manager of the Laurentian District. A unit is being set up in Pontiac, Michigan, to oversee all the railway's U.S. lines and replaces the previous Grand Trunk unit in Detroit. It will be headed by Dave Wilson, previously senior officer for CN's operations in the U.S.

Keith Haller, CN's former chief of transportation, will become senior vice-president of CN East. (**Globe & Mail**, 28/07/95, thanks to Willie Radford, and **Toronto Star**, 28/07/95)

NEW OIL UNIT TRAIN CAUSES PROBLEMS FOR LOCALS: Canadian National's new oil unit train between Lévis and Montreal, Quebec, is causing problems with the residents and officials of Lévis, site of the Ultramar refinery which supplies oil for the train. Since the train's inception, municipal officials have been worried about the risk of a derailment and traffic congestion. The line into the refinery goes through the heart of the community and the train leaves town during rush hour, causing numerous traffic delays. Known as the Ultratrain, the train has a 64 car consist.

Ordinarily this should not be a problem. However, Lévis residents have been unaccustomed over the years to such rail activity around the refinery which has typically shipped its products by road and water. CN and Ultramar are working to calm local fears through information sessions and an examination of the train's schedule. CN also announced that it would conduct an environmental review of its operations. (**Le Soleil**, 11/07/95, merci à Michel Tremblay and **Le Soleil**, 03/08/95)

INTEREST IN PURCHASING GASPE LINE: Three companies have expressed an interest in acquiring and operating CN's 202-mile Gaspé line between Matapedia and Gaspé. Included are RailTex of San Antonio, Texas; Railmont of Montreal; and the Société des chemins de fer du Québec (the latter consists of a group of private investors, the Quebec Pension Plan, Logistec, and the Central Western Railway of Alberta).

Bruce Flohr, president of RailTex, said that when CN puts the Gaspé line up for sale, they will examine it, but present regulations and the fact that VIA Rail operates over the line could cause problems. The new shortline must operate under a federal charter and can't reduce salaries and benefits arranged with the large national companies. A passenger service would also affect the cheaper and more flexible operating schedules aimed at better serving clients on the line. (**Le Soleil**, 05/08/95, merci à Michel Tremblay)

KEY FACTORS IN CN CREDIT RATING: Canada's new railway regulatory environment and cost-saving labour agreements will be among key factors determining CN's credit rating after the proposed initial public offering of CN shares this fall, says Standard & Poor's, a major U.S. credit-rating agency. CN's capitalization and government moves will also play a big role. S&P has taken the position that CN's AA-minus rating is likely to fall after the public hearing. The current rating reflects the implicit support of the federal government. (**Financial Post**, 09/08/95)

ECORAIL STARTS COMMERCIAL TESTING: ECORAIL, the new intermodal system developed in Canada, has started commercial tests on CN between Drummondville, Quebec, and the Mississauga Malport Yard. The ECORAIL system creates convoys of trailers and moves them over rail lines on special rail bogies. Each bogie is equipped with two truck-type fifth wheels and a pneumatic lifting device. Together with a control unit at the front, and radio-controlled power units spread throughout (usually every 8 to 10 trailers), and you have a "train" of trailers. Regular trailers need only minor modifications (the addition of an anchoring device on the rear of the trailers, and air lines) for use as ECORAIL equipment. These "trains" have been designated numbers 282 and 283, and are scheduled to leave each end point Monday to Friday at 21:00, and arrive at the other terminal at 07:00. (David Stremes)

CP Rail System

TUNNEL ENLARGEMENT: On July 23, work commenced to enlarge the Connaught Tunnel east of Revelstoke, B.C., the last of 50 tunnels to be cleared for oversized traffic since 1992. The eight-km tunnel will be closed until late-August while crews work around the clock. During the month-long work block, traffic is utilizing CP's westbound track which runs through the Mount Shaughnessy and Mount Macdonald tunnels, both of which can accommodate overheight traffic.

The enlargement of the Connaught Tunnel, which opened in 1916, will bring to an end the occasional scheduling and congestion problems that resulted from the diversion of oversized eastbound traffic through the normally westbound Mount Shaughnessy and Mount Macdonald tunnel corridor. The Connaught Tunnel is the only tunnel between Vancouver and Calgary without sufficient height to handle the tallest doublestack container combinations. (**CP Rail System**, 27/07/95)

CONSTRUCTION BEGINS ON VANCOUVER COMMUTER RAIL SERVICE: Commuter rail service in the Greater Vancouver area moved closer to reality when official ground breaking ceremonies took place on June 29 to launch the construction of five new stations. Sod was turned at sites in Port Moody, Coquitlam, Port Coquitlam, Maple Ridge and Pitt Meadows.

The station platforms will measure 607 feet long, enough to handle seven car trains. The platforms will be canopied in order to protect riders from the elements.

The stations are worth $12 million, while track improvements and modifications have cost just under $100 million.

Meanwhile, work proceeds on the construction of 28 cars and 5 locomotives. The latter will be supplied by General Motors while the former will be built by Bombardier. The cars are worth $55 million while the locomotives are worth $15 million. As commuter stock goes, these will be elaborate cars, featuring on board coffee service, computer plug-ins, tinted windows, air conditioning and washrooms. They will also be wheel chair accessible.

The new commuter rail service is scheduled to start in November 1995. (**CP Rail System**, 29/06/95 and **Montreal Gazette**, 14/07/95)

MANAGEMENT UNDER REVIEW: CP Rail System is reviewing its current management structure with the goal of redefining executive responsibilities and making reductions where possible. Presently, the company has 90 executive-level managers in Canada and the United States. More than 10 years has lapsed since the company went through a similar exercise. (**Financial Post**, 30/06/95)

CANADIAN PACIFIC SPONSORS R.C.M.P. MUSICAL RIDE: Canadian news and commentary has recently poked fun at a marketing arrangement concluded between the Walt Disney Corporation and the Royal Canadian Mounted Police. The journalistic hubbub missed something much more significant, an agreement between Canadian Pacific and the R.C.M.P. whereby CP has agreed to become a national sponsor of the police force's world-famous musical ride. The announcement took place during a brief ceremony in Ottawa on July 1, Canada Day, with both organizations commenting upon the historic relationship between CP and the Mounties. CP's money will support both the Musical Ride and the R.C.M.P.'s Community Policing Program. As part of the deal, the dressage portion of the Musical Ride now includes a jump which depicts a CPRS locomotive. (**CP Rail Employee Communications** 06/07/95)

CP'S EXPENDITURE PLANS FOR THE D&H. CP Rail System's Delaware and Hudson has the following track plans for this year:

- Replace 50000 ties	$3,900,000
- Replace five miles of rail	$1,300,000
- Ballast and resurface 150 miles	$1,300,000
- Continue double stack clearance between Binghampton-Scranton	$670,000
- Replace timber decks on two bridges in Pennsylvania	$311,000
- Concrete bridge repair Willsboro NY	$60,000
- Rehabilitate 6 power switches between Saratoga Springs and Rouses Point	$58,000
- Improve clearances between Schnectady and the Port of Albany for double stacks (state funded)	$4,100,000

(Al Tuner via the Internet)

NEGOTIATIONS CONTINUE FOR QUEBEC CENTRAL: Quebec businessman Jean-Marc Giguère is continuing to negotiate with Canadian Pacific for the purchase of the Quebec Central Railway between Sherbrooke and Charny. The line was officially abandoned on December 23, 1994, but Giguère thinks that it can once again become a money-maker. Giguère is pushing to have a deal before 1996 in order to gain business from potential customers who are ready to retry rail service. It has also been learned that Giguère may consider a tourist train operation over a portion of the line, should he acquire it.

Giguère is the only investor negotiating for the revival of the 382-km line. Scrap companies have also been bidding. (**Le Soleil, merci à** Michel Tremblay)

CP GETTING READY TO EXIT SOUTHERN QUEBEC, LINES MAY GO TO IRON ROAD RAILWAYS: CP Rail System is conducting negotiations with Iron Road Railways of Washington, D.C. for the sale of CPRS lines in southern Quebec and northern Vermont. A total of 224 route miles are involved, including some or all of the Adirondack, Sherbrooke, Lyndonville, Newport, Stanbridge and St. Guillaume Subdivisions.

Iron Road presently operates as the Canadian American Railroad between Lennoxville (Quebec) and Brownville Junction (Maine) as well as owning the Windsor and Hantsport Railway in Nova Scotia and the Bangor and Aroostook Railroad in Maine.

The Quebec lines serve 50 customers and generate close to 10,000 carloads per year. Bridge traffic from Montreal to the Maritimes accounts for an additional 20,000 carloads.

"The sale of these assets will enable CP Rail System to continue to rationalize its rail network and focus its resources on its core operations," said Jacques Coté, CPRS' vice-president of development.

"Customers on this network will still retain the advantage of the many competitive rail connections CP Rail System offers to markets in Canada, the U.S., Mexico and off-shore." (**CP Rail System Employee Communications**, 03/08/95)

VIA

NEW COMPUTER RESERVATION SYSTEM: VIA Rail Canada is acquiring a new reservation system from IBM Canada Limited. The system will allow VIA to offer coach seat reservations. Although VIA has been able to offer club car assignments on corridor trains, it claims that it is unable to do the same with coach seats but that the travelling public is, more and more, asking for such an option in order to avoid lining up early at stations. (**The Financial Post**, 14/05/95, thanks to Harold Lake)

OTHER INDUSTRY NEWS

NO PROVISION FOR NON-VIA PASSENGER SUBSIDIES: The proposed Canadian Transportation Act will eliminate the federal subsidy for losses incurred on non-VIA Rail regular passenger trains. Trains affected are Algoma Central's Sault Ste. Marie-Hearst service, Quebec North Shore & Labrador's services, and the CN portion (Toronto-North Bay) of Ontario Northland's "Northlander". There appears to be no provision in the new Act for any funding for non-VIA Rail passenger trains, and no provision for the need to seek government approval before abandoning a passenger service.

Excursion services like Algoma Central's Agawa Canyon Tour and Ontario Northland's Polar Bear Express are operated separately from regular passenger services. (Tom Box and Dale Wilson)

NEW RAIL ACT COULD ALLOW GO TRANSIT TO APPEAL CARRIER CHARGES: The proposed Canadian Transportation Act may contain provisions allowing commuter rail operators such as GO Transit to appeal the charges it must now pay to Canadian National and CP Rail System. At the moment, there is no mechanism to dispute the rail charges unlike the freight situation where shippers can dispute rail tariffs. Said a **Toronto Star** commentary, "GO Transit commuters may soon have the same rights as a sack of flour." (**Toronto Star**, 29/06/95)

SHIPPERS CRY FOUL OVER PROPOSED CANADIAN TRANSPORTATION ACT: A major coalition of freight shippers has vowed to fight the proposed Canadian Transportation Act, maintaining that it tips the balance in favour of the railways and is a way for the government to improve the business environment for the sale of Canadian National. The coalition includes the Western Canadian Shippers Coalition, the Canadian Pulp and Paper Association, the Canadian Industrial Transportation League and the Canadian Manufacturers' Association.

The group is concerned with areas of the legislation which deal with reciprocal running rights for provincial short lines. The new act would rescind these rights which allow smaller railways to run over CN or CP lines to connect with a competing carrier at the nearest interchange. It also would require shippers to prove that they would suffer "significant prejudice" from a railway's rate of service decision before gaining access to various remedies administered by the agency. That test is not in the present National Transportation Act which provides shippers with considerable clout where they have little or no alternative to a single railway.

From the railways' perspective, the proposed new legislation is tipping the balance back from being pro-shipper to something more equitable and in line with the United States. (**Financial Post**, 12/07/95)

VERMONT RAILROAD BACK IN PASSENGER BUSINESS: The Vermont Railroad, operating over a portion of the former Rutland Railroad, is back in the passenger business, albeit in the form of a tourist train operation. Since June 26, Sugarbush/Vermont Express has been operating between Burlington and Middlebury. The project is a joint venture between the Vermont Railroad and Sugarbush Resorts which owns a number of ski resorts in the area. Local officials hope that the tourist train will lead eventually to a revival of regular passenger service between Burlington and New York. (**Montreal Gazette**, 08/07/95)

TRENTON CAR WORKS BACK IN BUSINESS: Trenton Works Limited is back in production. The railcar manufacturer was recently shut down to let new owner Greenbrier Companies Inc. modernize the Nova Scotia plant and make it more competitive. (**Canadian Press**, 12/07/95)

RAIL CONTRACT FOR SYDNEY STEEL: Sydney Steel has won a $6 million contract to supply rail to SNC Lavalin for a rapid transit system in Kuala Lampur, Malaysia. SNC will purchase 8,000 tonnes of rails from the Nova Scotia firm which was recently acquired by Minmetals of China. (**Canadian Press, 13/07/95)**

CLASSIC PAINT SCHEME FOR A CLASSIC RIDE: One of the most spectacular rail trips in eastern Canada is over Canadian National's former Murray Bay Subdivision between Quebec City and Clermont. Located along the north shore of the lower Saint Lawrence River, the line hugs the shore for most of the trip and also includes two tunnels. Now a short line, the route also boasts tourist train service with a flair that only could be dreamed of by many operators. Operated by les Trains touristiques du Saint-Laurent Ltée, the train features former two VIA/CN FP9A units and former VIA/CN 1950s-era coaches, all outfitted

in the famous green, gold and black colours of the period. The only difference between past and contemporary practice is the substitution of the company's logo for the famous CN maple leaf herald. Known as Le Tortillard, the train operates on a daily basis through to October 31. Fares for the one-day round trip excursion are $109.00 for first class and $89.00 for coach class. (**Le Journal de Québec**, 12/05/95, merci à Michel Tremblay)

NEW TORY GOVERNMENT IN ONTARIO COULD JEOPARDIZE PLANS FOR FULL GO TRANSIT SERVICE TO HAMILTON: Plans to operate full GO Transit service between Toronto and Hamilton could be jeopardized by the recent election of a Tory government in Ontario. Elected on a "common sense platform", the new government has made a number of spending cuts in recent days, most notably in the area of social programs, but it has also gone after GO Transit and its annual $80 million subsidy. Major investments have already been made to rebuild the former Toronto, Hamilton and Buffalo station in Hamilton and turn it into a multi-modal transit facility to handle the new service. The station is expected to open in the fall. Whether it handles any more trains than the present three round-trip Monday to Friday rush hour moves that GO now operates is anybody's guess. (**Hamilton Spectator**, 21/07/95, thanks to Clive Spate)

DEATH OF NOTED BRITISH RAIL AUTHOR: Geoffrey Freeman Allen, former editor of **Jane's World Railways** and a co-founder of the industry journal **Modern Railroads**, has died at the age of 73. The son of a civil engineer with the London and North Eastern Railway, Allen got his writing inspiration from his father who wrote a monthly feature in **The Railway Magazine** on "British Locomotive Practice and Performance". Allen was also involved with the rail magazines **Trains Illustrated** and Railway World. Although retiring from **Jane's** in 1992, he continued to write on European railway developments for **Modern Railways**. (**The Telegraph**, 22/07/95, thanks to Bob Elliot)

CROW RATE ENDS, NEW ERA FOR GRAIN TRANSPORTATION IN CANADA: On August 1, the historic Crows Nest Pass Freight Rate for grain transportation was quietly abolished, just two years short of its centenary. The Crow was originally set up to assist in the financing of rail development in the west. In later years, all grain shipping activity by rail came under its mandate. In contemporary times, the Crow would come to be known as the Western Grain Transportation subsidy, costing taxpayers more than one-half billion dollars last year. With the end of the subsidy, the shipping of prairie grain will now be responsive to market shifts and, hopefully, competitive pricing. Even more interesting is what to do with physical assets, such as a fleet of 13,000 grain hoppers that the federal government assembled since the early 1970s after the railways said that there was no economic incentive for them to invest in new grain-carrying cars, given the low rate of return for hauling grain. The fleet is valued at $400 million, about one-half of what it would cost to build it today. Both CN and CP Rail System have expressed interest in being given the cars but Ottawa has yet to decide whether it will give them up. (**Globe and Mail**, 31/07/95)

FLOATING RESTAURANT MOVED: For several years, former CN 'Skyview' (nee Milwaukee) cars "Malpeque" and "Trinity" resting on the 19th century former car ferry "Landsdowne" formed the "Landsdowne Restaurant" moored in the Detroit River near the Cobo Hall convention centre. The restaurant has been closed for some four years. In mid-July the "Landsdowne" departed Detroit, under tow en route to the Cleveland waterfront where the floating restaurant might be placed in service. (Ken Garber)

RAILTEX REPORTS SECOND QUARTER LOSS: Shares of regional and shortline railroad operator RailTex Inc. dropped 26.5 per cent after the company, without warning investors, reported disastrous second-quarter results. Among the 25 RailTex railways that performed poorly were two former Canadian National lines, now incorporated as the New England Central Railroad, and the Cape Breton and Central Nova Scotia Railway Ltd. RailTex is expected to make new bids on marginal CN lines in Ontario if the new Conservative government scraps restrictive labour legislation as promised. (**Financial Post**, 09/08/95) Φ

National Transportation Agency News

NTA TO HOLD PUBLIC HEARING ON QNS&L PASSENGER SERVICE: The NTA was scheduled to hold public hearings in Sept-Iles on August 1, regarding the reconsideration of an application by the Quebec North Shore & Labrador Railway Company for authority to discontinue passenger service between Sept-Iles and Schefferville, and between Ross Bay Junction and Wabush/Labrador City, in the provinces of Quebec and Newfoundland. Twice before, in 1985 and 1990, QNS&L has been ordered not to discontinue this passenger service. (Notice, 22/06/95)

CN FILES NOTICE OF INTENT TO ABANDON LINE IN SOUTHERN ONTARIO: CN filed notice on July 10, 1995, that it intends to file for abandonment authority for the Cayuga Subdivision, from Feeder West (mile 22.0) to Delhi (mile 81.0), including the Simcoe Spur at mile 74.34 of the Cayuga Sub., from mile 0.0 to mile 0.95, all in the Province of Ontario. Freight service is currently provided out of St. Thomas as required by wayfreight #582.

