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Branchline

CANADA'S RAIL NEWSMAGAZINE



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

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Membership Chairman
Bytown Railway Society Inc.
P.O. Box 141, Station A
Ottawa, Ontario K1N 8V1

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

**Managing Editor and
Motive Power Editor**
Earl Roberts
33 Eastpark Drive
Gloucester, Ontario
K1B 3Z6

News Editor
Phillip Jago
1133 Elmlea Drive
Gloucester, Ontario
K1J 6W1

Features Editor
David Stremes
214 Belford Crescent
Ottawa, Ontario
K1Z 7B1

Photo Editor
Bruce Ballantyne
77 Shetland Way
Kanata, Ontario
K2M 1S7

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NOTICE OF MEETINGS: Meetings are held in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, at 19:30 on the first and third Tuesdays of each month (except July and August).

Our next regular meeting will take place on Tuesday, September 5, at 19:30. Details will appear in the September issue.

Every Saturday - Restoration/maintenance activities continue at the rear of the National Museum of Science and Technology. There's always plenty to keep one busy year round - e.g. washing, painting, chipping, filing, sanding, etc. Come on out.

MARK YOUR CALENDAR: Our Annual Dinner will return! Members and guests are invited to the Nepean Sportsplex for a roast beef buffet on Friday evening, October 27, 1989. Tickets at \$14.00 will be available at the September 5 meeting, as well as by mail. Let's have a good turnout.

WHEN YOU MOVE -- : When you are changing your address, please let us know as soon as your new address is known, with the effective date of the change.

SOLD OUT: The 1989 Canadian Trackside Guide is sold out. We are a little overwhelmed by the response to this year's edition. A limited number of the 1988 (\$11.55), 1987 (\$11.55), 1984 (\$10.05) and 1982 (\$6.55) are available postpaid. Orders may be placed through our mailing address.

YOUR HELP IS REQUESTED: The authors of the Canadian Trackside Guide would appreciate your help with the following:

- an up-to-date roster of Quebec Iron & Titanium's locomotive fleet at Havre St-Pierre and Sorel, Quebec.
- the present location of A.A. Merrilees' ex-CP S-2 7016 and 7062. Our last report was that 7016 was condemned and stored at Merrilees' facility in Laval, Quebec, however, a recent visit failed to locate the unit; No. 7062 was last reported condemned at Canadian Pacific Forest Products in La Tuque, Quebec.
- is ex-CP S-3 6538 still in use at Sidbec-Feruni's scrapyard in Contrecoeur, Quebec, or has it succumbed to the scrapper's torch?

ON THE COVER

Former Canadian Pacific 4-6-2 No. 1201 powers a re-enactment of the "Scoot" over Big Wilson Stream at Onawa, Maine, on June 2, 1989, as part of a most successful trip to mark the centenary of the inauguration of CP's "Short Line" between Montreal (Quebec) and Saint John (New Brunswick). Photo by Les MacDonald.

Information Line

CONTROVERSY DEEPENS OVER ULTIMATE FATE OF VIA RAIL: The continuing saga over the ultimate fate of passenger rail service in Canada has continued to unfold since the publication of the last issue of *Branchline*, with the company's name appearing in the country's national newspapers on an almost daily basis.

To date, Transport Minister Benoit Bouchard has given no indication that he is prepared to back down on the decision to reduce VIA's current operating subsidy to \$250 million by 1991. The Minister has, however, gone so far as to concede that the ultimate fate of the system would hinge upon the recommendations of a comprehensive business plan now being put together by a special team established by CN President Lawless who took over the VIA helm following the May 3, 1989, resignation of Denis de Belleval.

In the interim, VIA's middle management is starting to fight back. A series of leaks from corporate headquarters in Montreal have challenged contentions by Bouchard's office that the service is underutilized by Canadians, given the level of subsidy that it receives. While the Transport Minister has refused to back down on a statement that only 3% of Canadians utilize VIA, he has been corrected time and again by the passenger rail corporation to the effect that 3% of inter-city travellers not using private transportation utilize VIA. This is a far different number, as fully 85% of inter-city travellers in Canada use private transportation when getting about the country.

Also tripping up the Minister was the admission that his Offices did not possess comprehensive data on Canadian travelling habits. Apparently, many decisions were predicated upon data provided by Statistics Canada. This is somewhat dated, in addition to not making provision for approximately one million passengers who utilized VIA trains for vacation purposes - a travel reason that for some reason Stats Can does not record in its data collection exercise.

Meanwhile the Unions have got involved with a series of protests taking place both on Parliament Hill and in front of VIA's principal stations throughout the country. The Canadian Brotherhood of Railway, Transport and General Workers which represents over half of VIA's 7,000 employees, has even offered to take over the railway - provided that the Government maintains its existing level of funding.

Politicians are also getting into the act. Recently, a delegation of Mayors from principal cities in the corridor held a meeting with the Minister. Their protestations appear to have fallen on deaf ears, however. They were not helped by the fact, moreover, that none of them took the train to get to Ottawa, preferring instead to fly. Bouchard has even begun to feel heat from his own Caucus. Appearing before the Commons Committee on Transportation, he was taken to task by MPs from Atlantic and western Canada. Many Atlantic MPs were elected on the strength of the Conservative's restoration of passenger service in that area while western MPs are

cognizant of the important role that VIA plays in the western Canadian tourist market.

The Government is obviously prepared to ride out the storm, whatever the consequences. Reminded publicly by the National Transportation Agency that any service cuts would require public hearings, he pointed to the Liberal example of 1981 and the use of Orders in Council which effectively bypass the democratic process. As we go to press, VIA's business plan is yet to be released and the house has commenced the summer recess. Journalists have noted that the ensuing summer months will be the perfect opportunity for the Government to carry out its dirty work, away from the criticisms of the Opposition. In the absence of formal democratic forums, all that remains is the people. Keep the cards and letters coming. VIA Rail needs support, both at the fare box and, it would seem, at the ballot box. (Philip B. Jago, with information from a variety of sources)

AUSTERITY OF RECENT FEDERAL BUDGET JEOPARDIZES PLANS FOR RAIL MUSEUM IN MONTREAL: An additional casualty of the recent Canadian budget is an ambitious plan to relocate the Canadian Railway Museum to the Port of Montreal.

Currently located in suburban St-Constant, on the south shore of the St. Lawrence opposite Montreal, the Museum is operated by the Canadian Railroad Historical Association.

Boasting the largest collection of railway artifacts in Canada, the Museum has been chronically underfunded since it was first established during the early 1960s.

For many years, concerted efforts have been mounted to transfer it to a suitable location within urban Montreal, with a site adjacent to the former Lachine Canal and CN's main west from Central Station being deemed the most suitable. The Lachine Canal corridor has been the object of considerable urban renewal in the past few years as municipal, provincial and federal governments have attempted to develop it into a tourist attraction.

In anticipation of receiving funding from the Federal Government for the relocation of the Museum, the CRHA Board had commissioned an ambitious feasibility study to provide a basic concept and design for the site and the various exhibit halls and restoration shops. Had the necessary funding been forthcoming, the CRHA would have finally been in a position to give their extensive collection the badly needed attention which it so richly deserves.

The CRM underfunding is evidenced by the poor condition of many of its artifacts which by necessity have had to be displayed (stored) out-of-doors. Also scuttling plans for the comprehensive development of the St-Constant site have been a spate of promises from the provincial and federal governments during the past decade to the effect that a move to Montreal was imminent so that it didn't make sense to carry out significant site work at St-Constant.

Ironically, the CRM may salvage something out of the situation. According to official sources who refused to be named, it is quite likely that limited funding will be provided to support the construction of another storage building as well as a restoration shop at the St-Constant site. One more building would

enable the Museum to get all of its equipment in under cover while the restoration shop would finally enable it to begin a comprehensive program of artifact stabilization, preservation and restoration.

There are other ironies inherent in the CRM dilemma. Elsewhere in this issue, readers will notice that CN FA-1 No. 9400 has now taken up residence there, having been displaced several years ago from what was to be its permanent resting place at the National Museum of Science and Technology (NMST) in Ottawa. Additionally, Grand Trunk Mogul No. 713—another Ottawa resident, was recently sent there after it became surplus to the requirements of the NMST. More such moves are planned in the near future as the NMST de-emphasizes the size of its rail collection in favour of expanding its science and technology mandate.

Unless significant financial assistance is forthcoming, the CRM will be unable to cope with these gifts from Ottawa. The next few months could indeed prove to be interesting for the CRHA Board of Directors. (Philip B. Jago with background information from a variety of informed sources)

RAIL REHAB SCRAPPED: Transport Minister Benoit Bouchard has refused to budge from his decision to end the prairie branchline rehabilitation program. He indicated in the House of Commons that he was merely taking advice from the senior grain transportation committee, which concluded that the rehab program was the least effective way to improve grain transport in the west. Outside the Commons, Bouchard said the grain companies concerned about the deteriorating state of rail lines will have to come up with their own solutions on how to draw grain from affected areas. "It is up to the companies if they want to invest in these lines or set up some off-track elevators. Ottawa will not be putting in more money."

The decision to end the branch line rehabilitation program a year early was announced as a money saving effort in the April 27 budget. The government plans to save \$117.1 million by cancelling 28 rail line improvement projects across the Prairies. The railways are expected to spend \$115 million working on the lines that have been guaranteed to the year 2000. (The Western Producer, 11/05/89, thanks to Addie Schwalm)

ENTREPRENEUR CONCEDES DEFEAT IN ATTEMPT TO TURN BOUNDARY SUBDIVISION INTO A SHORT LINE: Revelstoke entrepreneur John Meade has conceded defeat in his efforts to acquire CP Rail's Boundary Subdivision which runs between Midway and Westley, British Columbia. For the past three years, Meade has been negotiating with CP to buy the line. Following public hearings on May 24, 1988, the National Transportation Agency ordered CP to maintain service over the former Kettle Valley Railway main line, with the proviso that the decision would be reviewed in two years.

In the interim, traffic has fallen off sharply. In part this has arisen from truck competition after a sawmill at Midway switched from rail. As well, the Union Pacific has also raided the line for traffic, persuading shippers in southern B.C. to truck their

products to a forest products loading centre in Spokane, Washington.

As a parting shot, Meade criticized the present National Transportation Act, stating that it did nothing to solve the problems of branchlines which are uneconomic or likely to become so if left in the hands of high-cost producers. (Vancouver Province, 10/05/89)

NEW TRACK MACHINERY MEANS ELIMINATION OF 1500 JOBS: Canadian National has announced that upwards of 1500 maintenance-of-way workers will be laid off by October 1989. The system-wide cutbacks stem from the company's ongoing program to upgrade and modernize its track maintenance capabilities through the purchase of state-of-the-art machinery. In a letter to members of the Brotherhood of Maintenance of Way Employees, the company announced that it will re-organize its existing force of over 3,000 workers through the creation of 1,892 new positions. (Montreal Gazette, 24/05/89)

CANADIAN NATIONAL ANNOUNCES AUSTERITY PROGRAM: Shocked by a 71% drop in its first quarter profit as compared to last year, Canadian National has imposed a tough austerity program for the balance of the current fiscal year.

According to a CN official, the downturn may signal that the country as a whole is about to enter an economic recession. Net profit was only \$38.1 million as compared to last year's figure of \$129.6 million.

The decline is largely attributed to a 64% drop in freight profits, arising from lower freight volumes for natural resources and agricultural products.

In previous years, CN was able to enhance its financial picture through the sale of various non-rail corporations. Although the move assisted the railway in paring its debt from \$3.5 billion to slightly less than \$2 billion, analysts warn that there are few such opportunities left.

According to CN President Ron Lawless, CN will ride out the balance of the year and attempt to conserve as much cash as possible. Lawless did not rule out the possibility of layoffs although he refused to provide an exact number. (Globe and Mail, 19/05/89)

FORMER TH&B LINE COULD BECOME TOURIST ROAD: Dundas (Ontario) entrepreneur Cory Hinrichs is in the final stages of negotiations with CP Rail for the purchase of 16-miles of the former Waterford Subdivision between Brantford and Waterford.

Originally built by the Brantford, Waterloo and Lake Erie Railway (chartered in 1885), the line was amalgamated with the Toronto, Hamilton & Buffalo Railway on August 9, 1892 after considerable corporate manoeuvring involving the likes of the TH&B, the New York Central and Canadian Pacific.

Regular service over the line has not been offered for some time now, with the National Transportation Agency only just giving CP Rail the necessary permission to abandon it.

If Hinrichs is successful in his negotiations with CP, he still must get by the provincial government before he can start operating the trackage. This will require a private members bill in the Ontario legislature.

Hinrichs plans to utilize ex-Canadian

National Mogul (2-6-0) No. 96 as motive power. The locomotive was acquired from Steamtown in the United States. It is currently stored at the Massey Ferguson Plant in Brantford. (Hamilton Spectator, 19/05/89, thanks to Clive Spate; Canadian Rail, May-June 1988)

CALL FOR BETTER PASSENGER SERVICE ON VANCOUVER ISLAND: Residents of Vancouver Island have called on the government to improve passenger service over the Esquimalt and Nanaimo Railway, a CP Rail subsidiary that handles VIA trains 198 and 199.

During a series of transportation hearings on the Island, many spoke out in favour of improved service, seeing the railway as a "very viable alternative to transportation problems historically dealt with by building roads." (Arrowsmith Star [Parksville, B.C.], 25/04/89)

BILL TO ESTABLISH SHORTLINE OPERATION NOW BEFORE ONTARIO LEGISLATURE: In an attempt to formalize procedures for the acquisition of many of the CN and CP branchlines in western Ontario, a private member bill has been submitted to the Ontario Legislature for the incorporation of the Ontario Midwestern Railway Company.

According to one of the company's founders, Peter Bowers of Owen Sound, the incorporation of the company should give it firmer ground to stand on when negotiating with both of Canada's major carriers. With Bowers are Peter Swire, a Stelco financial analyst; architect Peter Harrison and retired railroader John Ewing.

Bowers has spearheaded the movement to set up an operation which would service a triangle roughly bounded by Goderich, Owen Sound, Stratford and Streetsville. Already, he has encountered several failures. Just recently, he was unsuccessful in dissuading CP Rail from immediately beginning to dismantle the Goderich Subdivision immediately after the company received the necessary authorization from the National Transportation Agency. In spite of Bower's protests, the company immediately severed the Goderich Subdivision in order to prevent any attempt to continue operating it. The action took place during the late winter of this year.

Although preliminary studies by the Ontario Ministry of Transportation found the proposed operation to be uneconomical, closer scrutiny has revealed that the line would earn an immediate operating profit and 83 per cent of 217 business and industries in towns like Owen Sound, Goderich, Stratford and Listowel said that they would use an improved rail service.

As important as the necessary political and local backing, the Ontario Midwestern has also found the necessary financing. An Austrian bank has agreed to loan the company up to \$100 million provided the provincial government will guarantee the loans. (London Free Press, 30/05/89 and Hamilton Spectator, thanks to Clive Spate)

TWENTY YEAR HIATUS SEES RETURN OF PASSENGER SERVICE TO ATLANTIC CITY: Although VIA Rail may be going through a period of retrenchment, it's all systems go at Amtrak, the U.S. passenger rail corporation.

In its latest move, the company inaugurated

daily service to the casino city of Atlantic City, New Jersey, on May 23. The new service boasts up to six trains daily - one originating in New York, one in Washington, and four in Philadelphia.

Atlantic City lost its passenger service in 1969. Prior to that time, it had been operated by the Pennsylvania-Reading-Seashore Railroad.

Load forecasts predict upwards of 1.5 million riders each year, with revenue totalling \$30 million. Operating costs should be recovered in one-year while basic start-up costs will be recovered in just two-years. (Journal of Commerce, 23/06/89)

RAILWAY NOT A TRAILWAY; CP RAIL BRIDGE REMOVAL ANGERS LOCAL RESIDENTS: Hamilton area residents are upset with CP Rail for removing three bridges from its former Dundas Branch. Originally built by the Toronto, Hamilton and Buffalo Railway, the line was last used in 1985. On December 21, the former Railway Transport Committee of the Canadian Transport Commission gave CP Rail official permission to abandon it.

The line cuts through Cootes Paradise, a local nature preserve and has long been a favourite of hikers seeking an easy way through the area.

Although there was no objection to the removal of the rails and ties which took place last year, the locals are hopping mad now that CP has gone ahead and removed three bridges, thereby spoiling the use of the right-of-way for hiking. According to one municipal politician, the removal of the bridges was "another case of the absolute arrogance of a giant corporation for the concerns of a small community."

For its part, CP makes no apologies for the removal of the structures. According to spokesperson John Cox, the bridges were removed as a safety precaution to prevent accidents. Cox also added that the right-of-way still belonged to CP and that the company was "not in the hiking business, [but] in the rail business." (Hamilton Spectator, thanks to Clive Spate)

GO TRANSIT ANNOUNCES FARE HIKE: Effective July 1, GO Transit fares are scheduled to rise an average of 4.9%.

According to GO Transit Chairman Lou Parsons, "This fare increase will give us the monies to continue providing our high standard of service without undue burden on Provincial Government funding through subsidy."

As additional justification for the increase, Parsons also mentioned that the GO Train network had undergone several fairly significant expansions during the past year and that the fare increase would help to soften the blow to the provincial treasury.

