



Newsletter

INCORPORATED 1952

NUMBER 485

MARCH 1990



UPPER CANADA RAILWAY SOCIETY
BOX 122 STATION "A" TORONTO, ONTARIO



Construction crews took advantage of one of the breaks in winter in late January, 1990 to complete track laying on Spadina Ave. for the Harbourfront LRT connection to King St. In this scene, looking north to Front St., note the special rail with expansion joint about to be installed, the centre pole for the overhead, and the unloading platform, left. Only a small amount of concrete pouring remained to be completed here by late February.

--John D. Thompson



This General Electric 25-ton switcher was a familiar sight at the Davenport Works, Toronto, of Canadian General Electric. Built at GE's Erie plant in 1947, serial number 29226, it served the Toronto facility for some 40 years before retirement. Note the extended "link and pin" style coupler for moving special cars. The paint scheme was green body, orange truck.

--Ren Mills



This attractive structure was CN's Barrie, Ont. station, in 1937, looking north. Earlier, the NEWSLETTER published a view of the same structure looking southward. The building was torn down, circa 1964, and replaced by the still-standing (but now abandoned) Allandale station, about one mile to the south.

--Denis Taylor

CNR 6060 moved to Calgary

BY MASSEY F. JONES

Late one night in early November, 1989, I received a phone call at home from a railfan friend, directing my attention to an item about the Bullet Nose 6060 being about to appear on the local CTV affiliate news.

My surprise was just as great as any of the hundreds of Stampede City railfans, upon learning that the 6060 had now become a temporary Calgarian, evicted from her long-time home in Jasper, Alberta, through what appeared to be a difference of opinion between CN and the 6060 folks. Destined to spend a lonely winter on a deserted spur north of Edmonton, the locomotive had been rescued by the Cominco (formerly a CP subsidiary) concern, who brought her south to a warm shelter in an abandoned trainshed at their southeast Calgary plant.

When we last followed the 6060 in these pages, she had just run a shuttle service on the short piece of track at the Fringe Festival in Edmonton (Newsletter 479 - September 1989), after a stint on the Central Western Railway, well covered in these pages. Presumably, after the Fringe, 6060 headed as usual for her relatives at Calder Yard, only to see herself declared "persona non grata" by CN brass, who shunted her well away from mainline operations. It might seem that, just perhaps, according to the tone of the broadcast, the 6060 created a climate by which CN had second thoughts about renewing the lease at the Jasper roundhouse, events which we shall speculate on later.

Perhaps events were precipitated by the Great Canadian Steam Railway Excursion, which could have cost CN some long term contracts with the Pacific Rim; by cargo unable to leave with the ship, held on the mainline east of Vancouver by nostalgia; perhaps the extravaganza cost CN a bundle in extra wages; perhaps the rent could no longer be met. At any rate, rather than see 6060 freeze her boiler all winter, Cominco invited her into their nitrogen plant, in Calgary.

Should you visit the Stampede City in the near future, be forewarned that no one is allowed on the property to view 6060 in the trainshed — the restriction is specifically aimed at the railfan crowd.

The CTV affiliate hires a freelancer to report on colourful events and he has reported on the 6060 on at least three occasions during the past year. When this is done, 6060's "Godfather," Harry Home usually comes on camera — a jovial man with colourful comments on his loco. Let's hear him this time on the 6060's winter accommodation (verbatim from the TV audio), while the camera takes us on a cab ride with Mr. Home at the throttle, between CN Sarcee Yard and the Cominco plant:

(The trainshed is) "... an excellent home; it has a cement floor. We can work on the locomotive; there are a number of monthly and quarterly procedures we will be able to carry out. In the spring, after we have had our meetings and readjusted our goals, we are looking to perhaps running out of here on the CN and CP if they'll allow us; and the two spots we are looking at are Drumheller and Hanna and also High River."

Drumheller and Hanna are on CN northeast of Calgary, while High River is directly south of Calgary on the CP. The CN Drumheller Subdivision to Hanna and the CP MacLeod Subdivision to High River are both lightly travelled, especially on weekends.

Now that 6060 is in Calgary, let's just step back and look soberly at her new role — if any — bearing in mind Mr. Home's careful choice of words on camera. It could spell the death knell for 6060 if she's not allowed to run on the main or at least unhindered through a lot of open country in the near future. Ask anyone in Alberta what a 6060 Bullet Nose Betty is and you'll probably get a blank stare. In fact, about 10 years ago, she enjoyed some stature but it quickly faded, although brought a bit more to the fore with the Great Canadian Steam Railway Excursion in October, 1988.

Most long-time members will recall how the 6060 was plucked from her static display beside the station at Jasper circa 1973 to replace the then aging CN 6218. First operated in excursion service in the St. Lawrence Valley out of Montréal, 6060 was eventually moved to Toronto to lead excursions to Gravenhurst, Niagara Falls, and other points. Many of these trips were sponsored by the UCRS.

In 1980, having outlived her usefulness in Upper Canada, 6060 was reclaimed by the West, to participate in excursion service there. Leading the project were Mr. Harry Home and the late Harry Kruger, then the Alberta Transportation Minister. It was he who made sure that 6060 became an historical artifact, thereby eligible for grants to ensure her upkeep. At the time, Mr. Home was a CN engineer, and this most likely ensured the sheltering of 6060 as well.

Upon her return to Alberta, the locomotive led a couple of excursions for the Alberta Pioneer Railway Association. The first was a day trip from Edmonton to Calgary's

Sarcee Yard. The next morning, 6060 went from Calgary to Drumheller and back, and the following day from Calgary to Hanna and back. Some time later, 6060 ventured south to meet with UP 8444 and Alan Pegler's "Flying Scotsman" in the U.S.

Circa 1985, a great deal of manpower and money were expended for the refurbishing of 6060, so she could attend Expo 86 in Vancouver — a 25-minute documentary was made by CBC Edmonton on the project. Called "Lady From The Past," the documentary was aired a couple of times on local CBC stations.

The Great Canadian Steam Railway Excursion, October 21-25, 1988, was to be the crowning achievement for the 6060 after the return from service in Vancouver, replacing the Royal Hudson 2860, between Vancouver and Squamish. Several commercial videotapes chronicle a journey; fraught with derailments and breakdowns, all or most of which were not 6060's fault. The grand homecoming scheduled at Jasper for late afternoon failed to materialize, and their civic banquet to honour 6060 and her engineer had to be cancelled, due to the late arrival of the train. When it showed up at 02:12 on



Continued on Page 19 ▶

Upper Canada Railway Society Newsletter

Number 485 — March 1990

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Send a plain DOS/ASCII text file on IBM-compatible (5¼" or 3½"), Macintosh, or Commodore disks, and enclose a hard copy.

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Membership dues for the calendar year 1990 are \$22.00 for addresses in Canada, and \$24.00 for addresses in the U.S. and overseas. Student memberships, for those 17 years or younger, are \$15.00. Please send inquiries and changes of address to the Membership Secretary at the above address.

COVER PHOTO by Bob Sandusky

A TTC Peter Witt car turns from south on Avenue Road to east on Davenport Road on March 30, 1954, the last day of operation of the Bay streetcar line. The line was closed that day in connection with the opening of the Yonge Street subway.

Why are locomotives called "she?"

It's a time honoured question, and many writers have attempted in the past to answer it. Our propose here is not to add to those efforts, but rather to poll readers on the practice. The former CN 6060 is liberally feminized in an article in this issue, and this has prompted discussion of the subject. There are some railway enthusiasts to whom the reference to a locomotive as "she" is repugnant. Should the Newsletter adopt a policy of "neutering" (not neutralizing!) all motive power in the future? What do members, and other readers, think?

President's report for 1989

As in all recent years, the leading activity of the UCRS in 1989 was the production of the Newsletter. During the year, we purchased a laser printer to allow the present high quality appearance of the text. We enjoyed increased contributions from members across the country, on a wide variety of subjects. Stu Westland and John Thompson have now been responsible for the Newsletter for ten years, and their example has enticed many others to contribute in new ways. I would like to thank Stu, his assistants, the mailing crews, and all of the authors for providing the core of the UCRS.

Sales of our publications continued in 1989. Bill Hood managed the mail order sales, and Chris Spinney co-ordinated the display table at the CRHA Toronto Model Railway Show. In 1990, after organising our inventory, we hope to promote sales of publications to all members. We are continuing to consider future publications, and have examined several manuscripts. Your comments in this area would be appreciated, and should be directed to Gordon Shaw.

Our private car, Car 13—CAPE RACE, is stored in the CPR John Street roundhouse, which is now isolated from other railway tracks. You will have read of some of the developments in attempts to create a museum at the roundhouse. The future of the car — whether it stays there, or how it could be moved — depends on these developments, and we will follow them closely.

Continued on Page 20 ►

UCRS Calendar

EDITED BY ED CAMPBELL

Friday, March 16 — The Toronto Board of Education auditorium is unavailable for our scheduled regular Toronto meeting. An insert with this Newsletter will give details of the relocation or rescheduling of the meeting. At the meeting, the Annual General Meeting will be concluded with the consideration of the audited financial statements, and John Carter will show photographs of railway operations in western Canada.

Friday, March 23 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium, 44 Frid Street, just off Main Street at Highway 403. GO buses from Oakville and Toronto stop nearby, and parking is available.

Saturday, March 24 and Sunday, March 25 — CRHA Toronto and York Toronto Model Railway Show at the International Centre, Malton. UCRS will have a sales booth at the show. Please visit and introduce yourself.

Friday, April 20 — UCRS Toronto meeting, 7:30 p.m., Toronto Board of Education. The programme will be "Steam in the Snow — Québec and Ontario in the late 1950s" — 8 mm films by Craig Woodworth.

Friday, April 27 — UCRS Hamilton meeting, 8:00 p.m., at the Hamilton Spectator auditorium.

Friday, May 18 to Monday, May 21 — UCRS Pennsylvania Weekend trip to Altoona, Horseshoe Curve, Gallitzin, Cresson, and South Fork. For information, see the notice enclosed with this Newsletter, or call Rick Eastman at 416/494-3412.

Other UCRS excursions — Dates and details to be announced.

- Day trip to London and Port Stanley.
- One-day excursion on the New York and Lake Erie to Salamanca.
- Toronto city and area tour (December).

On the eve of Amtrak – PART 1

BY CARL V. EHRKE

Carl V. Ehrke wrote this trip account shortly after he returned from two weeks by rail around the U.S. in May 1968. At the time, Carl was employed in CN's Passenger Department in Toronto. The article contains his impressions of the trains upon which he travelled, including such legendary varnish as Western Pacific's "California Zephyr" and Santa Fe's "Super Chief." It describes passenger trains in the U.S. on the eve of Amtrak, when the service still had variety and class, and in some cases – notably the Union Pacific and the Santa Fe – an excellence that we shall probably not see again. So, step back two decades to 1968, as Carl Ehrke swings aboard the "International Limited" at Toronto Union Station for an unforgettable adventure.

Toronto to Chicago, Illinois

Canadian National–Grand Trunk Western No. 155 – "The International Limited." The usual ten cars or so, including several coaches. Train usually uses "Rapido" geared F-units as part of a power cycle. Sleepers "Monocacy" (Pullman-Standard, leased from B&O) and "City of Chicago" (Pullman-Standard, a former NKP stainless steel car leased from N&W).

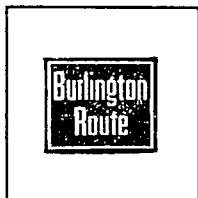


The train left right on time, but was late at Dearborn Station, Chicago. Both sleepers were quiet and smooth. I was in MONOCACY, which is a beautiful car in B&O blue and grey. The passageway is buff with a bright Indian Red to waist height. There is dark blue upholstery in the roomettes and red upholstery in the bedrooms. I had an

excellent toasted tomato sandwich in the lounge of the CITY OF CHICAGO with a 7-Up for \$0.70. I spoke with an actor and his wife up from Van Nuys, California, up to tape a television show for the CBC. They were impressed with Toronto. They used the CITY OF LOS ANGELES to and from Chicago. It was good to see some well-to-do younger people enjoying train travel.

Chicago to Omaha, Nebraska

Chicago, Burlington and Quincy combined No. 11 – "Nebraska Zephyr" to Lincoln, Nebraska, and No. 35 – formerly the "Kansas City Zephyr" to Quincy, Illinois: E-units, two Headend RPOs (to Omaha, Nebraska). "Silver Cascade" (Budd coach to Lincoln, Nebraska). Fort Worth and Denver "Silver Top" (Budd coach-meal car to Lincoln). Two streamlined silver painted flat side coaches (ex-C&NW to Quincy). Storage mail cars (one each for Galesburg, Illinois and Quincy).