CN NOT AUTHORIZED TO ABANDON PORTION OF SOREL SUBDIVISION: CN was ordered not to abandon the Sorel Subdivision between Tracy (mile 45.5) and Sorel (mile 47.16). While the agency found that this portion of the line was uneconomic, it concluded that there is a reasonable probability of the line becoming economic in the foreseeable future. CN originally applied for abandonment November 6, 1987, and have been ordered twice before (March 9, 1989, and July 15, 1992) to continue the operation. The abandonment application will be reconsidered no later than two years from the date of this order. (Order 1995-R-299, 13/07/95)

CN AUTHORIZED TO ABANDON PORTION OF CHATHAM SUBDIVISION: CN received authority to abandon the Chatham Subdivision, from Bloomfield (mile 63.9) to Tecumseh (mile 99.2). While there were a number of those who opposed this application on public interest considerations rather than on the economic viability of the line, the Agency can consider this evidence only if it concludes that there is a reasonable probability of the line becoming economic in the foreseeable future. There was no such evidence.

VIA Rail uses this line for its Toronto-Windsor service, but revenues received by CN from VIA cannot be used in the determination of actual losses as this traffic does not originate or terminate on the line for which abandonment authority was sought. Because of the VIA trains, the Agency set the abandonment for one year from the date of the order. (Order 1995-R-301, 14/07/95)

AGENCY APPROVES CONVEYANCE AGREEMENT BETWEEN CN AND WSJR IN ONTARIO: The National Transportation Agency has approved an agreement for the Canadian National Railway Company (CN) to convey by sale to the Waterloo-St. Jacobs Railway Company Limited (WSJR) 11.78 miles of the Waterloo Spur between Kitchener and Elmira.

On February 1, 1995, CN gave notice to the Agency of the agreement to convey its railway land and certain other assets to WSJR, a Canadian railway company which will operate an excursion train service over the line. As well, CN will continue to operate its freight service for two years, after which time WSJR will make every effort to provide freight operations.

The approval came in spite of strong opposition from residents of St. Jacobs who don't want the excursion train since they feel their village is already too crowded with tourists. A diesel-powered train of four cars will provide the service. (**Kitchener-Waterloo Record**, 22/07/95, thanks to Chris Stacey, **Canadian Press**, 02/08/95 and **Financial Post**, 03/08/95)

Algoma Central News

by WAYNE BRITTAIN

Wisconsin Central's Algoma Central Railway Inc. is slowly painting its seven recently acquired former VIA 'A' units into a silver, red and yellow scheme to match the 22 former VIA passenger cars.

The first 'A' unit repainted and placed in service was FP9A 1753 (ex-VIA 6514), making its first trip to Hearst on June 21 on Train #1. It spent three weeks in the backshop for a rewiring after painting. No. 1751 (ex-VIA 6506) made its first revenue trip on Train #1 to Hearst on July 19. No. 1750 (ex-VIA 6502) is being rewired, and No. 1752 (ex-VIA 6511) was in the paint shop in late-July. Of note, after 1751 and 1753 were painted, it was decided to change the nose door to open inward instead of outward.

Awaiting painting and repairs are former VIA FP9A 6525 and 6531 and FP7Au 6553 (to become AC Nos. 1754-1756). No decision has been made regarding former VIA F9B 6602, 6606, 6613 and 6614 (to become AC Nos. 1760-1763).

GP7 1506 (ex-AC 158) has had its high short hood chopped, with headlight placed high between the number boards, ditch lights on both ends, snow plow pilots, "beer can" exhaust mufflers, rear number boards painted over, bell moved to the side of the long hood, and sports a platform on top of the cab to hold four radio antenna. It was modified in the Wisconsin Central shops stateside, returned on July 8 and was placed in cross border transfer service. Sister 1502 (ex-AC 101) was similarly modified, returning to service on July 25.

Plans are to close the Wisconsin Central and Soo Line yard in Sault Ste. Marie, Michigan, with all classification to be performed in Sault Ste. Marie, Ontario. A new connection between WC and AC is to be built in the Soo to eliminate the present switchback arrangement. Power arriving from Michigan or on through trains will continue north on the Algoma Central and vice-versa.

Several Wisconsin Central units have been operating on the Algoma Central on and off, including: SDL39 583, SD45 5399 (still carrying its ATSF number) 6494, 6512 and 6613, and F45 5972 (still carrying its ATSF number). Wisconsin Central is utilizing Algoma Central's nine cabooses systemwide. WC President Burkhart's private car "Sierra Hotel" has visited Sault Ste. Marie, Ontario, a number of times since the January 31, 1995 takeover of the Algoma Central. Φ

BREAK-IN TRIP: Algoma Central FP9A 1753 (nee VIA/CN 6514) completes its first trip to Hearst as it arrives at Sault Ste. Marie with Train #2 on June 22, 1995. Photo by Dale Wilson.

CHOP-NOSED AT AGE 44. Fresh from modifications, Algoma Central GP7 1506 (nee 158 in 1951) teams up with Wisconsin Central SDL39 586 at Sault Ste. Marie, Michigan, on July 9, 1995. Photo by Ron Lipsett.

North Bend, British Columbia

by DAVID MERIDEW

In the November 1993 and May 1994 issues of **Branchline** I wrote about the Canadian Pacific Railway's divisional points at Field and Vancouver (Coquitlam), British Columbia. The following is about the early stations and Divisional Point in the Fraser Canyon, plus comments about three stone roundhouses built in the west by CPR at the turn of the century, at places such as North Bend.

In 1882 the residents of Yale were disappointed to learn that Yale would not be a CPR Divisional Point. Andrew Onderdonk had completed the Yale Shops there in March 1882, but two other locations up the Fraser Canyon had been proposed instead as possible sites - Twelve Mile Flats (12 miles up the old Cariboo Road from mile 0 at Yale) and Yankee Flats (27.1 future rail miles above Yale, but not on the Cariboo road).

Before a decision was made on a divisional point, a call for tenders had been let by the Federal Government to build railway stations at Twelve Mile Flats and Yankee Flats. The tenders were called for on July 25, 1881, and then again for August 13, 1881. The station contracts were separate from the Andrew Onderdonk Railway Contracts awarded in 1879. The successful bidder was John Patterson and the contract was awarded to him by September 1, 1881. Twelve Mile Flats station was completed in late 1881 and Yankee Flats station in the spring of 1882.

The Stations were completed before track laying reached their locations. Locomotive No. 1 - "YALE" pushed the rail laying train across Spuzzum Creek Bridge on April 22, 1882, and reached Twelve Mile Flats a day or two later. A sign board was hung up on the 1881 station - the name was "SPUZZUM". Spuzzum Station was the first railway depot built west of the Canadian Rockies for the CPR.

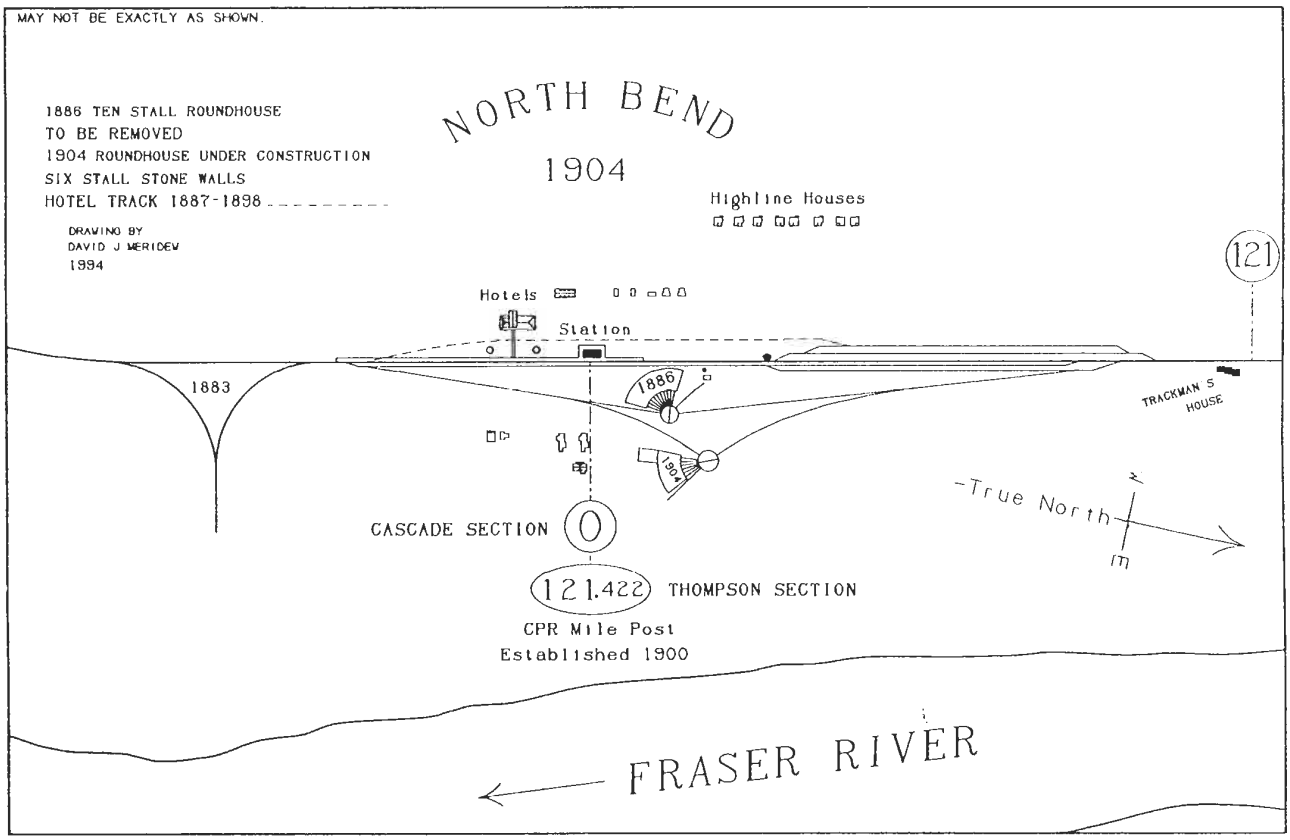
This brings up the question of when the Yale station was built. Yale and Emory were the starting locations of Andrew Onderdonk's construction back in 1880. Yale station was not first priority on Patterson's station contract. It was instead built later by Andrew Onderdonk and was the last station completed in the Fraser Canyon before the CPR took over in the mid-1880s. Construction started on Yale station in November 1883 and was completed in early 1884. No station was ever built at Emory.

Patterson was not financially successful in the construction of the stations. In late-1882 he quit the contract, leaving the government and Andrew Onderdonk to finish the other buildings. To Patterson's credit, he did complete the stations at Spuzzum, North Bend and Keefers. He also completed several section houses. His contract had been for all the stations and sections houses on Contract 60 through 63 between Emory Creek and Kamloops Lake.

North Bend

The rails reached Yankee Flats in June 1883 but the name of the 1882 station was not immediately known to the public. The name was published in a Railway Passenger Timetable advertised in local British Columbia newspapers. The timetable published in the April 3, 1884, **Inland Sentinel** showed the name "North Bend". (The Passenger train operated to the Timetable from April 1, 1884 to June 30, 1886, under Onderdonk. The CPR started its own trains on July 1, 1886, and the first Transcontinental train passed through North Bend on the morning of July 4, 1886.)

The location of the new CPR divisional point at North Bend became public knowledge on April 17, 1884. It was announced in the **Inland Sentinel** that a roundhouse would be built by W.F. Tayler at Yankee Flats.



W.F. Tayler did not get to build that roundhouse at Yankee Flats in 1884 - it was a false start. All that was added to North Bend during the time of Andrew Onderdonk (April 1880 to June 30, 1886) was the 1882 station and 1883 water tank, siding, and wye. North Bend, B.C., became the next to last divisional point before the railway reached the terminus divisional point at the Pacific Coast.

North Bend was originally built up in two stages - the first by Andrew Onderdonk (railway contractor) in 1882-1883 and then by CPR in 1886-1887. North Bend is located in the Fraser Canyon on a benchland across the river from Boston Bar and the Cariboo Road of 1863.

On Thursday, May 7, 1885, an advertisement in the **Inland Sentinel** called for submission of tenders on May 24, 1885, for the construction of the North Bend and Port Moody roundhouses in 1885. No roundhouse was ever built at Port Moody and North Bend roundhouse was not built in 1885. Another false start.

In Edward Forbes Bush's book **Engine Houses & Turntables on Canadian Railways 1850-1950**, the North Bend roundhouse is reported to be ten stalls built by Willson and McCrady in 1885 (page 49), but no roundhouse was built at this location in 1885. (The only roundhouse built on the British Columbia mainland in 1885 was at Donald by Thomas Thompkins. Thompkins also built the pusher station enginehouse at Beaver [Beavermouth] in 1885).

Thompkins' 1886 construction did not include the North Bend roundhouse, but he did build the 12-stall roundhouse at Kamloops in 1886, plus engine houses at three other pusher stations. The roundhouse at North Bend was built by the CPR and was not part of the Government Contract.

Michael Hagan (of the **Inland Sentinel**) travelled from Kamloops to the coast on the morning of September 3, 1886, and arrived in North Bend on the CPR "Pacific Express". While waiting for the engine change at North Bend he wrote down the following comments: "The place presents many improvements; in progress is a fine roundhouse and other buildings for the convenience of the Railway".

Construction of the North Bend 10-stall roundhouse began in August 1886 and was completed in November 1886. A 60-foot turntable, three houses and a bunkhouse were also built in 1886.

In 1887, the CPR Hotel "Fraser House" was built at North Bend. It was west of the station and on the north side of the mainline. It included a special track in front of the hotel that went behind the station, to the mainline. Also built in 1887, but on the opposite side of the tracks, were more houses and another employee bunk house near the roundhouse. By the turn of the century the special hotel track was gone.

The 1886 roundhouse had to go

Increased traffic and more powerful locomotives required more rolling stock and longer trains. By 1904 it was time to expand the yard. The roundhouse, however, was going to be a major obstacle in expanding this yard.

The 1886 ten-stall roundhouse was built with its back side close to the main line. The old roundhouse was right in the middle of where the longer sidings of the yard expansion were to go on the flat land of Yankee Flats.

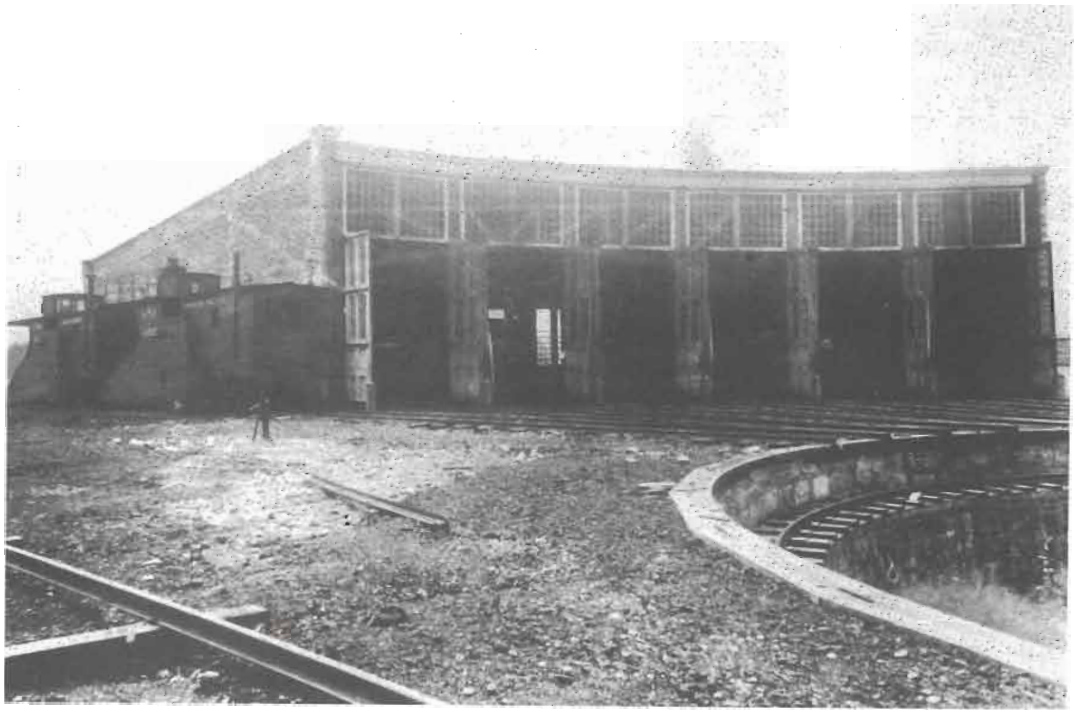
In the 1886 layout the roundhouse pinched the yard into two sections - freight yard to the east and passenger station, siding and hotel to the west. The roundhouse had to go.

The CPR had completed two stone roundhouses just before the turn of the century at Laggan (six stalls) and Field (eight stalls). It was decided to use stone construction again for the replacement roundhouse at North Bend.

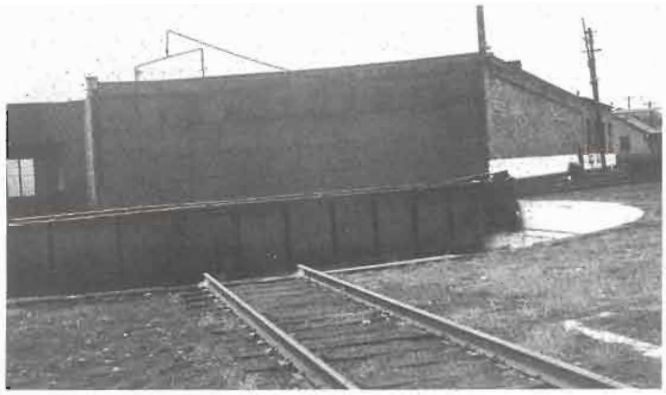
North Bend's new six-stall stone roundhouse was built in 1904, well away from the mainline to allow building the new yard. It had stone walls and stone back but no stone arch entrances on the front as at Laggan and Field. North Bend's new roundhouse instead was built with a wood-framed front with rectangular doors and a large number of small glass windows, above the doors.