Monthly pass holders now paying \$180.00 between Hamilton and Union Station will face a \$10.00 increase - the highest of all, while single fares and ten-ride fares will increase at similar proportional levels depending upon distance travelled and frequency. (GO Transit News Release, 09/06/89)

DERAILMENT CANCELS NARROW GAUGE LINE'S MOMENT OF GLORY - TEMPORARILY AT LEAST: The unfortunate and untimely derailment of a parlour car belonging to the historic White

Pass and Yukon Railway - a narrow gauge line linking Skagway, Alaska, with Whitehorse, Yukon Territory, has deprived the resurrected narrow gauge operation from its moment of glory for the time being at least.

The incident took place on May 10, 1989 as the train, including restored 2-8-2 No. 73 and three parlour cars, was taking a siding near Fraser, British Columbia, located 28 miles from Skagway.

The train had been involved in the filming of a commercial for Cadbury Chocolates being filmed by the British production firm of Ravi Macartney. According to the story line, the setting was to be in the Swiss Alps, with British actress Nadia Aldridge getting off the train at an imaginary station (White Pass Summit), only to have the train pull out without her.

Although no one was injured in the mishap, the incident resulted in a cancellation of the shoot. Their schedule permitting, the production company has vowed that they will be back at a later date to carry on.

In the meantime, the WP&Y began regular service between Skagway and Fraser on May 23 and plans to continue operations until September 22. This marked the first time that trains had operated over the border since the line was shut down in October of 1982 when plunging world metal prices closed the major mines in the Yukon which were the line's principal source of revenue.

Last year, the WP&Y initiated limited passenger service in the state of Alaska, operating as far as White Pass Summit. This will be repeated for 1989, in addition to the Fraser.

According to noted Canadian railway historian Omer Lavallée - an authority on narrow gauge railways in Canada - the Skagway/Fraser train is the only regularly-scheduled international passenger rail service between the USA and Canada west of Chicago. (Whitehorse Star, 15/05/89, thanks to Tom Caine, background information courtesy of Omer Lavallée)

YUKONERS UPSET OVER OMISSION IN SCENIC RAIL GUIDE, 1989: Yukon residents are up in arms following the omission of the White Pass and Yukon Route from the 1989 edition of the book *Scenic Rail Guide to Western Canada*.

The best seller is authored by Bill Coe - a noted Canadian rail enthusiast who is employed in VIA Rail Canada's public relations department.

According to one irate resident, "Mr. Coe and his publishers, Greey de Pencier Books (Toronto) would not be amiss in apologizing to Yukoners for this obvious error of omission. He should ride the train and write a report on it for the next edition of this rail guide. Seeing the imminent abandonment of some scenic VIA (sic) Rail services, it is good to remember that this trend is being reversed by our own 'scenic and historic railway'." (Whitehorse Star, 24/05/89, thanks to Tom Caine)

MID-JULY DATE FOR RESUMPTION OF "MONTREALER": The on-again-off-again saga of Amtrak's Montreal/Washington service is on again. Recent Amtrak announcements have stated that service, under the "Montrealer" name, will

resume on July 18 with late afternoon departures from the two terminals.

While the actual consists and times are still a mystery, the train will follow a new route between East Northfield, Massachusetts, and New Haven, Connecticut, which includes Central Vermont trackage to New London, Connecticut, and the North East Corridor through to New Haven. This will mean a bypass of the former route which included stops at Hartford, Connecticut, and Springfield, Massachusetts. There are no changes in routing elsewhere, ie. north of East Northfield or west of New Haven.

It is expected that the train will operate late into Montreal during the initial months of service. The FRA recently condemned seven miles of Central Vermont trackage between Swanton, Vermont, and Cantic, Quebec, imposing a 10 mph speed limit until 10,000 ties are replaced. (Thanks to John Godfrey)

ALBERTA GROUP SEEKS STEAM EXPERTISE: The Alberta Pioneer Railway Association (APRA) which operates an extensive collection of equipment at its museum in Edmonton, is currently looking for information and people with expertise on all aspects of steam locomotive maintenance.

The number one priority is for details on how to perform boiler washes. APRA needs to learn the wash-out techniques and which tools are employed to carry out the work.

Currently, the APRA boasts two operable steam locomotives. These are ex-CN 4-6-0 No. 1392 (MLW/built 1913) and ex-NAR 2-8-0 No. 73 (CLC/built 1927).

Those who can assist are asked to contact George A. Faulder, 1439-92A Avenue, Edmonton, Alberta, T5R 5E3. (Keeping Track, May 1989, merci à Jacques Beaubien Jr.)

1995 SET AS TARGET DATE FOR FULL GO SERVICE: GO Transit Chairman Lou Parsons has announced that it will probably be as late as 1995 before the Province of Ontario's commuter rail system will be able to provide full service between Hamilton and Toronto.

Although the provincial government has announced the commitment of \$400 million to the project, Parsons warned recently that the project is "not something that's done overnight."

Implementation of the service will see GO utilize CP Rail's Hunter Street Station (nee Toronto, Hamilton and Buffalo) which is located in the centre of Hamilton. The process will require negotiations with CP for such things as trackage, repairs to the station, environmental impact assessments, and possibly the double tracking of a tunnel which roughly runs under the length of Hunter Street prior to exiting at the station.

Pending the completion of the project, GO will continue the present level of service. This consists of three daily trips each way between Hamilton and Toronto, utilizing Canadian National's (VIA Rail) station in Hamilton's north end. (Hamilton Spectator, thanks to Clive Spate)

Overheard while ex-CP 1201 was passing through Maine: Radio station KISS 95 thought STEAM TRAIN was a new rock group!!

FROM PACIFIC TO ATLANTIC

1201, "45 years and still going strong."

BY PHILIP B. JAGO

This story begins four-years ago during preparations for the celebration of the centennial of the driving of the last spike in Canadian Pacific's main line to the Pacific coast at Craigellachie, British Columbia. In a supporting role was the pending centennial of the arrival of the first Canadian trans-continental train on the Pacific coast and the 1986 Worlds Fair in Vancouver, which featured transportation and communications as its main themes.

It seemed only natural at the time that such activities would involve the participation of the National Museum of Science and Technology's ex-CPR G5a "Pacific", Number 1201. Indeed, although he may not have realized it at the time, CP Rail President R.S. Allison may have inadvertently started the whole process. Speaking during ceremonies held on July 4, 1986, to commemorate the centennial of the arrival of the first passenger train in Port Moody (CP's original Pacific terminus), Allison lauded 1201's accomplishments, both during revenue service and during her genteel retirement. Amongst other things he noted, "no self-respecting CPR passenger engine should finish her work without at least one trip to Port Moody—where the dream of an all Canadian trans-continental passenger line was first made real. True to her own tradition, 1201 has used some of her borrowed time to make her own historic voyage."

Perhaps, Mr. Allison should have reconsidered his words. For as much as it is a "Pacific" road focussing on the markets of the Orient and with a mandate to bind central and western Canada, Canadian Pacific also has an eastern tradition — one which looks to the Atlantic and the markets of Europe. It can also be advanced that, as opposed to its western role, CP's political *raison d'être* in the east is much more ill-defined, being so clouded by the need to find an ice-free port on the Atlantic seaboard as to justify an incursion into foreign soil to achieve the most expedient way of capitalizing upon its old world opportunities.

And contrary to the old adage about 'east is east and west is west', it is possible for the "twain" to meet and for a combination of events and personalities to mean that an operating CPR steam locomotive can have the opportunity of traversing the company's mainline, as so aptly phrased by Omer Lavallée "from tidewater to tidewater", almost three decades after dieselization.

Although this is not precedent setting, and preserved Canadian steam has made previous incursions south of the border, it is still noteworthy. Adding to the significance is the fact that the locomotive did it during her 45th birthday month. That she was staffed by "volunteer professionals and professional volunteers" as noted by Duncan du Fresne in

this month's "Tid Bits" is also of note. For the rolling stock, there was also a bit of old home week, both "MicMac" and "Midway" having distinguished themselves in their declining years on CPR mixed trains in Nova Scotia. And finally, one BRS car ended up in a place that her original designers never envisaged. Our ex-Southern Pacific articulated coach, our "Daylight of the North" by virtue of its career with the Algoma Central — designed and built for service on the sunny Pacific coast — looked every bit at home in the foggy dampness that is so characteristic of New Brunswick's Bay of Fundy shore line.

Credit for the idea must ultimately rest with a triumvirate consisting of ex-CP officers (also BRS members) Omer Lavallée and Ron Ritchie and noted Maine rail enthusiast Bruce O. Nett, although Lavallée gives full credit to Nett. Not a full-time CPR employee, Nett is on retainer as a communications and public relations consultant with the Canadian Atlantic Railway, CP's business unit in Atlantic Canada.

Sometime, during a meeting to organize the festivities associated with the December 1988 centennial of the completion of CP's line to Saint John, New Brunswick, at Packard Brook, Maine, (*Branchline*, March 1989), the three long-time friends and associates began to reminisce about the "Scoot", a mixed train that plied the 117 miles over CP's Moosehead Subdivision between Mégantic, Québec, and Brownville Junction, Maine, between 1889 and 1962 — providing an essential service for railway families in isolated section outposts (in those days, there was a gang every eight miles), operators at remote passing sidings, small on-line communities whose only link to the outside world was the railway, and countless vacationers as word of the intense beauty of the Maine wilderness slowly filtered into the urban areas of the U.S. north east.

"Wouldn't it be great" they wondered, "if we could re-create the "Scoot?" Stretching things, they even dreamt of steam. After all, the diminutive mixed only operated with diesel power during its last two years of service.

And so it was in November of 1988, that Mr. Lavallée put out a preliminary feeler to this writer. I remember the occasion well as I had just arrived home off Train 46 from Toronto when my wife informed me that a message was waiting and that I was to contact Montréal immediately. Lavallée's request certainly had the effect of jolting me out of that special feeling one gets after having 4-hours in a VIA club car and the rest is — as they say — history.

Throughout the long winter and into spring, the inquiries became more frequent and the negotiations more intense. The triumvirate was dissolved, with Nett carrying the ball, backed up from the operational perspective by CAR Assistant Superintendent Jim Gillespie, a

smooth operator who has a particular for overcoming adversity. Lavallée and Ritchie, however, continued to act behind the scenes.

In Ottawa, it wasn't long before yours truly involved the Society executive, principally President Paul Bown and Vice-President Duncan du Fresne. As you will see in this month's "Tid Bits", this was very much a "team effort", a major factor in its high level of success. Since it wasn't our engine and rolling stock, we needed the involvement and approval of Paul Donahue and David Elliott of the National Museum of Science and Technology who were able to address many of the Crown's concerns with respect to this auspicious moment.

And so it was that on June 1, 1989, Extra 1831 East, leading 1201, Combination Car 3051, Coach "Sand Point", BRS Car 458/459, Coach "MicMac", Coach "Midway" and CP Rail Private Car "Lacombe" - its rear platform adorned with a special commemorative 1201 drumhead designed and built by the NMST, left the Museum switch at precisely 06:00 hours on a 6-day round trip odyssey to the east and an appointment with

destiny on the shores of the Bay of Fundy.

What follows here is a series of essays, written from several perspectives and by individuals who participated at different levels in this amazing venture, which attempt to provide a context for this unique occasion and to serve as a capsule review of this remarkable journey. We have by no means done full justice to the subject - given its sheer enormity. Literally every curve we rounded had a new story. I would caution the reader that my narrative is only a fraction of what happened and that what I have to say about the operations of the locomotive should in no way detract from the important role played by rest of the team during their involvement with the operation of the cars or locomotive. No doubt, the ensuing years will bear witness to countless anecdotes - both verbal and written (hopefully in Branchline) as those who were fortunate enough to participate are finally able to take the time to sift through, digest and analyze the incredible series of events in which they participated.

1201's Eastern Odyssey - The Route

BY OMER LAVALLÉE

The trip undertaken by No. 1201 and its train at the beginning of June, to mark the centenary of the inauguration of Canadian Pacific's "Short Line" between Montreal and Saint John across the "International of Maine" railway, gives the locomotive the distinction of having travelled from Pacific to Atlantic tidewater along the whole 5,425 km CPR main line.

This achievement, however impressive, is probably not unique for a CPR steam engine. While records no longer exist to verify such facts, it is not unlikely in the seasonal migrations of the past, such as the hundreds of members of H.H. Vaughan's class D10 4-6-0s, could have worked both in New Brunswick and British Columbia. The 1939 Royal Train's class H1d 4-6-4 No. 2850, worked east only as far as Sherbrooke, even though officially H1s were not permitted to cross the St. Lawrence River bridge over the Lachine Rapids at Montreal, because of weight limitations on axles.

The June trip was a very demanding one. The term "Short Line" applied to this route is no misnomer. The 775 km track route covers an air line distance of about 600 km. The maximum north/south variation in the route is only 55 km, less than half a degree of latitude. This feat is accomplished with a "saw tooth" profile incorporating seven distinct summits, as the accompanying diagram shows, and as the Bytown crew who went with the train will no doubt attest.

MONTREAL - ORFORD LAKE

There are few challenges on the Adirondack Subdivision main line immediately east of Montreal as far as Farnham, 70 km. From Farnham, the line slopes upward for the next

61 km, reaching an altitude of 287 m at Orford Gap, beside the mountain and lake of the same name.

ORFORD LAKE - LENNOXVILLE

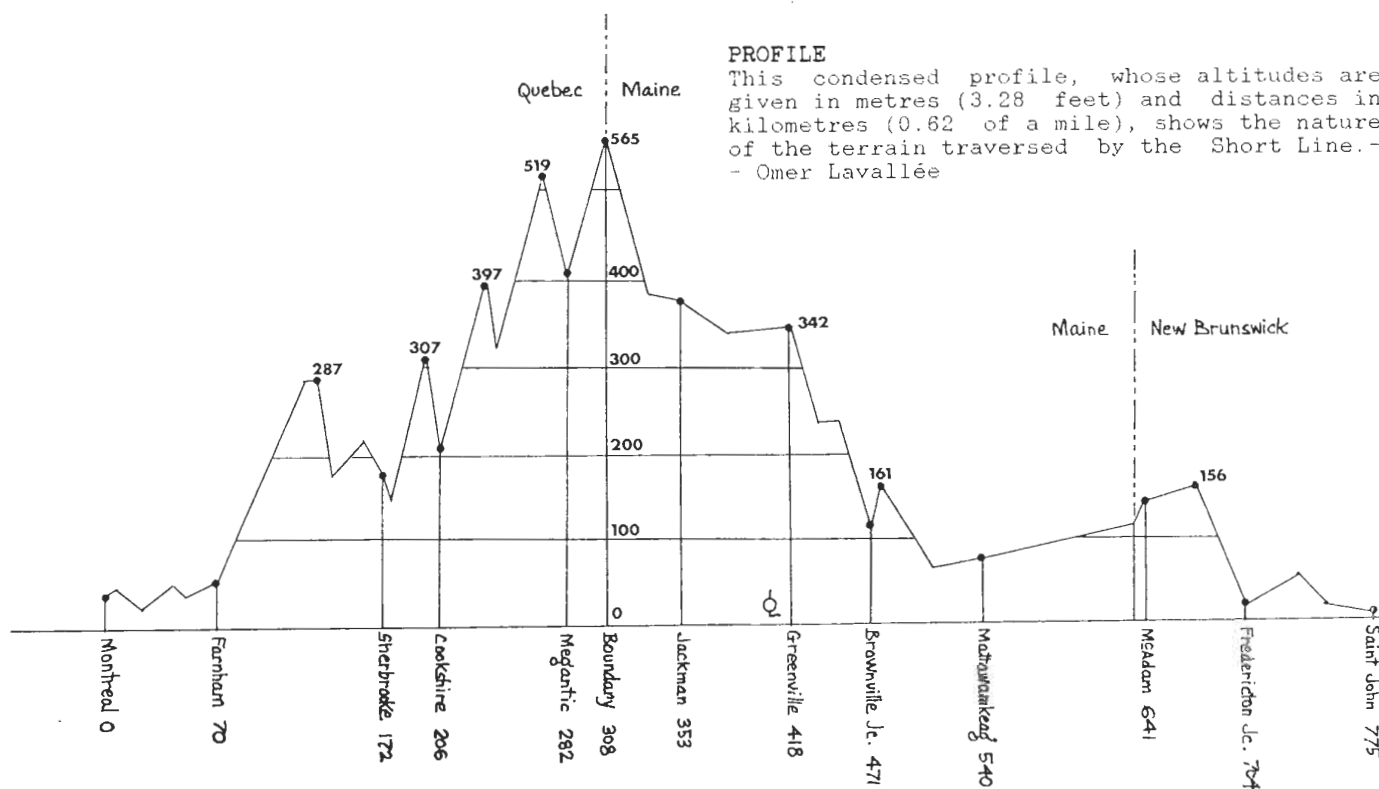
Only a minor local summit near Rock Forest intervenes between Orford Gap and Sherbrooke 172 km from Montreal. The 5 km descent from Sherbrooke to Lennoxville brings us to the end of CPR-constructed line in the Eastern Townships of Quebec, most of the intervening distance from Montreal having been built new by that company in 1886 and 1887.

LENNOXVILLE - MEGANTIC

At Lennoxville, the line reaches the western extremity of the former International Railway Company, the parent and predecessor of the International Railway Company of Maine. The International was built between Sherbrooke and Mégantic in the 1870s, being opened throughout in 1879. There is a heavy grade eastward from Lennoxville to a summit near Bulwer followed by a drop into a trough at Cookshire, 206 km from Montreal. Two other local summits - at Gould and Nantes (formerly Spring Hill) - intervene before the downhill run into Mégantic, 282 km from Montreal.