Some changes have been made since I rode this train in 1967. The articulated NEBRASKA ZEPHYR equipment has been replaced and the parlour cars to Omaha–Lincoln and Kansas City eliminated, as well as the dining service to Kansas City. Extra cars are added on weekends on the Quincy run for students. A small galley and food bar at

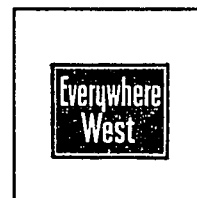
the end of the Fort Worth and Denver coach sold snacks such as chili con carne (\$0.45), sandwiches, beverages, etc. – quite adequate for this run. The train is split at Galesburg, and one E7 handled the storage mail car, RPO, and two coaches to

Lincoln, Nebraska. I really enjoyed this part of the trip, especially the part after we crossed the Mississippi into Burlington, Iowa – a state I find myself attracted to. Beautiful green fields, rolling countryside, and immaculate white painted Victorian towns with their church steeples, broad green lawns and stately trees. People here are responsible citizens, go to church, and are most friendly. Of rail interest you can still find many remnants of Q's once extensive branch line network – you probably can ride that doodlebug trailer parked in the yard down some rusty line, even though it no longer appears in the timetable. Mainline depots are mostly of substantial brick with a few striking modern stone ones such as Burlington and Ottumwa, Iowa thrown in.

There is time to photograph the best of Q's modern steam power displayed at Galesburg and Burlington (this one resplendent in fresh paint) and, if you hurry, the one at Ottumwa (behind the depot). Engines at the first two points are Hudsons. We met manifest after manifest headed by various combinations of Q and UP low nosed units – on one all of the units were UP. A daylight trip through the Council Bluffs, Iowa, rail complex is very interesting. We pass through the UP passenger yard and then over the UP's massive Missouri River bridge, used by all rail carriers entering Omaha. On time performance is excellent, with prompt departure from Union Station and a forty minute *early* arrival in Omaha. It really doesn't take an hour from Council Bluffs to Omaha now that the huge mail terminal on the Iowa side no longer requires switching. There were 68 passengers leaving Chicago, 16 into Council Bluffs – a handful beyond Omaha. The latter has two impressive but empty rail depots that stand looking at each other on opposite sides of the mainlines. They are connected by a covered passage over the tracks. The UP "Union Station" is a well maintained 1930 Babylonian structure; the Burlington station is of classical design. It would be a simple matter to run all trains into one station and close the other. Aesthetically, it would be a shame to see either go. Next to the Burlington station is the Pullman Hotel. Both stations are about a mile from the business section of town. No. 11 should last as long as the RPO does.

Omaha to Billings, Montana

Chicago Burlington & Quincy No. 43: E8, E9, "Silver Iris" (Budd 6-6-4 sleeper), FW&D "Silver Fox" (Budd coach). Baggage-storage-mail, RPO (30' Compartment on at Lincoln). From Omaha, there were nine passengers in the coach and seven in the sleeper (one on at Lincoln)



SILVER IRIS is an unusual sleeper. The Budd Co. built very few with berths and even fewer to this "standard" 6-6-4 configuration. This car rode nicely – something Budd is not noted for. I was glad to note the genuine net hammock in my lower. This is a fast non-stop run from Omaha to Lincoln. The skyscraper capitol

is visible both entering and leaving Lincoln (the units run around the train in Lincoln and pull it out by the same route). Coach fares are honoured on this sleeper upon payment of space charges – making Pullman travel quite a lot cheaper than by air. (Incidentally, the ticket agent at Omaha asked me if I

wanted a sleeper when I mentioned I was going to Billings, Montana. Good selling!). Whether the Omaha–Alliance market is enough to really support a sleeper is a good question. At any rate, it was a pleasant overnight trip.

Through passengers are allowed 45 minutes for breakfast at the Hotel Alliance across the street from the large two-storey brick station, while the train is switched. (Only one unit, the baggage-storage-mail car, and the coach continue north of Alliance.) With the exception of a crowd of elementary school students and their teachers riding between Hemmingford and Crawford (both in Nebraska, northwest of Alliance), at no time were there more than ten people aboard the train north of Alliance. The sole scenic attraction was the run over Pine Ridge between Marsland and Crawford. This was helper territory, formerly the domain of the Q's only articulateds – complete with a horseshoe curve and a tunnel.

The countryside is bleak – flat or rolling semi-arid country. The population between the small towns is almost nil, with the land supporting only range cattle, oil wells, and a few coal mines. The first 50 miles of complete desolation was rather restful, but 500 miles of it . . . ? Two long freights a day run in each direction carrying interchange freight from the Northern Pacific and Great Northern at Laurel, Montana, headed by possibly five GP9s or three U25Cs. (In 1990, the Burlington Northern Alliance Subdivision handles about 120 million tons of freight a year, in 30 to 40 trains a day. –ED.) The train stops at Gillette, Wyoming, for lunch. CB&Q 5636, an O-5A 4-8-4 of 1940 stands in the park alongside the two-storey brick station at Sheridan, Wyoming. Rivers such as the Powder and Little Big Horn (of General Custer fame) are disappointing – little more than dry washes in places. Approaching Billings, the country is heavily irrigated and more hospitable.

Even though it is the last north-south passenger route between the Missouri and the UP's Butte–Salt Lake route (also up for abandonment), there seems to be little reason to continue passenger service in this area. A bus would suffice for the few who want to ride. Perhaps, after the merger (to form Burlington Northern –ED.), consideration might be given to operating one of the four GN-NP transcontinentals via Omaha and Alliance. It is considerably shorter and faster.

Billings to Portland, Oregon

Northern Pacific No. 25 – "The North Coast Limited:" Three F-units, two baggage-mail-storage, two dome coaches (Budd), one coach (Pullman-Standard), Coach-lounge (Lewis and Clark traveller's Rest), Slumbercoach (to Seattle), Diner (Pullman-Standard); Dome-sleeper-lounge (Cocktails in the Sky) to Seattle (Budd), Sleeper to Portland (Pullman-Standard).

Spokane, Portland and Seattle Combined Train (NP-GN) into Portland: Two SP&S Cab units; SP&S RPO (Pullman-Standard stainless-steel); GN Dome coach (Budd); GN Sleeper (Pullman-Standard); PRR Sleeper "Hemlock Falls;" SP&S Diner "Columbia" (Pullman-Standard stainless-steel); NP Dome coach; NP Sleeper.



The removal of the observation sleeper was regrettable but this is still a nice train. Both sleepers had just been shopped. The Duplex-roomette-bedroom sleeper I was in was especially nice. During the service stop at Livingston, Montana, men on rolling tower platforms washed the domes with long-handled brushes (this was the only

dome car that I had ever been in that had really *clean* glass). Dining car service is superb. Especially memorable was a fresh

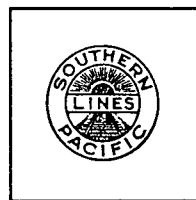
asparagus salad for lunch and an inch-thick slab of roast beef for dinner, complete with NP's famous baked potato. The silver table service is elaborate, as befits a fine restaurant. It was my luck to encounter Steward Houska, the gentleman who graces NP timetables and advertising. His manner is impeccable. I certainly hope I hit the train at an unusually bad period, as the patronage was very light. I was the only passenger riding into Portland in the Pullman, although quite a crowd of coach passengers got off there.

NP now has a snack hour at 15:00, announced over the PA system by the stewardess, who also comments on passing points of interest. Sleeper passengers are served in the dome-lounge, coach passengers in the Lewis and Clark Traveller's Rest. The stewardess brings in a large crock of sharp cheese and a bowl of onion dip with crackers and potato chips. For a few dollars, much good will is created – not to mention bar revenue to go with the snacks. I was told that this was Mr. Menk's ideal. Perhaps he has learned to like passengers since he came to NP. I hope so, since he is supposed to head the merged company.

The scenic attributes of the NP routes are well known, so I won't describe them at length. The most beautiful scenery occurs west of Butte and along the Columbia River on the SP&S.

Portland to Oakland, California

Southern Pacific No. 11 "The Cascade:" SDP45, Articulated Flat Side Stainless-steel "Daylight" coach (one unit, deadheading); two grey passenger box-mail-baggage cars; coaches: one yellow, one "Daylight" (non-articulated), two yellow ACF flat side; Diner 10210 (ex-"Sunset Limited" Budd Audubon Room car as "Coffee Shop"), 2911 (ex-"Sunset Limited" Budd "French Quarter Lounge"), 9004 (ex-"Sunset Limited" Budd 10-6 Sleeper with porter's roomette), 9026 (ex-"Sunset Limited" -Budd Tail-end 10-6 with porter's roomette).



Despite D.J. Russell (then SP president –ED.), this is still a nice train, the rear end consisting of refugees from the once beautiful SUNSET LIMITED (the former triple unit diner-lounge having been replaced by a separate lounge and single diner). I had my doubts whether the new SDP45 could keep the schedule, but it did a creditable

job and really moved those 12 cars! I was up in the cab before departure – the enginemen like these new units but miss those Alco PA's recently displaced, terming them "good engines." Aesthetically, road switchers rather detract from the proper image, but I'll admit these do look good in their battleship grey paint with red nose. On time performance was good – we left Portland five minutes late waiting for passengers from NP Pool Train No. 408 to cross the platform. We arrived in Oakland fifteen minutes late (we got in the way of a local freight in Oregon so you can guess who waited for whom). Dining service was adequate – about what you would expect on the former EMPIRE STATE EXPRESS. The "French Quarter Lounge" car is beautiful, with wrought iron decorations and a curved bar at one end with a cut glass mirror behind. The colour scheme was Budd "dusty rose." You'll still find the room with "Barber" on it in wrought iron at one end of the car. The mirror in the barber shop used to fold down into a berth for the barber at night. The lounge car attendant was a bright elderly gentleman and one of the most pleasant individuals I've come across in train service. While not busy keeping the many people "set up", he described the scenery and points of interest along the route. He sold all of us SP souvenir scenic booklets. This booklet contains views of scenery along all major routes of the company

and the cover shows such mouth watering items as the old SHASTA DAYLIGHT passing Mount Shasta, the GOLDEN STATE LIMITED with a round end fluted stainless-steel observation, and a long SAN JOAQUIN DAYLIGHT rounding Tehachapi Loop. I intended to buy a couple of extras, but he was sold out in short order. Formerly, he worked the CITY OF SAN FRANCISCO and estimates that he has sold some 3,000 of the booklets at \$1.00 each — one year the commission paid for his vacation. While tending his bar, he could talk to you on practically any subject you could name. The sleeping car porter (George Canadal) in my car was also a fine and intelligent gentleman. The patronage on this train was heavy. With the proper attitude, they could probably fill two trains a night if this is any indication. The Shasta Route is very scenic — mainline operation as on the Denver and Rio Grande Western, with many tunnels and snowsheds. There are approximately four hours of daylight leaving Portland in the summer — tantalizing enough to make one wish for a return of the SHASTA DAYLIGHT.

The Portland Union Station is busier than most these days, and well maintained. Along the SP route are many fine stations, my favourites being the small "Union Station"-type structures in Salem, Oregon, and Oakland, California, (the latter with its Interurban Electric Railway upper deck platforms still intact) and the mission-style structure at Davis, California, with water tank and palm trees. There is a notice on the door of the Klamath Falls, Oregon depot directing prospective passengers to the freight depot one block south for tickets during regular business hours. The waiting room is open at train time, but there is no way to get tickets or information.

I should mention the SP's great Carquinez Straits bridge just east of Martinez, California, as a major engineering feat well worth seeing. Before its construction, entire trains complete with locomotive on the Overland and Cascade lines were ferried across on the "world's largest car ferry," an immense sidewheeler with engines on the guards, the SOLANO.

Oakland to Portola, California, and return

Western Pacific No. 18, "The California Zephyr:" F-units (A-B-A), Baggage, two WP Dome Coaches, CB&Q "Cable Car Lounge," CB&Q Diner, two WP Sleepers, CB&Q Sleeper, CB&Q Sleeper-Dome-Observation.

Western Pacific No. 17, "The California Zephyr:" F-units (3), Baggage, D&RGW Dome Coach (with mural of Narrow Gauge Engine 318), CB&Q Dome Coach, CB&Q Lounge, CB&Q Diner, D&RGW Sleeper, WP Sleeper, D&RGW Sleeper, two CB&Q Sleepers, CB&Q Observation.



Last year I rode the CALIFORNIA ZEPHYR from Oakland to Salt Lake City and enjoyed it immensely. The trip included an interesting detour over the SP — Sacramento to Reno, Nevada, (a beautiful but unadvertised trip with tunnels and snowsheds) due to a tunnel fire in the Feather River Canyon.

This year I went back for a look at the Canyon. It was one of the best parts of my trip. There is something special about viewing the scenery from a rear facing seat in a round ended observation car.

The CALIFORNIA ZEPHYR is still a very nice train — somewhat faded. New paint and upholstery would put it back in shape. Empty brackets in the lounge attest to the missing cable car model. Dining car service is excellent, as always, complete with monogrammed linen with Zephyrus, Greek God of the West Wind. The personnel in the dining cars and sleepers are friendly — the porter introducing himself by name to each

passenger before the start of the trip and inquiring as to the passengers' needs.