The entrance doors opened outward on both the new 1904 North Bend and 1899 Field roundhouses. Laggan's 1898 doors, however, were mounted on the insides of the stone arches. This may have been a disadvantage as to close the doors the locomotives had to be well inside the roundhouse. CPR operated this roundhouse for only 11 years (1898-1909) after which it was closed and abandoned.

North Bend's 1904 roundhouse had a boiler room built of stone and attached to the back side of stall six at the west end.



The new six-stall roundhouse at North Bend as it appeared in 1904. Note the wood-framed front, and the oil-burning headlights on the two plows. Collection of David Meridew



The North Bend roundhouse as viewed from the front in September 1965. The 1904 section has lost the glazing in the wood frame front. To the left is a portion of the 1928 concrete addition. Photo by David Meridew.

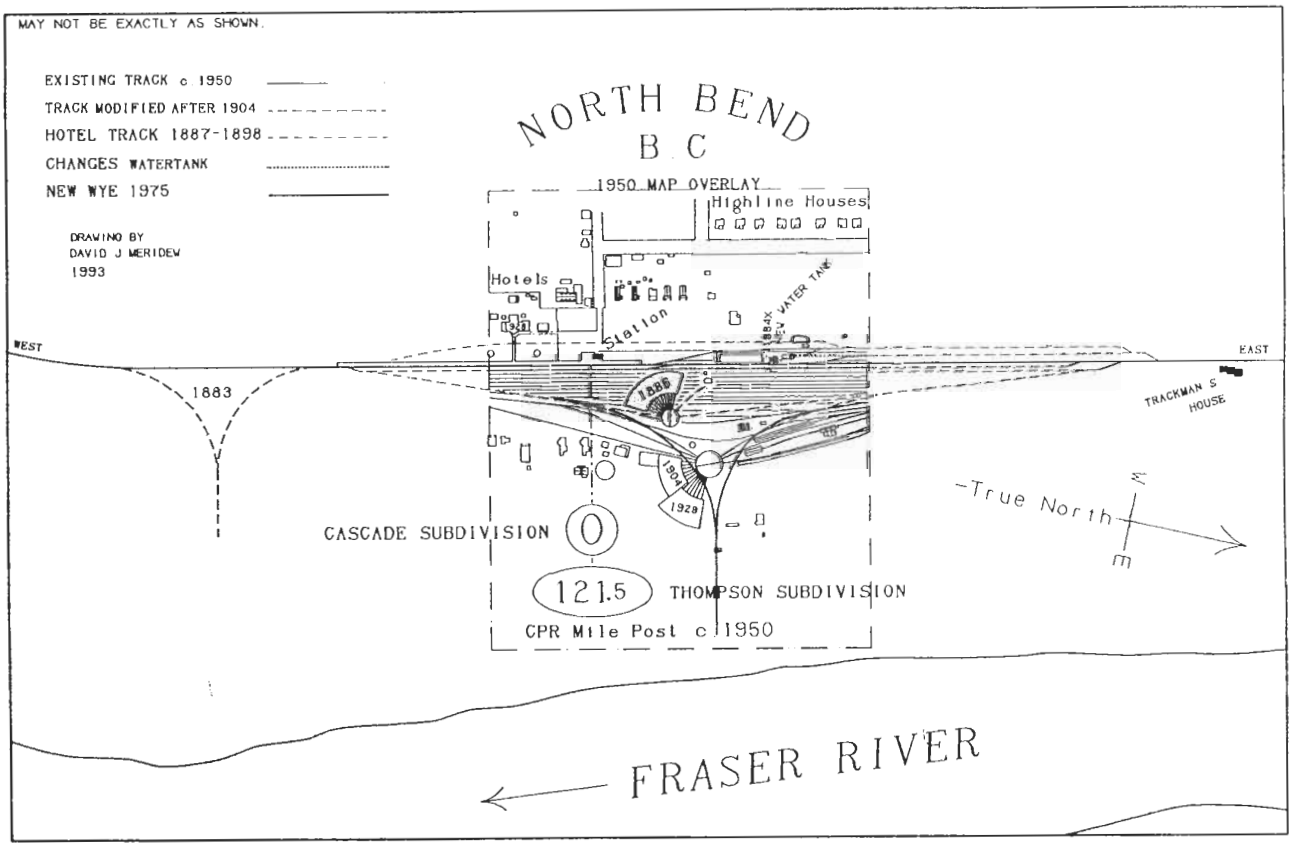
The 1886 roundhouse was torn down in late-1904 for the new yard expansion. The North Bend yard was further enlarged in 1911.

North Bend's 1882 station was still standing in a photo postcard post stamped 1912. This government contract station was replaced before the 1930s by a small single storey CPR station.

The 1887 CPR hotel caught fire in early-1927 and was destroyed. CPR built a new hotel on the same site, which was completed in 1928.

In 1928, North Bend's six-stall roundhouse was expanded when six concrete stalls were added on the east side. It remained as a 12-stall roundhouse until the end of the steam era. It was closed to locomotive servicing in 1958.

Derelict and living on borrowed time, the North Bend coal chute would make an excellent modelling project for someone with a large locomotive terminal. Photo by the author in September 1965.



The original hotel and station in 1912. This station is of the so-called "Government Design". Note the watering facilities between the tracks for servicing passenger cars. Collection of David Meridew.

The 1928-built railway hotel at North Bend in September 1965. Note the telegraph repeater station to the right of the hotel. Photo by David Meridew.

The 12-stall roundhouse was still standing when I visited North Bend on August 21, 1974, but not for long. The windows and doors were already gone on the 1928 addition. Shortly after the 90-foot turntable was lifted and the six 1928 stalls were removed, leaving only the six stalls built in 1904.

CP Rail built a new wye about 1975 which surrounded the now-filled in 90-foot turntable pit and wrapped itself around the front of the remaining six-stall roundhouse. This was North Bend's second wye - Onderdonk built the first wye at the west end of Yankee Flats in late summer of 1883.

In July 1978, the last six stalls were torn down. Also gone in 1978 was the 1928 CPR Hotel. The stone extension for the boiler room for the 1904 roundhouse was left standing until September 1983. The second (and last) North Bend station (built in the 1920s) was removed in 1988.

Today all that remains near the new wye is the buried 90 foot turntable pit and the floor of the 12 stall 1904-1928 roundhouse.

Across the tracks, on the former station side of the yard, all that remains from the steam days is the sidewalk of the 1928 CPR hotel leading up to nowhere on the lawn. There is also the old brick telegraph repeater station beside the hotel, built about World War II. This building is rumoured to be coming down this year. A modern bunkhouse was built in the late-1970s on the lawn to the west of the hotel and is still in use.

The Railway Station

North Bend has had two stations, both built on the same spot. The first was completed by John Patterson (contractor) in early-1882. The design was the typical two storey Government Railway Contract type which was built between 1881 and 1884 on the Andrew Onderdonk Contracts between Port Moody and Savona. There were two windows mounted in their own gables protruding out of the sloped roof on the track side of the stations. (Not all Government stations were of this standard two storey design - exceptions to the design were the stations built at Port Moody, Cisco, Spences Bridge and Savona.)

The twin gable windows on North Bend's station were rebuilt in 1887 into one large centre roof window gable to provide more room on the second floor. In 1930 photographs this station is gone, replaced by a simple single storey CPR station which lasted until 1988.

Regular passenger service at North Bend (using real passenger cars) first started April 1, 1884, and ran to June 30, 1886, under Andrew Onderdonk. (Onderdonk did move passengers before April 1, 1884, using an extra caboose on the back of freight trains, but there was no published timetable). CPR took over on July 1, 1886, running the passenger service through North Bend beginning July 4, 1886, with through service until October 28, 1978. VIA Rail took over passenger operations October 29, 1978, and operated the "Canadian" through North Bend until January 17, 1990. Φ

The North Bend roundhouse on August 21, 1974, just prior to its demolition. Near the CP Rail boxcar, note the second station, built in the 1930s. This simple building lasted through to 1988, a far cry from its elaborate predecessor. Photo by David Meridew.

More on CP's Oil Burning Steam Locomotives

by RAY MATTHEWS

This is further to Lawrence Stuckey's and John Thompson's articles about Canadian Pacific's oil burning steam locomotives (June 1995 Branchline). I certainly enjoyed both the general historical write-up and the reminiscences of Mr. Stuckey. However, the articles do contain a few errors, and there is quite a bit of additional information that should be mentioned to help make the subject matter as accurate as possible.

While arguably the CPR never had any divisions that were 100 per cent oil, the Esquimalt and Nanaimo on Vancouver Island was indeed 100 per cent oil from the 1930s until the end of steam on the island in 1948.

The reference to the conversion of G3 Pacific 2354 to oil as a "pilot project" is perhaps stretching the point a bit as this infers experimental and test applications which would hardly have been necessary as the CPR had already converted many large, and similar, engines to burn oil. The best example would be the conversion of several G4 class Pacifics (2700s) in the 1930s.

The caption accompanying the photo of 2354 states that it was the first engine converted to oil in the post-World War II program. This is not so as quite a few locomotives were converted between 1945 and 1949 when the 2354 was so treated. Certainly the 2354 was the first of the G3 class to be so treated, and was a remarkable engine for several other reasons, but I believe the occasion of its oil conversion was really not that remarkable. This myth seems to have been perpetuated for years as I recall an article in Canadian Rail wherein it was stated that 2354 was "the first CPR engine to be converted to oil." Actually the very first CPR engine to be so converted was N3 class 2-8-0 1868 in 1911.

There is an obvious typographical error in the listing of the Royal Hudsons that were converted. The 2842 was not done, and the list should read 2829-2837 and 2843-2849, and the 2853 which was omitted. The 2853 was converted around 1954/55 and I photographed it on June 15, 1955, when it was assigned to the Winnipeg-Calgary passenger pool. Likely it was the only one of the H1d class (2850-2859) converted. Nos. 2852 and 2854 were re-assigned from the Winnipeg-Fort William pool to the Winnipeg west freight pool for a while in 1957 and 1958, and the 2854, at least, did get as far west as Moose Jaw, Saskatchewan, but I have no evidence that either were converted to oil.

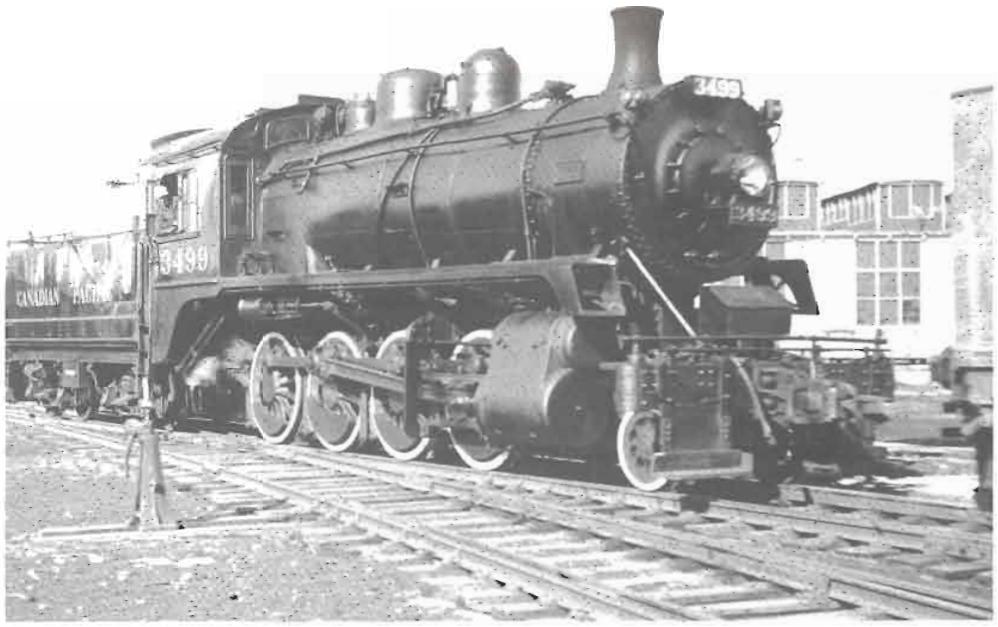
The authors did not mention some of the other unusual oil conversions that took place in the late-1940s and into the 1950s. One was the conversion of G2 Pacific 2563 to oil when it was sold to the Northern Alberta Railways as No. 101 in June 1947. Two or three years later Mikado 5104 was also converted to oil specifically for NAR service although it often saw service between Edmonton and Calgary as well. It was the only one of five latter-day oil burning 5100s not to have worked on the Kettle Valley in southern B.C.

Four other G2 Pacifics (2533, 2572, 2575 and 2586) were converted to oil as well in the 1950s. They were originally intended for service across southern Saskatchewan and Alberta on the Moose Jaw, Shaunavon, Mannyberries, Lethbridge line. This was to lessen the risk of prairie fires on the large tracts of grassy rangelands found on this remote line. They soon were wandering all over the west, from a stint in the summer of 1952 on Kootenay passenger trains as far west as Nelson, B.C., to Saskatoon, and even Winnipeg.

Five Jubilee 4-4-4s were converted to oil as well - Nos. 2910, 2911, 2915 and 2918 for the fast local trains between Winnipeg and Moose Jaw, and 3001 for its last year or so of operation between Calgary and Edmonton on the "Stampeder" and "Eskimo" named passenger trains.

Perhaps the most unusual conversion of all was that of M4 2-8-0 No. 3499. When the last of the V1a 0-8-0s, No. 6809, was retired as the shop switcher at Ogden Shops in Calgary in February 1951, the 3499 was brought all the way from its yard duties in Quebec, converted to burn oil, and served at Ogden until being scrapped in 1958. It was the only M4 to burn oil since about 1920 when the few that did were converted back to coal. Very odd that the CPR would reach that far to get an M4 when many were still working from Vancouver to the Lakehead!

Mr. Stuckey states that by 1952, eighteen G3 Pacifics had



Oil burning M4 class 2-8-0 3499 performs switching duties at CPR's Ogden Shops in Calgary, Alberta, on February 26, 1954. Photo by Ray Matthews.

F1 Jubilee 2910, after conversion to oil burning, pauses at Brandon, Manitoba, on June 20, 1955. Photo by Larry Stuckey, Hutchinson-Matthews collection.

been converted to burn oil, which was the number shown in the lists in Omer Lavallée's Canadian Pacific Steam Locomotives. However, by Mr. Lavallée's own admission, his listings were "provisional", and in fact contain a few errors and several omissions. A total of 22 G3s were converted. The complete lists follows, and I placed an "x" after those that received the 12,000 gallon tender mentioned by Mr. Stuckey. Those done were 2354, 2355x, 2361x, 2362x, 2363x, 2364x, 2369x, 2370x, 2373x, 2374x, 2375, 2376x, 2380x, 2381x, 2382, 2383, 2385, 2386, 2387, 2388, 2389 and 2390. Most of those with the large tender were assigned to Winnipeg, but not all. The 2369, 2380 and 2381 originally were on passenger trains between Medicine Hat and Nelson until 1952 when main line freight requirements over-ruled, and the above-mentioned 2500s took over for a while. Also, the 2373 was assigned to Vancouver for a while in 1953. The assignment of those that retained their original eight-wheel tender was split about even between Vancouver and Alberta, either Calgary, Medicine Hat, or Edmonton.

Regarding the prairie north line between Winnipeg and Edmonton, Mr. Stuckey is correct about the G3s operating on trains 51 and 52, but right from their inception as oil burners they operated beyond Saskatoon and through to Edmonton. Prior to that the normal power from Winnipeg to Saskatoon on this train was the un-streamlined G3s (2300-2350), with G2 Pacifics (2500-2665) between Saskatoon and Edmonton. When the 1200 series light Pacifics arrived in the late-1940s, they largely displaced the G2s from passenger service on this portion. It should also be mentioned that the oil burning G3s were only exclusive on this train until the advent of passenger diesels on the main line. After that the Winnipeg-assigned 2800s (Royal Hudsons) were the standard passenger power all the way from Winnipeg to Edmonton, and the G3s were used less and less. Four Winnipeg locomotives were always assigned to the "Winnipeg-Edmonton passenger pool", and a study of the assignment sheets for the late-1950s shows these four engines were almost always 2800s.

Oil fuelling facilities could hardly have been restricted only to the four terminals mentioned by Mr. Stuckey. Certainly oil burning locomotives were assigned to Brandon, Swift Current, Minnedosa, Sutherland (Saskatoon), Wilkie, Hardisty, Red Deer, and Lethbridge. There also had to have been facilities at such places as Assiniboia, Shaunavon, Outlook and Kerrobert to name just a few. I would imagine every divisional point had some kind of oil fuelling capability ... there was even a facility at Bassano between Medicine Hat and Calgary.

Regarding the statement that "by about 1942 traffic on the Laggan Subdivision between Calgary and Field had become so heavy that many coal burning P2 class Mikados had to be used, and a few continued there until the end of steam", in fact, right from the time of the construction of the P2e class (5360-5379) in 1926, a few heavy Mikados were assigned to this subdivision. What happened actually, beginning in 1943, was the assignment of Class P2h and P2j Mikados to this Subdivision. Those eventually assigned were Nos. 5427-5434 and 5436-5444, plus usually a couple of 5300s (this does not include the 5300s used as Field Hill pushers). They all remained until the arrival of the first diesels, and in the spring of 1952 were transferred en-masse from the territory. Two remained at Calgary for freight service north, a few went to Medicine Hat and Moose Jaw, but the majority went either to Winnipeg, Kenora, or Fort William (now Thunder Bay).

Now, I'm going to open a can of worms! The conversion of N2 class Consolidations to P1n Mikados started in 1946 and the four oil burning examples converted for the Kettle Valley passenger service (5211, 5212, 5221 and 5224) were all done in 1947-48, well before the 2354 was converted. The conversion of the large block of oil burners (5241-5264) commenced about the same time as the start of the 2354 conversion. The question is - were the P1n's rebuilds, or should they be considered as new engines? The only components used from the old 2-8-0s were the frames (albeit lengthened), the driving and pony wheels, main and side rods, and possibly the cylinder castings. Everything else was new except for a few boiler gauges and fittings, and the sand domes from the original engines were used on a few of the rebuilds. If you consider these engines to be conversions, then oil conversion would apply. If you consider them as essentially new locomotives, as some historians do, then they would be considered as built as oil burners. The problem is, if one tends to lean towards the latter premise, then Selkirk No. 5935 loses its status as the last CPR steam locomotive built. That honour falls to No. 5264 which was turned out some nine months after the 5935!