MEGANTIC - JACKMAN

The 165 m, 26 km climb from Mégantic to Boundary was a helper grade in steam days, with class P1 2-8-2s assisting heavy eastbound freights. The view looking down on Lac Mégantic as the train climbs into the Boundary Hills reminds the author of similar overviews of the Swiss lakes. This section was built by the International in 1883. At aptly-named Boundary siding, the line reaches, simultaneously, the summit of the Appalachian



Highlands (565 m) and the international border, 308 km from Montreal. Not only is this the highest point on the Short Line between Montreal and Saint John, it is also the highest elevation reached by CP Rail east of Moosomin, Saskatchewan.

The descent of the eastern slope is over the ruling grade for the line, 1.7%. This was also an assisting grade, with doubleheaders running all the way through to Mégantic from Brownville Junction, Maine.

The line east of Boundary, as far as Gulf Stream, 16 km, was laid by the International under the charter of its Maine subsidiary, the International Railway Company of Maine (IRCM), in 1886. Both Internationals were acquired by the CPR in 1887 and the rest of the line across the State as far as Mattawamkeag was laid by that company under the IRCM's charter in 1887 and 1888.

From Boundary, the line is virtually all downhill as far as Jackman, 46 km. Between the 1890s and World War I, there were many sawmills and several logging railways feeding the CPR in this area. Holeb, now disappeared, was once a busy customs station and coaling point for engines of through Montreal - Saint John passenger trains.

JACKMAN - BROWNVILLE JUNCTION

The virtually-level 65 km from Jackman to Greenville lies along the tranquil Moose River valley, through its expansions into Long Pond and Brassua Lake. At Somerset, 40 km east of Jackman, the former roadbed of the Maine Central RR Mount Kineo branch - originally the Somerset Railroad and abandoned in the 1930s - is crossed. Near Moosehead, 8 km further on, the line crosses the Kennebec River at the East Outlet of Moosehead Lake, then parallels that scenic expanse of water into Greenville.

Until the 1970s, Greenville was the terminus of a Bangor & Aroostook RR (BAR) branch from Derby, Maine. The CPR crosses the former track site leading out onto a pier by means of a short viaduct. At Greenville, one of the local tourist attractions is the steamer "Katahdin", now back in commission as a passenger vessel after serving many decades towing log rafts on the Lake. On 2 June, it was bedecked in flags as a salute to Work Extra 1201 East.

The 53 km from Jackman to Brownville Junction is all downhill, the line falling 87 m in that distance. It is in this area that the two major viaducts are found. The first one, situated 7.7 km east of Greenville, is 33 m high and 275 m in length, and crosses Big Wilson Stream. The second one, 18 km farther along, is of the same height but 350 m in length. It crosses Ship Pond Stream at the former station of Onawa. Both of these structures were built in 1931, replacing 1888-era steel trestles and eliminating serious weight and speed restrictions.

BROWNVILLE JUNCTION - MCADAM

Brownville Junction is situated at the bottom of ascending grades in each direction. Until 1943, eight of the yard tracks were crossed, just west of the station, by the Katahdin Iron Works branch of the Bangor & Aroostook RR, which had been built before the CPR. Even on this trip to Maine, 45 years later, the author heard once again the persistent rumour that the 8-diamond crossing wasn't removed, but was buried under the CPR yard tracks as evidence of the BAR's seniority.

Just a short distance east of Brownville Junction, an overpass carries the BAR's Northern Maine main line across the CPR's

Mattawamkeag Subdivision. The local summit at 161 m is reached just west of Knights Siding, then the line skirts Schoodic Lake, with a splendid view northward which embraces Mount Katahdin, Maine's highest peak 50 km to the north. At the east end of the Lake, an overhead bridge carries a local dirt road which was once the BAR's Medford Cutoff, abandoned in the 1970s.

Nineteen kilometres east of Brownville Junction is a fill and culvert over Packard Brook where, on 10 December 1888, the last rail was laid completing the Short Line. This was the site of a ceremony last December 9th at which the author, accompanied by Maine State Senator Charles Pray, unveiled a plaque marking this centennial.

The 50 km onward to Mattawamkeag is an undulating profile at less than 100 m altitude crossing many intervening clay ridges. Just before Mattawamkeag, the Penobscot River is crossed by a major truss bridge.

MATTAWAMKEAG - SAINT JOHN

The Maine Central (MeC) connects at Mattawamkeag, the line onward for 90 km to Vanceboro, built by the European & North American Railway of Maine (E&NAM) and opened in 1871, having been sold to the CPR in 1974 by the MeC, the E&NAM's successor. Once again the line is undulating but climbing gently upward, reaching the international boundary at Vanceboro. The remaining station and other structures on this section still display visual evidence of their Maine Central origins.

Just east of Vanceboro, the line crosses back into Canada at the Ste. Croix River bridge. In 1915, this bridge was the object of an unsuccessful dynamiting attempt by a German agent. McAdam, 10 km farther, dominated by its impressive station, (a former CPR hotel), is reached. Here, connection is made with the CPR's lines southward to St. Andrews and St. Stephen, New Brunswick, and northward to Woodstock.

There is a slight climb to the last summit of 156 m near Harvey Station, then a descent to Fredericton Junction, 63 km from McAdam, where a CPR branch extends northward to the New Brunswick capital. A small hump in the line near the former station of Clarendon, 26 km east of Fredericton Junction, is the last noteworthy physical feature before Saint John though the now-abandoned CN Gagetown Subdivision joined the CPR at Westfield Beach.

On 1 September 1988, all CP Rail lines east of Mégantic were placed under the direction of a new profit centre, the Canadian Atlantic Railway. The CAR is not a legal entity, therefore, all lines remain the corporate property of Canadian Pacific Limited through its subsidiaries.

The present CPR/CAR terminal facilities at the New Brunswick port are situated 7 km west, and across the Saint John River, (crossed by the bridge over the Reversing Falls) from the original Union Station in downtown Saint John. The line between Fairville (later Lancaster) at the west end of this bridge and the Ste. Croix River was completed by the Western Extension Railway in 1869. When the E&NAM reached Vanceboro from Bangor in October 1871, there was a gala ceremony marking the driving

of the last spike on the line by US president Ulysses S. Grant.

The simultaneous opening of rail service between Bangor (then at the eastern extremity of the US rail system), Saint John, Moncton and Shediac, gave New Brunswick its first direct rail connection with central Canada, five years before the Intercolonial Railway was completed entirely on Canadian soil. The Western Extension came into the CPR's hands through the latter's lease of the New Brunswick Railway in 1890. The Falls bridge was opened in 1885.

FRED J. GREEN AND BRUCE NETT

The CAR's general manager is Fred J. Green of Saint John. It was he who approved the use of No. 1201 and its train, and provided the necessary budget. However, the inspiration, enthusiasm, persistence, energy and "leg work" at the Maine end of the operations was supplied almost single-handedly by Bruce Owen Nett of Bangor, Maine, photographer by profession, a well-known railfan personality, and a part-time reporter for CP Rail publications.

The last instalment of a comprehensive three-part story about the line through Maine, written and illustrated by Bruce, appears currently in *Railfan & Railroad*, and is recommended as background reading. My own work-in-preparation, "International of Maine" is expected to be in print in 1990.

Bruce Nett is a person who doesn't take "no" for an answer. When, early in 1988, he first voiced his idea of having No. 1201 participate in this centennial, I told him that, in my opinion, it couldn't be done.

I rest my case.

ISSUED BY CANADIAN PACIFIC RAILWAY	
NON-TRANSFERABLE TICKET	
WHEN OFFICIALLY STAMPED GOOD FOR ONE PASSAGE OF THE CLASS DESIGNATED TO POINT STAMPED OR WRITTEN IN MARGIN OF ATTACHED COUPONS	
Not Good After June 6 1989	
Good for Six Months from date of issue if not shown	
SUBJECT TO THE FOLLOWING CONDITIONS:	
1. This Company assumes no responsibility beyond its own line.	
2. Stop-overs will be permitted in accordance with tariff regulations of lines over which ticket reads.	
3. Baggage will be transported in accordance with tariff regulations.	
20-1 B	<i>J. Green</i> General Manager
IF FIRST CLASS Punch Here <input type="checkbox"/> CANADIAN ATLANTIC RAILWAY (Via Short Line) WELSFORD to Station Stamp on this Coupon On conditions named in contract IF COACH CLASS Punch Here <input checked="" type="checkbox"/>	
132186	SAINT JOHN

NEVER SAY DIE

BY PHILIP B. JAGO

CP Rail RS-18u No. 1831 lends a hand to ex-CFR 4-6-2 No. 1201 at Staynerville, Quebec, on June 1, 1989. This diesel assist will greatly stretch 1201's fuel and water during her 'deadhead' move to Megantic. Photo by David Stremes.



There we sat beside the former wye to Brownsburg, Quebec, just east of Staynerville, in the middle of a vast alluvial plain, left behind eons ago following the retreat of the last ice age. It was 09:20 in the morning. As we swatted mosquitoes and watched, Master Mechanic Duncan du Fresne, assisted by Helen Tucker, Paul Bown and Joe Toscas, struggled to replace the grease cellar on the left number one driver because of an overheated bearing.

In spite of the setback, everything was calm and orderly. To date, things had progressed quite well in spite of our 04:15 arrival at the NMST to ready the train for its 06:00 departure. Although the earlier leaving time had left some of us wondering, considering we were required to awaken around 03:00, we could see now that it made sense.

It had been a smooth ride. We had surprised more than a few early morning commuters in Gatineau as we plowed our way down the Lachute Subdivision - 1201's first time over the pike since July of 1981 when she had been involved in CP Rail's centennial activities at St. Luc Yard in Montreal. Certainly the number of motorists determined to beat the train at the multitude of level crossings in that city more than justified our decision to ask for a pilot diesel for the non-essential portions of the movement. If anything was going to get messed up, it would be the diesel.

We had stopped briefly at Thurso for a round of handshaking with our friends and associates of the former Thurso and Nation Valley Railway, now reduced to a yard operation. But for their support and co-operation, we would never have had the opportunity to preserve and restore ex-CP Superintendent's Car No. 27. And a meet with No. 85, the regular freight on the line, had gone off without a hitch at Montebello.

Finally, after more than an hour, the problem was corrected and a new grease cake installed. We whistled in the crew, ourselves, CAR Assistant Superintendent Jim Gillespie, Gordon Bruce, Acting Director of the Museum and his two guests and proceeded slowly down the line - thankful to be rolling and to get away from the bugs.

Within ten minutes we arrived at Lachute and made an unscheduled stop to inspect our recent handiwork. All appeared to be settling in and the temperature of the offending bearing was on its way down. Satisfied, we began to increase speed until the next hot box detector, to the east of there, where we once again examined the train and were delighted to note that everything was in order. By then it was Noon, and we had advanced less than 100 miles since 06:00.

Convinced that our problems were behind us, however, we resolved to carry on. Little did we realize what further lay in store for us.

By 13:35, we arrived at St Luc Yard - there to exchange diesels and crew. Apparently the high command had deemed that RS-18u 1831 was too dirty for such an auspicious movement and it was decided to substitute a cleaner sister, No. 1844. Our pace into Montreal had been rather leisurely, having been delayed by a meet at Ste-Thérèse. With the crew change and brake test rituals out of the way, we backed out of the Yard and headed downgrade in the direction of CP's Lachine Bridge over the St. Lawrence River. Instead of a wild dash over to the south shore, however, we confronted a red signal at the lift bridge there and so, amidst clouds of shad flies, we waited out the passage of a Panamanian freighter bound for the hinterland. With the salty gone, engineer Russell Holmes eased the train through Adirondack Junction and then notched No. 1844 out for the dash across the relatively level countryside to Farnham, Quebec.

Our passage was by no means non-stop, as we were obliged to honour the dictates of the various hot box detectors along the route. As well, we ensured that an appropriate salute was given to the trackside Canadian Railway Museum as we hurtled through St-Constant.

Farnham was reached at 15:45. It was a magnificent arrival with 1201 blowing lustily for the many crossings in that community. Surprise of surprises, the station still boasted operating order boards - something which we thought had disappeared from CP.

Because of the late afternoon arrival, school was out and a huge crowd was on hand to

greet us. Farnham was and is an important railway town - in its heyday boasting car shops, responsible for amongst other equipment our very own Car No. 27, and a large roundhouse - and our stop occasioned more than just a passing interest from employees, pensioners and the general citizenry.

While 1201 was watered and serviced, dozens made a short visit into the cab. There was also the opportunity to meet a few Bytown friends and members, notably retired CP Engineer Marcel Fontaine who had the honour of running 1201 between Montreal and Sherbrooke in 1981, her last time in les Cantons de l'Est. One older gentleman, whose name eludes me, also asked that we pass on greetings to retired CP Engineer Arnold Pearson - also a Bytown member and who formerly worked out of Ottawa and Smiths Falls.

By 16:55, it was time to get away. The last of the children were shooed from the cab and we gave our final salut to the throng. Our departure would begin in reverse, however. In deference to the wishes of the local CP officials, we were asked to put on a bit of a show so the consist was accordingly backed up to the north end of town.

The word was given then to hit it. With the pilot diesel looking after the brakes, Duncan du Fresne put 1201's reverser into the corner notch and pulled on the throttle. She dug in and started to move. The exhaust boomed off the buildings and the whistle echoed throughout the community. Judging by the universal sea of smiles on both sides of the track, we had more than satisfied the assembled throng. We continued this way until the Top End Crossing at the southern approach to the yard after which we eased off and the diesel got to work.

In no time, we passed Brookport. As we turned east, we switched to the western most extremity of the Sherbrooke Subdivision. The country takes on a more undulating profile from here on in and, given that it was supper hour, we began to attract more of a lineside following. In deference to a request from the head end that we put on a show for a large contingent of locals who had awaited our passage, we sanded the flues just prior to going by the derelict station at Foster, at one time the junction with CP's Drummondville Subdivision.

The country became more rugged and it looked as if we might be able to take advantage of the long down grades to salvage our schedule and arrive in Mégantic at a civilized time. So much for optimism. Passing by the hot box detector at mileage 97.5, we were reminded that we were on a steam engine and we coasted to a stop for what should have been a rudimentary verification of the head end. After all, the talking scanner had always dutifully reported our hot cylinders, what more could it be referring to? We were in the middle of a swamp at Eastray.

We were shocked to discover smoke coming from both the left and right sides of the lead drivers. The air was pungent with the odour of hot grease. Indeed, we had been alerted to it just prior to setting off the detector but had dismissed it as being due to the exhaust from the diesel which had the nasty habit of filling 1201's cab every time the hogger

touched the throttle. Upon examination, we discovered that the grease so painfully applied in the mosquito-infested field at Staynerville in the morning had virtually disintegrated. Although morale slipped by more than a few points, what could we do but change out the offending grease cellars and prepare new cakes. And so, while we once again contended with les moustiques, our mechanical forces went to work - this time installing a hybrid type of grease which is utilized by the Norfolk Southern in its steam operations.

With our never say die outlook, we had the job finished by 19:30. After several halting miles, we did an inspection and pronounced everything fit and ready to go. Engineer Jim Gilmour throttled up the 1844 and we were back to track speed. In the cab of the 1201, our earlier sense of joviality was replaced by a deadly seriousness. After all, we were late and we were worried about those driving boxes. The beauty of the passing countryside was almost forgotten as three pairs of eyes remained glued to the vicinity of the No. 1 driver pair while three noses constantly tested the air for any telltale signs of overheated grease.

In spite of the vigilance, the man on the right seat box still found time to salute the many level crossings in the area. We will be particularly remembered in Magog. As we snaked through the back yards that line the town's main street, a river on our right hand side, we treated surprised onlookers to a veritable symphony of 14Ls, accompanied by a steady ringing of 1201's bell.

At last we arrived in Sherbrooke. It was 20:35 and the light was dwindling fast. We only expended ten minutes, enough to change off our head end crew, exchange greetings with a small contingent on the platform of the once glorious station, including member George Matheson whose name is familiar to many of our readers, and verify our bearings. Things were cool - so to speak - and we resumed our journey.

Passing the Lennoxville interlocking with CN, our journey took on a new urgency. Because of the earlier delays, we had gotten ourselves dangerously close to the time of No. 12, VIA's "Atlantic" which was due out of the CN Sherbrooke station at 21:07. Would we be stabbed? The radio on the "Lacombe" came to life and, following a protracted conversation, Assistant Superintendent Gillespie had the dispatcher convinced that we would run ahead of passenger train.

Our time card went out the window, as did our 45 mph speed restriction. East of Lennoxville, however, the profile becomes more undulating. No longer were we just along for the ride. The 1844 just didn't have it in her - to make the long grades and do it in a timely fashion. We were called upon to assist, virtually constantly.

Operating a steam locomotive in unfamiliar territory in the middle of the night is by no means an easy task as our head end crew of Paul Bown, Helen Tucker and Earl Roberts will most certainly attest to. Unaware of the topography and the alternating ascending and descending grades, they battled along - beset either with too much steam and questionable water or - as the sound of the blow down told

us - too much water and perhaps a little shy on steam. As we careened along in the inky darkness, almost 20 hours after we had last had sleep, the steady exhaust beats of 1201 providing our only comfort and the countryside echoing to the locomotive's distinctive wail, I began to wonder if this whole expedition was really worth it. Had we made the right choice? Just where the hell was Mégantic anyway? And just how close was that passenger train?

Suddenly, a quick descent, a brake application and a firestorm of sparks from dozens of shoes going into action answered my question. We almost slid down the long grade into town - the sparks and smoke becoming more intense as our engineer struggled to bring our speed down to a stop at the west yard switch. The momentary halt behind us, we rolled into town, enveloped in brake shoe smoke, looking for all the world like something out of a nightmare.