Sad to say, it appears that abandonment scares and the attending uncertainty have had their effect on patronage. I travelled on the eastbound train about the same time last year and it was carrying 75 first class passengers and about a hundred in the coach.

An employee of the City of Sacramento was taping interviews with passengers to be used in protesting abandonment of the train. No. 17 was carrying a Glidden Tour from Chicago with many people from the eastern United States. Train No. 17 is washed at Portola for the trip through the Canyon. Portola also sports a just-completed station.

Two or three Santa Fe buses meet the train at Middle Harbour Road in Oakland and transfer passengers to and from the Santa Fe Terminal at 4th and Market Streets in San Francisco. Riding the WP, one can observe the nearly completed BART elevated structure through Oakland, which parallels the mainline for a long distance. Fortunately, I was spared the "canned" music in the observation car on one leg of the trip — it failed to work. Some people think this type of thing is pleasant?

Richmond, California, to Chicago, Illinois

Atchison, Topeka and Santa Fe No. 2, "San Francisco Chief:" F-units (A-B-B*), stainless steel flat sided baggage, three High Level Chair Cars, full length Budd Dome Lounge, 48 seat Budd Diner, "Regal Hill" (Pullman-Standard 4-4-2), "Pine Beach" (Budd 10-6) — both sleepers equipped for radio reception on the "Super Chief." (*—Another A-unit added on the point enroute.)



When I reached Santa Fe's attractive two-storey stucco station at Richmond (it is located in a nice residential neighbourhood), No. 2 stood out clean and shining with three immaculate red, yellow, and silver F-units heading the consist. This train was really a joy to the eye! Not only were there F-units rather than road

switchers, but there was a beautiful REGAL class sleeper in the consist. Anything with drawing rooms really appeals to me, even if I can't afford them. It would have been the proper finishing touch to have a VISTA class Compartment-Lounge-Observation on the end, but that would be a bit much to ask these days.

I'm happy to say the standards of service matched the appearance. The dining car, in particular, was superb. There was a German steward in a black jacket and striped trousers; the table had beautiful silver with a high polish, linen, and yellow tulip buds; nice decor, and exceptional food. Dinner the first night was a heaping plate of Fried Chicken Maryland with thick bacon strips, fresh string beans with almonds, an exceptional Chiffonade Salad (tossed with oil and vinegar and sprinkled with grated egg yolk), hot rolls, Melba Sundae, and iced tea. Menu price for this was \$3.80 but I purchased a \$12.00 Santa Fe meal book beforehand which entitled me to five meals (two lunches, two dinners, and one breakfast). When we left Richmond, a waiter came through the cars with a three-tone chime announcing "First call for lunch" — better by far than any public address system announcement.

Three AT&SF buses had brought passengers to the Richmond Terminal, and we left on time and managed to arrive in Chicago a few minutes early. It was a pleasant trip through the Oakland Hills, along the Sacramento River, and down the San Joaquin Valley. I like to see things grow, so the vineyards,

orchards, and truck farms pleased me very much. The run over the Tehachapi Mountains between Bakersfield and Mojave (including the famous loop) is one of the most spectacular stretches of railroad in the country. The long manifests with high-horsepower units thundering down the mountain, one right on the tail of the preceding one (about two minutes apart) brings one the essence of the great days of railroading even though it is now dieselized. What this must have been in the days of steam with Santa Fe 2900 4-8-4s and SP 4-10-2s boggles the mind. Even the passengers were impressed — in general, most people can't see any excitement in freights.

Good public relations for the railroads as long as the CHIEF and DAYLIGHT remain to make the viewing possible. There are 50 trains a day over this joint single track shared between AT&SF and SP. During World War II, there were twice that number, an SP Valley Division freight conductor (who was heading for a "Busman's Holiday" to St. John's, Newfoundland) told me. Flat cars on these freights loaded with tanks, great spools of barbed wire headed for Pacific ports for shipment to Viet Nam, as well as the many extra sleepers in the yards for troop transport indicate that railroads are still performing military functions. It is possible to see these freights winding around on three levels of this splendid piece of engineering which makes Pennsy's Horseshoe Curve look like a plaything — almost enough to renew one's faith in the future of railroading in spite of evidence to the contrary.

The Santa Fe mainline has many fine mission-style stations with matching eating houses, employees' dormitories, and "Reading Rooms," the most impressive being the Moorish-style brick and stone palace, the "Casa del Desierto," which houses the station at Barstow (joint with UP). When built in the 1920s, it was a Harvey House — now it serves as a crew dormitory.

After leaving Mojave eastbound there is practically nothing to view in the way of scenery on this train. The pine-clad hills of northern Arizona are passed during the night and the route through New Mexico, Texas, and Oklahoma is mostly through flat parched (or sometimes rolling and rock strewn country). The Mojave River which from the looks of the bed is quite wide is nothing but a drifting sandpile at this time of the year, not a drop of water. At some points dust presents quite a problem even in the air conditioned cars. It isn't hard to imagine the hardships the old heavyweight sleepers with their screens and lack of air conditioning presented the travellers with, fifty years ago along this line. The heat is terrific as I found when I stepped outside at Clovis with the sun beating down from clear skies. It was a relief to wake up among the cloudy cool weather and the wet green fields of Missouri the following morning after all that glare, heat, and dust.

At Clovis, New Mexico, a connection was made with the remains of Texas train No. 76 (formerly the CALIFORNIA SPECIAL) for Houston and Dallas. Until last year this train carried a full range of sleepers from Richmond to Houston and from Los Angeles to Dallas, and lounge and dining cars in connection with the SAN FRANCISCO CHIEF and GRAND CANYON. The amenities were casualties of the great retrenchment in Santa Fe service which took place early in 1968. The railroad is now seeking to discontinue this run. It a fine looking, all stainless-steel train consisting of a baggage car, a mixture of Budd and Pullman-Standard coaches (four) and a lounge with sandwich service.

The train was about half full in California but was almost completely full arriving in Chicago, thanks to a military move picked up at Amarillo, Texas. Air Force "boots" just out of training camp filled the two sleepers. These military moves at least keep some people in the Pullmans.

The Pullman Conductor, Mr. Alexander A. Bell (who started railroading with the London, Midland and Scottish Railway) and I were talking railroading in a vacant drawing room. Soon various interested passersby dropped in, Santa Fe Courier-Nurse Miss Roxanne Gunter and Mr. Thomas Braxton, Travelling Passenger Agent. It proved to be quite a fascinating "railroad" session. The Courier-Nurse's handbag was covered with railroad buttons from all over the United States. I managed to come up with a few spare buttons from the Alaska Railroad, California Street Cable Railroad, etc., that I had picked up in San Francisco. The girls apparently vie with each other to see how many different buttons they can attach to the outside of their bags. I got a couple of Santa Fe lapel pins in return.

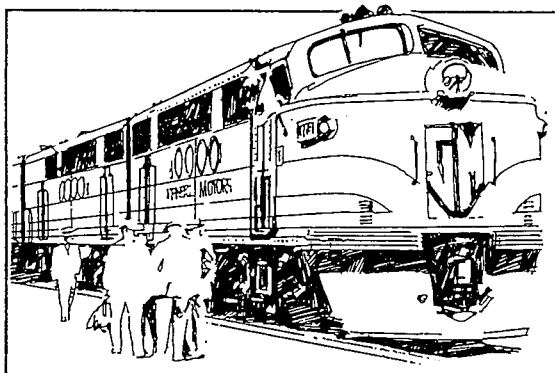
How the new schedules of June 15 will affect patronage on the SAN FRANCISCO is a matter of conjecture. It will be almost a reverse of the present procedure with No. 1 departing from Chicago at 10:00 and No. 2 leaving the Bay Area in the afternoon. The westbound will make excellent connections at Chicago with overnight trains from eastern cities and will be the first morning arrival in the Bay Area of the three railroads even

though the route is longer — but how important is this market compared with the people who want to leave Chicago in the afternoon? The CHIEF, with its morning departure, never was anywhere near as popular as the SUPER CHIEF. Eastbound arrival at Chicago at 20:00 would provide an excellent connection with GT-CN, but little else — anyone bound for Boston, New York, or Washington would have to spend the night in Chicago. It does provide Kansas City with a train to Chicago at a reasonable hour, unlike at present. A through sleeper to Los

Angeles, to No. 23 and from No. 24, at Barstow will aid business. After No. 24's schedule was changed, Santa Fe had to route passengers on the UP's CITY OF LOS ANGELES from Los Angeles to Barstow to connect with No. 2 and the Clovis run to Texas! I understand this will be rectified with the new set up.

One note before leaving the Santa Fe. We met a most unusual train on our way east. As it unexpectedly shot by, I noted a single F-unit hauling one 90 foot flat on which was perched one trailer, and a caboose! This was the famous SUPER C world's record breaking freight. After giving Santa Fe all the credit in the world for innovation, one wonders how long management would tolerate a one-car mail, express, or passenger run. The CHIEF brought in more revenue than this. Why not run those \$1,400 trailers on a passenger run (a number have or could be made to have convenient schedules between major cities, something which REA discovered years ago) to which they could make a valid contribution and save a crew (this might have saved the CHIEF) or put some passenger cars on the SUPER C, which could be parked in Los Angeles until a decent hour if passengers wanted to stay aboard. ■

In the next part of his trip, Carl travels from Chicago to New Orleans by Illinois Central, takes a side trip on the Southern Pacific, and travels through the South on the Louisville and Nashville, Seaboard Coast Line, and Southern.



HOW ONE THING LEADS TO ANOTHER

Abridgement of a report on an inquiry under Section 229 of the Railway Act, as released by the National Transportation Agency (Railway/Pipeline Investigation Directorate) on November 28, 1989.

Evidence indicated that at or about 11:30 hours, EST, Thursday, March 16, 1989, in the Canadian National Railway Company's MacMillan Yard (Toronto), on track G21, a fire was discovered in CN box car 552254. Track G21 is designed as an equipment repair track for dangerous commodity cars. CN 552254 had been placed on track G21 as it required repairs to its handbrake. The fire was discovered after completion of repairs to the handbrake. The handbrake repairs necessitated extensive welding on the end of the car and it was the welding that presumably initiated the fire.

CN 552254 had arrived at MacMillan Yard on March 9, 1989. It was placed on track R25 for interior cleaning and, as well, to have minor repairs made to a hole in its roof. On March 15, 1989, it was placed on track A148 for loading at Transwestern, a freight forwarding company, located adjacent to MacMillan Yard. After loading by Transwestern, the car was released to CN for transportation to British Columbia. The car was then placed on train No. 217 on March 16, 1989. It was during the pre-departure inspection of the train that CN equipment inspectors discovered the defective handbrake (the bell crank bracket) on 552254. The car was removed from the train and placed on CN track G21 in order to have the necessary repairs made to the defective handbrake.

It can be assumed from the extent of the damage to the handbrake that it occurred from a misaligned coupler during a switching operation. The coupler probably contacted the handbrake bell crank bracket, which rendered the handbrake inoperative. This damage could have occurred during normal hump operations which would explain why the damage was not detected until the car was placed into a train preparing for departure.

From the documentation made available on March 16, 1989, it was ascertained that CN 552254 contained the following dangerous commodities:

1. Compressed gases (not otherwise specified - NOS) (toxic) 2.3 poison gas.
2. Compressed gases 2.1 flammable gas.
3. Compressed gases 2.2 non-flammable gas.
4. Flammable liquids (large quantities of 3.2 flammable liquids: varsol. alcohol, nitrocellulose solutions and paints.)
5. Corrosive solution (ferrous chloride) 8 corrosive.

(Note: Numerical designators refer to the class of dangerous commodity according to the Transportation of Dangerous Goods Act and related regulations.)

On March 16, 1989, at approximately 11:00 hours, after repairs which involved extensive welding had been made on CN 552254, a fire was discovered in the B-end of the car. Equipment personnel were unable to extinguish the fire. At approximately 1130 hours, small explosions were heard inside the car. While equipment personnel were retreating from the area, several large explosions occurred, which caused the roof of the car to bulge. Due to the explosions and fire, arrangements were made to relocate 552254 from its former position, adjacent to a building and next to a tank car containing corrosives, to a safer area.

The request to move CN 552254 was made by the fire department, and agreed to by CN personnel. The car was moved to track G24 using 5 car spacers to separate the locomotive from the fire. During the fire, all work areas in the proximity of the car were evacuated. As well, downwind work areas in the direction of the smoke from the car were evacuated.

The intense heat from the fire inside the box car eventually melted the aluminum alloy roof, which fell into the car. The fire department used an unmanned snorkel hose in an attempt to extinguish the fire. During the fire, continuous small explosions inside the car could be heard. The dangerous commodity documentation indicated that there were two cylinders of compressed gases NOS (toxic) 2.3 poison gas inside the car. It was later discovered, however, that this documentation was wrong and that the toxic gas cylinders were not in the car. The incorrect documentation concerning the poison gas caused the fire department and CN unwarranted hardships which involved a larger evacuation than was warranted and restricted the fire department's approach to the car in order to extinguish the fire.