Before you dismiss this idea as drivel, consider how much of an old locomotive must be retained in rebuilding before the term "conversion", rather than "new", can be used. Most of the components of the engines themselves were brand new, including the boilers, cabs, running boards, and almost all the smaller appliances, and the tenders were entirely new. Let's see how much mail this generates!!

G2 Pacific 2575, one of four G2s converted to oil burning, being hostled at Nelson, B.C., on July 12, 1952. Photo by Ray Matthews.

Much more could be said about the so-called "modern oil burning era" of the CPR, and I have really only scratched the surface of this most interesting period. I again wish to say that I intend in no way to belittle the efforts of Lawrence Stuckey and John Thompson in their articles. They were excellent. It is just that the record has to be set straight about a few items, and there really is so much to be told. Fortunately, Branchline has always prided itself on being as historically accurate as possible, and it is to further that end that I have offered the above. Φ

Tid Bits by DUNCAN DU FRESNE

Diesel Electric Locomotive Instructions

The year 1995 seems to be my year for finding long lost articles and graphs. In the May 1995 issue of **Branchline** I wrote an article as a result of finding my long lost C.P.R. graph that depicted the horse power/tractive effort/speed curves that compared C.P.'s first diesel electric road locomotive (ALCO-GE RS-2 8400) with its modern light Pacific 4-6-2 steam locomotives of the 1200 series. Interestingly, the last of the 1200s, engines 1300 & 1301, were built 16 months after the diesel/steam comparison chart was drawn up. And many thanks to Joe Howard in Vancouver for adding to that article in his subsequent Letter to the Editor (July-August **Branchline**). Joe's knowledge and eloquence in such matters makes for very educational reading.

In the June issue, after finding another misplaced paper, I was able to write about The Lucy Dalton. That article prompted one of our members, David Lowther of Astorville, ON (near North Bay), to go to the trouble of researching through the Archives of the **North Bay Nugget** newspaper to come up with reports on the parade in North Bay in 1925, but, unfortunately, the reports did not really explain how the Lucy Dalton, a railway locomotive, "tooted and puffed its way down North Bay streets in the middle of the parade with wood tender and caboose attached". Nor did it explain how the "exact replica" was built, not from engineering drawings, but from an old photograph. Must have been quite a feat! It seems that newspaper reporting then, as now, leaves a whole lot to be desired.

In any event, this month I'm going to do it again. Rummaging through one of my file cabinets recently, while looking for some document or other, I found a paper that had long since disappeared and one that I specifically had put away for safe keeping many years ago. The disappearance of this paper had me very annoyed for a long time for I knew I had it, I just didn't know where. Any of you readers out there got a filing system like mine?

Back in the early days when the diesel-electric locomotive was being introduced the railways quickly realized that the "old dogs", both in the shops and on the road, were going to have to learn a few "new tricks". Canadian Pacific ordered its first diesel electric locomotive in 1935. The 7000 was a switcher of 550 HP and of the B-B type. Constructed by National Steel Car Company of Hamilton, Ontario, it utilized a Harland and Wolff (Northern Ireland) two stroke cycle engine with electrics supplied from English manufacturers. The locomotive had a seven year working life span with C.P. (1937-1944) and proved one thing with certainty: it was cheaper to operate than a steam powered yard engine. It also heralded the way for the rapid dieselization of the C.P.R. Meanwhile, and quite aside from the technical differences it introduced, it also introduced enormous differences in operating and maintenance characteristics to a steam-oriented work force.

I find it interesting to note that the engineer's controls were purposely laid out in a manner that would make a steam engineman feel "more comfortable", that is to say, for example, the throttle moved back and forth, forward to close and pull back to open, just like its steam counterpart. The forward/reverse control, similarly, was a back and forth lever. Where things began to get difficult, however, was when a steam educated engineman, in an effort to get the unit stopped, put it into reverse while still rolling ahead, and opened the throttle, steam engine style! If you can do it on a steamer, why not this thing? Why not indeed! Obviously there was a lot to learn.

In 1943, C.P. prepared an instructional paper in order, in part, to facilitate a very necessary learning process. It was intended for operating employees and was to be put into a wood and glass frame and screwed to the wood ceiling lining of the cabs of their new S-2 Alco-GE 1000 HP switchers of the 7010 series. A number of years ago, probably in the mid to late 1970s, I was at the C.P.'s Walkley Yard shop in Ottawa and asked my old colleague and buddy, Ray Bailey, who was the locomotive foreman there at the time, if I could remove that paper from its frame in the cab of S-2 7028 so that I might photo-copy it. In typical Ray Bailey fashion he said I could remove the 7028 if I wanted to and take it home. The 7028, by the way, and I were old friends, that particular engine having spent the majority of its long life in Ottawa and was in fact the engine I spent the night working on when my son, Bruce, was born more than 39 years ago.

Now, verbatim, are the contents of the instructional paper:

DIESEL ELECTRIC LOCOMOTIVE INSTRUCTIONS

"Since the introduction of Diesel-electric locomotives into switching service on the Canadian Pacific, the question of their haulage capacity as units, and when compared with steam locomotives in similar service, has aroused considerable discussion.

Successful performance and economical maintenance of diesel-electric locomotives can only be accomplished when due regard is given to certain fundamental differences between diesel-electric locomotives and steam locomotives.

With diesel-electric power, since the diesel engine is not connected directly to the wheels, it is possible to develop and to maintain constant and full engine horsepower throughout the full range of the locomotive operating speeds. This constant engine horsepower is advantageous when starting and accelerating loads, but due to these characteristics, when the generator is called upon to transmit additional power to meet increasing demands for power to the traction motors, there is no horsepower reserve, and therefore the tractive effort developed at the rail drops off very rapidly.

With steam locomotives, on the contrary, the engine being directly connected to the wheels, develops and transmits increasing horsepower as the speed increases up to 35 to 45 miles per hour, according to the design of the locomotive. The tractive effort of the steam locomotive drops very little up to 10 m.p.h. and at a much slower rate thereafter than that of the diesel-electric locomotive.

Unless these radical differences in principal are given full consideration and are thoroughly understood by all operating and maintenance staffs, attempts to base hauling capacity of diesel-electric locomotives upon ratings presently in effect for steam locomotives will surely result in the overloading of the diesel-electric units and in lengthy and expensive repairs.

The rapid decline of tractive effort, when power developed at starting is compared with that at 10 m.p.h., is illustrated by the following table, showing a direct comparison between diesel-electric locomotives and various classes of steam switching locomotives presently in service. It will be noted that there is a marked difference in relation between tractive effort and horsepower developed for the two types of power.

Class	Numbers	Rating in %	Starting Tractive Effort Pounds	Tractive Effort 10 mph Pounds	Engine H.P. 10 mph
Diesel	7010-7014	-	69,000	28,000	1,000
Diesel	7000	-	65,000	17,300	600
V-5	6600-6609	60	59,500	55,950	1,491
N-2	3600-3760	43	43,500	42,195	1,124
V-1	6920-6929	42	41,800	39,877	1,063
M-4	3400-3563	36	36,200	35,475	946
U-3	6151-6304	28	27,600	26,437	705

Taking for example diesel-electric units 7010 to 7014 at starting and at estimated switching speed of 6 mph. Their starting tractive effort 69,000 lbs. (the highest of any class of power in switching service), might lead to the assumption that their capacity should be rated accordingly. However, the tractive effort at switching speed (6 mph) is reduced to 44,000 lbs., which is the equivalent to the tractive effort of an N-2 class locomotive. At 10 mph the tractive effort of the diesel locomotive drops to 28,000 lbs.

For these locomotives the diesel engine horsepower rating is constant at 1,000 horsepower but at 6 mph the horsepower transmitted at the rail is only 704 horsepower, the equivalent to that developed at the same speed by the U-3 class steam locomotive.

In the case of engine 7000, the starting tractive effort is also high being 65,000 lbs., but at 6 mph is reduced to only 25,400 lbs., being less than the tractive effort at that speed of a U-3 class locomotive. At 10 mph engine 7000 develops tractive effort of only 17,300 lbs. The diesel engine horsepower rating is 600 horsepower but the horsepower developed at the rail is only 406 horsepower. Regardless, therefore, of the high starting tractive effort inherent in the design of diesel units, they can and must, for operating purposes, be compared with engines capable of developing equivalent power at operating speeds; therefore, engines 7010-7014 are equivalent to N-2 class and engine 7000 to U-3 class locomotives.

MONTREAL, Nov. 25, 1943

W.F. TULLY,
Superintendent

As her builder's plate shows, the 7028 was built in Schenectady, New York, in June 1945. Her end came in June 1986, 41 years later. Not a bad lifetime for a machine living through fast changing times.

Neat eh! Now you know all about it. For those who don't know C.P.'s steam engine classes mentioned in the text they are:

- V-5 heavy 0-8-0
- N-2 medium size 2-8-0
- V-1 old, small 0-8-0
- M-4 old, small 2-8-0
- U-3 old, small 0-6-0

Regardless of what Mr. Tully said in the paper, which is quite correct, one should not get the idea that the S-2 (7010 - 7014), despite its high starting tractive effort, is somewhat less of an engine because of its much lower tractive effort at 10 mph. In the class of service for which it was designed, that is switching, it was a world beater compared to anything C.P. had in steam power in the same service. It could literally bury any C.P. steam switcher with the work it could do in an 8 hour shift, especially during the winter months, and for a fraction of the cost. See Tid Bits, April, 1990 for more on this subject. Φ

C.P. S-2 7028 in Walkley Yard, Ottawa, Ontario, in the late-1960s. Note the rougher riding Blunt trucks and friction bearing boxes as well as the rather good looking Tuscan Red and Grey "script" paint scheme. Photo by Bruce du Fresne.

Expo Express Revisited

by JOHN GODFREY

In the June 1995 **Branchline** there appeared a photo of the remains of one of the Expo Express trainsets awaiting a final round with the cutting torch in Cedars, Quebec. Upon publication, it occurred to me that there may now be in our midst those who have no recollection of these trains. So, herewith is a thumbnail sketch.

The 1967 World's Fair (Expo 67), held on two islands in the St. Lawrence River in Montreal, had transportation as one of its themes. Indeed there were a number of methods to get around the site on land, water, and in the air. Among the land-based forms was the "Expo Express".

The Express was, for all intents and purposes, a fleet of standard gauge subway cars very similar to the Toronto Transit Commission's H-1 Class subway cars, with big windows, fancy noses, and other variations. The 48 cars were constructed by Hawker Siddeley in Thunder Bay, Ontario, and towed to Montreal by CP Rail during 1966 and early 1967. One set was displayed at CP's Windsor Station in Montreal for a time to acquaint the public with the new cars. The sets were interchanged to the Port Railway for delivery to the Expo site.

The 48 cars were divided into six car sets with cab on the outer ends only. The motorman's cab was on the right side and occupied only a small portion of the front of the car. The rest of the nose was usually full of fair goers enjoying the great view. Here's a bit of Expo trivia: The system was automated; the folks in the cab were Montreal Transportation Commission employees there in case something went wrong and to calm public fears that no one was in control. A standard control handle in the cab controlled both acceleration and braking features and cab signals were provided should the train have to be operated manually. The deadman control was activated by pushing down on the handle. With the doors open the train could not move. A very typical reverser governed direction.

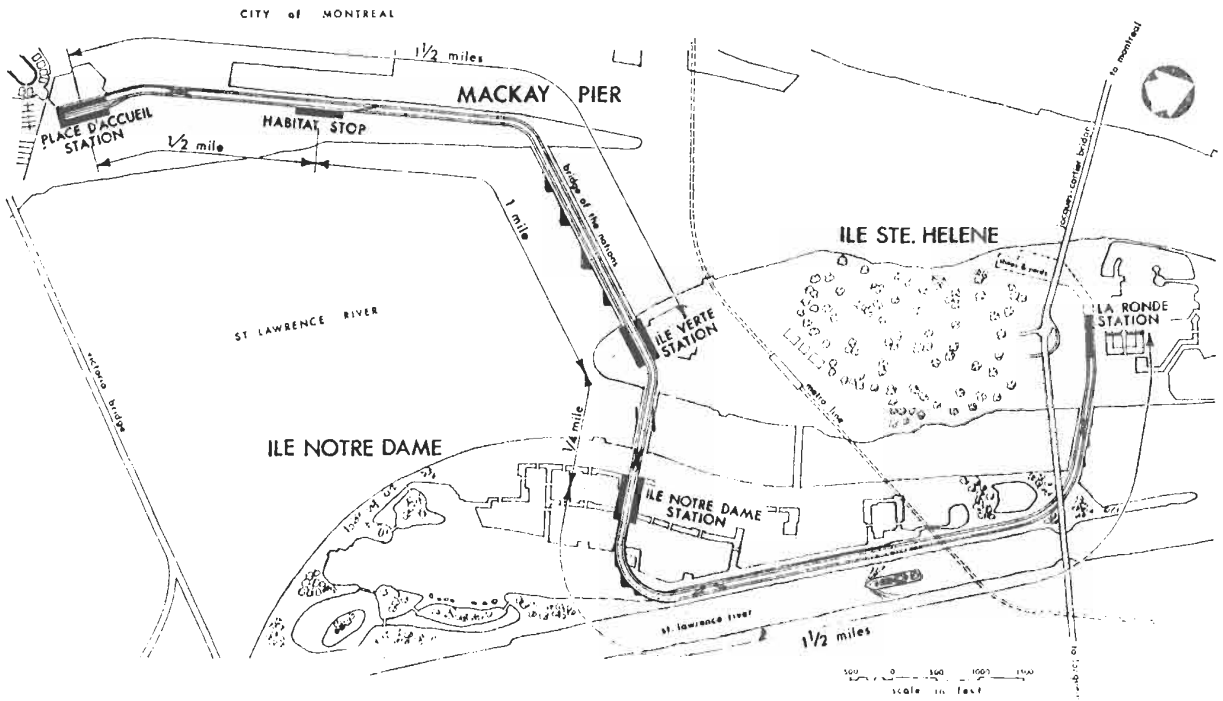
Stats for number crunchers: the cab cars were 76' 9" long, two feet longer that the non-cab cars. All cars were 10' 4" wide and 12' 0" high. Each car weighed approximately 61,000 lbs. The wheel base was 6' 10", with 28" wheels. The six car train was actually two three car sets joined together. The cab cars sat 76, the non-cab cars 78, and the middle 'trailers' 80; add about 120 standees per car.

As mentioned before, the cars were basically subway cars. Three 3' 9" doors were on each side versus four on the subway version (the end doors were a narrow 2' 4" wide). The number of doors permitted the positioning of eight 42" X 69½" windows per side per car. The steel underframe/aluminum sided cars were designed to withstand a buff force of 400,000 lbs. As is usually the case with lightweight equipment, the frame carries some of the car's weight. This became evident once everything above floor level was recently cut away; the remains developed one heck of a sway-back. The cars were coupled together with Ohio Brass couplers which, though manually operated, also provided pneumatic and electrical connections. However, the end cars only had tow-bars with which to connect to another trainset. Contrary to popular belief, the fleet was not only air-conditioned (two 10-ton refrigeration units per car), but heated as well using dynamic brake waste heat recovery and 24 kilowatt auxiliary electric heaters.

Propulsion was my means of four 120 hp traction motors per car running off of the 600-volt DC third rail. Top speed was 50 mph. There were two braking systems: electro-pneumatic and pneumatic. The trainsets also contained a public address system. The initial 3½-mile system contained five stops which, from west to east, were Place D'Accueil, Habitat (eastbound only), Ile Verte (St. Helen's Island), Ile Notre Dame, and La Ronde. The yards and shops were located beyond the La Ronde stop under the Jacques-Cartier Bridge. Sometime after Expo, service west of Ile Verte was curtained.

After running for a short time on the Man & His World site (as Expo was renamed after the fair), the fleet was put in storage, first on the site, then at the Vickers plant in east-end Montreal, and finally at Soulanges Industries in Les-Cedres, Quebec. At one time there was talk of using the cars on the Deux-Montagnes

Route of the Expo Express.



One of eight 6-car Expo Express trainsets awaits the scrapper's at Les Cedres, Quebec, on April 5, 1995. Photo by John Godfrey.

electrified commuter line. They also changed hands a number of times over the years, with each owner shopping the cars around to various transit agencies, but without success. Their second last owner had a deal with Bombardier whereby if they moved one car to their La Pocatière plant, disassembled it to see how it was built, and renovated it, they could do the rest of the fleet. Alas, the individual went bankrupt and the deal fell through. To the best of my knowledge, the car is still at the down-river plant.

The remaining 47 cars were acquired by a contractor and are in the process of being scrapped at Les-Cedres. During a couple of visits early in the spring, the process had begun. First the interiors were stripped, the glass removed, the sides cut-up, lastly the frames. Anything that seemed resalable was set aside (in fact, the Toronto Transit Commission purchased a number of traction motors, trucks, and other under car equipment). Though the interiors had been vandalized over the years, with the odd window broken, the fleet was mechanically in excellent shape. Peeking under a still-intact set, the electrical components were still behind their vapour barriers looking brand new, the wheels and brakeshoes very good, and the electrical components looked fresh out of the box.

I was three years old during Expo 67, but I have memories of the trains arriving in the stations, people and pavilions flashing past the windows. During a visit in later years I can recall the sets sitting at one of the stations along the line unused. At a Transportation Week display in the Port of Montreal in the early '80s, one set was put on display and drew much attention.

Now that the cars are going, what is there left of the Expo Express system? Not much. The bridges it used to cross the various waterways among the islands are still extant, as is the former repair facility (now a municipal garage) and the lower level of the La Ronde station which is the amusement park's main entrance. Beyond that, though the right-of-way is discernable in a number of areas, especially between the former Ile Verte and Place D'Accueil stations, very little remains. Only souvenirs and people's memories remain of a time when the world by-and-large put aside its troubles for a time and came together in Canada for a heck of a good time on some islands in the St. Lawrence River near Montreal. Φ

The Bothwell Patent - Can You Help?