Our hope was re-kindled however. A glance to the west revealed the flood lit facade of the local church - the cross on top a symbol to us. On a hill to the east, a huge lighted cross complemented the scene. With those kinds of images, things had to be getting better.

It was 22:45. We bedded down the train. There would be no work that night. We had an 08:00 departure in the works for the next day and this meant at least a few hours of sleep prior to our 04:30 wake up call. Just before we trooped off to the bunk room, No. 12 rolled in. It was around 23:15. He had been closer to us than we thought. The ABS block signal system must have really got a work out that night, I thought.

"DOWN AROUND AND UP" THE INTERNATIONAL OF MAINE LINE

Slightly after 04:30, we stumbled into the fresh pre-dawn half light and made our way across the crumbling foundations of a large roundhouse that had made Mégantic an important railway centre during the steam age. Our first order of business was to stow our baggage in combine 3051. Next, it was across the street to a small cafe where a hearty breakfast, prepared with lightning speed, awaited us. Twenty minutes later, our bellies full, it was back to work, preparing 1201 and her train for the day's events.

Owing to the lateness of our arrival the previous evening, we had had no time to clean, wipe, polish, grease, fuel or water and these onerous tasks now awaited us. Our efforts were considerably lightened, however, by seven members of the Shogomoc Historical and Model Railroad Society of Bristol, New Brunswick, who had been recruited by the CAR to assist with the move.

Although this was their first contact with the business end of a steam passenger train, they were quick on their feet and they fell to their assignments with an enthusiasm that belied the fact that they had little sleep, having journeyed from McAdam to Mégantic with Bruce Nett on Train 11. Upon detraining they had stumbled around in the darkness until they

found our train where we had already made arrangements to put them up in one end of the ACR car until morning. Since this was hardly the time for personal introductions and since none of us could pronounce "Shogomoc" anyway, we quickly dubbed them the "Gang of 7".

It became a race against time to get everything ready to go. Once 1201 was cleaned, the Gang headed off to clean the coach, van and private car windows, utilizing a combination of vinegar and hot water direct from the boiler of the locomotive. Jim Gillespie wanted us out of Mégantic at 08:00 and he meant to hold us to it. In the meantime a crowd had gathered.

Finally, all that remained to do was take on water. It was determined that the most expedient way of doing this was to get on the main line and take it from a diesel watering plug at the east end of the station platform. Finally, a chance to move under our own steam. With bell ringing, the cylinder cocks discharging the previous 8-hours worth of condensate, and whistle blowing, Duncan du Fresne eased the long consist ahead past the yard switch and then backed down onto the station. As we took on water, the train began to fill.

Although we were down by over 5,000 gallons, little time was wasted watering. The pressure was so hard it took the combined weight of two of us sitting on 1201's manhole cover, to keep the water hose in the tender. As the tank brimmed, we were a little late in getting it shut off. Water cascaded everywhere in fine old steam tradition.

Our mood had become more festive. Although it was cool, the sun was up and we were ready for anything. Joining us in the cab were CAR Pilot Engineer George Swayze, his father Len who had retired from CP engine service and CAR Road Foreman of Engines Dave McLean.

A product of the diesel age, McLean was initially quite cautious about the whole show. His concerns had been increased, moreover, after a "back puff" from the burner had rattled 1201's floor boards during the yard move to take on water. By the end of the day, he had become a confirmed steam fan and by the end of the trip, he had had several opportunities to run the engine.

And for George Swayze it was a dream come true. He had started with CP in the early 1960s and had missed regular steam. To his credit, however, he had seized every opportunity he could in the interim to run steam on the various tourist lines in the northeastern United States. This was his day of glory. He confided to us that he was so "whupped up" about the trip that he hadn't slept in the previous 24 hours. In spite of his exuberance, however, he wasn't foolhardy and prevailed upon Duncan to take the train out of town, at least until she had conquered the Boundary Grade, the steepest on the CAR (see the accompanying profile). For our part, we had no idea how steep it was but the angle of 1201's cab deck as she sat at the east end of the station told us that this was an incline to be reckoned with.

At 08:35, we got the highball. Duncan whistled off, turned on the sanders, dropped her into the corner notch and eased out on the

throttle. We began to move. He settled in for the climb with Swayze beside him describing the profile. Our exhaust boomed across the lake and echoed from the surrounding hills. As 1201's 70-inch drivers slowly ate away at the hill, you could feel the pull on her drawbar. Behind her were a specially lettered CAR box car (No. 198957), her regular consist, yellow centre cupola CP van No. 434907, and the "Lacombe". This, I later found out, was pusher territory for freights during the age of steam. It wasn't hard to figure out why. Refusing to be intimidated, du Fresne settled into his assignment and took her up to the top of the Boundary grade with just one slip of the drivers.

Cresting the summit, he handed off responsibilities to Swayze and his father. One of the CAR's goals during this extravaganza was pensioner involvement. Honourary engineers had been recruited to operate the train over selected distances under the supervision of Dave McLean and George Swayze and this was just the first of many occasions for the "lads" to get out and show their stuff one more time. On the tail end, retired conductors were out in full force as well to handle the passengers. They were a magnificent sight, moreover, everyone with an immaculate uniform, buttons all polished and shining. It was indeed a happy train.

"Water for Steam; Steam for Water"

With the worst of the climb out of the way, Dunc headed to the left side of the locomotive to refine our firing skills and to demonstrate to us the intricacies of trading water for steam and steam for water along the undulating profile that George described as "down around and up", one of the best ways of describing the route through Maine from an operational perspective.

Aside from the mandatory hot box detectors, our passage was unimpeded until a short stop to board passengers at Holeb, Maine, about half way between Boundary and Jackman. A former railway community which existed for the section gangs and to water and coal Montreal-Saint John passenger trains, it now lay semi-abandoned.

"It'll cost \$5,000 to get off that engine"

By 10:30, we were at Jackman, location of the U.S. Customs and Immigration office. We took on water. We also found ourselves prisoners on our own engine. We were cautioned not to leave the locomotive until officially visited by an immigration officer at the risk of incurring a fine of up to 5,000 (U.S.). What could we do but stay on? We bellowed for coffee and attended to the tender end of the watering process, having our coffee on the "back veranda", as we described it, while a huge crowd milled around us. As I quaffed my brew I mused, "Little do they know that I've already been on the ground at Holeb to check axle bearings and to answer a call of nature and nature refuses to recognize political boundaries."

JACKMAN TO BROWNVILLE JUNCTION

Departing from Jackman, our next stop was

at Moosehead at 12:25. Next, it was Greenville at 12:55 where we paused for servicing and an exchange of passengers. In the middle of it all, a parade was going on to welcome us to town and the local women's institute had free home baked goods and coffee available in the waiting room of the distinctive round ended station. The breeze off the spectacularly beautiful Moosehead Lake provided welcome refreshment to us in the hot midday sun.

Whistling off at Greenville at 13:15, we then proceeded through spectacular countryside, crossing the viaduct over Big Wilson Stream all the while hugging a cliff that made one think of scenery on a model railroad.

We arrived at Onawa, site of the spectacular Ship Pond Stream trestle, at 14:30. It was cloudy by then and with rain threatening, the CAR staged the first of two runpasts at this, the major viaduct on the CAR.

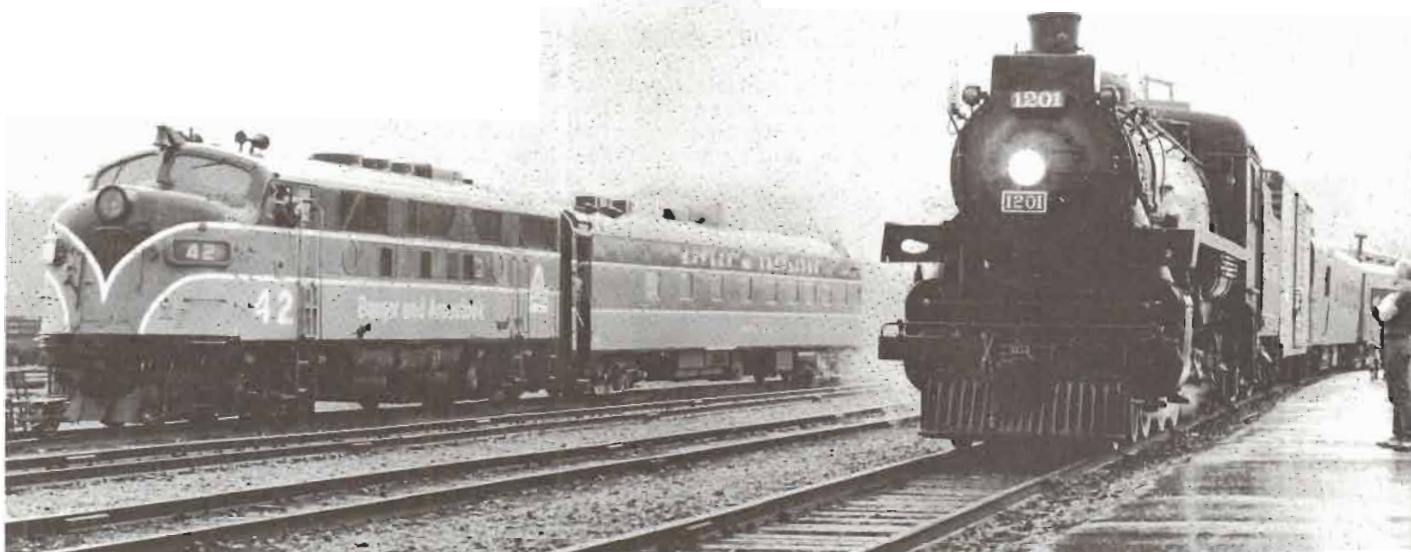
Brownville Junction was attained at 16:05. We stopped at the west end of the yard to let a television camera crew film our arrival into town by riding a CAR hi-rail truck on an adjacent yard track. A huge crowd was on hand at the station. While the head end crew saw to the locomotive, the Gang of Seven and the rest of us got at the consist. Garbage had to be cleaned out, bathrooms cleaned, and the floors and windows washed.

As we worked, we could see Brownville's "Railroad Days" celebrations in full force. On hand were BAR FSA No. 42 and streamlined round end observation car "Burnt Hill". Although I appreciated the antiquity of the more than 40-year old diesel, I regretted that the BAR hadn't been able to field one of their distinctive BL2s. There was also a narrow gauge railroad set up on one of the yard tracks, making CP one of the few rail companies to still have dual gauge trackage-albeit temporarily. As well, the corporate headquarters had supplied the display train consisting of Baldwin DRS4-4-1000 No. 8000 (CP's first road switcher), Display Cars 80 and 81 and Business Car "Mount Stephen". Immediately in front of the display train was MLW RS-23 No. 8023 (CP's 1000th diesel), in CAR lettering, the first diesel so lettered. There was also a large barbecue but who had time to eat?

Our moves were not done for the day, moreover. Bruce Nett had arranged for arrival at Brownville Junction to be filmed live for the six o'clock news. At around 17:30, we backed up to the west, stopping in the vicinity of the old eight track diamond that once carried the BAR's Katahdin Iron Works branch across the yard. Precisely on cue, with rain drizzling all around, engineer Swayze brought the train officially into town, stopping near the "Mount Stephen" to let Jim Gillespie step down for a live interview with a waiting news reporter.

For our part, we pulled ahead and went back to work. The car cleaning was finished and then the train was set over in the yard to be bedded down for the evening. We were close to a water supply in a half derelict building that must have served as a lunch room and shower room when Brownville Junction was a major terminal during the steam era. We dutifully played out close to 1,000 feet of our hose to replenish the coaches.

Because of the rain, it was impossible to



TOP: Work Extra 1201 East arrives at Brownville Junction, Maine, on June 2, 1989. Also attending "Railroad Days" are BAR F3A No. 42 and Business Car "Burnt Hill". Photo by Les MacDonald.

wipe down 1201. With nothing left to do but water the cars, the guys on the engine elected to head to supper and their overnight accommodation. As Paul Bown explained it to Neil Robertson, Doug Hay and myself on the water crew, "we've taken a vote and you guys can sleep here at the station, we're off to the bed and breakfast. See you in the morning." The bed and breakfast was a highly-recommended establishment run by a retired Southern Pacific engineman and his wife. We had heard nothing but glowing comments about it from Duncan du Fresne all the way to Brownville Junction. Ah, democracy in action.

The watering finished, Doug, Neil and yours truly went to check out our accommodation on the second floor of the station - a room normally reserved for Saint John train crews who work the passenger train on a semi-annual basis, with the other half of the year being set aside for their counterparts at Brownville Junction. It was then off to the aptly named and very crowded "Railroad Diner" for the best they could offer at that time of the night-pizza, milk and pie.

Our tour of duty was not yet over, however. Mr. Hay and I had left our gear back on 3051 so we had to hike back to the train to get it. Crossing the yard, I noticed figures in the vicinity of the locomotive. I immediately quickened my pace and walked into the middle of a night photo session being conducted by Jim Boyd, the editor of **Railroad** and **Railfan**. Well, pleased to meet you sir.

This explained an earlier encounter with a group of gentlemen marching down the street adjacent to the station, camera tripods over their shoulders looking for all the world like they were out on a night combat mission. The photo session sorted out with the help of Paul Bown who had come back from the bed and breakfast to help, Doug and I headed off to the station. An eastbound freight was just pulling in so it made no sense to go up to bed. The noise would keep us from sleeping anyway. We waited it out and then crashed. It was around 23:00. Neil was already asleep as was Jim Lohnes - somehow the bed and breakfast hadn't had room for him. Sleep came quickly as we had left instructions to be awakened at, you guessed it, 04:30.

BELOW: Canadian Atlantic Railway RS-23 No. 8023 and CP's retired Baldwin DRS4-4-1000 No. 8000 pose at Brownville Junction, Maine, on June 3, 1989. Photo by Paul Bown.



The Longest Day

While the majority of the crew enjoyed the morning pleasures of the bed and breakfast, we fell into getting steam up on the locomotive. It was going to be another beautiful day and the yard was already buzzing with activity as a variety of rail enthusiasts took advantage of the cool early morning to photograph the light-up from a variety of angles.

The Gang of 7 arrived, followed shortly thereafter by the bed and breakfast group. We were told to go find breakfast while they carried on. This was easier said than done, the Railroad Diner could barely cope with the crush so we ordered breakfast to go and carried it back to the yard. It was probably a foolish move as it would be sometime before we actually consumed it.

This would be 1201's busiest day. First up we would head back to the Onawa trestle, setting a precedent in the process for we would proceed tender first, pulling the

business car end as far as Benson, a siding about 6-miles from the trestle. There we were to run around and back the remainder of the distance to the structure in order to carry out the runpast.

Although Jim Gillespie once again insisted on an 08:00 departure, we took him for an additional 20 minutes because of the run around which we had to perform at the Brownville Junction Yard. The train was packed and it seemed like the whole town had come down for the ride.

The whole thing came off like a well-oiled machine. 1201 put on a magnificent show coming across the trestle accompanied by many murmurs of appreciation. On board there was a festive atmosphere and the canteen in 3051 was really humming as Paul Bown racked up sale after sale of souvenirs and coffee.

We returned to Brownville Junction by 11:25, arriving in the middle of a parade on the street which parallels the yard. It was like something out of Norman Rockwell. From my vantage point on the tender, I had a perfect view of the tree-lined street, the gaily painted frame houses and their big verandas and brass bands playing Sousa marches. And we were the centre piece.

There wasn't much time for reverie, however, we still had to make it to McAdam, the next division point and the CAR also wanted to do a short evening trip (36 miles in all out of there) before we tied up for the night. So once again the team swung into action, cleaning, wiping, greasing and entertaining countless visitors to the cab.

"She's all bunged up"

Our departure from Brownville Junction was less than spectacular. For some reason, the water pump had been left cracked open during the station stop and had continued to fill the boiler, flooding it and all the steam-operated appliances. Our first indication of the problem was when our always faithful air compressor became balky. Duncan was more than perplexed until one of our guest engineers - an elderly gentleman named Homer Nichols - hit upon the reason. "She's all bunged up", he said, "full of water."

What could we do but try to dry things up a bit? We blew down the boiler for several minutes. Finally the water in the glass started to bob. Then we had to slip ahead to water the business car prior to our departure. With cylinder cocks wide open and clouds of water coming from them, we gingerly advanced, the throttle open just enough to get things moving but not enough to carry water over. All the while we kept the blow down open.

Came time for departure. Jim Gillespie asked us to put on a show with the whistle. George Swayze obliged. She sounded like she was being strangled! The radio crackled to life and Gillespie was heard saying, "I thought I asked you to blow the whistle." George obliged again. Again there was a croak. This time Dave Mclean got on the radio and in an apologetic tone informed the Super that we had a bit of a problem and that he would have to wait for a while before his whistle sounded good again!

As we rolled out of town over the Pleasant River, we gave her another blow and the water

was down to about 5/8ths of the glass. Now another problem. We had a stiff pull ahead of us (see profile) for the next few miles as far as Knights Siding. No problem I thought, just keep the oil to her.

I was wrong. Although I had a perfect fire and the oil quadrant completely advanced, she lost steam pressure all the way up the grade. I looked at Duncan and he informed me that there was nothing we could do. Because of the excess water, we had overly cooled the firebox, not to mention filled the atomiser with water, and that we just had to carry on until she dried herself out. He warned me, however, to keep the water up at all costs.