The fire was finally extinguished at 15:45 hours, March 16, 1989, and in order to prevent reignition, a layer of foam spray was applied by the fire department to the remaining smouldering contents.

Facts as revealed by subsequent investigation

CN track G21 has been designated for repairs to dangerous commodity cars and, as such, the repair track is staffed by personnel trained in the handling and repair procedures for cars containing such commodities. At 08:00 hours, March 16, 1989, the CN equipment staff assigned to work on car 552254 assessed the damage and what type of procedure would be warranted to repair the handbrake. This assessment revealed that a heating torch was required to straighten the bell crank bracket. As well, the bracket would have to be rewelded to the end of the car.

One of the two employees expressed his concern to his supervisor about heating and welding on the end of 552254. He felt that the heat generated by the torch and the welder would transfer through the metal into the wooden floor and lining inside the car. This type of repair is normally done on an empty car. The floor and lining inside the car then be observed and, in case of fire, such can be easily extinguished. The supervisor instructed the employee to effect the repair because, in his opinion, there would be limited risk of fire.

After completing the repairs to the bell crank bracket, smoke was observed coming from the car floor adjacent to the bell crank bracket area. Water was applied to this area. Within minutes, smoke was observed coming from the top of the doorway and the fire department was notified. The CN equipment personnel, in an attempt to extinguish the fire, applied buckets of water to the end of the car. Buckets had to be used to obtain water from inside the building as there are no fire hydrants on track G21 even though the track is used for dangerous goods car repair. There is a hydrant 80 feet away from track G21, but it is located across a busy switching lead and is not equipped with hoses. The hydrant was therefore not able to be used by employees immediately at a fire. It was only after the explosions could be heard inside the box car that employees retreated from the area.

Following the discovery of the fire, all CN personnel were evacuated from the immediate area. The dangerous commodity documentation for car 552254 listed two cylinders of compressed gases NOS (toxic) classed as 2.3 poison gas, along with numerous other dangerous commodities.

Continued on Page 20 ►

The Ferrophiliac Column

CONDUCTED BY JUST A. FERRONUT

Last month's column has brought several good responses. I'm glad the knowledgeable people keep me out of hot water and on the factual track . . . thanks to all.

A few more facts and comments about Grand Trunk stations. First, a question about Thomas Edison and his work at the St. Marys Junction station. A friend told me of reading either an article or a book some 20–25 years ago about Thomas Edison's hasty departure from Canada. "As a lad of 18 or 19, Thomas Edison was called to report to Superintendent Spicer in Stratford for an investigation of some infraction of the railway rules. As he sat waiting for this investigation, he thought more and more about his probable punishment – some 25–30 brownie points, or worse? As he sat and waited, a train for London arrived; considering his options, he caught the train to London and then he travelled on to Sarnia. At Sarnia he crossed the frozen St. Clair River to Port Huron." The question I have been asked is does anyone know the publication or more details of the story?

Carrying on with Grand Trunk Stations, Dana Ashdown writes that he believes the St. Marys Junction station was constructed somewhat earlier than we mentioned last month, probably in the late 1850s and that it and the Georgetown station are the only original Grand Trunk stations left between Toronto and Sarnia that were built by Gzowski and Company in the 1850s. Gzowski and Company also built a few brick stations of the same plan on the Grand Trunk's branch between Port Huron and Detroit, Michigan, one of which is now preserved at Greenfield Village (Ford Museum) in Detroit and available in model form (HO scale) – Smith Creek station. (Dana believes the model is made by Heljan.) Dana also pointed out that the Georgetown station was remodelled into its present form by Grand Trunk in 1904.

Now, going back to the Bay of Quinte Railway and my comments last month about Napanee and Deseronto. Both Ray Corley and Dana Ashdown have supplied comments and information on this matter. While their comments answered some of the immediate questions, they have triggered a desire to know more about the Bay of Quinte Railway, which in 1908 had 17 passenger trains a day operating between Deseronto and Napanee – eight to Napanee and nine to Deseronto with 15 of them making connections with Grand Trunk trains.

Ray Corley considers that the building in Napanee that I was referring to as the BQR station last month may well have been a freight shed or other support structure for the BQR, and not the station. Knowing the general configuration of trackage in the Napanee area, Ray's statements make sense. The BQR Deseronto-Yarker line crossed the Grand Trunk's west of the present Napanee station, and a portion north of the Grand Trunk was relocated to its present location after being taken over by the GTR.

Ray pointed out that Donald M. Wilson's Lost Horizons: The Story of the Rathbun Company and the Bay of Quinte Railway and other documentation places the BQR station on the north side of the Grand Trunk. The BQR had a track along the north side of the GTR from its crossing of the GTR at Deseronto Junction eastward to about opposite the GTR station in Napanee. The BQR also had a wye track to permit a train moving westbound out of Napanee on their track to swing northward to connect to their line to Yarker. This sounds reasonable since, in 1908, the BQR also had seven passenger

trains a day on its line northward to Yarker. The north side station would require BQR passengers to cross the Grand Trunk's mainline instead of across Highway 41 as I stated last month.

At this point, I am going to leave the BQR Napanee station question open - I can find logic in both sites. It is going to take some extra searching before I would feel comfortable with a final confirmation on this station location. I must wonder in writing at this point: was the station on the north side used for through trains with perhaps the south side building being used at some point for some of the shuttle trains between here and Deseronto? I would appreciate any information that anyone may have to either shoot this theory down or support it. So stay tuned to see what turns up. (I would also appreciate hearing from anyone who has or knows of a copy of Donald Wilson's Lost Horizons for sale.)

Again, Ray Corley and Dana Ashdown both filled me in on my mystery building in Deseronto, to confirm that it is the northern portion of the BQR engine house. Dana points to three photos from the 1890s on pages 68–69 of Donald M. Wilson's book, showing the engine house with an assortment of 4-4-0s, 0-4-0 steam dummies, and an 0-6-0 saddle tank engine. Ray Corley confirms this and went on to point out that the BQR rail line curved southward just east of the engine facility in Deseronto and went down to a wharf on the edge of the Bay of Quinte. The 1908 International Railway Guide states: "CONNECTIONS: At Deseronto with steamers for Bay of Quinte and Lake Ontario points." At this point I am going to thank Ray and Dana for their useful information on the Bay of Quinte Railway and for pointing me in the direction for more research.

These two railway historians have also confirmed my statement that the roundhouse in Trenton was built and owned by the Canadian Northern Ontario Railway. Dana also sent me a copy of the map of Trenton as carried in James Plomer's book on the CNOR, Desperate Venture. I now have a 1932 sketch from the CNR showing some of the trackage in the area, so this is another project to carry in a future column.

In the January 1990 column, I made reference to the station in Riverside-Albert, New Brunswick, and questioned whether this line went any farther towards Alma and Fundy Park. I could recall seeing an 1890-ish photograph of a locomotive in Alma but had not been able to confirm whether it had got there by rails or whether it was just an industrial locomotive operating on isolated tracks. Well, I spotted the missing piece in the 1908 International Railway Guide, which shows the Albert Southern Railway from Albert to Alma. This publication states that Mr. W.A. Trueman was the manager, but that the line was "not running". A check in A Statutory History of Railways in Canada 1836–1986 by Robert Dorman and D.E. Stoltz confirms that this railway was constructed and opened in June, 1892, but was sold at public auction in December, 1892, and was operated by W.A. Trueman as manager for the creditors. Operations were apparently abandoned about 1900.

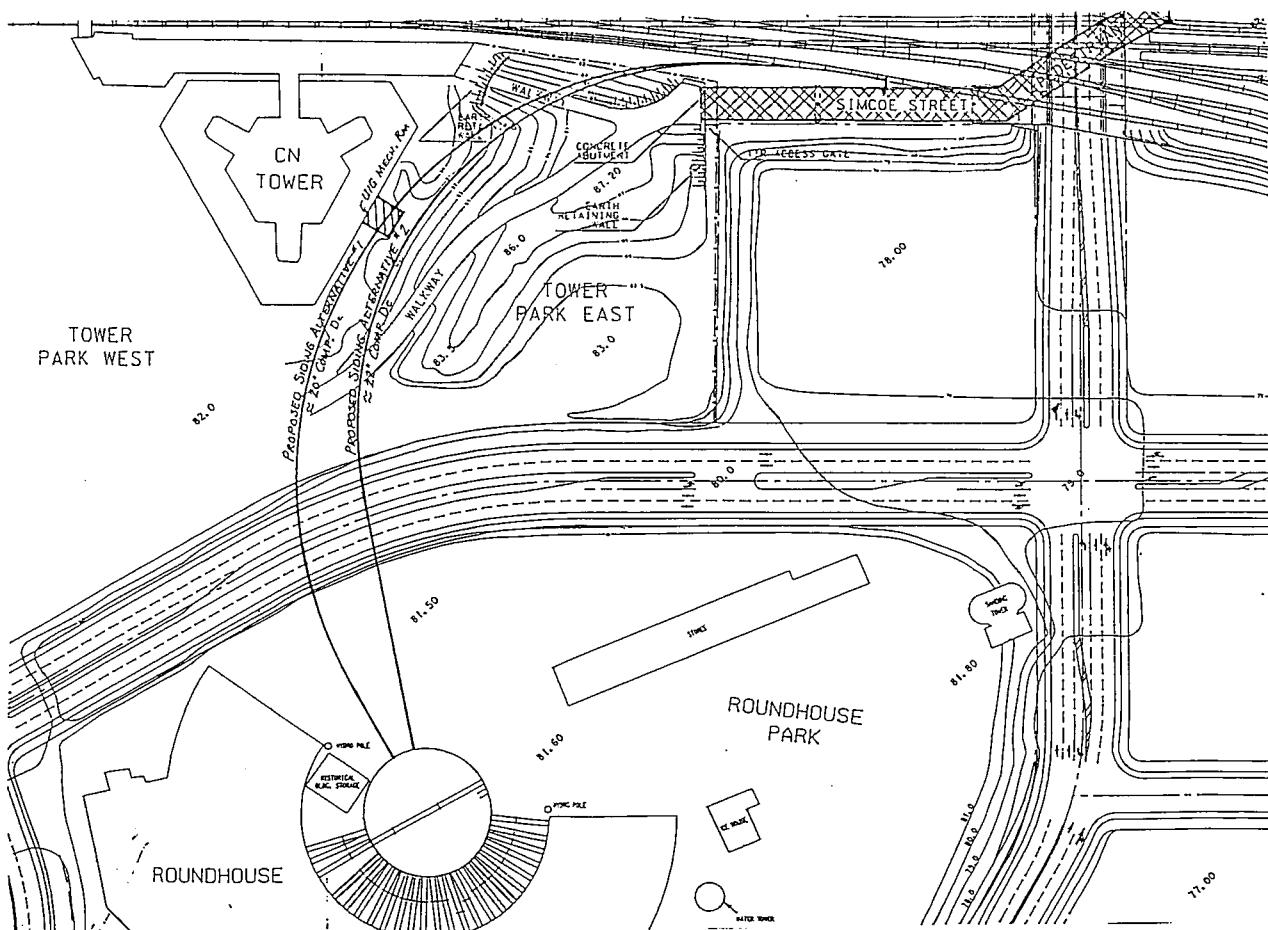
Back to Ontario, and a couple of trips I have made to the Brantford area. The former TH&B station is a sorry looking sight at present, but hopefully the developer realized the size of his undertaking and will have a restaurant in place by this fall.

Continued on Page 14 ►

CN has generally reviewed various ways to gain access to the John Street Roundhouse Turntable from an active rail line. From the west any access would have to circumvent the Domed Stadium; this was considered to be a non-option. From the east, acceptable access would have to come from the Highline tracks, and other than the two options presented this alternative would have to cross private lands before gaining access to the turntable. This crossing of private lands was also considered a non-option.

It is hoped that the above information will provide the committee with the information it is seeking, and a clear understanding of CN's position on the matter.

While the attitude displayed in the above letter will come as a distinct disappointment to many persons and agencies who are looking to the establishment of a railway museum in the roundhouse (with the potential for circulating equipment exhibits), the letter may not be the last word in the matter. It is to be noted that CN's Real Estate arm still needs a multiplicity of development permissions from the City of Toronto for its holdings in the area, and the John Street Roundhouse is now city owned.



Reviews

NIGHT OF THE CARIBOU

BY DOUGLAS HOW

Published in 1988 by Lancelot Press
P.O. Box 425, Hantsport, Nova Scotia B0P 1P0
Price \$8.95, 154 pages, 21 photographs, and three diagrams.