Ray Corley, 41 Lynndale Road, Scarborough, ON, M1N 1B9, is looking for information regarding an unusual steam locomotive design that was invented as a variable power machine.

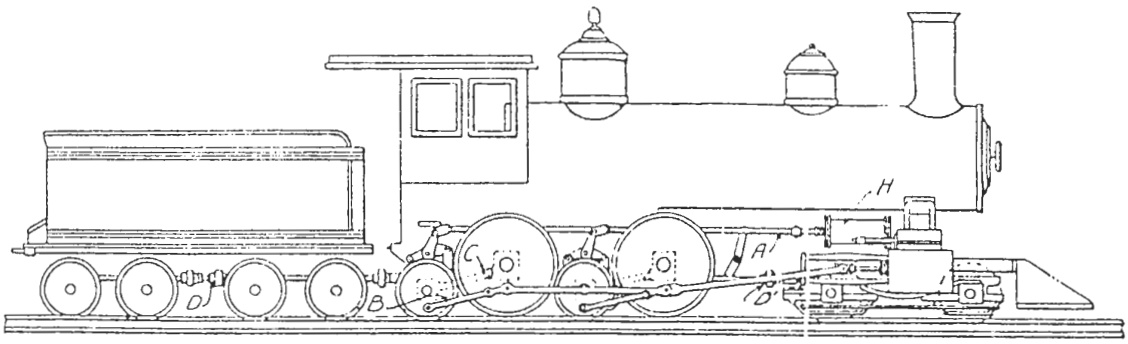
The basic plan to achieve this was the use of two different sets of driving wheels, a large diameter when running on level track with light loads, and smaller diameter when hauling heavy loads or for climbing gradients. The logic was sound and this in theory seemed a perfect answer where different amounts of power were needed on different parts of a line by the same locomotive.

This device was the patent of G.A. Bothwell of Owen Sound, Ontario. The system consisted of the provision of a second set of driving wheels of a smaller diameter than those ordinarily used, with a means of varying the drive between the large and small driving wheels as required. The patent also included a device whereby the wheels of the leading truck and the tender wheels could be used as driving wheels.

One Canadian 4-4-0 is known to have been rebuilt in Chicago with the Bothwell gear, but it did not have tender wheels geared up for use as drivers. Presumably only this one experimental locomotive was so converted and despite satisfactory tests its seem doubtful whether this patent could work well in normal day to day running.

Briefly, a shaft was needed to connect the axles of the small driving wheels with the axles of the engine truck, and a shifting device. Each of the axles to be driven when the smaller driving wheels were in use had a 24" cast bevel gear which meshed with 20" diameter cast steel pinions on the shaft. A lever was used to throw these gears into mesh, operated by air or steam power. The shaft was provided with a universal coupling to allow the truck to move in a lateral plane with reference to the frame of the engine.

This weird and not so wonderful creation was recorded in **Railway Magazine** in 1907. Presumably the device died a quick death. Please write Ray directly if you can provide further information. Φ



Outline side elevation of the Bothwell locomotive showing method of working the two sets of driving wheels.

Sights, Smells, Sounds and Fun
Steamtown Grand Opening

by MIKE SALFI

Four years ago, when I first visited Steamtown in Scranton, Pennsylvania, and heard the plans for a fully functional roundhouse and museum, I knew I would be back to attend the Grand Opening in 1995. At that time, there were no plans for a downtown mall and the downtown area was not in the best condition. What a difference a few years have made. I knew about the mall because I visited again in the summer of 1994. Now the downtown area is alive and well and the Steamtown site is the major reason why.

The trip to Steamtown started innocently enough with a drive from Kitchener, Ontario, to Scranton on June 30. As we were heading down Interstate 81, I happened to glance to my left and saw some passenger cars passing behind the trees. Wait a minute, passenger cars, and they were old cars as well. There must be a steam engine at the front of this train. As I kept driving, the tracks came under the road and, sure enough, the train was powered by New York, Susquehanna & Western Railroad No. 142, a People's Republic of China-built Mikado. I pulled off the road at the next exit and drove up to a bridge to watch it pass. I considered chasing it, but decided against it as I was unfamiliar with the area. This turned out to be a good decision as it would give me an opportunity to see museum exhibits in a less crowded environment.

My wife and I proceeded directly to the Steamtown site, arriving shortly after 13:00. There were not that many people at the site, and we got a personal guided tour of the museum by Dennis Martin, one of the Steamtown volunteers, whom I had been in contact with prior to our visit.

The actual museum is made up of a full circle roundhouse located in the yards formerly owned by the Delaware Lackawanna & Western. It is divided up as follows: a visitor centre, a movie theatre, a history museum, two stalls which will allow restoration of museum rolling stock, the remains of an original roundhouse pit, 12 roundhouse stalls in which operating steam locomotives are kept and maintained, a 1902 roundhouse remnant, a technology museum and a bookstore located in the old Oil House. There is also a functioning turntable.

In the theatre, an 18-minute film is shown which follows the life of one person from the time he was a boy in awe of the railroad, through to his years working for the DL&W. It is an interesting film which also gives a glimpse of the marketing campaign which led to the fictional Phoebe Snow character.

Exhibits in the History Museum centre around the history of steam railroading including people involved with railroading. There are full-size mannequins of people such as firemen, conductors, people that worked in the railroad stations, etc., with a short description of their duties. The relationship of the railroad and labour is also depicted. Basically, this museum presents a timeline identifying key moments in the history of railroading, especially with respect to the DL&W from the early 19th century to the mid-20th century.

Operating steam locomotives inside the roundhouse were visiting former Chicago, Milwaukee, St. Paul & Pacific 4-8-4 261, and Steamtown-owned former Canadian National 2-8-2 3254 and former Canadian Pacific 4-6-2 2317. Steamtown's former Baldwin Locomotive Works 0-6-0 No. 26 was shuttling passengers back and forth to the roundhouse, as the site was not yet officially open, so the old parking lot was in use.

In the Technology Museum the operation of a steam engine is explained and the technological advances that occurred during the steam years are also recounted, from the 4-4-0 to the monstrous 4-8-8-4 "Big Boy". The Technology Museum also has examples of railroad architecture, especially with respect to bridges and technological advances that affected the construction of bridges. Signal operation, from the time when there were no signals, the necessity to introduce signals and the evolution of blocked track and today's signals is depicted. Railroad communications (the DL&W was the first railroad to use

STEAMTOWN'S OPENING: Displayed near the roundhouse is Baldwin Locomotive Works 0-6-0 No. 26 (on the turntable), Reading, Blue Mountain & Northern 4-6-2 425, Canadian Pacific 4-6-2 2317 and Canadian National 2-8-2 3254, all under steam. Behind 3254 is a rotary snowplow. Photo by Mike Salfi.

communications) and railroad safety are also presented in this museum. Also in the museum is an operating model of DL&W's Scranton Yard, circa 1945, complete with one diesel switcher.

The collection of steam engines is more viewable, with five engines within the bounds of the parking lot. The remainder of the collection is viewable from the walkway and bridge to the Steamtown mall.

Of note to Canadian steam fans is that former CP 4-4-4 2929 is being stored off-site until some restoration is carried out. Former CP 4-6-2 1293 was still on the grounds during my visit, however, it will be moving shortly to the Valley Railroad in Essex, Connecticut, where it is expected to be made operational. In exchange for the 1293, an 0-6-0 (Sprang & Chalfant) will go to Steamtown where it will be sectioned and displayed in the Technology Museum.

Now that the museum complex is complete, Steamtown staff and volunteers plan on shifting their focus back to restoration. They have started a campaign to restore Boston & Maine 4-6-2 3713, built by Lima Locomotive Works in 1934 for passenger service. Donations for its restoration are being accepted by Steamtown.

On opening day (July 1), there were six operating steam locomotives. In addition to BLW 26, Milwaukee 261, CP 2317 and CN 3254 mentioned earlier, NYS&W 2-8-2 142 (which brought in an excursion train from Syracuse), and Reading, Blue Mountain & Northern (nee Gulf Mobile & Northern) 4-6-2 425 paid a visit. Of note, Milwaukee 261 is so long it would not fit on Steamtown's 90-foot turntable. As she is 95 feet from the front-most pilot wheel to the rear-most tender wheel, she entered the roundhouse without turning on the turntable.

There was a parade of steam at 13:00 on July 1 featuring all six of the steam locomotives, however, if you arrived as I did at 08:30 you were witness to a preview of steam as each engine was moved from the roundhouse and placed side by side next to the passenger boarding area. The site was not yet open, so those that were there took photographs from the other side of the fence.

Late on July 2, Lowville & Beaver River Shay No. 8 arrived in time for that evening's photo shoot. No. 8 was built by Lima in 1918 for the Oklahoma Portland Cement Company, and was restored in 1992 for excursion service on the L&BR, a shortline based near Croghan, New York.

Music also accompanied the Grand Opening. In the mall, on the bridge and at the site were the Gandy Dancers, MoVint, a singer from Brantford, Ontario, with a miniature steam engine which he pushed along as he sang and played the harmonica, and others. Phoebe Snow was also present at the site and enjoying the festivities.

There were many excursions over the July 1-4 weekend and my wife and I rode on two. Our first excursion was powered by CP 2317 and CN 3254. The second was powered by Milwaukee 261. The first two days of excursions featured CP 2317, Milwaukee 261 and RBM&R 425 in solo roles. On July 3, the excursions got more interesting. When Milwaukee 261 pulled the first excursion train of the day, it was paced (raced) by RBM&R 425. The 425 had only one empty coach but was still no match for the 261 as it easily overtook the 425, even pulling an excursion train. The last two excursions on July 3 were doubleheaders, the first with CP 2317 and CN 3254, and the second with RBM&R 425 and CN 3254.

We rode the first excursion on July 4, powered by the 261. Before I boarded, I noticed that CP 2317 was on an adjacent track. I asked the fireman if it was going to race the excursion train as it left. A big smile came over his face and he said "I'd love to". I boarded the train and just as it was getting ready to depart, CP 2317 drifted past the coach I was sitting in. Our train started to move and pick up speed, then it slowed down. I wondered what was going on as there had been air problems with the 261 the day before, but we started gaining speed and eventually passed CP 2317. There were no doubleheaded excursions that final day, but around 16:00 they ran tripleheaders for the diehards still at the site. No passenger cars - just CP 2317, CN 3254 and RBM&N 425. They went back and forth three times to the delight of the fans and Kodak. It was while taking photographs of these that I learned why our morning train had slowed down. In his eagerness during our departure (remember CP 2317 paced us out), the engineer gave the 261 too much throttle and she spun her drivers. I missed seeing it, but I was part of it!

All in all it was a great weekend. An estimated 10,000 people were at the site on July 1 alone. Smiles were definitely the order of the four day weekend. My wife visited the site with me and accompanied me on both excursions, and also helped stimulate the economy at the Steamtown mall. Well worth a visit. Φ

A SAMPLE OF DIESEL LASHUPS

June 15 - CN 382 at Paris, ON: GP40-2L(W) 9615 and MKCX SD40M-2s 9017, 9003 and 9001.
June 18 - CP Eastbound at Galt, ON: C-424 4211, HATX GP38-2 213, SOO SD40-2 6608, HATX SD45-2 911, HATX GP40-2 504 and HLCX GP40-2CLC 4409.
June 26 - CN 431 at Kitchener, ON: M-420(W) 3529, GTW GP38AC 6213, M-420(W) 3532, GP9RM 7039, and ATSF SD75M 234 (dead-in-transit).
July 1 - Southbound at Chetwynd, BC: BCOL Dash 8-40CM 4616, CN SD60F 5506, BCOL Dash 8-40CM 4605 and BCOL C-420 632.
July 3 - Lashup at Dawson Creek, BC: BCOL M-420(W) 647, BCOL M-420B 687, BCOL M-420(W) 643, CN GP38-2(W) 4810, CN GP38-2 4707 and BCOL M-420(W) 641.
July 5 - CB&CNS 305 at Orangedale, NS: C-630M 2034, Devco GP38-2s 225 and 220, and C-630M 2016.
July 11 - CP at St. Luc Yard (Montreal), QC: CP RS-18u 1812, BAR GP38 97, MKCX GP40u 4302 and SOO SD40-2 6612.
July 12 - CP westbound at Field, BC: SD40-2F 9020, SD40-2 5923 and 5609, with SD40-2 6080 and 5797 as remote-controlled helpers.
July 13 - CP westbound near Lake Louise, AB: CP SD40-2 5976 and 5991, and SOO SD60 6000 and 6022.
July 19 - CN 163 at Edmonton, AB: HR616 2109 and SD40-2(W) 5314 (power worked through to Vancouver).
July 21 - NB Southern at Saint John, NB: CP RS-18u 1849, CP C-424 4208, CP SW1200RSu 1273, CTEX (ex-CNW) GP7 4463 and CP SW1200RSu 1274.
July 21 - CP at Dorval, QC: SD40-2 5638, and M-636s 4743 and 4736.
July 21 - CN at Dorval, QC: SD60F 5528, SD40-2(W) 5273 and SD40 5066.
July 23 - CP 906 at Pointe-Claire, QC: SD40-2 5757, RS-18 1840, C-424 4239, C-424 4207, M-636 4711, M-630 4570 and C-424 4233.
July 25 - CN 395 at Pointe-Claire, QC: SD40-2(W)s 5298, 5320 and 5308 hauling EMD Leasing GP38-2s 775, 772, 795, 800, 806 and 794 (the EMD units being returned to lessor)
August 7 - CN eastbound at Dorval, QC: SD40u 6014 and 6019, and ex-Southern Pacific SW1500 2582 enroute to AMF (for Vancouver Wharves).

(Thanks to Steve Adamson, Jason Arnot, Jason Bartlett, Hugues Bonin, Martin Boston, James Brock, James Gamble, Mark Kress, Tim Mayhew, Marty Phillips and Roger Steed)

Book Review

by JOHN THOMPSON

Ghost Railways of Ontario by Ron Brown, softcover, 7½" x 9", 224 pages, 60 black & white photos, 26 maps.

The subject of this recent book is not supernatural tales of the rails, as a quick glance at the title might indicate. Instead, it is about 26 abandoned Ontario rail lines, and how to trace them by car.

The title derives from Ron Brown's three-volume work "Ghost Towns of Ontario". He is also the author of "The Train Doesn't Stop Here Anymore", a hardcover production covering Canadian railway stations.

"Ghost Railways of Ontario" covers such lines as the Hamilton and Northwestern, the Toronto and Nipissing, the Midland, the Toronto Grey and Bruce, the Central Ontario, the Bay of Quinte, the Kingston and Pembroke, the Brockville and Westport, and others. Perhaps the most unusual is the Port Arthur and Western, the "Ghost Railway to Nowhere", about which Ron reveals the astounding fact that the company extended its line into Minnesota without permission from the U.S. authorities!

Each railway, or section of railway that is covered, rates its own chapter. A brief history is given, and a map, together with several photos, both historic and contemporary. Directions for following the abandoned rights-of-way, including physical features such as bridges, embankments and cuts, as well as a surprising number of surviving stations, are also provided. A substantial number of abandoned railway lines have been converted into hiking and recreational trails, and more will likely follow. For those of us who never rode these routes, or even saw them, post-abandonment "dusty railfanning" still offers a chance to obtain an idea of their character. "Ghost Railways of Ontario" is an excellent, long-overdue guidebook for railfans wishing to do so.

If there are any shortcomings, they are in the photo reproduction, which is frequently rather muddy, and the maps, which would be more useful if all the railway lines shown on them were labelled. The Wellington, Grey and Bruce chapter contains a pair of major bloopers: a photo that was supposed to compliment one on Page 80 is missing entirely, while on Page 82 a picture of Turner's station was printed with a caption for Southampton station.

Some errors of fact have occurred: the CNR Lindsay station is described as "a two storey brick building that lasted until 1967 when it was demolished." The station was actually a frame structure, and it was torn down in May 1963. Also, Canadian Northern's Todmorden station was located a short distance north of the Leaside Bridge in the Don Valley, not beneath the bridge as stated. In the Port Dover and Stratford Railway chapter, the author describes the former Port Dover station as a "post-World War II building with a flat roof", without mentioning that it was built circa 1951 for the Lake Erie and Northern interurban line which was parallel to the former PD&S line at this point; the new structure was erected after the LE&N ceased running over the CN to the latter's downtown Port Dover station, also still surviving.

It is to be hoped that "Ghost Railways of Ontario" will sell out quickly, permitting a revised edition that eliminates the errors. Overall, despite these, the book belongs in the library of anyone interested in pursuing Ontario's colourful railway history.

"Ghost Railways of Ontario" is available from the BRS Sales Desk at $23.95, plus $3.00 shipping and handling (Canadian residents add $1.89 GST). Also available is Ron's earlier volume "The Train Doesn't Stop Here Anymore" (all illustrated history of railway stations in Canada), 200 pages, hard cover, 11" x 9", 209 photos, $28.00 plus $3.00 shipping and handling (Canadian residents add $2.17 GST).

Running out of Steam - 1954

By ROBERT F. BUCK

In the late 1940s and early 1950s, I worked as assistant agent at Acton, Weston, Georgetown and Brampton on Canadian National's Guelph Subdivision. My mode of transportation was the train. I would leave Stratford on No. 10 at 4:40 a.m. and return on either No. 11 or No. 37. On Saturdays, I even had an extra choice, No. 111.

I got to know the train crews and always rode on the engine. One morning, the engineer asked the fireman if I should fire the big beast. I had no problem with the suggestion and away we went.

There I was on the left side of the cab performing the fireman's duties. Number 10 would have either U-4-a No. 6403 (4-8-4) or a U-1 class (4-8-2) locomotive for power. The odd time, a U-2 class (4-8-4) could even be found. Number 37 would have either a Pacific (J class) or a high-stepping Hudson (class K-5-a). I learned the ropes on all of these types, whether they were hand-bombers, equipped with stokers, and whether they had exhaust steam injectors or inspirators to keep adding water to the boiler.