At the top of the incline, the welcome sound of the hot box detector meant that we had an opportunity to stop and get back our steam for she had slipped below 200 pounds (250 is maximum). I am pleased to report that the whistle was working quite well and, in spite of our steam problems, we had been able to put on a glorious show for the crowds that were lined along the grade.

With our steam back up to snuff, Swayze gave the throttle over to a Wayne Duplisea, a retired BAR engineer. He knew how to make here sing and we took off like a scared rabbit. Shortly thereafter, Duplisea changed off with Homer Nichols and his handling of the engine was pure art.

Although retired for more than a decade, he got up on the seat, grabbed the throttle, hooked her up just so and the rest became a thing of beauty. He still knew every bump, every bend and every dip. He knew what he wanted in water and he let you know well in advance. I found that I didn't have to battle for steam, the cut-off was adjusted so finely. As we rolled along and the terrain began to level out near Mattawamkeag, he had the engine set up so finely that she virtually fired herself. It was pure symphony and I felt honoured to be accompanying such a master.

We rolled into Mattawamkeag - the "Keg" in local parlance - at 14:15 and grabbed 2500 gallons (imperial) of water while passengers got on and off the train, and the rods were greased. We were now on the former Maine Central and the station was classic MEC.

Getting away from Mattawamkeag, Helen Tucker was on the left hand side. Another precedent was set according to Bruce Nett who had come up to the cab to be with us - the first lady steam locomotive fireman in the State of Maine. I guess that she was also accorded the same honour in New Brunswick unless someone from the Salem and Hillsborough can provide evidence to the contrary.

Our next stop was Danforth where we worked more passengers and another precedent. A wedding was being held in an adjacent church and the bride and groom had their official portrait taken as they posed on 1201's pilot. What an afternoon.

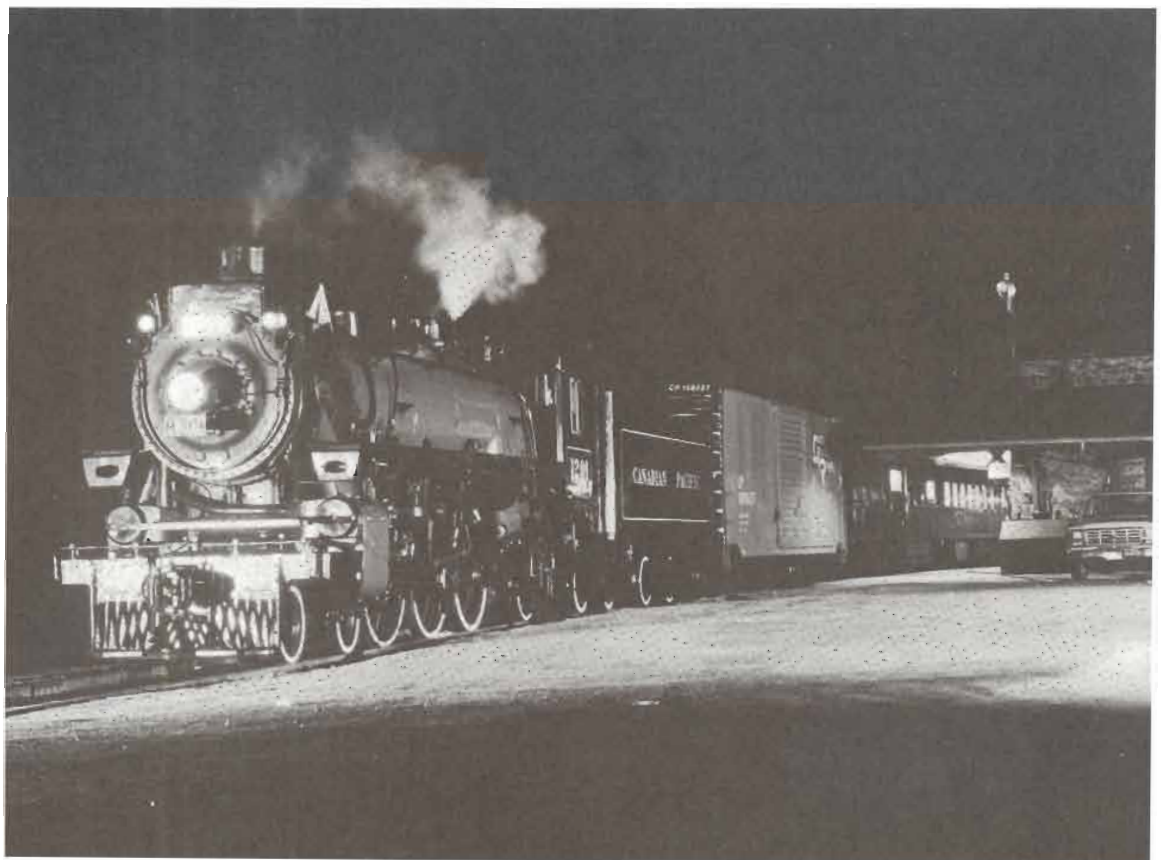
We then hit Vanceboro and the Canadian border. A huge delegation was on hand at the former Maine Central station with the American passengers getting off to be taken by bus back up the line while we boarded Canadian passengers for the short haul to McAdam.

By 17:20 we were next to McAdam's venerable and historic chateau-style station. There was little time for reverie, however. The coaches had to be cleaned and the locomotive watered



TOP: Work Extra 1201 East, looking for all the world like the "Scoot", discharges passengers at the former Maine Central station at Vanceboro, Maine, on June 3, 1989. After customs formalities, 1201 will ease across the Ste. Croix River into New Brunswick. Photo by Les MacDonald.

RIGHT: The BRS crew is busy watering the coaches while a night photo session is underway at the Chateau-like station at McAdam, New Brunswick, on June 3, 1989. Photo by Paul Bown.



for the evening excursion to Harvey.

We left McAdam around 18:30 - again with a full train. Harvey is only 18 miles down the line and we arrived there about 50 minutes later. The locomotive was run around the train and headed back to McAdam, tender first. It was a beautiful evening and 1201's whistle echoed off the hills surrounding the lovely Harvey Lake which parallels the line for some of the distance.

Upon arrival back at McAdam, it was back to the business part of passenger excursions. We watered again, electing to fuel the following morning and went about the onerous task of cleaning the coaches. We were not finished on the rear until close to 23:00 hours. Supper that night was a beer consumed while we watched Jim Boyd carry out another night photo session with the imposing pile that is the McAdam station as his backdrop. What a sight.

We headed off to the bunk room; once again asking for an 04:30 wake up.

TIDEWATER

The next morning, we were reminded of New Brunswick's proximity to the ocean. It was damp, cloudy and cold. A stiff wind had the pond adjacent to the station whipped into a frenzy. Teeth chattering, we took the short path down the hill from the McAdam bunk room - on the opposite of the lake from the station - to the yard.

Things proceeded smoothly and we only got the best of Gillespie's 08:00 departure by ten minutes. We stopped again at Harvey and then Fredericton Junction, where we took on water. From there, we made Wellsford, boarding a number of prominent locals from Saint John. Our arrival at the CP Yard - along with a large motorcade - was at 11:43. We then proceeded into the city proper, passing by the picturesque relic of a station at Lancaster, crossing the famous Reversing Falls, and coasting down a long steep incline to the VIA station, the site of the former Saint John Union Station. Our arrival time was officially 7-minutes off the advertized although it was the first time that we were supposed to have

an officially carded time other than those infernal 08:00 departures. We were met by an official delegation, including a band and the playing of both "O Canada" and "God Save the Queen". There were a number of speeches by the various dignitaries. 1201 was cut off and taken over to the CN to be turned on a turntable. The CAR's wye had too tight a curvature to turn her. Ironically, her tidewater to tidewater odyssey had to end with her being turned on trackage belonging to the competition. Some day, when the space allows, I'll provide a description of some of the conversations that took place as we determined that she could be accommodated by the CN table.

It was planned to put us in shuttle service up to the CP Yard. With 1201 temporarily out of the picture, Jim Gillespie arranged for the first trip to be diesel hauled, with freshly painted CP Rail RS-23 8019 towing the CAR RS-23 8023 (for some reason it had expired) and our train. As the train went back up the hill, I can imagine that more than a few people were disappointed to be diesel-hauled.

Round two had 1201 on the head end. From literally a standing start she hit the steep grade, surely every bit as bad as the Boundary pull, and walked away with the whole thing. The exhaust boomed off Saint John harbour and the plume from her stack was magnificent. Crossing the Reversing Falls, we received the "Thumbs Up" from Jim Boyd. We may not be as big as those American steamers I mused, but we're every bit as spectacular.

By now it was raining. The CAR had pulled out all the stops at their Yard and an immense celebration was taking place. We did our part with no less than four shuttles between the CAR general offices and the Reversing Falls Bridge. We played to virtually capacity crowds the whole time, running until approximately 18:15.

Within an hour we had things shut down. A yard crew was assigned to turn our consist and to switch out the box car. We headed off to a real hotel and a real supper. Tempering our enthusiasm was Duncan's instruction to the desk clerk. You guessed it. ... Wake up at 04:30.



HOMEWARD BOUND

By 05:00, we were at the CAR Yard. Everything was bathed in fog but little time was lost in getting the locomotive ready to go. Because our main purpose was to get home, we dispensed with all cleaning and wiping. For the first time in many years of excursion service, 1201 started the day in filthy condition.

Jim Gillespie had us primed for a departure at 06:00. This time he won. We left the yard switch precisely on the money. Abandoning his earlier schedule he proposed to have us make it all the way through to Mégantic in one day and to Ottawa the next, as opposed to the previously planned three day return. That's three division points each day and that's pushing it. Fools that we were, we agreed and we did it!

With the exception of taking the hole at Enniskiln, New Brunswick, for No. 12, holding the main at Vanceboro for a local, and taking the hole at Kyleson, Maine, for an eastbound freight, we owned the road. Our only other stops were for hot box detectors and servicing.

We watered at Fredericton Junction. Fuelling, watering and greasing took place at McAdam. Mattawamkeag was our next water stop and we gave her the full treatment at Brownville Junction when we arrived there at 15:05. While we were there, we also said goodbye to Bruce Nett who was on hand to record the occasion.

Jackman was our next water stop although we did indulge ourselves with a private runpast at Onawa Trestle. There are four members of the BRS who have videos and photographs of a westbound steam passenger train in 1989 on the Onawa Trestle. Know anybody else who does? At Jackman, the receding sun had painted everything in sepia. The whole town had turned out to watch the train and for one moment we were transported back to the 1950s as Duncan remarked, "Gee, it's almost like the 'Scoot' all over again." As the sun receded in the distance, we hit the Boundary Grade. For 12-miles, we slugged it out, the smoke laying heavy over the top of the train as we pierced the heavily wooded countryside, always going around and always going up. Triumphantlly we entered Mégantic at 21:30. On hand to greet us at the east end water plug was George Swayze, the engineer for that evening's edition of No. 12. It was a bit like old home week. If our previous arrival in Mégantic had been somewhat questionable, this one was a crowning success. And over it all, loomed the two crosses-maybe just a little brighter that evening.

Supper that night was in the "Lacombe". While we ate, the radio chatter told us of the departure of No. 12. We subsequently heard her clear the scanner in the vicinity of Boundary and Swayze's "Okey Dokey" sign-off - his trade mark throughout the trip - told us that we had just finished a significant chapter in the

growth of the BRS. Enough of the sentimental, however, it was back to the bunk room and, you guessed it, an 04:30 wake up.

Taking us home was C-424 No. 4220. In spite of her additional horses, she called for assistance on some of the grades between Mégantic and Sherbrooke. Given all our problems outbound, the return was somewhat text book other than we were stabbed at Brookport by a section gang with a malfunctioning machine that delayed them getting into the clear and we were further delayed at Farnham because someone had forgotten to arrange for a relief crew. The town folk didn't mind, however. Once again we played to a huge crowd with the most frequent question being, "When are you coming back again?"

In Montreal, we paused briefly on the edge of St. Luc Yard as the "Lacombe" and CP van 434905 were cut off, the "Lacombe" for furtherance to Toronto. We then advanced through to St. Martin Junction where we stopped for our clearance to the north shore line.

By 16:25, we were at Ste-Thérèse and back in the Ottawa Valley. We rocked along the Lachute Subdivision, our whistle announcing to one and all that we had returned. I am sure that we were clearly audible both in Quebec and across the river in Ontario. A brief halt was made at Thurso and we finally had a chance to let former T&NVR Superintendent Gaetan Lafleur ride the cab of 1201.

Coming into Ottawa, we crossed the Prince of Wales bridge and took the connecting track to the Beachburg Subdivision. Then we headed through Alta Vista, skirted the edge of the Station and arrived at the Museum siding at 20:20. By 21:00, a very dirty 1201 was safe at home and we all went home - more than a little overwhelmed by it all.

FROM THE EDITOR ...

As we go to press some four weeks after the completion of the CAR trip, I have had time to reflect on those memorable six days with 1201.

At the outset, the trip likely would not have taken place if it were not for our somewhat modest "Master Mechanic" Duncan du Fresne, and his able assistant Joe Toscas. Both of these gentlemen are likely thinking that pre-retirement working hours weren't that bad after all! The hours they spent readying 1201 are countless. And a vote of thanks to Dunc's tolerant wife Joyce, and Joe's wife Elena, who might feel that they are playing second fiddle to another lady - namely 1201.

The memories will last forever - climbing the steep grade out of Saint John station in the rain with 600 tons tied to 1201's drawbar; topping the long 1.7% grade to Boundary without losing steam or water; 'rapping' with and learning from the many retired enginemen who gave 1201 'a fling'; watching countless passengers enjoying themselves; but, above all, working with a team of great BRSers, the 'Shogomoc Gang', and railway people. Thank you all. - Earl

OPPOSITE: Work Extra 1201 West holds the main at Vanceboro, Maine, on June 5, 1989, as Extra 4231 East, with three C-424s, slips into the yard.
Photo by Earl Roberts.

Chasing Steam «dans l'Estrie»

BY JOHN GODFREY

It was a forgone conclusion that I would somehow manage to absent myself from my normal place of employ on June 1, 1989, in order to witness the passage of 1201 and her historic consist as she was assisted through the Eastern Townships to Mégantic and her June 2 rendez-vous with destiny over the trackage of the Canadian Atlantic Railway. After all, this was an opportunity to witness a passenger train in daylight hours over track that had not seen one in some time. The fact that it was steam - albeit with a diesel assist though it became a question of who actually assisted whom - confirmed my decision.

I was not alone in this caper. At 13:00, I met Chris Seton, a volunteer at the Canadian Railway Museum, near Montreal's Blue Bonnets race track on the outskirts of CP Rail's St. Luc Yard, its principal yard in Montreal. To round out the group, we were met by Stan Smaill, also a CRM volunteer as well as being a BRS member.

By 13:30, we observed Extra 1831 East crossing the nearby Decarie Expressway. Marshalled behind the RS-18u were 1201, Combine 3051, Coaches "Sand Point", 458/459, "MicMac", "Midway" and Private Car "Lacombe" - "P.C. Lacombe" in radio parlance.

Within minutes of the train's passage, we headed in Stan's minivan towards Hampstead Tower, located at the entrance to St. Luc Yard. With Stan, a CP dispatcher being acquainted with the boys from CP and yours truly being no stranger to the boys and girls from Bytown, it was shaping up to be an interesting chase.

14:08. With the "Highball" given, the train - now Extra 1844 South - backed out onto CP Rail's Adirondack Subdivision, retracing some of the steps that had taken it to the tower. At the same time, we headed out onto Montreal's construction-riddled expressways, across the St. Lawrence River, and onto our first photo stop.

15:24. What with construction and all, we were unable to see the movement until Iberville, Quebec, across the Richelieu River from St-Jean. We were, however, able to hear it as the 1844 idled its way through the centre of St-Jean, with 1201 blowing the mandatory "14L" signals for the many grade crossings that interrupt the passage of the Adirondack Subdivision as it traverses that historic Richelieu River community.

15:50 - 17:00. We next caught up with the Extra as it was arriving at Farnham (mileage 6.3 of the Adirondack Sub), a servicing and crew change point. The draw of a steam locomotive on the eve of the 1990s was readily evident as railroad employees, pensioners and the many locals crowded around the head of the train to catch a glimpse of history. More than a few seized the chance to visit the cab while the BRS crew lubricated, watered, poked and prodded the steamer.

Shortly before departure, we headed to the Top End Crossing at the south end of the yard to record on film the spectacle of 1201 - 7

cars in tow and shoving the internal combustion spoiler on her pilot - lift the whole operation out of town.

18:00. A 50-minute drive down the Eastern Townships Autoroute allowed us 10-minutes to find the station in the village of Foster (mileage 105.6 of the Sherbrooke Subdivision). Here again, 1201 put on a show, charging uphill through town to the delight of a small knot of people standing at the now-closed depot which had last seen a passenger train in November of 1981 when VIA Rail's "Atlantic" was cancelled by then Transport Minister Jean Luc Pepin. It was here that the ever vigilant photographer had the opportunity to shoot BRS President Paul Bown, conspicuously attired in a dwarf-signal-red shirt, taking in the view from the rear platform of the "Lacombe".

18:00 - 18:10. East of Foster, we forsook the Autoroute in favour of the hill twisting back roads of rural Quebec. One of these afforded us the opportunity to take much sought-after pace shots of a working steam locomotive. Unfortunately, the only way to do that from the passenger side of the van was to sit on the window frame and shoot over the roof as we careened along at about 50 mph. Not something that I would recommend ordinarily.