Review by John D. Knowles

Hobbyists who become interested in the Newfoundland Railway hear in due course of the wartime night sinking of the company's passenger and freight ship CARIBOU while in service on the 96 mile route between Port aux Basques, Newfoundland and North Sydney, Cape Breton Island, Nova Scotia. This navigation service connected the railway's main line with the railway network of Canada. The schedules of the ships and trans-Newfoundland trains were co-ordinated.

Now we have a book which gives the story of this tragedy. The CARIBOU was sunk by German submarine U69 in the early hours of October 19, 1942 near Port aux Basques while being escorted by Royal Canadian Navy Minesweeper HMCS GRANDMÈRE. Of those on board, 136 perished and 101 survived. The author interviewed numerous survivors as well as some crew members of the GRANDMÈRE. The log of U69 and a German book on this particular U-boat were consulted. This is very much a human story, for the book traces many of both survivors and casualties from the beginning of their trips and gives the reason why they were travelling.

Douglas How, in a short opening chapter, does an excellent job of setting the wartime context of the sinking. Then he breaks down under time headings the progress of the trip to the sinking, the pursuit of the submarine and the use of the minesweeper and of local boats for the rescue. He thoroughly discusses the aftermath with its censorship problems, rumours and recriminations.

The author has a lifetime of writing and editing experience with newspapers and a major publishing organization. A Maritimer who was a war correspondent, he has given his subject a masterly treatment. The book is in its third printing and deserves this success.

CN LINES

NMRA CN Lines Special Interest Group

Review by Gray Scrimgeour

This is a review of a newsletter, not a book. The newsletter is the quarterly publication of the CN Lines Special Interest Group (SIG) of the National Model Railroad Association. This group will be making an in-depth study of Canadian National and all of the railroads involved with CN. It'll be examining the period from about 1920 to the present. While of use to modellers, the material in the newsletter (e.g., locomotive rosters and assignments, book lists and reviews, freight car data) will be of interest to all serious CN railfans. The first issue (dated September 1989) is a tidy 34-page laser-printed photocopied effort. There's an 11-page article on the SW1200RS switchers, with many excellent photographs, followed by seven pages on modelling them. Future issues, for postage reasons, will be limited to 28 pages. Dues are \$8.00 (U.S.) for NMRA members, or \$10.00 (U.S.) for non-NMRA members. Information: Mike Christian, 2488 Paige Janette Drive, Harvey, La. 70058, U.S.A.

THE SECRET LIFE OF RAILROADERS

BY JIM McLEAN

Thunder Creek Co-op
P.O. Box 239, Sub. #1, Moose Jaw, Saskatchewan S6H 5V0
Price: \$5.00, 64 pages.

Review by Gray Scrimgeour

I'll bet that not many of you have read this one: a book of Prairie railway poems. It's one of those things that will show up in an Alberta bookstore, but not at T.O.'s Coles or Smiths. The advertising says they are "the funniest poems ever to roll down the mainline!" but there are some serious ones, too (several vivid poems about train wrecks and their effects). How can you not like a book that starts with:

Canadian Pacific

strange

how in this cold rational country

it seems reasonable

to love or hate

a railway

or makes a verse out of:

It is forbidden

to stick railway spikes up your nose.

The most embarrassing poem is on page 49 – something about watering the turnips. And if winter is getting you down, read "I'm sure the C.P.R. invented Spring." If you've read this far, try it – you'll like it!

CANADIAN PACIFIC IN THE EAST (Volume 2)

BY OMER LAVALLÉE

British Railway Modellers of North America
5124 - 33rd Street N.W., Calgary, Alberta T2L 1V4
Price \$8.00, 28 pages, 26 photographs, and one map

Review by Art Clowes

Omer Lavallée and BRMNA are a proven duo, as shown by past joint efforts, and Canadian Pacific in the East (Volume Two) is one more proof. This book follows BRMNA's successful pattern of combining historical information with period photographs that make young fans wish they were older and us older fans question where were we when these events were happening.

Volume Two is definitely a continuation of Volume One of this subject. Volume Two concentrates on the western half of Eastern Canada (Québec and Ontario) with limited coverage of New Brunswick and Nova Scotia, which is the reverse of Volume One, thus making this book a good complement to the first. The photographs chosen to show this selection span many years, thus enabling the reader (viewer) to see the numerous changes to the railway over time, as well as to see the comparisons on the different classes of rail lines. The photographs alone make this book worth its price when you consider that they are about \$0.30 each. Where else can you find that value? The concise historical data that Omer, in his usual thorough manner, has included with each photograph is as interesting as the photos and makes for a great quick reference source.

Continued on Page 20 ▶

To the Lands of the Geniuses

PART 9

BY JOHN A. FLECK

Wednesday, April 27 — At the Wassen station I waited for the 0956 local from Zug to Airolo. The local was headed by a cab-coach and pushed by a red Re 4/4 I. I sat down beside its driver for the run to Goschenen and through the Gotthard Tunnel to Airolo.

During the stop at Goschenen, the ground and main-line signals cleared, the departure signal lit, and the driver notched his train into motion, with the north portal of the tunnel ahead. We gained speed on the curve to the left into it before straightening out inside. White ground signals mark the crossovers, and green ceiling-mounted main-line signals urged us on. Illuminated markers on the right (west) wall show the kilometers, which increase in the southbound direction. The top speed inside was about 120 km/h, except for restrictions to 90 km/h because of the curves at both ends. Nearing its southern portal, we received a stop signal, and a northbound train approached us on our right. As it passed, the signal cleared, and we proceeded, crossing over just before the portal. The train ended at Airolo at 1017 and left at 1031 for Arth-Goldau.

I awaited the 1100 train from Schaffhausen to Locarno and rode it to Bellinzona. Enroute, my train made a spectacular descent of 92 metres at Biaschina using two spiral tunnels, each 1.5 km long. Here there are three levels, similar to those at Wassen. A long, graceful four-lane highway bridge here helps to emphasize the dramatic drop in elevation as the trains pass under it twice and then run alongside it on the bottom level. From here to Bellinzona is fairly straight and fast running.

Arriving at Bellinzona at 1152, I changed to the 1201 originating there and rode it to the end of its run at Chiasso. The Gotthard Line south of Bellinzona was described in Part 5.

I had a very special reason for returning to Goschenen before 1600, so I boarded the 1330 Intercity to Schaffhausen with Mk IV IC cars. Arrival at Goschenen was at 1521 and it made an across-the-platform connection with a Locarno-Luzern-Basel train. The IC train left first, then, as the Basel train left, a southbound freight appeared with one Re 6/6 on the point and another one several cars behind. This is because the maximum uphill towing load on the couplings is 1250 tons. Although the summit of the Gotthard Line is in the tunnel, Goschenen is considered the top of the hill for operating purposes. The freight was therefore separated immediately ahead of the second engine and pulled forward into the main tunnel so the second engine could be removed. It then ran into a double-track portal to the left of the main one, built to extend the yard tracks into the mountain. There are direct connections from the yard lines into the main tunnel inside.

Several more passenger and freight trains passed through. One interesting type of freight unit is the HUPAC train. It carries large tractor-trailer trucks on specially-designed flatcars, each one running on two bogies of four axles each with very small wheels so their payloads could fit within the loading gauge. The truck drivers ride in a coach on the train. The HUPAC concept was devised because large trucks are not permitted on Swiss highways, so they are transported by rail between Italy in the south and France and West Germany in the north.

Just before 1600, the tunnel signal cleared to green again, and the "special reason" appeared in the form of the southbound TEE GOTTARDO from Zurich Airport to Milan Central, consisting of one of five RAe (Express passenger, first class

electric) 1050 series emus. As I rode on this set both ways on May 1, I'll describe it in more detail then.

Soon afterwards, I turned my attention to the Furka Oberalp's branch line from Goschenen to Andermatt, which was the Schollenen Railway until it merged with the FO in 1961. Its Goschenen terminus is right beside the SBB station, and its 1652 train began to climb immediately upon departure and engaged the Abt rack to tackle 20% gradients just before entering its tunnel above and west of the Gotthard Tunnel. In only 10 minutes, my train climbed 330 metres in four kilometres. Then, at 1703, it reversed to descend to Goschenen, this time in 15 minutes as it waited in the hole for a southbound train. As the Goschenen station appeared, the 1723 EuroCity HERMAN HESSE was waiting, enroute from Chiasso to Stuttgart. I caught it to Zurich, passing at Arth-Goldau the classic restored cars of the NOSTALGIC ISTANBUL ORIENT EXPRESS. Arriving at Zurich at 1853, I took the 1910 express to Chur.

Thursday, April 28 — As I did four days earlier, I boarded the 0857 express for St. Moritz, but this time in the through coach for Tirano, Italy, via the Bernina Line. We followed the same route as described in Part 7 on April 24 as far as Samedan, where my car was detached and shunted unto another train heading south for Pontresina and Tirano. As the Bernina Line from Pontresina to Tirano was a separate railway until joining the Rhb in 1943, it had its own power supply at 1000 V DC unlike the 11,000 V AC 16-2/3 cycles of the original RhB. This difference in power still exists today, so a change in locomotives was required in Pontresina. As in Chiasso (Part 5), the catenary carried the AC power so the motorcoach from Samedan could be detached, then it carried the DC power so two motorcoaches could be attached for Tirano. From 1973 to 1981, there was no locomotive change at Pontresina as two very unusual engines were used from Samedan right through to Tirano. These were Gem 4/4's (narrow gauge electric-diesels) which ran on straight diesel power under the AC catenary between Samedan and Pontresina before running on 1000 V DC electric power south of Pontresina.

We then climbed 479 metres to Ospizio Bernina in 24 km. At 2256 metres above sea level, this is the highest point on the entire Rhb and the Bernina Line is the highest railway line to cross the Alps without a crown tunnel.

The next 7 km brought us to Alp Grum which is located on a kind of promontory of rock overlooking the Poschiavo Valley far below. From here to Tirano the railway descends 1850 metres in just 39 km using 7% gradients with no rack assistance. At the summit we lost one motorcoach for the descent. South of the town of Poschiavo, we passed along the west side of Lake Poschiavo. Then, south of Brusio my train entered the famous open spiral loop using a viaduct so that the maximum 7% gradient would not be exceeded — a departure from the usual practice of having spiral loops in tunnels.

Arrival in Tirano was on time at 1325 and, after an Italian official stamped my passport, I boarded the 1334 train to Milan Central in the FS station to the right of the RhB terminal. Although it was second class only, it was quite comfortable, with new cars decorated inside with a black, gray and orange design and powered by an E633 electric in push-pull fashion. I sat on the right as we would soon be passing along the eastern

shore of Lake Como. A little time was lost for meets along this single-track line, but some fast running put us under the great train sheds of Milan Central only one minute off at 1626.

Although there was also a 1730 train to Zurich, I thought I might try to catch the 1630 one. Just a few tracks away I saw the sign for the 1630 to "Zurigo" and easily boarded it with a couple of minutes to spare. Thus, I was on my way out of Milan Central less than 5 minutes after arriving!

The run north on the Gotthard Route to Zurich was routine and enjoyable. As we were due there at 2053, we were stopped in the last local station before Zurich Hbf., Zurich Altstetten, to allow the 1919 train from Chur with sleepers to Amsterdam and Hamburg (due at Zurich at 2050) to pass us. I was on this train three weeks later, bound from Chur to Hannover, West Germany. Upon arrival at Zurich Hbf., I awaited the 2110 train back to Chur, arriving at 2241.

Friday, April 29 — It was goodbye to Chur and on to some very heavy international rail travel, before moving on to my next base near Paris.

Since I thought the VENICE SIMPLON ORIENT EXPRESS would pass through Sargans en route from Zurich Airport to Buchs, I boarded the 0646 train at Chur which arrived at Sargans at 0710. I didn't see the VSOE, and I later learned that it takes the northern route via Winterthur and St. Gallen between Zurich Airport and Buchs.

There was lots of other action at Sargans, including the WEUNER WALTZER from Budapest and Vienna to Zurich and Basel, the ARLBERG EXPRESS from Paris with sections to Chur and Innsbruck, and a through train from Chur to Interlaken Ost with BLS coaches via Buchs, St. Gallen, Winterthur, Zurich and Bern.

Then, at 0942, I took the REMBRANDT with DB equipment enroute from Chur to Amsterdam as far as Zurich Hbf. at 1050 to await the EuroCity FRANZ SCHUBERT from Basel to Vienna which I would ride as far as Innsbruck. It arrived at 1123 with Austrian (ÖBB) coaches. Departure was at 1134 for the non-stop run to Sargans.

I mentioned in Part 7 that Sargans was an operational thorn in the side of the SBB until 1983. This was because its station platforms are situated between the line from Zurich and the line on to Buchs. Thus, trains not only had to reverse here, they had to do so away from the platforms as well as stop for passengers at the platforms. Not only that, another reversal was required at the platforms of Buchs station, just 16 km from Sargans, before proceeding into Austria. This situation made operation time-consuming, so the SBB opened a new high-speed loop so trains from Zurich, for example, would proceed out of Sargans south towards Chur, but then swing left onto the loop to turn the trains north towards Buchs without any reversal.