My almost downfall was on number 111 on a Saturday. Coming into the stations at Guelph, Kitchener or Stratford, you would shut down the blower that spread the coal into the firebox and turn the stoker on high to roll a "heel" (a pile of coal) into the back of the firebox. The station stop always took 6 to 8 minutes and the heel would maintain the 275 pounds pressure on the boiler until we got rolling again.

One afternoon, coming into Kitchener, I shut down the blower and the stoker. I did not roll in a heel. We got two beeps to proceed (8 minutes later) and left Kitchener. About one mile west of town, the pressure started dropping. The engineer looked at the fireman.

"Whoops!" There was no fire in the firebox. I had forgotten the heel. We lugged up the hill towards Petersburg (controlling grade) and the pressure kept dropping. The stoker was on full but there were only three or four patches of fire in the firebox. There was a lot of coal in the firebox when we topped the hill at Petersburg and the pressure was down to 175 pounds. It took 155 pounds to keep the brake pumps working. Finally the fire took hold and, when we went through Baden, you could have cut the smoke with an axe as it was black, greasy and dirty.

The roundhouse crew at London were not happy when the 6403 came in for service. The firebox and smokebox were a disaster. My sins not withstanding, I still went back to Georgetown on Monday - firing.

Who says that experience does not count for anything? Φ

'CONFESSIONS': It seems your Managing Editor had a few mental lapses in the July-August issue:

- The cover caption on Page 2 refers to a commemorative plague - indeed that should have been plaque!
- On Page 5 there was reference to several old statues to be repealed. Let's try statutes.
- A photo caption on Page 15 mentions that diesels were called on to handle several of the heavier trains during the last three winters of electric operation. Diesels were only used on a regular basis for the last two winters. On occasion, a diesel was utilized during the winter of 1992-93, but only on an emergency basis.
- On Page 27, mention was made of five former QNS&L GP9 units being moved to A.A. Merrilees' facility in the Mascouche section of Laval, Quebec. My apologies, but Mascouche is on the mainland east of Laval (Laval is an island).

My thanks to Tom Box for pointing out my typos and mental lapses.

Letters to the Editor

HISTORY OF SHAY MIXED UP: Regarding former Elk Falls Company Shay #1 (Tid Bit, July-August **Branchline**), I think someone has been smoking the wrong kind of tobacco, for they have really screwed up the history of this locomotive.

To start with, let's backtrack a moment ... with all due respect to the author of the article, I presume he is not familiar with jargon in the logging industry for a 'show' in logging terms simply means a temporary logging operation. Usually a 'camp' is a more permanent operation.

Merrill & Ring operated several logging operations in Washington state and in British Columbia and they had a fairly large logging operation at Squamish, B.C. A sub-operation was at Theodosia Arm, thus the term 'show', but it only lasted a few years and the equipment at Theodosia Arm was then moved to the main operation at Squamish, where they ended up with four Shays. Two of these Shays were serial 3243, built in December 1923 (No. 3) and serial 3289, built in September 1925 (No. 4).

In 1942, after the Squamish operation closed, Comox Logging and Railway purchased Merrill & Ring equipment and moved it to their operations on Vancouver Island. Of the four Shays (Nos. 1 through 4), three were placed into operation and Merrill & Ring 2, 3 and 4 became Comox Logging 12, 14 and 15 (they skipped 13 - most loggers did). Merrill & Ring No. 1 was never used. Eventually it was scrapped and the running gear was used to build a log unloading machine.

In 1951, when the Elk Falls pulp mill at Duncan Bay was opened, they needed locomotives for switching and two Comox Logging and Railway locomotive, Nos. 15 and 17, were transferred to Elk Falls. It is not strictly correct to call this a sale (as the text of the article says) as both Comox Logging and the Elk Falls Company were owned by the same parent company.

It was not unusual in the logging industry, or the railway industry for that matter, or many others either, that when something was to be scrapped that good parts would be salvaged, and sometime between 1942 and 1951 the boilers from the 14 and 15 were swapped. The 14 was scrapped in 1954, but in all likelihood it sat around for a long time before being scrapped. When I first saw the Elk Falls No. 1 it did not have a builders plate, and I never saw the 14.

I went through all the old B.C. Department of Railways records with a fine tooth comb in the late-1950s and every document and record confirms the information noted above. Incidently, the #1 was given a first class overhaul at the old Vancouver Iron & Engineering Works (formerly Vancouver Machinery Depot) in Vancouver in 1960.

I always thought that museums were to preserve history, not to create it. Whoever (*at the National Museum of Science and Technology*) came up with the idea that this locomotive is the Merrill & Ring No. 3? [signed ... Doug Cummings, Burnaby, BC]

SOME THOUGHTS REGARDING THE JULY/AUGUST 'BRANCHLINE': I have always wanted to thank Duncan du Fresne for his very informative articles in **Branchline**. I find them especially interesting because I was too young to have enjoyed the steam era first hand. His article "Ephraim's Side Winder" inspired me to write and offer a little information on the Merrill & Ring Lumber Company, and, oh yes, thank you Duncan for your great contributions to Canadian history.

Merrill & Ring started operations in the woods around Duluth, Minnesota, in the 1890s. They began making large timber purchases from California to British Columbia. By 1908 they had opened camps in Canada and Washington's Puget Sound. In 1915, they moved to the Olympic Peninsula, west of Port Angeles, Washington.

The company merged with the Crescent Logging Company in 1927 in an agreement that allowed each company to retain their own names. Work continued at this location until 1943. As steam began to lose favour in the United States, and operations dwindled on the Olympic Peninsula, locomotives like Lima 3243 were sold off. Many were acquired by B.C. companies where steam was still popular. (The above information was extracted from a publication entitled "Kinsey Photographer - The Locomotive Portraits", by Dave Bohn and Rodolfo Petschek, Chronical Books, San Francisco, 1984. Although the book contains excellent photographs of many logging locomotives working in the Pacific Northwest, it does not include information on Lima's 3243).

Finally, I would like to comment on the "summer help" article. Being in my 26th year of employment in a shipyard, I can relate to the tricks that have been played on the younger employees. I remember when the new-kid-on-the-block was asked to "Fetch a bucket of steam for the shop." Unfortunately today, this type of fun is considered harassment in the workplace. I think that valuable life lessons are being missed. When you were caught by these pranks, you learned to use your brain the next time and ask some questions. You also learned to laugh at yourself and to respect the experience of others. [signed ... Russ Watson, Victoria, BC]

SHE WAS ALWAYS A COAL BURNER: I would like to make a small correction to John Thompson's article on C.P. oil burning locomotives (June 1995 **Branchline**). John indicated that locomotive 2842 was converted to oil in the late-1940s/early-1950s. Not so! The 2842, along with sisters 2838, 2839, 2840 and 2841 were a five locomotive team, equipped with boosters and assigned to John Street Roundhouse in Toronto for exclusive use on the Toronto-Fort William (now Thunder Bay) leg of the transcontinental passenger service. Apart from infrequent stints in the Lambton freight pool (usually after outshopping from Angus), 2842 was, and remained, a coal burning locomotive her entire career. [signed ... Doug Haddow, Thornhill, Ontario] Φ

A SELECTION OF PASSENGER CONSISTS

15 June 1995
VIA #16 - "Chaleur"
at Gaspé, Québec

F40PH-2 6434
Baggage 8612
Slpr. "Chateau Denonville"
Slpr. "Chateau Salaberry"
Slpr. "Chateau Roberval"
Diner "York" *
Coach 8119
Coach 8139

* Replaced Skyline car

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5 August 1995
VIA #92 - "General Brock"
at Toronto, Ontario

Amtrak F40PH 332
Amtrak Coach 21127
Amtrak Coach 21007
Amtrak Coach 21237
Amtrak Cafe-Coach 48159
Amtrak Coach 21123
Amtrak Coach 21157
Amtrak Sleeper 2900 -
"Pacific Bay" (ex-ATSF)
VIA Coach 8108
VIA Coach 8100
VIA Coach 8103
VIA F40PH-2 6431

29 June 1995
VIA #15/17 - "Ocean"
at Matapedia, Quebec

F40PH-2 6432
F40PH-2 6436
Baggage 8619
Slpr. "Chateau Salaberry" *
Slpr. "Chateau Roberval" *
Skyline 8503 *
Coach 8139 *
Coach 8116 *
Coach 8133
Coach 8131
Skyline 8511
Coach 8147
Coach 8143
Coach 8137
Coach 8146
Diner "Kent"
Slpr. "Chateau Rigaud"
Slpr. "Chateau Lauzon"
Slpr. "Chateau Cadillac"
Slpr. "Chateau Marquette"
Slpr. "Chateau Closse"
Dome-Obs. "Waterton Park"
* from #17 - "Chaleur"

3 July 1995
VIA #15 - "Ocean"
at Springhill Jct., NS

F40PH-2 6435
F40PH-2 6433
Baggage 8620
Coach 8130
Coach 8138
Skyline 8514
Coach 8136
Coach 8141
Diner "Wascana"
Slpr. "Chateau Levis"
Slpr. "Chateau Viger"
Slpr. "Chateau Brule"
Slpr. "Chateau Vercheres"
Slpr. "Chateau Latour"
Slpr. "Chateau Laval"
Dome-Obs.
"Revelstoke Park"

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5 August 1995
VIA #73 - "Point Pelee"
at Toronto, Ontario

F40PH-2 6453
Coach 5590
Cafe-Coach 3219
Cafe-Coach 3203
Coach 5616

11 July 1995
VIA #2 - "Canadian"
at Jasper, Alberta

F40PH-2 6442
F40PH-2 6441
Sleeper "Laird Manor"
Baggage 8616
Coach 8101
Coach 8121
Coach 8123
Skyline 8505
Coach 8124 *
Skyline 8512 *
Slpr. "Thompson Manor" *
Slpr. "Brant Manor" *
Slpr. "Mackenzie Manor" *
Slpr. "Hunter Manor"
Slpr. "Franklin Manor"
Slpr. "Rogers Manor"
Diner "Palliser"
Slpr. "Christie Manor"
Slpr. "Bell Manor"
Slpr. "Monck Manor"
Dome-Obs.
"Prince Albert Park"
* off at Jasper

6 August 1995
VIA #73 - "Point Pelee"
at London, Ontario

F40PH-2 6458
Club Galley "York Club"
Coach 5471
Cafe-Coach 3200
Coach 5529
Cafe-Coach 3252
Coach 5621
Cafe-Coach 3220
Coach 5576
Cafe-Coach 3248
Coach 5449

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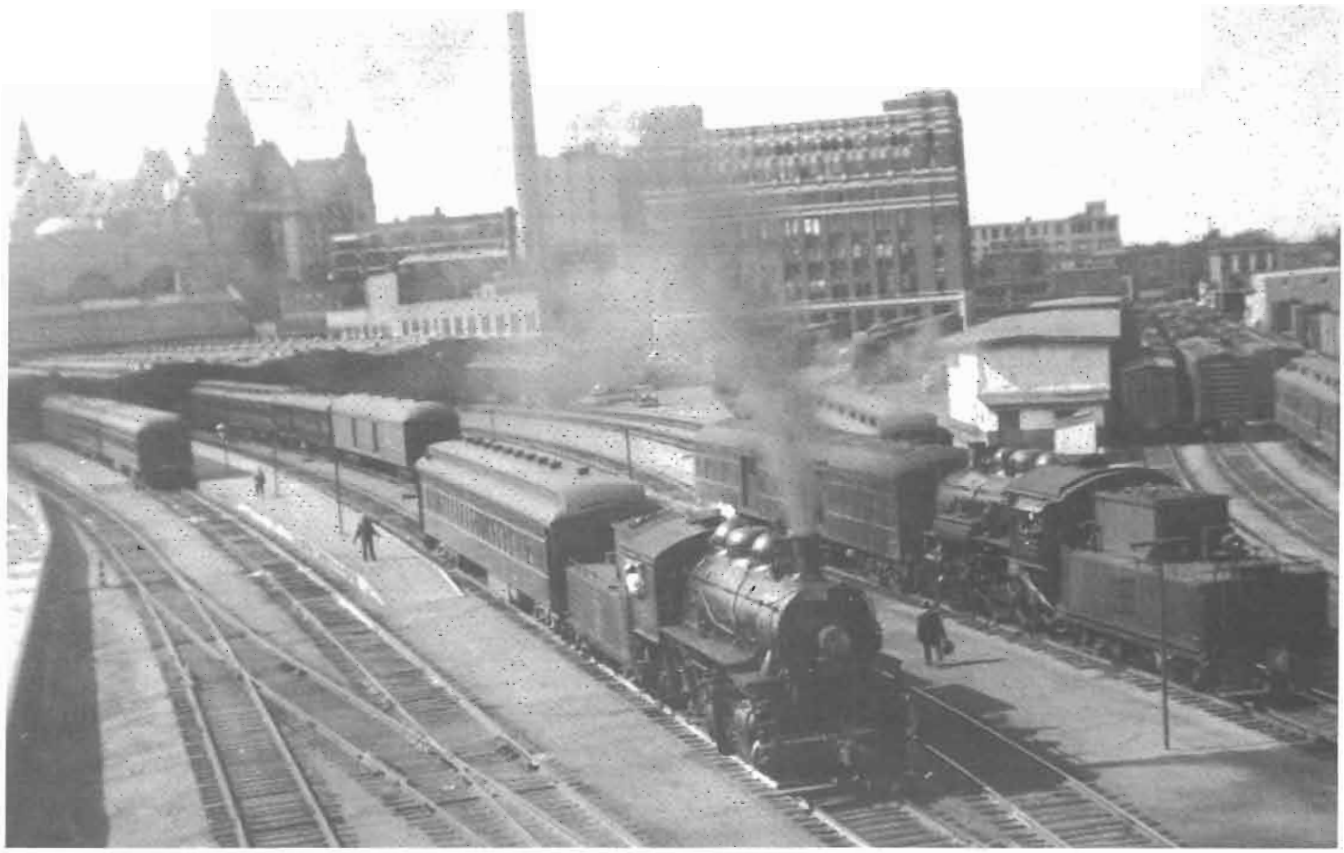
6 August 1995
VIA #673 - "Carabana Special"
at London, Ontario

F40PH-2 6449
Coach 5531
Cafe-Coach 3237
Coach 5448
Coach 5446
Cafe-Coach 3251
Coach 5499
Cafe-Coach 3246
Coach 5537

(non-stop Toronto to Windsor,
returning deadhead to Toronto)

(Thanks to James and Justin Babcock, Doug Bardeau, Brent Best, Jeff Parker and Michel Tremblay)



As It Was

Ottawa Union Station, as it was on September 6, 1940, as seen by BRS member Ken Haun, currently of Kitimat, B.C. In Ken's photograph we see a pair of Canadian National's 0-16-a class 0-6-0 switchers performing their duties of making up and breaking up trains for both CP and CN. Both Canadian Pacific and Canadian National used the station, however, Canadian National managed it as it was CN who acquired the station from its ancestor, the Grand Trunk Railway, who, circa 1911, built the facility along with the Chateau Laurier Hotel seen in the background with its distinctive "Chateau style" roofline. Both buildings were, and are, Ottawa landmarks. Also seen in the photograph to the right of the station is the long gone "National Building", across Rideau Street is the recently demolished "Chicago Style of Architecture" Daly Building, the CN power plant with its tall stack, and the Canada Post Office building. The narrow building between the post office and the stack still stands. The station itself, minus its trainshed and concourse is today's Canadian Government Conference Centre and is still very much in use.

There were eight passenger train tracks in the old station. Tracks 1 and 2, left foreground, right beside the Rideau Canal, (which can just be seen on the extreme left) were the domain of the CP. These two tracks became one just south of the tunnel entrance at the north end of the station before crossing under Rideau Street. CP used them to get out onto the Interprovincial (Alexandra) Bridge to cross the Ottawa River and provide access to its Lachute, Waltham, Maniwaki and Carleton Place subs. Effectively, tracks 1 and 2 were the only "run through" tracks at "CD" (Ottawa Union Station). The other six tracks dead ended at the platform outside the glassed in concourse. Generally, CN trains and CP/CN "Pool" trains used these six tracks.

To the right of the station, the power house and heating plant is very much in evidence. The tall stack stands at the right hand end of the structure. Like most other dated plants it burns coal for fuel which, naturally, was brought in by rail and switched by CN 0-6-0s or 0-8-0s. Behind the good looking Post Office building a number of railway cars can be seen. Several dead end tracks here were used to house official cars of CN and the Government of Canada. It was a time when business cars were still very much in vogue and the Vice Regal (Governor General) cars were kept here much of the time along with cars for Government and CN officials. I do not remember seeing any CP business cars stored here and this is no doubt due to the close proximity of Montreal and Division Headquarters in Smiths Falls, and the fact that the highest ranking CP operating official in Ottawa was an Assistant Superintendent.

Further right a number of freight shed tracks can be seen, a much forgotten part of the Union Station scene. Several Ottawa companies used to load and unload goods at this downtown location. While such a set up seems unlikely now, it made good sense in those early years of this century when much of the hauling done was to downtown locations, and was still done by horses and slow moving motor vehicles.

The yet-to-be-built MacKenzie King bridge, which would straddle the canal and all the railway plant seen, is still a decade away.