18:10 - 19:30. Trouble. While keeping pace with 1201, we began to debate the presence of "extra steam" in the vicinity of the No. 1 drivers. The debate was brought to an abrupt end as the Extra came to a halt at Eastray (mileage 97.5).

Instead of the customary hot box scanner inspection entailed by a detector just outside Eastray, we arrived to find a dejected crew faced with the prospect of changing out both grease boxes on the lead driver pair, in what appeared to be a re-occurrence of trouble experienced earlier that day near Staynerville, Quebec, on the Lachute Subdivision, west of Montreal.

Confounded now on two occasions by the use of grease that came recommended as the alternate to the traditional, the BRS crew opted for a hi-brid type which had been used successfully in Norfolk Southern operations. After approximately 80 minutes, the Extra was once again on her way - gingerly at first. A short inspection at Mount Orford (mileage 92.3) showed all to be in order and so it was back up to the posted speed.

19:40 - 20:30. In the dwindling twilight, we elected to put away our cameras and just enjoy the chase, content to view steam in the late 1980s.

20:30 - 20:40. Ten minutes were spent in Sherbrooke (mileage 68.5); enough time for a quick inspection, to pick up some crew packs, and change BRS crews on 1201.

East of Sherbrooke, things began to pick up. The Extra no longer owned the road. Instead, breathing up her tail was VIA's "Atlantic" (Train No. 12) which joins the Sherbrooke Subdivision at Lennoxville.

21:10. Birchtown (mileage 52.6).

21:20. Cookshire (mileage 47.4)

21:30. East Angus

21:35. Bury (mileage 38.4).

At all of these paces, the scenario was the same. Off in the distance, 1201's whistle would shriek a warning for a country grade crossing, then would come the sound of the 1844 and the 1201, working in tandem to conquer some of eastern Canada's most severe grades.

The sound would be barely audible at first. But it would grow steadily louder. Suddenly, the head and ditch lights of 1844 would fill the night sky from around a curve and then the concerted roar of the doubleheader would be joined by the shriek of 1201's whistle as the Extra plowed over another grade crossing and plunged through the night. As the roar passed and subsided, there would be the brief warm glow of coach lights and the distinctive rhythm of heavy weight trucks.

Bury was our turn around point as we all had obligations to fulfill in Montreal the next day. But we would be back - to witness her return.

June 5, 1989

We had originally planned to intercept the returning Extra at Brownville Junction, Maine, on June 6 and follow her back to Montreal. A change in plans, however, meant that she did better than forecasted, traversing the whole of the CAR in one day, instead of two, meaning that she arrived in Mégantic one-day earlier. We had no choice but to revise our plans accordingly.

Chris and I left Montreal aboard VIA No. 12 on June 5. The trip was uneventful and we arrived in Mégantic at 23:12. We were met there by Stan who had gone down earlier in the day as far as Greenville, Maine, (mileage 33.4 Moosehead Subdivision) and had followed the move west. Extra 1201 was already in the yard and the Bytown crew was going about its shut down drill so off we went to a local motel.

June 6, 1989

With four hours of sleep under our belts, it was back to the yard to await the departure of Extra 4220 West. 1201's escort for the return trip would have a little more pep to it than had been provided by the RS-18u's on the outbound move. Bringing up the rear was a van - somewhat of a contrast when you consider that P.C. "Lacombe" had done the honours quite handily several days earlier.

06:40. Though called for 05:00, Extra 4220 West did not get under way for an additional hour and forty minutes. Time and care was taken to make sure that 1201 was ready to continue the excellent track record which she had maintained since leaving eastward from Mégantic. It was damp and wet, very much the occasion for mood shots with the front end of the locomotive seemingly wreathed in steam. The departure out of town was quite smooth and we sped ahead to some choice locations to get some shots of the westbound.

07:15. Old timetables identify this area as about 1 mile east of Nantes. The sweeping curve west of the crossing made for a great going away shot. A little further west, the trip through Nantes netted some priceless pace

shots of the 1201 at work. It seems that even the horsier 4200 needed the occasional boost from the ever constant steamer!

07:35. After a quick stop to check a suspecting case of sticking brakes on coach "Sand Point", the Extra continued through Scotstown (Sherbrooke Sub., mileage 25.0), passing the former station which now houses the local section gang.

08:05. Bury, our next photo stop, held a touch of comedy as the enthusiastic passage of 1201 shocked a truckload of workers from the Quebec Ministry of Transport. The myriad of gestures indicated that they obviously could not believe their eyes.

08:18. Standing opposite the depot at Cookshire, one could easily follow the exhaust from 1201's stack as Extra 4220 West descended the grade from Ross (mileage 42.0) and barrelled through town, passing a small family out to see the train and who were standing in front of the operator's bay window.

08:27. Resisting the urge to get the 'train-at-the-crossing' shot, we took up positions up the road aways and composed a neat photo of the train going through farmland with 4 or 5 horses in the foreground. Yep, you guessed it. The second 1201 blew for the crossing, the horses bolted for the next county. At least the shot still had 'Eastern Townships' all over it, sans chevaux.

08:40. The day's first meet took place at Racey (mileage 61.1) as a track patrolman and his motor car stood well in the clear for the Extra.

08:56. With the background considerably more urban, 1201 put on a fine show for the locals as the 4220 churned through Lennoxville.

About this time, radio chatter revealed that Extra 4220 was by no means alone that day. Extra 1818 West, (No. 261) was gaining as fast as the dispatcher could obtain releases for it. At Sherbrooke, Work Extra 1833 was switching. North of Sherbrooke, Extra 4235 East (No. 260) had to be met.

09:06 - 09:10. With an ear tuned to the scanner, we decided to go through Sherbrooke non stop; using the time Extra 4220 was taking to drop off two passengers from the "Lacombe" and the BRS crew to change-off the 1201 to get to Landers (mileage 70.9) and the meet with No. 260.

09:40. Having met No. 260 at Landers, Extra 4220 West came roaring round a curve just west of there for the 'Steamtown Shot', its image reflected in a pond between the track and the road. Andy Barbera would have approved.

10:15. After getting stuck in the morning traffic in Magog (mileage 86.8), we caught up to the Extra at the Eastray scanner. To this point, it had alternated between raining and overcast. The sun now began to appear. This time, it was a clean bill of health at the fateful Eastray scanner, and 4220 and 1201 put on an impressive show lifting the train upgrade from the stop. Little did we realize that would be our last occasion to be a part of the show.

Leaving Eastray, the minivan began to emit some most disconcerting noises. In what turned out to be a wise move, Stan headed around and down the hill to a garage in nearby Eastman. The diagnosis was bleak: a seized engine. Game



ABOVE: CP C-424 No. 4220 assists ex-CP No. 1201 through Nantes, Quebec, on June 6, 1989, as the **Branchline** Editor surveys the rolling countryside from the cab. Photo by John Godfrey.

RIGHT: CP Private Car "Lacombe", at the tender age of 68 years, brings up the rear of Work Extra 1831 East on June 1, 1989, complete with a "1201" drumhead. Photo by Philip Jago.

over. It was somehow ironic, given 1201's own problems at Eastray several days earlier.

Four hours later, we were again on our way to Montreal. We knew that the "Lacombe" had to be set off there for furtherance to Toronto that evening, so we thought that we might catch up. Not so. At 15:55, the scanner came to life with details that Extra 4220 West was leaving St. Martin Junction in Laval (mileage 12.8, Park Avenue Subdivision).

Despite our misfortune, we considered ourselves lucky;

- We were able to photograph an interesting move in daylight on 3 subdivisions in two days.

- We learned a lot about the logistics of operating and maintaining mainline steam in the late 1980s.

- Our travels were not marred by hordes of motorcaders.

When it was all over, the words of a particular friend came back to me. After I had told him how I planned to spend the period June 1 to June 6, he had asked incredulously, "Yer doin' what?"



TidBits

BY DUNCAN DU FRESNE

Of "Volunteer Professionals and Professional Volunteers"

Certainly the more active members of the Society are still talking (and writing) about the great Canadian Atlantic Railway (CAR) steam excursion. Including 1201, six passenger cars, a CAR box car and a CP van, it was and will remain a major event, not only for the BRS but also for steam in eastern Canada and the United States!

Enough happened before and during the trip to provide food for thought and material for writing for some time to come. But I'm not writing this to see how many superlatives I can conjure up about this or that event that took place during this great adventure. As the Society's somewhat reluctant "Road Foreman of Engines" (and I really feel uneasy when a crew member calls me "Boss"), I want to say something in this "Tid Bit" about those BRS people who worked so hard to make this all happen.

There were the unsung types who prepared the cars and engine for the trip, but didn't get to go. Now that takes real dedication. There were those who volunteered to go and were placed on the spare list but never got called. I'm sure that they were disappointed and I want to say that I'm sorry that I couldn't do anything positive about changing that - it really bothered me. Finally, I want to thank the BRS crew of 8, plus Dave Elliott of the National Museum of Science and Technology, who went on the trip and who showed so much professionalism and dedication to the task.

With an event like this, it's all too easy to video tape, record and photograph the steam-powered train and languish in nostalgia, forgetting the real power that's making it all happen. And I don't mean steam power. I'm talking about people power! In this case, BRS people. Without these "BRSers", this event would have been a non-event.

The key to making it all happen was your Society and, more specifically, a small group of the best workers I've ever seen in this organization. Who were they and what did they do?

In addition to myself as Road Foreman of Engines, [also Master Mechanic ... Ed.], they included: Earl Roberts (Finance); Paul Bown (BRS Officer in Charge); Helen Tucker (Crew Assignments); Phil Jago (Contracts and Negotiations); Neil Robertson (Car Foreman and Communications); Jim Lohnes (Assistant Car Foreman); Doug Hay (Air Conditioning Systems); and Joe Toscas (Assistant Shop Foreman).

What did they do? They worked! After 6 days of non-stop activity, they averaged 17 working hours per day, each, and got somewhere between 4 and 4.5 hours of rest per day. They fired the 1201; they maintained the equipment; they serviced the equipment; they cleaned it; they liaised with the railway; they directed a fantastic group of volunteers from Shogomoc

Historical & Model Railway Club of New Brunswick and quickly taught them the ins and outs of operating and maintaining a steam passenger excursion; they sold coffee and souvenirs; and they took on, unstintingly every other last job that came along.

If I have any lasting memories of this 1300 mile odyssey, it will not just be of 1201 and her train on top of the 156 foot high Onawa Trestle in northern Maine. Rather, I will remember how each and every member of the BRS crew, without any prodding, went about the work of keeping the equipment running. They all took up the tools of the trade at each and every service stop and hard at it. No confusion, no fuss, no yelling and no direct supervision. Just a bunch of volunteer professionals and professional volunteers doing their jobs. Stick grease in the rods; valve oil in the lubricator; arcan grease in the alemite fittings; Teresso 85 in the air end of the compressor; water and water treatment compound in the tank; galcar oil in the journals; check and take on fuel; make minor adjustments and repairs; record bearing temperatures and performance; keep order and surveillance in the cab; clean up tools and equipment; and keep a flexible plan of action in mind to contend with any and all contingencies (of which there were many).

As Jim Gillespie, CAR's assistant superintendent and their officer responsible for this operation, said to me: "You have the most professional organization I've ever seen." He also said, "You can't hire people to work like that" - in reference to the super efforts being put out by the BRS volunteers. Similar comments were also passed on to me, in all sincerity, by Gordon Bruce, Acting Director of the National Museum of Science and Technology and by Paul Donahue, NMST's Assistant Director.

From my point of view, as the reluctant BRS Road Foreman, the magnificent 8 made my job easy. I didn't have to be the "Boss". I didn't want to be. All I had to do was keep everyone informed as to what was going to happen, offer suggestions, provide detailed technical information as required, and generally supervise the operation of 1201. My hat is off to all of you for a job well done. You are, one and all, a great team. It was my privilege to work with you.

Perhaps my fondest memory of the whole trip occurred at 20:20 hours on Tuesday, June 6, as the train finally rolled to a halt on the Museum's shop track, when everyone congratulated everyone else. Hand shaking, back slapping, even a kiss I hear, and shouts of, "We did it!"

The operative word was "We". Yeah! I'm proud to be associated with you. My thanks for a job well done in every way.



Food for Thought Dept.

BY JOHN CLARK

WHAT IS A SUBSIDY?

In my first article (Branchline, June 1989), I set out what in my view has led to the current state of passenger train service in Canada, and specifically the difference between income and expenses. In summary, the absence of positive government policy since 1967 has led to a situation where we have an inefficient system costing more than \$800,000,000 per annum to operate, with revenues of about \$225,000,000. The Government of Canada does not appear to ever have demanded realistic business management from VIA Rail Canada, and even now does not appear to be demanding an end to the featherbedding at both head office and out in the field, and other structural inefficiencies that prevail. The comparison with Amtrak has indicated that VIA could decrease its operating costs between 10% and 20%, and operate the same system miles as it does today. This saving would amount to \$160,000,000 at 20%. The other side of the problem is revenue, and that is what I want to address now.

Increasing Revenue

VIA operates 31 different routes, and current reports indicate cost recoveries of between 12% and 75%. The 12% routes are all in the remote areas, which cost about \$100,000,000 annually to operate. I see little possibility of changing this unless large numbers of tourists can be attracted, or frequency is dropped to once a week or less.

The remaining 22 routes fare better, but in the words of the Federal Minister of Transport, must improve to be sustainable. As an example, use the Ottawa-Toronto route to see what might be done. The cost recovery on this route is reported to be about 70%. This, as well as all other routes, is subject to the structural inefficiencies left in place by management, and the government. Assuming a decision is made to increase efficiency across the board, the operating costs of this route would decline by at least 10%. Cost recovery would then rise to 78%. Assuming a 12% rate of return is realistic on operations, revenue would have to increase about 43% to about \$125.00 for a return ticket, assuming static passenger numbers. This leads to the question of the potential effect on ridership at this price level, and without an analysis that goes beyond the data available, no answer is provided herein.

However, if "user pay" were applied to air and road the cost of moving by the competitive modes would rise, and the higher Train fare might be as attractive or more so than at present.

This begs the question, to what extent are other modes operating at below "user pay." I shall attempt to address this below.

Air & Road Subsidy

Chambers Dictionary defines a subsidy as "a grant of public money in aid of some enterprise, or to keep down the price of a commodity".

A subsidy is necessary when a private operator will not own and operate a business due to the lack of sufficient return of and on the investment. The return must be both on operations, and the investment in place. The second of these items is most important to consider as the value of an investment in place can vary over time, and hence the amount of a return on it.

In the transportation field there are two types of subsidy. Firstly, operational grants, and secondly capital grants to purchase land, equipment and buildings. Operational grants are easily identified and quantified, and Transport Canada currently suffers a loss on operations of about \$500,000,000 for air service across Canada (other levels of government also contribute).

The importance of return of and on the investment in place has been completely lacking in recent analysis. For example, Ottawa International Airport, which covers an area of about 4,900 acres [the equivalent of a railway right of way 90 feet wide and 449 miles long, or from Ottawa to Sarnia] does not generate any profit to the owners, i.e. we the taxpayers. This site itself is very valuable, and must be worth about \$500,000,000 net of buildings. If Canadian National Railways owned this and offered it to lease, I know from experience that they would want a 12% annual return escalating at market value annually, above all operating costs. This would total \$60,000,000. Adding in buildings, the opportunity cost of Ottawa Airport is about \$84,000,000 annually at present. The number of passengers is about 6,000 daily, and with the operating subsidy added in, the total subsidy to a return ticket is about \$85.00. In all fairness then, if the principle of "user pay" is to be applied to one system, then it must to others as well. Therefore, it is only reasonable that the user fees at Ottawa Airport rise by \$85.00 per ticket.

The rise in price suggested above would allow VIA to be price competitive at a return ticket price of \$125.00 between Ottawa and Toronto. This would appear to give the Train the possibility of operating in the black.

The other area of transport subsidy, and the other source of competition VIA must meet is roads, and particularly cars. Bus companies have complained greatly about train competition, but as both modes have lost ground in the past decade I feel this argument does not hold much water. The amount of "user fee" I pay for the use of the roads is about \$600.00 or 3 cents per kilometre that I drive. This will cover the cost of snow clearing in front of the house each winter, but how far

does it go to covering the cost of road construction, maintenance, plus a return on all this investment? Fairly applying the principle of "user pay" to roads as well, through higher direct taxes on fuel, would increase the cost of driving significantly, and again make VIA price competitive at the higher ticket level. This would also have the added benefit of decreasing municipal taxes and income taxes as all road costs would be born by the user.

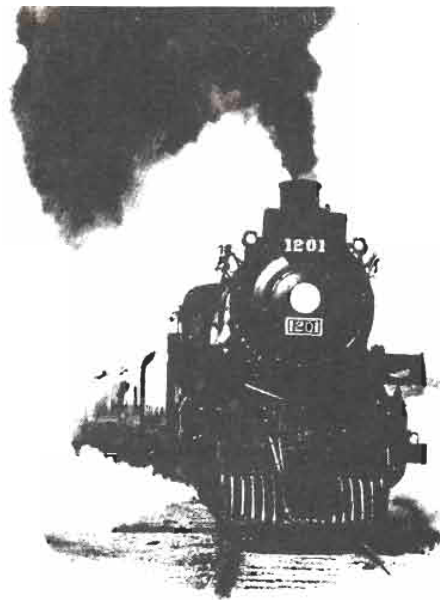
I feel that if we are to go to "user pay", then it must be applied everywhere. Roads are no more an essential service than is Air or Rail. The deficits government are running in Canada are as a result of not paying for what we use, or at least not directly. The minister of transport has an annoying phrase in saying that taxpayers should not be asked to subsidize rail passengers. I am both a taxpayer and a rail passenger, so at the moment the system of user pay does prevail. I just don't pay for all my VIA ticket at the counter. The minister is also annoying in trying to attach VIA's subsidy to the federal deficit. VIA amounts to about 1/2 of 1% of Government of Canada expenditures. An argument may be made for the armed forces causing all the national debt.