This, my FRANZ SCHUBERT did, and, upon arrival at Buchs, its SBB Re 4/4 was swapped for the flagship locomotive of the ÖBB — a bright orange Class 1044 electric. Then we headed east, crossing the Rhine River into the tiny Principality of Liechtenstein before entering Austria on the famous Arlberg Line. We climbed 656 metres in 25 km on gradients reaching 3.1% along the north side of the Kloster Valley to the 10.25 km Arlberg Tunnel. Although most of the Arlberg Line is single-track, the tunnel is double-track. Then we started descending on 2.6% gradients, dropping 441 metres in 28 km to Landeck.

During this descent, not far west of Landeck, is the Arlberg Line's most famous landmark — the Trisanna Bridge. Its main through-arch span is 120 metres long and it is 88 metres above the Paznaun Valley. Its original span was built in 1884 and it had fish-bellied supports (an upside-down arch below the track) added in 1923. Then in 1964, the present graceful bridge structure was completed beside the original span and was

boldly rolled into place and the old one dismantled.

Another 72 km from Landeck brought us to Innsbruck two minutes early at 1524 after passing the junction with the spectacular Karwendel Line from Munich at Innsbruck Westbahnhof, one kilometre from the Hauptbahnhof. I'll cover this line on May 25. After watching the FRANZ SCHUBERT depart for Salzburg and Vienna, I explored the Hbf. and the square outside, where Innsbruck's several tram lines converge. As I spent most of June 2 there, I'll describe it in detail then.

I eagerly awaited my first of 23 rides in European sleeping cars on the ARLBERG EXPRESS at 1755 from Innsbruck to Paris. There are basically two types of sleeping cars in Europe. The first, called sleeping cars, have bedrooms which can sleep up to three people. The second, called couchette cars, are more spartan and usually accommodate six in each room. Within the sleeping car group there are Universal cars where spacious single rooms are available, then there are T2 cars with smaller "special" single rooms. Both offer complete privacy for one person, at an additional charge. With the exception of the West German Universal cars, all my sleeping accommodations had opening windows.

We covered the entire Arlberg Line in daylight and I videotaped several meets. Their right-of-way rules are like ours in that westbound trains go into the hole for eastbound runs. After watching our arrival and departure through Zurich Hauptbahnhof's massive interlocking using my open window, I hit the sack to prepare for a 1000 km ride on a TGV the next day from Paris to Nice, an overnight run to Geneva, an IC train to Zurich, and the TEE GOTTARDO to Milan and return. ■

The Ferrophiliac Column

► Continued from Page 10

The building has been gutted — well, really, demolished, except for about two-thirds of the exterior walls. It would appear that this will become a totally new structure with the exterior either being the original station walls or recreations of them. This should at least make a structure that will have many years of life. Good luck to the developer. The former LE&N engine house still stands on the banks of the Grand River, while the CP-controlled rail access to Brantford continues to shrink. The end of CP service to Brantford is set for August 4, 1990.

On the eastern outskirts of Brantford, the rails of the TH&B Waterford Subdivision between Brantford and Hamilton have been removed under the Highway 2 bridge and as far as the eye can see both ways. Do you realize this is the second rail link between these two cities to be removed? The first to be removed was the Brantford and Hamilton Electric Railway that connected the two cities for about 25 years until service was discontinued in 1931. Many remains of this line are still visible along the south side of Highway 2 from Highway 54 at Brantford east to about Duff's Corner (Highway 53). These remains include: bridge abutments at Fairchilds Creek, the old power house at Langford, and numerous sections of subgrade and concrete culverts. Also, on Highway 403 just east of Mohawk Road in Ancaster, under a power line, the subgrade is noticeable where the railway started its decent into Hamilton.

The other day, I got a quick look at a new book: St. John's Street Railway — History — Pictorial Works. This book has been put out as a project of the Newfoundland Light and Power Company, St. John's, Newfoundland, and consists of historical photos of this street railway that operated from May 1, 1900, to September 15, 1948. The book has short descriptive notes on the pages facing the photos. So to some of our transit fans: how about a book review and more details on this soft covered book that I understand is retailing for \$11.95? ■

Motive Power and Operations

EDITED BY PAT SCRIMGEOUR

Trade Mark Canada: "Railroading"

In 1885, railroading made Confederation a reality, not just an ideal, by linking settlement with settlement, and coast with coast. Today there are two continental systems and twenty-six other railways serving Canada. These total over 44,000 miles of track . . . their passenger service alone averages 66,901,055 miles a year! These efficient lifelines of steel are the result of perfect teamwork by almost 200,000 Canadians . . . train crews, maintenance, executives and office personnel. Railroading — through its particular role in the Confederation and development of our country, is a TRADE MARK OF CANADA.

—Copy from a 1956 advertisement for O'Keefe's Ale.

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Bytown Railway Society "Branchline"
Forest City Railway Society "Tempo Jr."
GO Transit

VIA Rail Canada

Rebuilt cars completed

- Coaches: 8104, 8117, 8118, 8120
- CHÂTEAU sleepers: 8202—CHÂTEAU BIENVILLE, 8216—CHÂTEAU LÉVIS, 8221—CHÂTEAU RADISSON
- MANOR sleepers: 8321—DRAPER MANOR, 8325—ELGIN MANOR, 8331—JARVIS MANOR
- Diners: 8408—EMPRESS, 8409—FAIRHOLME
- Skyline: 8515
- Baggage dormitories: 8601, 8604
- PARK cars: 8702—ASSINBOINE PARK, 8715—TREMBLANT PARK

Where to find units other than F40PH-2s

Light 6300s — Winnipeg—Churchill
Heavy 6300s — Montréal—Jonquière—Senneterre
6500s — Montréal—Halifax, Toronto—Windsor
6900s — Montréal—Québec, Toronto—Windsor

The only route with LRC locomotives regularly hauling LRC cars is Montréal—Québec; LRC trains between Montréal, Ottawa, and Toronto are pulled by F40PH-2s.

—BRS "BRANCHLINE"

Winter transcontinental train consists

Train 1 regularly leaves Toronto with two F40PH-2s, two steam generators, one 600-series baggage car, one 100-series coach, one 500-series Skyline, two MANOR sleepers, and one PARK car. At Jasper, one F40 and one SGU are transferred to train 5. The cars for train 5 are either cycled back west from the eastbound

train 6, or are brought in from servicing at Vancouver on train 2.

Trains 11/12 and 14/15 for Halifax operate with one F40PH-2, one FP9, one steam generator, one 9600-series baggage car, one 5400-series coach, one 3200-series café-coach, one 5700-series dayniter, one 750-series café-lounge, one E-series sleeper, two CHÂTEAU sleepers, and one PARK car.

Trains 16/17 for Gaspé run with one F40PH-2, one SGU, one 600-series baggage car, two 100-series coaches, one 750-series café-lounge, and one CHÂTEAU sleeper.

—BRS "BRANCHLINE"

NTA proposes "deregulation" of VIA

The National Transportation Agency has proposed that its approval no longer be required for normal VIA service changes. Changes would be still be subject to scrutiny by the NTA if complaints are received from the public. This is the same attitude that the National Transportation Act has placed on much of the freight railway planning: the railway is free to make whatever decision it likes, but if it turns out to be wrong, and is reversed by the NTA, then the railway must bear the costs of reinstating the service. The NTA points out that by making the recent cutbacks by order-in-council, without NTA consideration, the federal government has in effect amended the regulation under which the NTA supervises VIA decisions. The NTA suggested that the proposed changes would allow VIA to be more sensitive to the market. Transport 2000 has opposed the proposal, and VIA has not yet responded, but would by mid-March.

—GLOBE AND MAIL VIA RJ

Notes

VIA ridership has been increasing in some areas since January 15th. Reduced fares to the Maritimes have attracted more passengers than expected, and cars have been added to the OCEAN and ATLANTIC. • VIA's next timetable change will be on May 27th. • Another stainless steel former Southern Railway coach moved through London in January, presumably for the VIA rebuilding programme.

—TORONTO STAR VIA JT, RICHARD CARROLL, FCRS TJR

Canadian Pacific

Locomotive work at Angus shops

GP9 8234, formerly 8809, out of Angus on January 16th
GP9 8235, formerly 8822, out of Angus on January 26th
GP9 8236, formerly 8636, out of Angus on February 7th
GP9 8237, formerly 8650, out of Angus on February 16th
GP9 8238, formerly 8669, out of Angus on February 23rd
GP9 8249, formerly 8830, out of Angus on December 14th
C424 4244 out of Angus on January 18th after overhaul

Motive power notes

CP has stored M630s 4500, 4504, 4508, 4509, 4553, 4555, and 4559, and M636 4724 because of declines in traffic.

SW8 6706 has been sold to Canadian Fertilizer Industries at Medicine Hat, after preparation at Weston Shops in Winnipeg.

Retired CPA 16-4 4065 arrived at St-Luc from storage in Québec City on February 19th, enroute to the National Museum of Science and Technology in Ottawa.

CP may operate the ROYAL CANADIAN tourist train with a single SD40-2 with high-speed gearing.

M636 4711, which has a Caterpillar prime mover, was at St-Luc on February 8th for an inspection by Québec Cartier Mining.

New train numbers Montréal-Toronto-Detroit-Chicago

These changes were made effective February 26th.

Eastbound:

- 500 continues, Chicago to Montréal
- 502 continues, Chicago to Montréal
- 504, former 928, Toronto to Montréal
- 508 continues, Detroit to Montréal
- 516, new, Detroit (NS Oakwood Yard) to Montréal
- 526, former 506, Toronto to Montréal
- 904 continues, Windsor to Montréal

Westbound:

- 501 continues, Montréal to Chicago, Monday to Friday; on Saturdays it may be called 505 to do Toronto work, but will run through to Chicago
- 503 continues, Montréal to Chicago, as required
- 505, former 929, Montréal to Chicago, with traffic formerly carried on 929, Montréal to Toronto traffic added
- 507 continues, Montréal to Detroit
- 515 continues, Montréal to Detroit (NS Oakwood Yard)
- 525, former 505, Montréal to Toronto, as required

CP has signed an agreement with the Norfolk Southern to begin run-through freights between Detroit-Windsor and Toronto. The first were to have been trains 515 and 516 on February 19th.

Abandonments/dismantlements/other destruction

Tracks of the Carleton Place Subdivision have been removed at Carleton Place between the west junction switch with the Chalk River Sub and the station.

The section of the Dominion Atlantic between Coldbrook and Yarmouth, Nova Scotia, will be abandoned on March 27th, instead of July 13th, as originally approved by the NTA.

The coal chute at Glen Yard in Montréal has been torn down. The roundhouse, bunkhouse, and air brake building were demolished earlier.

Abandonments proposed in New Brunswick

- Edmundston Subdivision – Aroostook to just north of Grand Falls, 33 km
- Shogomoc Subdivision at Aroostook, 2 km
- Shogomoc Subdivision – Newburg to Upper Kent, 55 km
- Shogomoc Subdivision – McAdam to Woodstock, 83 km
- Gibson Subdivision – Newburg to Southampton, 35 km

CP bid for D&H reinstated after withdrawal

At the deadline, CP withdrew its bid for the Delaware and Hudson. CP had been negotiating with Conrail for discounted trackage rights between Harrisburg, Pennsylvania, and Hagerstown, Maryland. D&H was to have stopped operation after CP withdrew its offer, but arrangements were made for the Susquehanna to continue its temporary operations over D&H track. CP and CN are both supporting the interim Susquehanna operation. Then, CP revived its bid, indicating that Conrail was now willing to negotiate for trackage rights. This, presumably, means that some arm-twisting was carried out by the New York and Pennsylvania state governments.

—BUFFALO NEWS VIA ML (WITH OTHER SOURCES)

Update/Corrections to the Radio Frequency Guide for CP

Subdivision	End-to-End	Call-in	M-O-W	Utility
Belleville	CP7	CP8 (3p)	CP16	CP17
Port McNicoll	CP7	CP8 (5p)	CP13	CP14
Hamilton	CP99	none	CP11	none
North Toronto	CP4	none	CP13	none

Subdivision	End-to-End	Call-in	M-O-W	Utility
St. Thomas	CP5	none	CP19	none
St. Marys	CP5	CP6 (3p)	CP19	CP20
Port Burwell	CP5	none	CP19	none
Dunnville	CP82	none	CP11	none
Niagara Falls	CP82	CP6 (4p)	CP11	CP12
Fort Erie	CP82	CP6 (4p)	CP11	CP12
Chalk River	CP4	CP6 (4p)	CP19	CP20
Temiscaming	CP4	CP6 (4p)	CP19	CP20
Nickel	CP7	CP8 (5p)	CP11	CP15

Many of the changes in channels used are due to the implementation of MBS and expansion of the Tracks Radio System 2.