Not seen, as it was behind Ken's back as he shot this scene off the Laurier Avenue bridge, looking north, is the coach yard, and beyond, the CN Ottawa East roundhouse from where the two 0-6-0s in the photograph work from. (Caption comments by Duncan du Fresne)

Along the Right of Way

SLIP TO CPRS: The Tilbury barge slip in Vancouver, owned by CN, will be taken over by CPRS after a rebuild. Its acquisition will allow CPRS to divert its dangerous cargoes from downtown Vancouver. (The Sandhouse, 6/95)

BEING SINGLE TRACKED: CN is single tracking the Kashabowie Subdivision between Neebing (mile 9.0) and Conmee (mile 35.6). Jim Feeney, Director of Public Affairs, said "We are looking at where we have excess capacity and where we have assets that can be better used elsewhere. I wouldn't call it downsizing because it (the single tracking) won't affect capacity. I'd say it's making a more efficient use of our assets." (Bryan Martyniuk)

COMMUTER LINE RE-OPENING DELAYED: A notice from the Quebec Ministry of Transport at Central Station in Montreal announces that the reopening of the Montreal to Deux-Montagnes commuter line will be delayed. The 3,000 volt DC line has been closed for renovations and conversion to 25 kV AC since June 2. The reopening had been scheduled for August 28, but has now been delayed until October 10. (Tom Box)

DON'T MOVE YARD SAYS BURLINGTON: Burlington, Ontario, residents are opposed to the idea that Canadian National relocate its Hamilton freight yards to that city. Hamilton wants CN to relocate its yards in order to gain better access to the waterfront on Burlington Bay. (Hamilton Spectator, 17/07/95, thanks to Clive Spate)

CN SET TO CLOSE PORTION OF BEACHBURG SUBDIVISION: The first phase of closure of the Beachburg Subdivision as a east-west through route occurred on July 31 when 'local' freights 437 and 438 between Montreal and Capreol were abolished and replaced with Montreal-Ottawa trains 441 and 440. Local weekday service between Ottawa and Pembroke is now provided by train 529, utilizing the power from train 441. The only through traffic on the Beachburg Subdivision are intermodal trains 101, 114, and 204. CN's intention is to close the Beachburg Subdivision from Pembroke to Nipissing (near North Bay), rerouting all through traffic via Toronto in the coming months. (David Stremes)

YARD MAY BE CLOSED: CPRS has confirmed that the railway is considering closing or leasing out its Aberdeen Yard in Hamilton, Ontario, with most operations moved to Welland. (Hamilton Spectator, 09/08/95)

FREELOADING RAVEN, BEST FED BIRD IN THE WEST: Running trades on CP Rail's Mountain Subdivision have a feathered friend in the form of a large raven known either as "Old Joe" or "Dougie". For the past 14 years, the bird paced CP Rail trains between the west switch at Illecillewaet and Downie, literally taking food from the hands of the head-end crew at speeds of up to 35 miles per hour. The bird has also been known to take snacks from hi-rail vehicles belonging to roadmasters and section crews. Dougie was featured on the May 21 edition of the show America's Funniest Home Videos. (Black Gold Express, News of CP Rail System's Revelstoke Division, July 1995)

TRACKS REMOVED: In early-June, two stub tracks at the east end of the Ottawa (Ontario) station were removed. In recent years, these tracks and other sidings have provided storage for former CN 'blue' cars. From a high of some 40 stored cars, the lines have been reduced to 12: Dome-Observations "Algonquin Park", "Riding Mountain Park" and "Sibley Park"; Cafe Lounge 757; Baggage Cars 9614 and 9667; RDC-1s 6118, 6137, 6140 and 6143; and RDC-2s 6221 and 6222. (Paul Bown)

SOME DAYS ...I: On July 18, Courtenay-Victoria Train 199 hit a cow. The crew reported the accident to the Rail Traffic Controller who called police. The police decided to drive down the track, rather than park the cruiser and walk to the accident site. This resulted in two flat tires and the cruiser hung up on the rail. A tow truck was dispatched but it too got into difficulty. Net result - a three hour delay. (Paul Crozier Smith)

ELSEWHERE

NEW HOME FOR THE 374: CP 4-4-0 No. 374, the locomotive which hauled the first transcontinental passenger train into Vancouver, will be given a new home at the former Expo 86 site. The $500,000 project, launched by the Vancouver Central Lion's Club, will see the locomotive housed in a special glass pavilion on the site of the former world's fair. During Expo '86, the locomotive was on display in front of the refurbished Drake Street roundhouse. (Canadian Press, 17/05/95)

STATION RENOVATIONS: In mid-June, the concourse entrances to Tracks 7 and 8 in Central Station in Montreal were demolished. Modernized commuter service, scheduled to commence October 10, will utilize only Tracks 9 to 12. Until the cessation of service on June 2, Tracks 7 to 12 and 15 were utilized. (John Godfrey)

TO BE BIKE-EQUIPPED: Travellers on Amtrak's 'Mount Baker International' between Vancouver and Seattle, and on Seattle-Portland trains, will soon be able to take their bicycles with them. A reservation system is being worked out. Currently, bicycles are carried on Amtrak only if they are partially disassembled and boxed. (Dale Whitmee)

NO. 3 ARRIVES IN SUMMERLAND: On July 15, after a week in transit, former Mayo Lumber 2-truck Shay No. 3 was delivered to Summerland, B.C., by road from restoration at the British Columbia Forest Museum in Duncan (on Vancouver Island). No. 3 will power an excursion train between Summerland and Faulder over the former Kettle Valley Railway.

The final leg of No. 3's travels took her over the Coquihalla Highway to Merritt, however, a bridge restriction ruled out the conventional route to Summerland. A gravel mountain road near Peachland with no sharp curves, but with steep grades, was utilized for final delivery. (Thanks to David Othen)

PRIVATE CAR CONVENTION GROWS: There are 33 private cars pre-registered for the American Association of Private Railroad Car Owners' convention in Nelson, B.C., on September 5 and 6.

Amtrak and CP Rail System will operate two special trains to and from the convention, one originating in Los Angeles, California, on August 31 and arriving in Nelson on September 3 via Oakland, Keddie and Eastport (border), and the other originating in Chicago on August 31 and arriving in Nelson on September 4 via Denver, Ogden, Keddie and Eastport.

Both trains will travel to Cranbrook on September 7 and to Golden on September 8. The 'LA train' will then travel to Lake Louise along with passengers from the 'Chicago train' and then deadhead to Field. Passengers will be bussed to Chateau Lake Louise for a banquet and return to Field or Golden. Both trains will depart Golden early on September 9, with the 'LA train' arriving in Vancouver on September 9 and Seattle on September 10, and on to Oakland and Los Angeles. The 'Chicago train' will skip Vancouver, leaving the CPRS mainline at Mission and proceeding over the former Northern Pacific line through Sumas (border) to Seattle, arriving there on September 9. (Private Varnish, May/June 1995, and AAPRCO)

SIGNALS 'BAGGED': Recently, the New Brunswick Southern Railway "bagged" its signals, changing from ABS to OCS territory. For now, the signals will not be removed. Trains are now operating from Saint John through to Brownville Junction, Maine. The portion of the Irving-owned former CP line within Maine is known as the Eastern Maine Railroad. (Roger Steed)

SUBWAY CRASH CLAIMS THREE LIVES: On August 11, a Toronto Transit Commission subway train slammed into the rear of a stopped train on the Spadina line, south of St. Clair Station. The underground collision claimed three lives and injured at least 36 people. Some passengers were trapped in the wreckage for 8½ hours. A coroner's inquest has been called into the cause of the accident with police, transit workers and government experts investigating. A TTC official listed possible causes as signal failure, brake malfunction and driver error. The crash resulted in the first fatalities in the 41 year history of the TTC subway system. (Ottawa Citizen, 13/08/95) Φ

The Motive Power and Equipment Scene

Many thanks to Andrew Blackburn, Bruce Chapman, Doug Cummings, John Godfrey, George Horner, Ken Jones, Roland Legault, Nigel Salway, Roger Steed, John Thompson, Steve Waller, and **The Sandhouse**.

CN NORTH AMERICA

NEW ARRIVALS:
- SD70 5600, the first of a 26-unit order, was delivered by General Motors on August 9. Of note is that the CNNA map has been omitted, and the CN 'noodle' on the long hood is larger than the one utilized with the map.
- SD70 5601, 5603 and 5606 were shipped from London to AMF Technotransport in early-August for painting, with more to follow.

UPGRADED: SD40-2 6111 (ex-UP 4111), upgraded to CN specifications and renumbered 5385, was released from AMF Technotransport on July 6, without the CNNA map.

RETURNED TO SERVICE: Dash 8-40CM 2452 on July 21 from engine repairs.

RETIRED (ALL ON JULY 11):
- GE boxcab electrics 6710-6715 (at age 78 to 81);
- EE boxcab electrics 6716, 6717, 6722-6724 (at age 71 to 73);
- GE steeplecab electrics 6725-6727 (at age 45);
- Steam Generator Unit 15507 [nee 15403] (at age 39).

NOTE: The above retirements confirm that electrics 6713 and 6717 were not retired in 1993 when they were removed from service; GE boxcabs 6710, 6711, 6712 and 6715 have been donated to the City of Deux-Montagnes, the Canadian Railway Museum (St-Constant), the Town of Mount Royal, and the National Museum of Science and Technology (Ottawa) respectively.

20 CN UNITS STORED UNSERVICEABLE: (* added since last issue)
- S3 Slug 161* and 163*;
- SW1200RS 1272*, 1285*, 1318* and 1329*;
- C-630M 2023, 2031* and 2038 (failures);
- HR616 2105 (damaged in 16/02/95 collision at Hyde Park, Ontario);
- M-636 2309 (to be retired - has been sold for scrap);
- M-636 2314*, 2315, 2317, 2322*, 2324* and 2334*;
- SD40 5029, 5099 and 5172 (for the 1995 remanufacturing program).

48 CN UNITS STORED SERVICEABLE: (all added since last issue)
- C-630M 2028 and 2033;
- HR616 2100, 2103, 2104, 2112 and 2115;
- M-636 2310, 2313, 2319, 2320, 2323, 2325, 2327, 2332, 2335 and 2338;
- SD40 5010, 5036, 5057, 5060, 5065, 5066, 5091, 5094, 5095, 5108, 5113, 5123, 5125, 5127, 5135, 5149, 5155, 5167, 5179, 5180, 5189, 5237 and 5239;
- GP9RM 'mother'/S-3 slug 7215/269 and 7217/270;
- GP40 9313, 9314, 9316 and 9317.

23 LEASED UNITS RETURNED: The lease on the following units was terminated during July:
- EMD Leasing GP40-M-2 200 and 201; and GP38-2 763, 772, 775, 790, 794, 795, 800 and 806;
- Morrison Knudsen: SD40M-2 9001, 9003, 9005, 9006, 9008-9010 and 9017-9019; SD40 9412 and 9420; and SDP45 9512.

15 UNITS LEASED AT PRESS TIME:

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

6 from Helm Leasing:
- HLCX SD40 5001-5006 *(nee Detroit Edison 001, 002, 005, 013, 015 and 016)* - assigned to GTW;

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

TO WORK TRAIN SERVICE: Former Montreal commuter coaches 5063, 5065 and 5070 have been assigned to Senneterre, Quebec, for work train service.

AMF Technotransport

RELEASED:
- CN M-420(W) 3502, 3561 and 3576 repainted;
- CN 5385 (ex-CN 6111; exx-UP 4111), upgraded to CN specifications, was released on July 6;
- Helm Leasing HLCX SD40-2 6365 and 6370 (previously leased to CPRS) after repairs and repainting as Dakota, Minnesota & Eastern Railroad 6365 and 6370 (DM&E is based in Brookings, South Dakota);
- Helm Leasing's former CSXT GP38-2 2590 from overhaul, repainting and renumbering to Southern Pacific 4855;
- Helm Leasing HATX SD45-2 901 converted to SD40-2 and renumbered HATX 750;
- Helm Leasing HLCX SD40 5009 from engine changeout (back to CPRS);
- Former CSXT GP40 6851 converted to GP40PH-2 No. V23 for Virginia Railway Express - shipped to Peoria Locomotive Works for final work and painting;
- Trona Railway SD40M-2 3004 from engine repairs.

WORK IN PROGRESS:
- CN GP9 Slug 229 (wreck repairs);
- CN GP9RM 4036 (main generator repairs);
- CN SD40 5029, 5039, 5099, 5114, 5172 and 5226 (for the 1995 remanufacturing '6020-6028' program);
- CN SD40-2 6090, 6094, 6101, 6106 and 6109 (ex-UP) for various repairs and upgrading to CN specifications (to be renumbered 5387, 5372, 5374, 5373 and 5376 respectively);
- CN SW1200RM 7315 (frame repairs);
- VIA F40PH-2 6408 (engine changeout);
- Former CSXT GP38 2075, 2090, 2181 and 2189; and GP40 6578 and 6580 for conversion to GP40PH-2 units for Connecticut DOT;
- Canac SW1200RS 1211, 1217 and 1330 (various work);
- Helm Leasing HLCX SD40-2 6500 for various repairs (off lease to CPRS);
- Helm Leasing's former SP SD45E 7566 for engine changeout;
- MTA (Maryland & Delaware) RS-3m 1202 for major overhaul;
- Quebec North Shore & Labrador SD40-2 221, 223, 236 and 243 for major overhauls and the installation of a Woodward microprocessor;
- Former CSXT GP38s 2029, 2071 and 2093 for upgrading to 'mother' units for the Quebec North Shore & Labrador;
- Quebec North Shore & Labrador GP9 155 for conversion to a slug;
- Former Chicago Central & Pacific (nee Illinois Central) GP10 8233 for conversion to a slug unit for Quebec North Shore & Labrador;
- Stelco's former VIA SW1000 201 for repairs and installation of remote control prior to service at Nanticoke, Ontario.

WORK PENDING:
- CN HR616 2101 (wreck damage);
- CN M-420(W) 3567 (engine damage);
- CN HR412(W) 3589 (main generator);
- CN GP9RM 4102, 7046, 7251 and 7276 (main generator);
- CN SD70 5601, 5603 and 5606, new from GMLG, for painting (more to follow);
- CN SD40-2 6096 and 6103 (ex-UP 4096 and B4103) for upgrading to CN specifications;
- CN GP9RM 7071 for repairs;
- CN SW1200RM 7101 (main generator)
- Canac's former CN SW900 403; SW1200RS's 1231 and 1311; and SW900 7909 (various repairs);
- Helm Leasing's former CSXT GP40 6633 for wreck repairs;
- Helm Leasing's former Quebec North Shore & Labrador SD40 200-203 and 220 to be upgraded to SD40-2CLC units for Kansas City Southern;
- Former Southern Pacific (Cotton Belt) SW1500 2582 for major overhaul and sale to Vancouver Wharves.
- DART (Dallas Area Rapid Transit) RDC-1 6100, 6104, 6106, 6112, 6123, 6126, 6127, 6129, 6131, 6139, 6141, 6142 and 6145 for refurbishing (moved from storage in Toronto to Montreal in early-August).

CP RAIL SYSTEM

ON THE WAY: Delivery of 83 GE AC4400CW units (Nos. 9500-9582) is scheduled to commence in late-August, with 15 due in August, 50 in September and 18 in October. Some 63 are expected to be assigned to coal trains between southern B.C. coal fields to Roberts Bank. The other 20 will be assigned to other bulk commodities operating west of Moose Jaw, Saskatchewan.

RETIRED: CP M-630 4570 and M-636 4721 were retired on August 8 and July 5 respectively, leaving only 5 of the 33 4500s/4700s returned to service during 1994 on the roster (4573, 4718, 4736, 4742 and 4743).

RETIREMENT RESCINDED: The June 30 retirement of CP C-424 4206 was rescinded in early-July. Instead, the 4206 has been stored unserviceable pending a decision regarding its potential use as a control cab.

RETURNED TO SERVICE:
- CP SD40 5563 has been upgraded to SD40-2 electrical specifications and equipped with a Q-Tron microprocessor and Positive Traction Control. It was released from Ogden Shops in Calgary on July 5;
- CP SW1200RS 8167 returned to service on July 14;
- SOO GP38-2 4404 returned to service on July 6;
- SOO SD60 6004 returned to service on August 5.

TRANSFERRED:
- CP GP38-2 3025, 3038, 3057, 3072 and 3111 from Winnipeg to Toronto for "Iron Highway" service;
- CP SW1200RS 8107 from Toronto to Thunder Bay;
- CP SW1200RS 8122 from Thunder Bay to Toronto.

6 UNITS STORED SERVICEABLE:
- CP SW9u 1201 and 1203;
- CP SW1200RSu 1211 and 1246;
- CP SW1200RS 8120 and 8123.

48 UNITS STORED UNSERVICEABLE (* added since last issue):
- CP SW1200RSu 1272 and 1275 (engine failures - candidates for the 'daughter' [slug] program);
- CP GP9u 1695 (wreck damage sustained in 1994 - repairs and modifications not completed);
- CP C-424 4206* and 4244* (engine failures - candidates for conversion to a control cab);
- CP GP30 5001* (to be converted to a control cab);
- CP GP35 5011, 5015 and 5023 (accident damage);
- CP SD40 5536 (block damage), 5539 (rebuild program) and 5543 (overhaul);
- CP SD40-2 5660, 5738 and 5938 (victims of a rockslide on January 20, 1995, at mile 111, Nelson Subdivision - recovered from Kootenay Lake in early-July 1995);
- CP F7B 6801 (engine failure - to be converted to a slug);
- SOO SW1200 322, 325, 328, 1213, 1220, 2122 and 2126;
- SOO SW1200 1207, 1209, 1211, 1221 and 1222 (to be converted to 'daughter' units for use in Canada);
- SOO GP9 404, 412, 2404, 2405, 2551, 2555, 4229, 4230 and 4232;
- SOO SD10 532;
- SOO SD40 745*;
- SOO SD40-2 773*;
- SOO GP40 2014 and 2045;
- SOO SW9 2112-2115, 2117 and 2119.

10 UNITS LEASED OUT:
- CP SW1200RSu 1273 and 1274; RS-18 1813 and 1837; C-424 4208; and RS-23 8024, 8031, 8033, 8044 were leased to the New Brunswick Southern Railway at press time;
- CP SW9u 1204 leased to James River Marathon in Marathon, Ontario.

LEASED UNIT ACTIVITY SINCE LAST ISSUE:
- Conrail C40-8 6034, 6045 and 6048 back on lease, while sisters 6035, 6042, 6044 and 6049 off lease for inspection or repair;
- EMD Leasing EMDX GP40 184, 188 and 198 added on August 11;
- EMD Leasing EMDX GP40 186, 187, 190, 191, 193, 195 and 197; and GP40M-2 202 and 206 were in the process of being delivered to CPRS at press time;
- EMD Leasing EMDX SD40 6432 off lease for repairs;
- Helm Leasing HATX GP40-2 503, HATX SD40 600, HATX SD45E 918, HLCX SD40 3010 and HLCX SD40-2 6209 off lease for repairs;
- Helm Leasing HLCX GP40-2CLC 4411 recalled for service on the Dakota, Minnesota & Eastern;
- Helm Leasing HLCX SD40 5009 returned after repairs at AMF.