In closing, I feel that we should support the system of "user pay" on all fronts. The current regime of massive transportation subsidy to roads tends to encourage the equally massive waste of energy through the over use of the automobile, and results in increasing air pollution from which we all suffer. The transition to user pay will not be difficult, but in the long run reduced air pollution, as well as reduced government waste and deficit financing may be the outcome.

This, and last month's article, have been presented with the hope of causing some constructive thought on what to me is a very important issue. In this age of great concern about global pollution, we should not dismiss a technology which has the potential for alleviating some of this problem simply because some lawyers and accountants who have been elected to parliament consider short term cash outlays as the only important factor on the bottom line.

THOUGHTS FROM DOWN EAST ... The operation of ex-CP 4-6-2 No. 1201 on the Canadian Atlantic Railway in June 1989 marked the first time since 1960 that a steam locomotive had operated over CP's lines in Maine and New Brunswick. It wasn't, however, the first time for a G5 Pacific-G5c's 1255 and 1256 were assigned to New Brunswick lines in the 1950s.

The previous passage of a steam locomotive over CP's "Short Line" involved 56.1 miles of track owned by the Maine Central Railroad (Mattawamkeag to Vanceboro), since acquired by Canadian Pacific. Several of MEC's stone mile markers are still in place. Out-of-service turntables are still in place in Vanceboro and Mattawamkeag.



The HIGHLANDER

The AUTUMN VALLEY EXPRESS

Bytown Railway Society Inc., in cooperation with the National Museum of Science and Technology, will be running all-day Steam Train Excursions to destinations in Eastern Ontario. Locomotive #1201 and its train of vintage passenger cars will make the following trips during the Summer and Fall of 1989.

August 5: THE HIGHLANDER

Why not take the train to visit the famous Glengary Highland Games or stay on board all the way to Hawkesbury. For those wanting a shorter ride there is also the opportunity to board the train at Maxville for a round-trip to Hawkesbury. Experience the thrill of mainline steam operation or travel over a freight only branchline. There will be runpasts on the branch to Hawkesbury!

Fares:

Ottawa-Maxville	\$40.00 round trip
Ottawa-Hawkesbury	\$55.00 round trip
Maxville-Hawkesbury	\$30.00 round trip

Schedule:

Depart NMST	10.30 hrs	Depart Maxville	12.40 hrs
Arrive Hawkesbury	14.45 hrs	Depart Hawkesbury	16.10 hrs
Depart Maxville	19.15 hrs	Arrive NMST	20.30 hrs

October 1: THE AUTUMN VALLEY EXPRESS

fall colours should be at their vivid best as you travel up the Ottawa Valley on CN's freight only mainline from Ottawa to the West. There will be several runpasts during the course of the day.

Fares:

Ottawa-Pembroke	\$55.00 round trip
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Schedule:

Depart NMST	09.00 hrs	Arrive Pembroke	13.00 hrs
Depart Pembroke	15.00 hrs	Arrive NMST	19.00 hrs

Light snacks and souvenirs are available on the train.

OPEN OR CLOSED WINDOW CARS AVAILABLE

Send your cheque or money order to:
Bytown Railway Society Inc.,
P.O. Box 141 Station A,
Ottawa, Ont. K1N 8V1.

NTA Decisions



FORMAL AUTHORITY TO ABANDON PORTION OF SHOGOMOC SUBDIVISION: Canadian Pacific has finally received the necessary authority to abandon that portion of its Shogomoc Subdivision (New Brunswick) between mileage 51.5 and mileage 54.2 (between Woodstock and Newburg) as well as between mileage 88.5 and mileage 104.6 (between Upper Kent and Aroostook).

Originating in McAdam, the Shogomoc Subdivision is part of the Saint John Division and is now operated by CP's business unit in Atlantic Canada, the Canadian Atlantic Railway. The line was built between 1871 and 1878 by the New Brunswick Railway Company and leased in 1891 to Canadian Pacific for a 999 year period.

Until 1987, the line enjoyed relatively stable traffic. During March of that year, however, spring floods resulted in the loss of two bridges at mileages 54.0 and 100.5. Pending the reconstruction of the bridges - an issue that involves litigation between CP and the New Brunswick Electric Power Commission - CP arranged alternative transport service, involving traffic rerouting or the use of intermodal alternatives.

With respect to traffic rerouting, CP was able to utilize its Gibson Subdivision which connects with the Shogomoc line at Newburg Junction while connections on the upper portion - beyond mileage 100.5 - were afforded with CP's Edmundston Subdivision at Aroostook.

In spite of the service alternatives, traffic over the affected portions has been little if non-existent, with little hope for future growth. In spite of many objections from major and minor shippers, the NTA determined that none would be unduly or adversely affected as all will maintain a rail connection with CP's national system - either directly or via interchange with one of Canadian National or the Bangor and Aroostook Railroad. Indeed, the worst that could be said for this arrangement would be that the routings would be slightly lengthened.

As a final note, the cost of replacing the flooded bridges did not enter into arguments related to the abandonment of the line. This was due to the court action involving CP and NB Power. The Utility for its part, was an active supporter of CP's application to abandon the line, seeing this as a convenient and expedient means of avoiding a \$30 million assessment for the reconstruction of the bridges. (31/05/89)

FINAL AUTHORITY TO ABANDON TOBIQUE SUBDIVISION: The National Transportation Agency has cleared the way for Canadian Pacific (Canadian Atlantic Railway) to abandon its Tobique Subdivision (New Brunswick) from Perth Junction (mileage 0.00 [mileage 100.2 of the Shogomoc Subdivision] to Plaster Rock (mileage 27.5).

Once handling more than 3500 carloads of wood chips on an annual basis, the line has

been effectively shut down since it was damaged by flooding during the spring of 1987 at the same time when the Shogomoc Subdivision (see above) was also severely damaged.

In the interim, the wood chip traffic has been diverted to trucks and there is no hope that it will be re-captured by the railway.

Given this fact, the NTA has acceded to CP's application and has cleared the way for the official abandonment of the line. (31/05/89)

In Memoriam

Sylvain Longpré
1966-1989

It is with regret that we report the death of Sylvain Longpré of Montreal on May 19 as a result of an automobile accident. Sylvain had a general interest in railroading, with particular interest in passenger operations. It was his desire to see VIA Rail become 'as good' as its American counterpart, Amtrak. The Society extends its sincerest condolences to Sylvain's mother, who, but 18 months ago, suffered the loss of her husband and BRS member, Jean-Jacques.

Ross Peever
1932-1989

On June 13, the Society lost a long time member in the passing of Ross Peever after a lengthy illness. While Ross was an enthusiastic railroader in the '12 inches to the foot' scale, he excelled in HO modelling. The Society extends its sincerest condolences to the Peever family.

A VIA TRAIN AT SQUAMISH?: Yes, indeed, a 2-unit, 10-car, mostly stainless steel train, is being used on the BC Rail in the Paramount Studios murder mystery movie "Narrow Margins", starring Gene Hackman. Western-style stations have been built at Porteau and Garibaldi.

The train is headed up by 'VIA' SD40-2 757 (in reality BC Rail 757) and a 'VIA' B-unit (BC Rail's RCC4, a CLC CFB16-4 unit built as CP 4456). The consists includes VIA baggage 9614, plus several cars from the defunct Roaring Forks group, mostly former Alaska RR and Amtrak cars: domes 7031 and 7032, coaches 5200, 5202, 5421, 5428 and 5663, diner 8085, and a Santa Fe Pullman Sleeper numbered 800226. The cars have been painted into VIA colours, with VIA Rail spelled out in the letterboard.

Filming is expected to last through July and August. (John Cowan)

NOT NINE BUT TEN: Further to Page 20 of the June Branchline, 10 rather than 9 passenger cars of the 24 that comprised the Royal and pilot trains of 1939 remain exist today. Missed in the tabulation was CN Dynamometer Car 15100 which started life as Sleeping-Buffer Observation 1196 - "Pacific". (B. West)

STEAM ON THE CWR

BY ROBERT F.M. MCINNIS

The phones are ringing off the hook at Central Western Rail Services offices these days. It is more like Union Station in Toronto than a small short line railway office in South Edmonton, Alberta. Phones continue to ring, callers are put on hold, the staff of three tries to answer a myriad of questions from railfans, tourists, just about anyone interested. "Where is Stettler? What is its population? Does it have motels? Does it have taxis? How far is it from Calgary? How far from Edmonton? Will there be photo runpasts? How long does the trip last? What is a consolidation? WHAT IS A CONSOLIDATION! That seems to be the question that all of Alberta is asking of the offices of Central Western Rail Services - a wholly owned affiliate of parent, three-year old Central Western Railway. The calls have been sparked by full page spreads in local and Calgary newspapers announcing the coming of a steam train to central Alberta.

Stettler, the operations headquarters of Central Western Railway, is the focal point, and the beginning of steam passenger train excursions to communities both north and south of the town of 5,000. Toward that end, Central Western Rail Services was formed on May 1, 1989, with the purpose of launching passenger train services, featuring a steam locomotive on Central Western Railway trackage between Ferlow Junction, south of Camrose, to Morrin, just north of Drumheller.

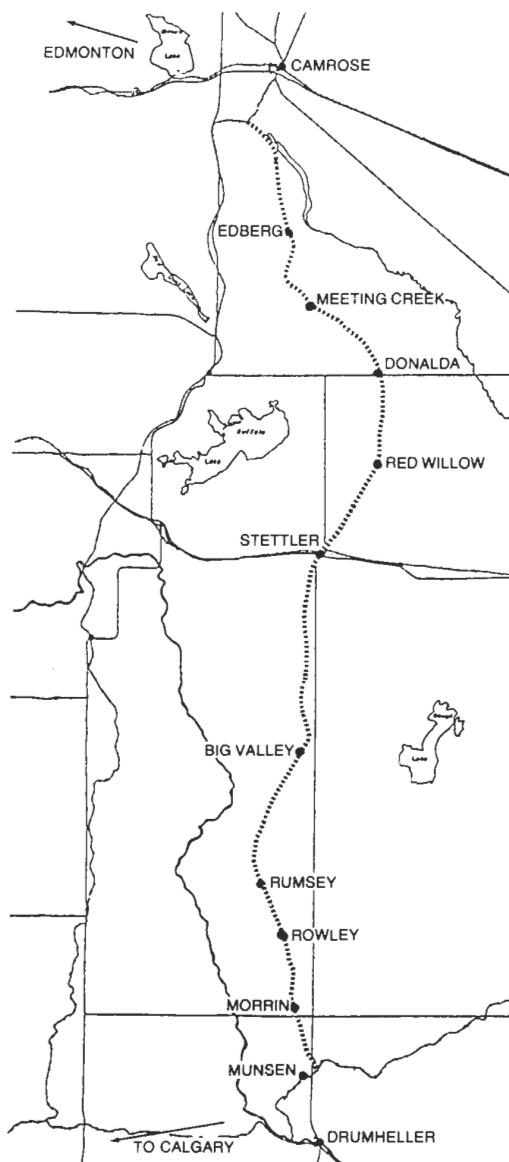
"Steam Once Again Comes to Central Alberta" has become the cry of newspaper articles throughout the area. "We've sold out all of July" proclaimed Yvonne Bertsch, Director of Marketing, and one of those scrambling to answer the phones and fill in data sheets of who's booking what, when and where and at the same time trying to cope with interviewers, doing the accounting, designing and preparing brochures, scheduling, etc.

Mrs. Bertsch came to the CWRs with a recently obtained certificate in Museum Management, having done her internship surrounded by locomotives and trains at the Alberta Pioneer Railway Association. Her husband Don served as Vice-President of APRA before becoming Vice-President and Board of Directors member of CWRs. Central Western Railway President Tom Payne is also President of CWRs, but due to the success of operations in the parent company, most of his time is taken up overseeing CWR activities. But it was his dream! His dream was to own a railway at first, and to eventually run his own steam locomotive on it. Now that dream is coming true, much to the delight and excitement of rail enthusiasts, Albertans, and especially the 13 communities along the 106-mile route served by the Central Western Railway.

CWR's new steam locomotive is a fully restored oil-burning 2-8-0, built by Baldwin in December 1920, serial no. 54266, which last operated as No. 9 on the Magnolia State Railway in Huntsville, Alabama. No. 9,

formerly Mississippi Railway No. 77 and of Frisco parentage, has 51" drivers, weighs 68 tons (plus another 54 tons for the tender), produces a tractive effort of 29,000 pounds, is equipped with 19" x 24" cylinders, and is 67-foot long overall.

Two 76-seat passenger coaches, numbered 934 and 978, will be used, along with two or three vintage coaches already owned by the CWR. Nos. 934 and 978 were formerly electric multiple-unit Pullman-built coaches, believed to be built in 1925 as coaches for the Delaware Lackawanna & Western, and converted to electric motor units in 1928.



Also acquired was former B&O/C&O sidebay caboose No. 910. The 1970-built steel caboose will be used on the CWRS as a commissary car. As well, the CWR acquired a boxcar of unknown history which contained spare steam locomotive parts.

Excursions will operate on weekends throughout the summer and into the fall and winter. There are ten planned runs for August with regular excursions ending on Thanksgiving weekend. Tentative scheduling includes anything from Santa Claus Specials (might bearded Tom Payne be Santa Claus?), up to meals served on board as a long range plan - "Maybe three years down the road" says Mrs. Bertsch. "Working with the communities to see what kind of things we can do together to bring new life blood to the area is one of the aims of our tourist passenger service." To that end, the Harvest Special, a trip from Camrose to Edberg, using CN track in Camrose, would bring all sorts of people into a remote small inactive community which has a big enough community centre to hold a Country Western Dance, a bar-b-que, and who knows what else for up to 300 people - "but only after the harvest," the farmers point out for obvious reasons.

Attractions to the central Alberta area are many and reasons for excursions abound. Every five years Big Valley holds its home coming events, and 1989 is the fifth year. As well, Big Valley is a former division point of Canadian Northern Railway early days and the ruins of the roundhouse still remain. The original CNoR station is still intact and there is a museum and other historic sites.

Donalda, up the line from Stettler, is the Lamp Capital of Canada, home of the Donalda and District Museum featuring over 600 kerosene lamps.

Edberg hosts an annual rodeo visited by thousands each year.

Meeting Creek, where once two great Indian nations met, is now the site of a newly restored Canadian Northern Class 3 (Plan 100-29) railway station.

Rowley, south of Big Valley, has been the site of several recent movies, including "Bye Bye Blues", "Cowboys Don't Cry" and "Gunfighters" in which the Alberta Pioneer Railway Association's former CN 4-6-0 1392 was used in a starring role.

CWRS's steam-powered train, known as "The Province", runs through a land of rolling hills, picturesque farms, flat prairie, big valleys, over trestles, past grain elevators and into towns of friendly people. With the new steam operation on CN's former Stettler Subdivision, not only tourist trade will be created, and local employment generated, but along with it, the possibility that more movies will be produced in central Alberta.

Adult fares are \$18.00; senior student \$16.00; children \$14.00; under 3 free. For information on tours, times and locations, call toll free 1-800-282-3994 (in Edmonton, call 439-9608).

"All aboard."

Along the Right of Way



'TEST' TRAIN CARRIES OUT EASTERN INSPECTION: In early-June, Test Geometry Car 15008 along with "Test" Ballasted Box Car 15007 made a tour of eastern lines. (David Stremes)

GP9 INVASION: During June, many western-based GP9 4200 and 4300-series GP9 units passed through Ottawa enroute to Montreal for remanufacturing. Many were dead-in-transit, while others were 'on-line'. Included were 4216, 4225, 4236, 4258, 4267, 4285, 4290, 4351, 4371 and others.

Also noted eastbound through Ottawa were Toronto-based GP38-2 'hump mother' unit 7501 and HBU-4 slug 267. (David Stremes)

STATION DESTROYED: The unused station that served Rouyn-Noranda in northern Quebec was destroyed by fire early in June, scuttling plans to convert the station to a museum. Arson is suspected. (Martin Berubé)

SPUR LIFTED: The 0.9 mile Cartierville Spur between Val Royal and Cartierville, Quebec, was lifted in late-May. The spur formed part of CN's electrified commuter trackage, and into the early-1980s featured hourly multiple-unit service to downtown Montreal via the Mount Royal tunnel. (Daniel Poirier)

CP Rail

CARS BORROWED: VIA 'Tempo' coaches 352 and 354, along with VIA Electric Generator Unit 15301, have been leased for special trains powered by CP GP38-2 3113 related to the opening of the Mount Macdonald tunnel in British Columbia. (Bruce Chapman)

ANNIVERSARY NOTED: "Toronto-Agincourt Yard 25th Anniversary 1964-1989" has been stencilled on the cab of Toronto SW9u yard switchers 1201 and 1202. (The Turnout, June 1989)

DISPLAY TRAIN ON THE MOVE: Retired Baldwin DRS4-4-1000 diesel No. 8000 (CP's first road switcher), display cars 80 and 81, and Official Car 'Mount Stephen' were displayed at Brownville Junction, Maine, on June 2 and 3, and at Saint John, New Brunswick, on June 4 as part of CP's Centennial of service celebrations. (Bruce Chapman)

TRACK EVALUATION CAR MAKES TOUR: In mid-June, Track Evaluation Car 64, accompanied by accommodation car 65, covered the Lachute, Carleton Place, and Brockville Subdivisions powered by GP38AC 3017. The pair headed west on June 22 with a tour of the Algoma Central scheduled. Cars 64 and 65 were manufactured from Amtrak stainless steel coaches. (Ross Harrison and David Stremes)

TRAINS REROUTED: On June 22 and 23, CP's Parry Sound Subdivision was closed by the Ontario Provincial Police at Britt, Ontario (about 65 km south of Sudbury), after a deranged male with a rifle in a motel held the OPP down with indiscriminate firing. The standoff created long delays and detours for

traffic on Highway 69 and for CP whose line ran behind the motel. After a 40-hour standoff, a tactical squad stormed the motel. The lone gunman was found dead with a self-inflicted gunshot to the head.