—GORD WEBSTER

Canadian National

Locomotive work

GP9 4128, formerly 4272, out of Pte St-Charles, February 19th
GMD1 1180, formerly 1080, out of Transcona, January 31st

Motive power notes

- Retired February 16th: 1773, 3615, 3622, 3648, 7724, 7725, 7732.
- For rebuild: 4217, 4310, 4330, 4332, 4484, 4495, 4496, 4599, 4601, 4602, 4604.

Abandonments proposed in Québec

- Montmagny Subdivision – Harlaka to St-Romuald through Lévis, 15 km
- Massena Subdivision – Huntingdon to St-Isidore, 54 km
- Beauharnois Spur north from Ste-Martine, 8 km
- Part of former Valleyfield Subdivision at crossing of Massena Subdivision at Ayrness, 2 km

Brampton derailment

On Sunday, February 25th, CN train 392, Extra 9404 East, was approaching the Brampton diamond on the south track of the Halton Subdivision. Train 411 was passing on the north track, At mileage 16.5, one of the two trains derailed, knocking cars from the other off the track. Train 392 had seven cars off, and No. 411 had 16. A centre sill was found sheared off from the bottom of a gondola car, and investigators thought this could be one cause of the derailment. GO trains were short-turned and freights (and VIA trains) were re-routed via other CN subdivisions while the line was closed. The CN auxiliary and road crane had one track open to trains on Tuesday, February 27th, at 10:00. • Another derailment occurred in nearby Weston on March 12th. Just before noon, three cars of a freight derailed at Lawrence Avenue, blocking the Weston Subdivision and preventing the afternoon GO trains from operating. The line was expected to be reopened before the next morning.

—KEN PEBESMA, ALEX SIMINS

How one thing leads to another (western edition)

Trains 215 and 216, the daily speed freights between Sarcee Yard (Calgary) and Saskatoon via Hanna and Kindersley are now using pairs of SD40 and SD40-2 units, replacing the sets of three 4700-series GP38-2s which had been standard power until late fall 1989. This move came after the Drumheller Sub received substantial upgrading during the summer, including undercutting a major portion of the track and roadbed. The displaced GP38-2 units went into local service on the prairies, allowing rebuilt B-B GMD1s in the 1400 series to be placed into yard service in Saskatchewan. This in turn brought about a major transfer of yard engines featuring an influx of retrucked GMD1s (from A1A-A1A to B-B) in Calder Yard (Edmonton), and the removal of all SW1200RS units from Calder to various parts of the CN system.

"Taper Toasters" begin arriving

The first three new GE Dash 8-40Cs cleared customs at Fort Erie on March 10th. They were moved to Toronto on train 334 on March 11th. The consist was SD40-2 5358, GP40-2 9414, and Dash 8-40Cs 2406, 2402, and 2403. The train arrived at MacMillan Yard just before midnight.

Dash 8-40Cs 2403 and 2404, with a dynamometer car, were testing on the Norfolk Southern west of Buffalo, New York, early in March.

C630M 2030 has been stored at Pointe St-Charles. The up-to-now unbroken series of C630M units (2000-2041) are subject to being withdrawn if major repairs loom. They are being replaced by the new GE units.

—BEN MILLS, GORD WEBSTER, CHRIS MARTIN

Mysterious visitors from the east

It has been many years since any of CN's MLW fleet has ventured west of Winnipeg in regular service, except for C630Ms and C424s on their way to the BCR for lease. On Sunday, February 4th, train 217 left Biggar, Saskatchewan, at 11:25 with GP40-2 9451, C630M 2008, and M636 2333, arriving at Calder Yard at 18:30. The experience proved to be too much for the 2008, which reduced its labours to idle by the time it approached Edmonton. The two Moncton-based MLWs left town the next morning on train 210, which left Calder at 08:50, with 2333, 2008, and SD40 5030. Who would ever have thought an MLW would lead out of Edmonton?

Cabooseless operation begins

The first CN train from Edmonton without a caboose was sulphur train 797WC31 Code W-003, which had come in from Whitecourt on the Sangudo Subdivision on January 31st, and left Calder soon after midnight on February 1st. Cabooseless operation east of Calder to Winnipeg began just after midnight on February 7th, the first such train being 784CV06 Code H-018, a coal train from Coal Valley for Thunder Bay.

The next phases of cabooseless operation are to occur:

- Toronto—Winnipeg — April 1st
- Montréal—Halifax — April 1st
- Prince George—Prince Rupert — May 1st
- Montréal—Toronto — June 1st
- Other areas — August 1st to January, 1991

Last runs of the Northern Alberta mixed

The last run of Edmonton—Waterways mixed train 289 left Calder at 18:00 on Wednesday, October 25th, with GP38-2s 4705 and 4712, and arrived at Lac La Biche at 23:55. The same power continued from Lac La Biche the next morning at 11:00 and arrived at Waterways at 18:30. The last southbound, train 290, left Waterways on Friday, October 27th, at 11:00, with 4712 and 4705. It arrived at Lac La Biche at 18:10, left at 20:10, and arrived at Calder at 02:15 on the 28th.

Patronage of the mixed train fell last year after a new road was built nearby. Over the last year of operation, the average number of passengers per trip was less than one. After the end of the mixed train, the northernmost 15 kilometres of the Waterways Subdivision was taken out of regular service.

Difficulties north of Toronto

CN had some problems north of Toronto towards the end of January. On January 19th, a freight on the Bala Subdivision caused traffic to be disrupted. In the consist was a flat car loaded with steel pipe. One of the pipes wedged itself out of line with the car and started knocking over signal equipment. By the time the problem was caught, 16 miles of signals, crossing protection, instrument cases, and some telegraph poles had been damaged. Trains detoured on the Newmarket Sub for two and a half days.

On January 23rd, the Newmarket Subdivision was closed at Maple. A private contractor tried to move some cars in a spur out of the way and instead sent them onto the main, where they ran away for a few miles until they derailed. NORTHLANDER 122 was re-routed over the Bala Sub that day.

—SEAN ROBITAILLE

Purchase of C&O line

CN has purchased from CSX the line from Walkerville (Windsor) to Oldcastle, south of Pelton. This will allow CN to build a track to a Chrysler auto facility without operating over CP tracks. CN will be taking over the Chrysler business from CP.

Expansion of container service

Canadian National plans to introduce a domestic container service between Moncton and Toronto this year. The railway disclosed its service expansion following the recent decision of the Ontario government to license truck trailers up to 53 feet long. Delivery is being taken of one hundred new five-platform cars, 60 from Trenton Works Lavalin and 40 from CN's Transcona Shops. The cars' platforms are each capable of carrying double stack containers or trailers up to 53 feet long. The intention is, later this year, to use the 40 Transcona flats in Toronto—Edmonton service, as western Canada sees extensive use of heavily-loaded "pup" trailers.

—TORONTO STAR

Ontario branch lines offered for sale

CN has offered for sale the Exeter and Goderich subdivisions, northwest of Stratford. A document prepared for the railway by ScotiaMcLeod (bankers/brokers) outlines the history of the lines, finances, traffic, tax considerations, and conditions for sale. CN intends that the operators of the branch would enter into an agreement for the sharing of revenue. The branch connects with CN, and no other railway, so the possibility of competitive connecting rates does not exist. It will be interesting to see how this is received by the ambitious short-line proponents, and how the reception will colour CN's future plans.

—TORONTO STAR VIA MANY, PAT SCRIMGEOUR

Other RailwaysIndustrial operations

IREX 1007, an Alco S2 (built in May, 1946), went to Ivaco at EOriginal, Ontario (near Hawkesbury), from the Ivaco rolling mills in Pennsylvania. While it was in Hamilton, the CN diesel shop made some minor repair to this tired unit.

AIM 7180, which was at St-Luc early in January, painted turquoise, is a former CN SW8 leased by Merrilees to Canadian Pacific Forest Products at La Tuque. It was received from CP at Garneau on December 21st.

Domtar 06, formerly CN 7952, was at Pointe St-Charles for repairs until mid-January. • At the same time, Dupont 01, formerly CN 7945, was ready to be shipped to them at Maitland, Ontario.

CLP 22, a former CN RS18 (perhaps 3122) owned by Century Locomotive Parts, was on lease to Abitibi-Price at Alma, Québec.

United Grain Growers has acquired former Houston Belt Terminal SW1200 35 (EMD, April, 1966) for their elevator at Vancouver.

Ontario Locomotive and Car purchased Babcock and Wilcox CLC DT-2 number V-90 (originally CPR 17) for use on the proposed Grand Valley Railway. For now, the unit is stored in Cambridge.

CN 7731 was leased to Stelco in Hamilton to replace their No. 3, but developed problems, and so was replaced by 7703.

CP SW1200RS 8114 has been returned from its lease to Kimberly-Clark at Marathon, Ontario.

STCUM — Montréal

STCUM power cars 600, 601, and 603 were in service at the Glen on February 21st. Ex-CN GP9s 1310 and 1311 were to be returned to CN to repair problems.

Roberval—Saguenay

Roberval—Saguenay has purchased CN RS18 3124, now without the CN logo. • GE Super 7 demonstrator GECX 2000 has been operating on the Roberval—Saguenay. It was picked up by CN from GE on February 2nd; 2002 was to follow shortly thereafter.

Shawinigan Falls

Shawinigan Falls Terminal Railway returned CN SW9 7705 and terminal caboose 76595 to CN at the end of 1989. CP is responsible for the line's unit and caboose in 1990, and is sending RS23 8044. The operation alternates between CN and CP every year. In 1991, CN may well assign an SW1200RS, as the SW9, SW1200, and SW900 switchers will likely all be gone.

CSX Transportation

In addition to the seemingly-regular derailments at CN Fargo, CSXT is running some additional Detroit—Sarnia traffic in the form of trains R262/R263 about twice a month. These are unit benzene trains (R262—loaded northbound and R263—empty southbound) with 12-car sets of GATK 1984-built 17701—17760-series cars and U.S.-based power. The power turns around at Sarnia for the return trip. On November 8th, CSXT crew cab BQ23-7 3003 led the southbound. More routine mixes of CSXT GEs, GMs, and predecessor road paint schemes prevail. Most of the trains are 36 cars, with some up to 60.

—FCRS "TEMPO JR."

British Columbia RailwayDease Lake line to be rebuilt

BCR has negotiated traffic rates with two groups of lumber companies, and will charge the companies \$25-million to upgrade part of its Dease Lake extension.

Each of the two lumber consortia has been granted an annual allowable cut of 200 000 m² in the Sustut—Takla area, north of Fort St. James, conditional upon the wood being moved by railway. The line will be re-opened from Fort St. James to the confluence of the Sustut River and Birdflat Creek, a distance of 225 kilometres.

Originally, the lumber companies were to have operated the trackage as an independent short line. The provincial labour relations board ruled that BCR employees would not have claim on jobs on an independent line, but that the transfer of the trackage would fall under the contracting-out provisions in BCR's collective agreements. BCR and the lumber companies then found that operation by the railway would be preferable to a sale.

—VANCOUVER PROVINCE

GO TransitDetails of Oshawa extension

GO is proposing that the extension to Oshawa be built in two phases. The first would extend operations from Whitby to a location near the Oshawa VIA station, at the west limits of the city. This would be an extension of the GO Subdivision on GO's right-of-way. (Trains would not operate on the CN Kingston Subdivision as reported in last month's Newsletter.) Some preliminary engineering work has begun, but construction cannot begin until after the environmental assessment has been completed and approved. GO expects that service could begin in late 1992.

The second phase would be the extension parallel to the CP closer to downtown Oshawa. The environmental assessment of this section will be more controversial, because the alignment passes through long-standing residential areas. The second section would be connect to the first just west of the VIA station, and a short stub of track would no longer be required.

F40PH locomotives sold

Amtrak has agreed to purchase GO's six F40PHs. The six were built for GO at the time of the opening of the Richmond Hill line. They are noisier at rest than other GO units, because of the constant-speed prime mover, and can be less powerful, because some of the power from the engine is used for heat, air conditioning, and lighting for the cars. The last F40 in service was 515, during the week of February 18th. The units are now stored at Willowbrook. • Also stored is GP40 725, one of the former Rock Island units. • F59PH 545 was taken to GM Electro-Motive in La Grange for "validation testing" before delivery to GO.

Other railway newsGE Locomotives — Montréal

GECX 2001 has been delivered to the Monongahela as their No. 2306. Newly rebuilt Super 7-23B 2305 was sent from Montréal to Erie in January. • FNM (Mexico) Super 7-30Cs 14020, 14021, and 14022 have been completed, with 26 more to come in 1990.

SP 4449 to Vancouver?

Discussions have been underway for a possible visit to Vancouver by SP Daylight 4449 and a special train in conjunction with the Oregon Trade Festival '90 promotion. Tentative dates for the train are a departure from Portland, Oregon, on June 19th and a return on June 23rd.