236 UNITS LEASED:

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

  Note: Some units carry the prefix '0'.

21 from Conrail:
- CR SD40 801, 805, 808-810, 812 *(nee CR/PC 6242, 6248, 6255-6257 and 6261);* Some units carry the prefix '0'.
- CR C40-8 6032, 6034, 6036, 6039, 6045, 6047, 6048;
- CR SD40 6281 *(nee PC 6281);*
- CR SD40 6299, 6303, 6304, 6308, 6322, 6340, 6350 *(nee PC/PRR 6046, 6050, 6051, 6055, 6069, 6087 and 6097)*

40 from EMD Leasing:
- EMDX GP40 184, 186-188, 190, 191, 193 *(nee Katy same numbers);*
- EMDX GP40 195, 197 *(ex-SOO/MILW 2001, 2019; nee MILW 181, 193);*
- EMDX GP40 198;
- EMDX GP40M-2 202, 206 *(ex-GO 720-724 group; exx-Rock Island 3001-3003, 3005, 3006 group; nee Rock Island 374-377, 379 group) - NOTE: order of previous numbers not determined;*
- EMDX SD40 6400 *(nee CR/PC 6272);*
- EMDX SD40 6401, 6404 *(ex-CR 6319 and 6345; nee PC/PRR 6066 and 6092);*
- EMDX SD40 6406 *(ex-CR 0800; nee CR/PC 6241);*
- EMDX SD40 6408-6409 *(nee CR/PC 6269 and 6273);*
- EMDX SD40 6411 *(ex-CR 0813; nee PC/PRR 6263);*
- EMDX SD40 6413 *(nee CR/PC 6283);*
- EMDX SD40 6414-6416 *(ex-CR 6315, 6323 and 6339; nee PC/PRR 6062, 6070 and 6086);*
- EMDX SD40 6418, 6420, 6422, 6423 *(ex-CR 6316, 6307, 6338, 6317; nee PC/PRR 6063, 6054, 6085 and 6064);*
- EMDX SD40 6425 *(ex-CR 6285; nee CNJ (B&O 3061);*
- EMDX SD40 6428 *(ex-CR 6327; nee PC/PRR 6074);*
- EMDX SD40 6431 *(nee CR/PC 6247);*
- EMDX SD40 6432 *(ex-CR 0806; nee CR/PC 6249)* [off lease for repairs];
- EMDX SD40 6500-6504 *(ex-CSXT/SBD 8301, 8308, 8327, 8330, 8333; nee L&N 1225, 1232, 1251, 1254, 1257);*
- EMDX SD40 6505-6507 *(ex-CSXT 8345, 8355 and 8358; exx-SBD 8286, 8296 and 8299; nee CRR 3011, 3021 and 3024;*
- EMDX SD40 6508-6509 *(ex-CSXT 8363, 8366; nee CS/C&O 7504, 7507).*

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

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

109 from Helm Leasing:
- HATX GP38AC 175 *(ex-CSXT 2162; exx-SBD 6253; nee L&N 4032);*
- HATX GP38AC 176 *(ex-CSXT 2168; exx-SBD 6259; nee L&N 4038);*
- HATX GP38-2 210-216 *(ex-UP/MP 2106, 2077, 2079, 2082, 2085, 2105 and 2110; nee MP 955, 926, 928, 931, 934, 954 and 959);*
- HATX GP40 400-403 *(ex-CSXT 6532, 6562, 6564, 6577; nee CS/B&O 3756, 3787, 3789, 4002);*
- HATX GP40 404 *(ex-CSXT/SBD 6650; nee AW&P 730);*
- HATX GP40 405 *(ex-CSXT/SBD 6659; exx-SCL 1502; nee ACL 917);*
- HATX GP40 406 *(ex-CSXT/SBD 6664; exx-SCL 1507; nee ACL 922);*
- HATX GP40 407 *(ex-CSXT/SBD 6681; exx-SCL 1525; nee SAL 610);*
- HATX GP40 408 *(ex-CSXT/SBD 6759; nee SCL 1605);*
- HATX GP40 409-410 *(ex-CSXT 6501, 6592; nee CS/B&O 3685, 4017);*
- HATX GP40-2 500-517 *(ex-GTI/nee B&M 307, 308, 317, 316, 303, 305, 310, 309, 315, 314, 304, 302, 300, 301, 306, 311, 312, 313)* [503 off lease for repairs];
- HATX GP40u 518-519 *(ex-CSXT 6548, 6585; nee CS/B&O 3772, 4010);*
- HATX GP40u 520 *(ex-CSXT/SBD 6825; nee L&N 3029);*
- HATX GP40u 521 *(ex-CSXT 6830; nee CS/C&O 4075);*
- HATX SD45-2 911-912 *(ex-CSXT/SBD 8974, 8965; nee CRR 3616, 3607);*
- HATX SD45-2 913 *(ex-CSXT/SBD 8961; nee SCL 2056);*
- HATX SD45-2 914 *(ex-CSXT/SBD 8968; nee CRR 3610);*
- HATX SD45E 915-924 *(ex-SP 7489-7498; nee SP 9076, 9078, 9106, 9122, 9131, 8908, 8825, 8862, 8807 and 8928) [note: 8908 was renumbered 9136:2 before being rebuilt to 7494]* [918 off lease for repairs] ;
- HLCX GP40 662-664 *(ex-Amtrak 662-664; exx-Soo/Milw 2007, 2020 and 2042; nee Milwaukee 187, 194 and 169);*
- HLCX SD40 3015, 3065, 3066, 3087, 3093, 3105, 3120 *(nee UP same*

numbers, except 3065 which was nee UP 3060);
- HLCX SD40 3010, 3023, 3064 *(ex-MP 3010, 3023 and 3064; nee MP 710, 723 and 764)* [3010 off lease for repairs];
- HLCX GP40 3060 *(ex-CR 3060; exx-PC 3060; nee NYC 3060);*
- HLCX GP40u 3110 *(ex-Kyle 3110, nee CR/PC 3154);*
- HLCX GP40u 3111 *(ex-Kyle 3115, nee CR/PC/NYC 3093);*
- HLCX GP38AC 3675, 3676, 3678, 3679, 3681 *(ex-IC 9541, 9542, 9546, 9547 and 9552; nee GM&O 722, 723, 727, 728 and 733);*
- HLCX GP40u 4000 *(ex-CSXT/SBD 6667; exx-SCL 1510; nee ACL 925);*
- HLCX GP40u 4001 *(ex-CSXT/SBD 6708; exx-SCL 1552; nee ACL 637);*
- HLCX GP40u 4002 *(ex-CSXT/SBD 6797; nee L&N 3000);*
- HLCX GP40 4003 *(ex-HLCX 301; exx-IPSA 301; exxx-MP/UP 603; nee CRI&P 343);*
- HLCX SD40 4057, 4060-4062, 4066 *(ex-UP same numbers; exx-MP 3057, 3060-3062, 3066; nee MP 757, 760-762, 766);*
- HLCX GP40-2CLC 4403 *(ex-HLCX 656; exx-Amtrak 656 [leased]; Helm 3072; nee ICG/IC 3072);*
- HLCX GP40-2CLC 4405-4407 *(ex-HLCX 650, 651, 654; exx-Amtrak 650, 651, 654 [leased]; exxx-Kyle 3104, 3108, 3116; nee CR/PC/NYC 3104, 3088, 3083);*
- HLCX GP40-2CLC 4408-4410 *(ex-HLCX 657-659; exx-Amtrak 657-659 [leased]; exxx-B&M 320, 321, 323; nee CR/PC 3227, 3229, 3233);*
- HLCX GP40-2CLC 4412 *(ex-HLCX 653; exx-Amtrak 653 [leased]; exxx-Kyle 3114; nee CR/PC/NYC 3095);*
- SD40 HLCX 5000 *(ex-HLCX 3099; nee UP 3099);*
- HLCX SD40 5007-5009 *(nee KCS 610, 608 and 600);*
- HLCX SD40 5010 *(ex-VMV/CNW/MP 3038; nee MP 738);*
- HLCX SD40 5011 *(ex-HLCX 3006; nee UP 3006);*
- HLCX SD40-2CLC 6052, 6054 *(nee UP 3092 and 3100);*
- HLCX SD40-2 6200 *(nee C&NW 6822);*
- HLCX SD40u 6201 *(nee UP 3085);*
- HLCX SD40u 6202 *(nee QNS&L 219);*
- HLCX SD40-2 6203 *(nee QNS&L 241);*
- HLCX SD40-2 6204, 6206, 6209 *(ex-BC Rail 736, 738 and 741; nee Kennecott Copper 101, 103 and 106)* [6209 off lease for repairs];
- HLCX SD40-2 6366, 6367, 6369, 6388 *(exx-SOO same numbers, nee Milwaukee 205, 206, 208 and 202).*

18 from Morrison Knudsen:
- MKCX SD40M-2 9053-9057 *(ex-PLM SD40 3104, 3019, 3004, 3029, 3021; nee UP 3104, UP 3019, MP 3004/704, MP 3029/729, and UP 3021);*
- MKCX SD40 9413 *(ex-NRE/BN 6400; nee NP 3600);*
- MKCX SD45 9502 *(ex-CNW 6490; nee BN 6490);*
- MKCX SD45 9508 *(ex-CNW 6579; exx-BN 6460; nee CB&Q 519);*
- MKCX SDP45 9511, 9515 *(ex-VMV/CR 6687 and 6695; nee EL 3656 and 3664);*
- MKCX SD45 9523 *(ex-VMV/CSX/SBD 8938; exx-CRR 3625; nee SCL 2038);*
- MKCX SD45 9526 *(ex-NHL 6435; nee SP 8960);*
- MKCX SD45 9528 *(ex-SOO 6491; exx-BN 6678; nee SLSF 931);*
- MKCX SD45 9532 *(ex-NHL/BN 6689; nee SLSF 942);*
- MKCX SD45 9534 *(ex-W&LE 1769; nee N&W 1769);*
- MKCX SD45 9536, 9538, 9539 *(ex-ATSF SD45u 5350, 5352 and 5354; nee ATSF 5577, 5529 and 5514).*

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

VIA

MORE DISPOSITIONS:
- Sleeper 1132 - "Emerson" has been acquired by Illinois Transit Assembly in Edwardsville, Illinois.
- FPA-4 6783 has been acquired by the Windsor & Hantsport Railway where it will join sisters 6761, 6763, 6765 and 6786 and FPB-4s 6861, 6862 and 6867. The 6783 was the last retired 'A' unit available for sale.

ELSEWHERE

NEW DOME COACH: Great Canadian Railtours first utilized its new $2.8 million bi-level "Gold Leaf Dome Coach" in service on June 13 on the Vancouver-Banff/Calgary route. The car includes seating for 74, a private dining area, a fully-equipped galley, observation platform, two spiral staircases and an elevator to provide access to the upper level. The car started life as a Southern Pacific gallery commuter car.

ON THE INDUSTRIAL SCENE

NEW OWNER: The Ontario Southland Railway has acquired Inco RS-18 No. 208-3 which was stored at Inco's facility in Thompson, Manitoba. No. 208-3, along with sisters 208-2 and 208-4, were built for Inco by MLW in May 1968. The unit will be added to the OSR's lease fleet. No. 208-3, renumbered OSR No. 3, was moved to the former Michigan Central shop in July for work.

WHERE DID IT GO TO?: On approximately May 31, privately-owned former Long Island Railroad C-420 202 departed Regina, Saskatchewan, on CP flat car 421331 after being stored at the CP Rail System diesel shop in Regina. Indications are that it was shipped to Amisk, Alberta. Might anyone know its destination?

WELL TRAVELLED: Former Long Island RR C-420 202 ready to depart CP's yard in Regina on May 30, 1995. After her Long Island career, she spent time on the Vermont Northern, and Wabash Valley before being acquired by PV Commodity Systems and Western Canada Steel. Now privately-owned, where she is destined to? Photo by Nigel Salway.

ON THE PRESERVED SCENE

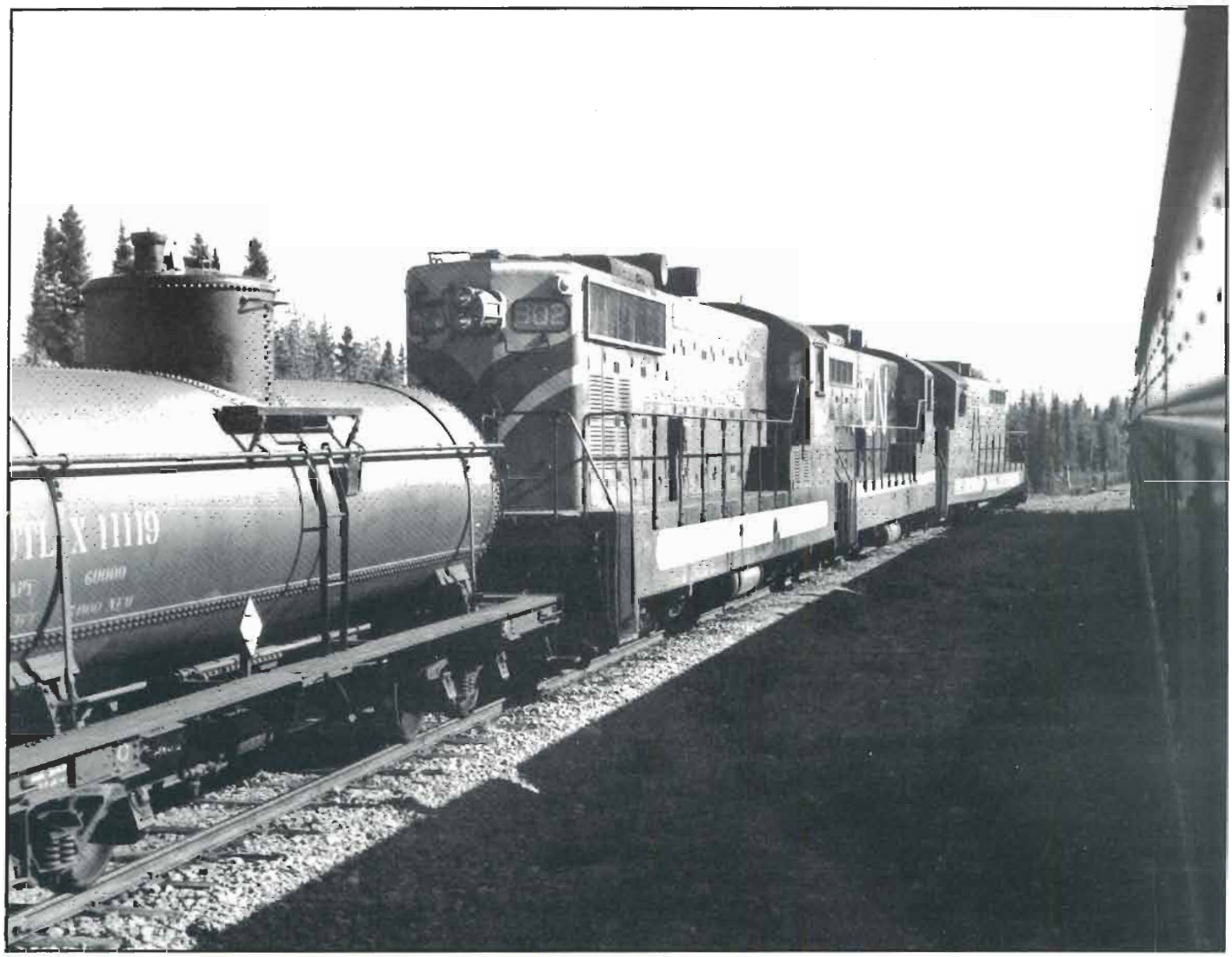
CABOOSES PRESERVED:
- CP Rail System has donated steel caboose 434553 to the Pacific Coast Chapter of the CRHA for display at the Maillardville Heritage Square Project, outside the former CP Fraser Mills Depot Museum in Coquitlam, British Columbia.
- CN has donated steel caboose 79374 for display behind CN 4-6-0 1531 at Centennial Park in Barrie, Ontario.
- CN steel caboose 79735 was delivered to Picton, Ontario, on June 6, and now serves as Larry's Ice Cream Caboose at The Mustang Drive-In.
- CN steel caboose 79770 has been obtained by a historical group in South Maitland, Nova Scotia. It was trucked from Brookfield, Nova Scotia, on July 20 and placed on the former Dominion Atlantic right-of-way for use as a tourist information centre and a small museum.
- CN steel caboose 79788 has been acquired by Babcock Lumber Company in Cainsville, Ontario.

MAIL-EXPRESS CAR MOVED: Former CN Mail-Express 7815, resident at the National Museum of Science and Technology in Ottawa, Ontario, since 1972, departed the museum on July 26 en route to the Alberta Railway Museum just north of Edmonton, Alberta.

WOOD BOX CAR SAVED: The York Durham Heritage Railway of Uxbridge, Ontario, has acquired former CN wooden outside-braced box car 406308 via a scrap dealer. After many idle years in the CN yard at Oshawa, the car was moved to YDR's storage yard in Stouffville in late-July.

STREETCAR MOVED: Former Regina Transit System single truck tram No. 8, offered for sale by the City of Regina in 1994, has been moved to the property of Lakeview Gardens, an outdoor garden shop in Regina. Restoration is scheduled for the fall of 1995.

STEAM LOCOMOTIVE MOVED: In late-July, former CN 4-6-2 5093 was moved from the Exhibition Grounds in Regina, Saskatchewan, and placed in front of the former Union Station in Regina which is being set up as a casino. Former VIA coach 5511, acquired by the Dominion Casino, is presently stored close to the CP Rail System shop in Regina. The casino renovations are to incorporate a railway theme. Φ



REMEMBER WHEN?: Canadian National mixed train M203 meets the eastbound **Caribou**, train 102, at Northern, Newfoundland, on June 20, 1967. Normally, the meet would occur at deer Lake, but the mixed was tardy this day. Trailing NF-110 902 is now on display in Lewisporte, NF. Photo by James A. Brown.

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PLEASE DO NOT BEND!