During the standoff, several trains, including VIA's "Canadian", were detoured over CN lines, while several freights between Sudbury and Toronto were rerouted over CP lines via Smiths Falls. (Ross Harrison)



BACK HOME: RDC-1 6133 returned to Vancouver Island on May 23, one year and four days after departing for a rebuild in Montreal. Sister 'islander' 6134 is presently undergoing a rebuild in Montreal.

Both units have retained their two GM engines, as have RDC-2s 6207 and 6213, and RDC-4 6250 which are regularly assigned to Sudbury. VIA's other 64 RDCs have been re-engined with Cummins units. (Paul Crozier Smith)

NAMED: Sleeper 1112 - "Edenwold" has gotten back its former identity. Although leaving Montreal nameless on April 21 (Branchline, June 1989), it got back its moniker back in Vancouver once it had terminated there on the "Super Continental". Both sides now carry both the name as well as the number - unique for VIA. In addition the name and number are on the outside of each end door. Contrary to the rest of the fleet, her name is now affixed to the inside of the door. (Ken J. McKenzie)

COMMUTER SERVICE

NEW CARS IN SERVICE: Several of the Montreal Urban Community Transportation Corporation's 24 newly-built Bombardier single level coaches were put into service on the Montreal to Dorion 'Lakeshore' line in mid-June, powered by leased VIA F40PH-2 6422. Eight of the 'push/pull' coaches are equipped with a cab and are numbered 701 to 708. The 'trailer' coaches are numbered 720 to 735.

Canadian National Railways was the winning bidder for the construction of Auxiliary Power Units, and the rebuilding of four CN retired GP9 units (Nos. 4307, 4309, 4346 and 4392) for the Lakeshore service. Pending receipt of the Auxiliary Power Units, scheduled for late-1989, generator sets in containers on CP Rail flatcars are being set up and are expected to be put into service in August.

VIA F40PH-2 6430 was leased on May 24 and 25 to 'launch' the new cars to the Montreal-Dorion service. With the introduction of the new cars, the 40 36-year-old 800-series cars will be rebuilt for push/pull service and converted to electric heating. (Ross Harrison)

MISCELLANEOUS

NORFOLK SOUTHERN OPERATES DIRECTORS SPECIAL: Norfolk Southern, who have trackage rights over Canadian National in Southern Ontario, operated a Directors Special from Detroit to Buffalo on March 19. The train

included:

- two GP50s
- NS 14 ROYAL ARCH - Rider Sleeper
- NS 20 OHIO - Business Car
- NS 6 ATLANTA - Business Car
- NS 3 CLAYTON LAKE - Business Car
- NS 9 ALABAMA - Business Car
- NS 12 INDIANA - Business Car
- NS 13 GEORGIA - Business Car
- NS 18 GENERAL NATHAN BEDFORD FOREST - Diner
- NS 23 BEUNA VISTA - Roadway Observation (Doug Wilson)

WP&Y CONTAINERS UTILIZED FOR EXXON CLEAN-UP: The White Pass and Yukon recently sold 300 aluminum containers that the company had utilized prior to 1982 to carry lead and zinc concentrates from the Faro Mine to the Skagway, Alaska.

The containers were trucked to Valdez, Alaska, for EXXON to use for the temporary storage of oil soaked refuse stemming from the wreck of the "Exxon Valdez". (Tom Caine)

MURALS UNVEILED: The front outside wall of King Cole Cleaners in Smiths Falls, Ontario, features a mural of Canadian Pacific G5a Pacific 1201. Another wall features Canadian Pacific G1 Pacific 2223 while another depicts Canadian National's Smiths Falls station. (Ross Harrison)

OPENING SCHEDULED: The Toronto Transit Commission's Harbourfront LRT line is scheduled to open on January 7, 1990. (The Turnout, June 1989)

REBUFFED: In 1988, CSX applied to abandon their line from Oldcastle to West Lorne, Ontario. The National Transportation Agency has rejected the application on the grounds that the requested abandonment was 47% of CSX's Canadian mileage. CSX claimed it as 4% of total system mileage but the NTA will only allow 4% of Canadian mileage. Had the abandonment been approved, the only CSX Canadian mileage would have been the lines from Sarnia to Blenheim and Windsor to Oldcastle. (The Semaphore, June 1989)

CHANGES ON THE O.N.R.: Ontario Northland has closed their Timmins yard and shops, and has commenced the removal of track from Timmins to Kidd. Buses have replaced the Northlander passenger trains between Porquis and Timmins. (Frank Vollhardt, Jr. and David Stremes)

RAILWAY THEME: The Fantasyland Hotel in West Edmonton Mall (Alberta) has acquired an 0-4-0 steam locomotive replica (GTPR No. 9) built by Om Beutel of Jasper, as part of its publicity for the hotel's "CP" theme in some of its rooms. (The Sandhouse, Issue 53)

SEGREGATION: Not only does Mexico City's subway system move the greatest number of passengers per kilometre for the cheapest fare in the world, it also has the dubious distinction of being the only system that segregates men and women during rush hours. Since 1980, the first two cars of 10-car trains are for women and children only, to protect them from the horrendous rush hour crushes. The Mexico City system carries 4.6 million passengers a day (third after Moscow and Tokyo), at a fare of 100 pesos, about 5 cents! (Vancouver Province via The Sandhouse, Issue 53)

Trackside Guide update**MOTIVE POWER NEWS****INCLUDING EQUIPMENT ITEMS**

Many thanks to Garry Anderson, Ken Ardinger, Bruce Chapman, Ray Corley, Doug Cummings, Ken Garber, John Godfrey, Ross Harrison, Robert McInnis, Pierre Alain Patenaude, Daniel Poirier, Frank Vollhardt, Jr., Brian Westhouse, Sandhouse, Tempo Jr., Trainline, and WCRA News.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page(s) of the 1989 Trackside Guide, eg. (p1-62).



REMANUFACTURED: (p1-7, 1-8) The following 1400-series GMD1u units have been remanufactured from 1000-series GMD1s with their A1A-A1A trucks replaced by B-B trucks. The units continue to operate with the long hood forward and will be assigned to Saskatoon for maintenance.

NEW NO.	FORMER NO.	SERIAL NO.
1414	1002	A1422
1415	1022	A1442
1416	1037	A1700
1417	1068	A1883
1418	1073*	A1888
1419	1052	A1749
1420	1058	A1755
1421	1074	A1889
1422	1076	A1891
1423	1000	A1420

* NOTE - 1073 rebuilt in lieu of 1070.

REASSIGNED: SW1200s 7720, 7721, 7725, 7726 and 7728 from Toronto to Sarnia; SW1200s 7723, 7724 and 7729 from Toronto to Windsor; GMD1 1902 from Saskatoon to Winnipeg; GMD1 1070 from Edmonton to Vancouver for service at Victoria.

PARTS SALVAGED: Further to last month's issue, many more retired MLW units have been cycled through the Dominion Engineering/General Electric Canada plant in Lachine, Quebec, for the salvage of various components. Noted on June 19 were:

S-13 113;
RSC-14s 1755, 1772, 1777 and 1785;
RS-18s 3124, 3127, 3128, 3686, 3702, 3738, 3740, 3742 and others.

CP Rail

REMANUFACTURED: (p1-41, 1-51) The following RS-18 units have been remanufactured into RS-18u road switchers:

NEW NO.	FORMER NO.	SERIAL NO.
1860	8769	82450
1861	8777	82458
1862	8782	82463
1863	8781	82462
1864	8734	81609

INTO SHOPS FOR REBUILD PROGRAM: GP9s 8673, 8676, 8677, 8702, 8704, 8812, 8814 and 8826 have entered Angus Shops in Montreal for rebuilding to 8200-series GP9u units.

RENUMBERED: (p1-47) SD40-2 5842 and 5850 have been renumbered 6072 and 6074 respectively coincident with the removal of Locotrol-I sending equipment and the installation of Locotrol-II receiving equipment.

TRANSFERRED: Winnipeg-based SD40-2s 5960, 5965, 5966, 5985, 6001, 6004, 6017, 6019 and 6023 have been equipped with Positive Traction Control and reassigned to Alyth (Calgary) for maintenance. SD40-2s 5562, 5658 to 5661, and 5665 to 5668 have been transferred from Alyth to Winnipeg.

BACK IN SERVICE: SD40-2 6015 returned to service on June 7, four months after having its carbody and cab badly damaged in a derailment on the Shuswap Subdivision in British Columbia.

BCRAIL

BEING RE-ENGINEED: RS-18 609 is presently in the shops at Squamish and will emerge with a Caterpillar engine as a pilot for a program to do all 27 RS-18s.

INDUSTRIALS AND SHORTLINES

RETIRED: (p2-1) Fletcher Challenge Canada's Baldwin VO1000 No. 7128 (Serial 64745, built 3/43 for the U.S. Army), at Campbell River (Elk Falls), British Columbia, has been retired.

GONE SOUTH: (p2-1) Fletcher Challenge Canada's SW9 No. 148 (GMD Serial A116, built 12/50 as Great Northern No. 16), has been sold to a U.S. dealer.

LEASED: (p2-2) Vancouver Wharves in North Vancouver, B.C., has leased EMD NW2 switcher No. 102 (serial 5745, built 1/48) from Titan Railway Service (dealer). The unit was built as Spokane Portland & Seattle No. 42 and subsequently became Burlington Northern 595, Pacific Transportation Services 102, Canadian Occidental Petroleum 102 (leased) and Titan Rail Services 102.

TO DEALER: (p2-5, 2-17) Potasco's derelict GE 70-ton No. 10 (Serial 32297, built 6/55 as Sacramento Northern 201) moved in late-June from Rocanville, Saskatchewan, to A.A. Merrilees' (dealer) facility in Laval, Quebec.

NEW LIFE: (p2-10) Diesel Division-General Motors of Canada has acquired retired Toronto Hamilton & Buffalo SW9 No. 57 (GMD Serial A123, built 1/51) as the second shop switcher at their London, Ontario, plant.

TO DEALER: (p2-16, 2-18) Canadian Pacific Forest Products (La Tuque, Quebec) has sold their MLW S-13 No. 2Y-065 (serial 83215, built 2/63) to Provincial Diesel, St-Hubert, Quebec. The unit was noted at CN's Taschereau Yard in mid-May.

ARE THEY IN MISSISSAUGA?: The Republic Steel Corp. mill complex at South Buffalo, New York, is being razed and five of their locomotives have reportedly been moved to a

dealer in Mississauga, Ontario. Included are the following EMD switchers:

NO.	MODEL	SERIAL	BUILT
341	SW1	14561	8/51
371	SW1	1778	1/42
372	SW1	4804	4/47
374	SW900	22549	9/56
99	SW900	21726	11/55 (Ex-EMD Demo.)

ON THE PRESERVED SCENE

COLLECTION EXPANDED: (p3-5, 3-41, 10-11) The Cranbrook Railway Museum in Cranbrook, British Columbia, has acquired three additional passenger cars to complement their collection of beautifully restored cars.

Acquired from CP Rail is work service car 411880, built in 1928 as 10-compartment sleeper "Glencassie". Until recently, the car was assigned to the Coquitlam auxiliary.

Acquired from the South Simcoe Railway Heritage Corporation in Tottenham, Ontario, is coach 581 "Terra Cotta", which was built in 1930 as CP Parlour Car 6751, and former CP '12-1' sleeper "Travers", built in 1930 as '12-1' sleeper "Somerset". Both cars were trucked to Alliston, Ontario, and commenced their movement to Cranbrook on their own wheels on June 27.

RELOCATED: (p2-2, 3-13) The West Coast Railway Association's former Vancouver Wharves MLW S-4 No. 23 (serial 77599, built 9/52 as CN 8019), which has been used periodically by Canadian Occidental Petroleum's North Vancouver plant, has moved to Canadian Occidental Petroleum's plant in Squamish, B.C., for storage.

(p3-4, 3-13) As well, the WCRA's ex-BC Rail RS-3 561 and ex-BC Rail caboose 1817 moved from Squamish to the Transportation Museum of B.C. (recently renamed from the Historic Transportation Centre) in Cloverdale, B.C. early in May for public display for the summer season.

THREE MORE PIECES OF BC RAIL ROLLING STOCK PRESERVED: (p3-13) Two 'Fowler Patent' outside braced box cars have been donated by BC Rail to the West Coast Railway Association at Squamish, B.C.

No. 990191 was one of 5,000 cars built for the Canadian Northern circa 1913, and was renumbered 406346 when absorbed into Canadian National. The box car was purchased by Pacific Great Eastern in 1955 and numbered X191. BC Rail subsequently numbered the car 990191.

The second box car was built by the Standard Steel Car Company as Canadian Pacific 108120 in 1913, and latterly was numbered BC Rail 582.

As well, the WCRA has purchased BC Rail 'troop'-style sleeper 990231, built by Pullman for the U.S. Army during World War II. The car was acquired by the Pacific Great Eastern in 1949 and numbered 722. It was renumbered 231 when placed in work train service in 1952. BC Rail subsequently numbered the car 990231.

SAVED AGAIN!: (p3-14) Three former CP 'R'-series sleepers previously owned by the British Columbia Transportation Museum were donated to the West Coast Railway Association in 1988. The WCRA deemed the cars to be beyond economical repair and advertised for buyers. Being unsuccessful, the three cars

were sold for scrap, with various components to be salvaged for use on other WCRA equipment. The 'Rocanville' and the 'Rosser' recently met the scrappers torch, however, happily the 'Riverton' was purchased in the nick of time by the B.C. Chapter of the National Railway Historical Association for an as-yet-undisclosed future.

TURNED OVER: (p3-10, 3-11) The B.C. Government's Royal Hudson 2860 and Consolidation 3716, and rolling stock have been turned over to BC Rail for management, marketing, operation and maintenance. General Manager Ron Treend has moved to BC Rail to manage the excursion program for the balance of 1989.

DONATED: (p3-19, 5-7) Toronto Transit Commission PCC Class A6 No. 4367 has been donated to the Edmonton Radial Railway Society in Edmonton, Alberta.

ADDITIONS TO FLEET: (p3 19, 10-14) The Central Western Railway has acquired from M4 Holdings in Edmonton a former CN vanderbilt tender (numbered in the 80000-series for water service) and former VIA/CN buffet-lounge 2302 "Avant Garde" for track maintenance service.

NEW LIFE: The 'Arnprior Dinkey' has been sold. The derelict 36" gauge Plymouth (Model FLB-2, serial 3410, built 1/30) at the Dochart Brick & Tile Works in Arnprior, Ontario, is moving to Richmond, Ontario, with plans to operate the unit in a park.

REPATRIATED: (p3-35, 3-45) Former Ottawa Transportation Commission single-end, double-truck streetcar 696 moved from the Canadian Railway Museum at St-Constant to Ottawa on June 28. No. 696 was retired in 1958 and spent a couple of years in a scrapyard before being moved to the Montreal area for eventual display at the CRM.

Plans are to restore No. 696 for display in a building at Britannia Park. Restoration will be carried at OC Transpo's St. Laurent bus garage.

NEW ACQUISITION FOR CRM: (p3-44, 3-47) CN FA-1 9400 (3-47), displayed at the Museum of Science and Technology in Ottawa from 1969 to 1986, recently moved from CN's Taschereau Yard in Montreal to the Canadian Railway Museum at St Constant, Quebec. The switching move at the CRM was handled by former Roberval and Saguenay RS-2 No. 20.

TORONTO TRANSIT COMMISSION

REBUILT: Class A8 PCC Car 4537 has been rebuilt into Class A15 and renumbered 4602. Unlike the first Class A15 rebuilds (Nos. 4600 and 4601) that sport the four-colour paint scheme found on the CLRV and ALRV cars, No. 4602 has been painted in the 1921 red and carries a 1941 emblem.

Another 16 Class A8 cars will be so painted when rebuilt to Class A15 Nos. 4603, and 4606-4622 during the period 1989 to 1991. (No. 4548 will be rebuilt to 4603, and Nos. 4528, 4536, 4544, 4526 and 4541 will become 4606-4610 respectively.)

Nos. 4500 and 4549 are presently undergoing major rebuild and will appear in an 'as built' red paint scheme with 'as built' two-tone blue interior and red seats. While the cars have been assigned Nos. 4604 and 4605, both will display their original numbers.



REMEMBER WHEN?: CP FP9A 1408 and FP7A 1402 power 12-car Train No. 21, "The Chicago Express", on the 'Milton Hill' at Campbellville, Ontario, at 09:15 on May 15, 1955. No. 1408 was retired in 1978 after an accident in 1977; No. 1402 was sold to VIA Rail Canada in 1978 and was reacquired by CP for parts in 1983. It is likely that not one of the 12 cars remained in service when VIA Rail was formed. Photo by Newton Rossiter.

Bytown Railway Society

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