Proposals for a high-speed train

Bombardier has proposed the construction of a high-speed passenger railway from Québec City, via Montréal and Ottawa, to Toronto. The line would be 829 kilometres long, and would cost \$5.3-billion to build. Bombardier expects that \$1.6-billion of that could come from various levels of government, and the rest from investors. The operation would pay for its costs in 25 years. Bombardier says that the trains could begin operation by 1997.

Annual operating costs would be \$165-million. Each year, 5.3 million passengers would be needed; this is 1.6 million more than now take the train. This increase would bring the train's share of travel from 10 percent to 29 percent. In 1988 dollars, a fare would be \$120, compared with 170 for the airplane and \$130 for a private auto. During a the five-year construction, about 40 000 jobs would be created, according to Bombardier.

The new line would be built on the present CN and CP rights of way, with some relocations at curves. New suburban stations would be built outside Québec City, and in Laval, Hull, and Scarborough. Three possible investors, none of whom commented in a substantial way, are Lavalin, Canadian Pacific, and Air Canada. It has also been suggested that Bombardier's interest in the Canadian Commuter Rail proposal is as a feeder network to the high-speed train.

Another similar proposal is being developed by the provinces of Ontario and Québec. An interprovincial task force is examining the possibility of an even-higher-speed train, connecting with Pearson Airport in Toronto.

—GLOBE AND MAIL VIA RJ, PS

CNR 6060 moved to Calgary

► Continued from Page 3

October 23, the whole town turned out, and I was fortunate to have recorded the arrival on my own video camera, from the CBC TV platform high up over the crowd. Plagued with a connecting-rod problem, 6060 could not leave Jasper and put on a show for the fans before her sister, 2860, departed west.

I subsequently documented her stint on the Central Western Railway in these pages; her last assignment was at the Fringe. 6060's eviction from Jasper brings us full circle.

As the CTV item was running on the screen, the audio portion was sounding less than optimistic for the future of the 4-8-2. The commentator mentioned how much money 6060 had eaten during her 27-year rescue and restoration: \$1.5 million, about half of it in taxpayers' dollars. Right now, I believe that 6060 is still being partly funded by either Alberta Tourism or some branch of the government, which doles out money for arts and artifacts. The unsettling part is that the dollars are getting much rarer in the nineties, as the province is still recovering from a severe downturn in its economy between 1982 and 1988. Much of the extra money available to maintain a lot of projects came from the Heritage Fund, accumulated during the Lougheed years from oil money. A lot of the fund was spent during the Getty administration which followed, keeping Albertans in about the same style to which they had become accustomed despite the recession. Right now, however, there are severe funding cuts to hospitals, schools, and elderly care, so what is there to say about pouring thousands upon thousands into a steam engine which cannot pay its own way?

As for 6060 being evicted from the Jasper roundhouse, we could lose ourselves into speculations, some not entirely charitable. Let's look at a few variables, from the purely railfan viewpoint, as we find that 6060's keeper has recently retired from active service with CN. This may have bought out certain complications, most notably the fact that this now makes 6060 a "private" locomotive, and many of the services hitherto provided must now be charged. As well, 6060 might now be "non-union", with all the connotations that such brings into the railway.

Could it just be that Brian Mulroney's boys have a finger in the pie, having directed the CN management in Montréal, and in turn in Edmonton and Jasper, to extract every possible dollar they can, in order to meet the bottom line? Could it simply be bad blood between the local CN brass and the 6060 owners, mostly due to the Great Canadian Steam Railway Excursion? Let's not speculate on that one: 6060 is now high and dry indoors in Calgary at the Cominco site.

Well into the five-minute news clip, viewers saw 6060 about to enter her new home under steam, which meant she may have had a free run between Sarcee and the Cominco site. In this series of sequences, the videographer first showed us 6060's broadside and it was easy to spot the very large Alberta flags flying in lieu of "Extra" flags. I thought it looked a bit too cutesy, but to each his own. The flags were then removed to allow passage into the shed. The next sequence showed the wheels turning but . . . oops — the rear driver slipped off the track; 6060 had derailed! The commentator mentioned that this happened on a sharp curve just short of the shed and that her driving wheels on the ground marked the latest in a series of mishaps in her long history, hinting not too subtly that her future at this stage is looking mighty uncertain, his guarded tone speaking volumes. We saw a forlorn Harry Home inspecting the damage, while the 6060 was letting go with copious stack talk, as the rerailling took place with a combination of hardwood wedges and steel plates, a proper

rerailler not being available.

At the time, in my view, the man and his machine were enjoying a last hurrah, the 6060 owners having no coaches with which to run any long term excursions, and only vague promises from CN and CP that 6060 will actually be able to run freely on their steel. Mr. Home, being the eternal optimist, as I have had cause to find out, leads me to think that we can't class his 6060 within the static displays just yet, even though events appear to be grim at present. The market is certainly there if and when the 6060 can find a place to run on a steady basis, meaning mostly daily or weekly in summer and at least monthly thereafter. What the 6060 is lacking right now is wide exposure to Albertans — those who are not railfans per se, but pay tax dollars to keep the machine alive.

I tossed the idea around of the 6060 being dead on the tracks to a few friends at the 4th Annual Rail and Hobby Show in mid-November. (This year, it was held at the Saddledome — and gets better by the year with every gauge from Z to 1½" and live steam — rail comprises about 90% of the show.) My railfan friends' opinion certainly differed from mine and, in the course of conversation, several theories came to light.

Firstly, it appeared quite conceivable that 6060 will run out of Calgary in the spring to points on the CN and CP (mostly to and from branchlines), but for how long? This was the main question, which nobody can yet answer.

Secondly, a wild proposition came to light, where the 6060 would be eventually headquartered in Drumheller and run on its own circuit, totally unhindered (and unhindering) to both railways, from Drumheller to East Coulee, deep in dinosaur country. The scenery there is spectacular, featuring the remnants of a glacial age, mainly composed of high hills covered in sagebrush and deep crevasses (coulees), left over from glacial melts, millions of years ago. If this comes about, it would be an ideal area for the 6060. Right now, the province wants to redevelop the area and there are two groups afoot trying to breathe life into this hundred or so square mile area, the Dinosaur Valley Heritage Society and the Atlas Coal Mine Society. In recent years, the ACMS refurbished a sizeable coal tipple as an interpretive centre; nearby is a wooden road/rail bridge (now used by neither). The Atlas Coal Mine was a major area employer in the twenties; its operation peaked in the fifties and closed in the seventies, when coal ceased to be a commodity, after which the tipple fell into disrepair.

I visited the area about five years back and a large classification yard with at least a dozen parallel tracks stood within a stone's throw of the former mine; the operation must have been considerable, but now weeds grew between the ties. The steel was unceremoniously taken up by CP a while back, after faint protest from the locals and rubber stamp permission. At best, it was only 60-odd pound steel, highly unsuitable for the 6060.

Seemingly on the books, however, according to a couple of Calgary researchers whom I know, is the fact that CP must replace the steel if it's needed; let's hope it comes about. If they ever band together, the ACMS and the DVHS can bring about a needed turnaround for the 6060 by lobbying for the reinstallation of the steel. It would not only save 6060, but also boost the Drumheller economy, as visitors must eat and sleep somewhere and there are no other sizeable towns around.

On this note, with the 6060 safety indoors for now, let's leave her to her fate. Right now though, in my opinion, 6060 has reached the point of no return — halfway between being "born again" and becoming a display within a park in, perhaps, Hanna, Alberta, after one or two runs . . . or worse, the scrapper's torch, as she is becoming a tad too expensive for her owners. Only time and the public purse will tell. Stay tuned. ■

President's report for 1989

► Continued from Page 4

Our equipment, inventory, archive, and supplies are stored in a warehouse locker. Because of the high rent for space in Toronto, this consumes a greater share of our income than the benefit would suggest, so we will try to reduce inventory, consider the best use of the archive, and dispose of unused equipment. Our monthly meetings continued at the same locations, thanks to the courtesy of the Toronto Board of Education and the Hamilton Spectator.

For 1990, we look forward to continuing increases in the participation of members across the country (and abroad) as we decentralise further. We will embark on a publicity campaign for the UCRS and our improved Newsletter. Those improvements will continue — already we have begun the mailing of the Newsletter in envelopes. We will examine the costs and benefits of a possible formal reorganisation of the UCRS, to better reflect our present activities and to reduce the centralisation in Toronto of our national group.

We hope to prepare a submission for the Royal Commission on National Passenger Transportation, based on the comments of members. A Royal Commission is a good forum for the consideration of complex matters of national interest, and railway supporters can expect fair, unbiased analysis of all possible options.

I would like to thank my fellow directors — Rick, Art, George, Al, Al, Chris, and Gord — for their continuing advice and assistance. It is the ongoing support of all of the volunteers, whether working on the Newsletter, helping at shows, providing entertainment, or working on the organisational side, that makes the UCRS successful.

We lost some good friends during the year — Dave Smith and Charlie Bridges were two. The feelings we shared showed one thing very clearly to me. This hobby is not really about trains, it's about people. I'm glad to know as many of the members as I do, and I hope to meet more.

—PAT SCRIMGEOUR

Society Notices

At the UCRS Annual General Meeting, held in Toronto on February 16, John Carter, Art Clowes, and Steve Danko were elected to serve as directors for a term of three years, and George Meek was elected to serve as director for the remaining two years of a vacant position. The Society extends its thanks to Chris Spinney, who retired as a director this year.

The UCRS has joined the Community History Project Heritage Centre in Toronto. This display room is located on the second floor of Cumberland Terrace, on Bay Street just north of Bloor. The Centre is open for visits Thursdays, Fridays, and Saturdays, from 12:00 noon to 4:00 p.m. The UCRS will staff the Centre on the first Thursday of each month. In February, Bill Hood and Ray Corley prepared a display on the Grand Trunk Railway and other railways in southern Ontario. We are planning another display in October. For information on the Heritage Centre, contact Al Maitland.

Membership cards are enclosed with this Newsletter for most members. Members who have joined or renewed very recently will receive theirs soon. Thank you for your patience.

Readers' Exchange

Neil McCarten, 87 Bowmore Road, Toronto, Ontario M4L 3J1, would like to trade Kodachrome slides of railway and traction subjects with someone in the Vancouver area.

How one thing leads to another

► Continued from Page 9

Based on this information and the direction of the smoke, the evacuation perimeters were extended to include the main repair shop and transportation building. A total of 86 CN personnel were evacuated. CN's MacMillan Yard has an emergency procedure manual, which was adhered to.

Observations by the Investigator of the Railway/Pipeline Investigation Directorate of the NTA indicated confusion concerning the two cylinders of compressed gases during the fire. Transwestern personnel, who were summoned to the site by CN, indicated that the cylinders had supposedly been removed. The final confirmation that the cylinders had indeed been removed from 552254 prior to shipment came at 16:10 hours on March 16, 1989.

Investigators found that the two cylinders of compressed gas had been removed because of incompatibility with other dangerous commodities in the car, but Transwestern personnel had not altered the documentation to indicate that the shipment had been removed from the car. This improper documentation gave cause to a larger evacuation than was warranted and also restricted the fire department's efforts to extinguish the fire.

Freight forwarding companies, such as Transwestern, provide a delivery service to many manufacturers. They provide road or rail transportation services. These companies normally have a main depot to which manufacturers' products are delivered by the manufacturers, or picked up by the forwarding company and returned to the depot. The products are separated and qualified as to destination by the forwarder.

Depending on the destination, the products are transported by road or by rail. The freight forwarding companies lease box cars from the railway companies to provide rail transportation. The box cars are then loaded with products from numerous manufacturers destined to the same geographic location. Many of the products loaded into the rail cars are classed as regulated or dangerous commodities. They must be identified on the shipping document and the car properly placarded in accordance with the Transportation of Dangerous Goods Act and related regulations. The shipping document is described in the Transportation of Dangerous Goods Regulations, and issued to the railways to accompany the rail car to destination.

The recommendations of the report are sufficiently axiomatic that any astute reader of the foregoing could probably determine their nature; thus, they are not repeated here.

Reviews — Canadian Pacific in the East (Volume 2)

► Continued from Page 12

While the book may not be a steam fan's dream, I would consider it a worthwhile addition to anyone who is a fan of Canadian railways. The only negative comment that someone who doesn't have Volume One might make is that the map only covers the Montréal area, whereas the book covers a much wider area. My rebuttal would be to get Volume One.

I have visited a number of the sites covered in this book recently, and it is mind boggling to note the changes that have taken place at many. It seems just like yesterday that I was riding the branch line trains in New Brunswick and thinking how enormous were the mainline steam locomotives on the runs from Saint John to Montréal and Boston, compared to the 4-4-0 Americans and the 4-4-4 Jubilees (2900s) of the Woodstock Division. Omer's book emphasises just how fast railways have and no doubt will continue to change.

I hope there will be a volume three and that it will include some shots of CP's 2900s in New Brunswick. ■