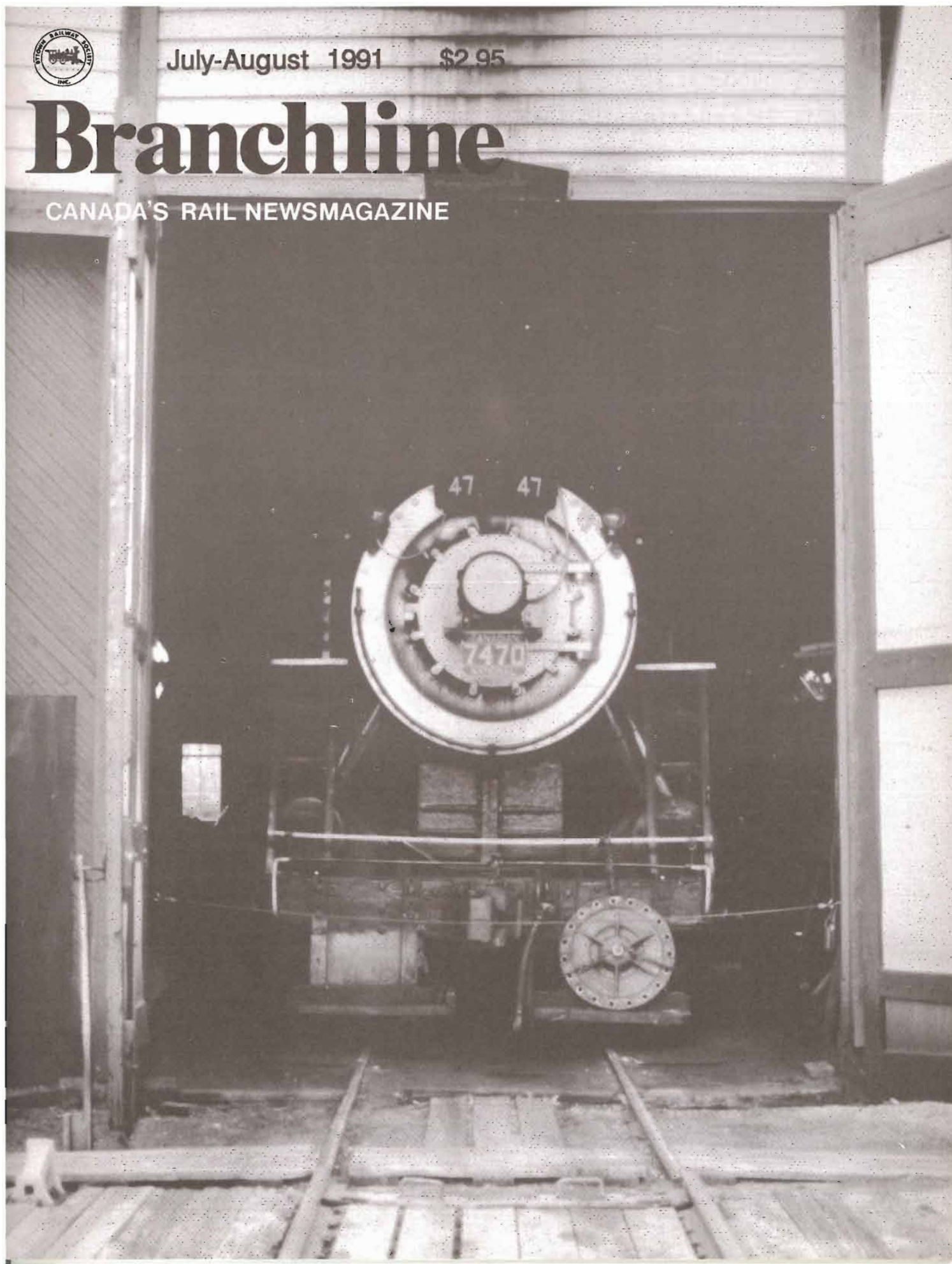




July-August 1991 \$2.95

Branchline

CANADA'S RAIL NEWSMAGAZINE



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

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Tourist Railway Association Inc.

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NOTICE OF MEETINGS: Normally meetings are held in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, at 19:30 on the first and third Tuesdays of each month (except July and August). However, because of major renovations, the museum's auditorium will not be available to us until the fall of 1991. In the interim, our mid-month "informal slide nights" have been temporarily suspended.

The next regular meeting will be on Tuesday, September 3, at 19:30. Details will appear in the September issue.

Every Saturday - Restoration/maintenance activities continue at the rear of the National Museum of Science and Technology. There's always plenty to keep one busy year round.

The deadline for the **Annual Black & White "Branchline" Photo Contest** is November 15, 1991. The categories will be:

- 1) **WATERSIDE LOCATIONS** (trains along rivers, lakes, bays)
- 2) **HIGH SUMMER PICTURES** (definite feeling of heat, eg. engineer sweating, minimal clothing)
- 3) **STATIONS AND PEOPLE** (showing station facilities in use)
- 4) **ARTISTIC**

ANNUAL DINNER: Keep the evening of Friday, October 25, open for our annual dinner. Details to follow.

IN THIS ISSUE: It's high summer and what better way to acknowledge it than to look at tourist rail operations. Although, we claim to be "Canada's Rail Newsmagazine", this month, we have three features on tourist-type operations in the United States, where they don't seem to be afraid to take a chance unlike we Canadians who are more inclined to dither about such enterprises. Just to show that it is not all doom and gloom on this side of the 49th parallel, however, we also look at the start up of a Canadian tourist line as we welcome the South Simcoe Railway which could be carrying revenue passengers by the time the ink dries on this issue. Regardless of the location, all such operations require your support if they are to remain viable.

As well, a new feature, "**The Register Book**", where you can find the latest details on coming rail events. Please provide us with details including contact people, addresses and phone numbers and we will, space permitting, publish as much information as possible.

Finally, the bus industry is taking another run at VIA Rail Canada. Every time the passenger rail corporation starts to post successes, the daggers are drawn. Don't let VIA get nailed again. Show your support at the fare box and the ballot box!

Have a safe and happy summer and don't forget to play "heads-up railroading." (Earl, Dave and Phil)

COVER: Conway Scenic Railroad's 0-6-0 No. 47 (ex-CN 7470) undergoes repairs inside the roundhouse at North Conway, New Hampshire, on June 26, 1981. Photo by David Stremes

- DEADLINE FOR THE SEPTEMBER ISSUE IS AUGUST 10 -

Information Line

TRANSPORT 2000 MOUNTS COURT ACTION: Transport 2000 has petitioned the federal court to issue an injunction against an National Transportation Agency (NTA) order approving CN's abandonment of the Montmagny Subdivision which serves the port of Lévis, opposite Quebec City. This is the second such petition. The lobby group has also petitioned the court over an NTA decision giving CN permission to abandon a portion of its Chandler Subdivision which serves the Gaspé Peninsula. (Le Soleil, 03/05/91)

NEW RAIL TUNNEL MAY LINK DETROIT AND WINDSOR: The CN/CP international rail tunnel linking Windsor and Detroit has emerged as a major bottleneck in terms of expediting rail freight traffic between the two communities. So confined are its clearances, that one in three freight cars must be cut out of their train and barged across the Detroit River. Although the operation is colourful, it by no means adds to the bottom line. CN and CP have already indicated that they might enlarge the existing bore but the State of Michigan wants to go further and build a new tunnel. The old one would then be converted to handle truck traffic. A contract has been let to Jenny Engineering Corporation of Pontiac, Michigan, to study the feasibility of building a bigger rail tunnel and of converting the existing rail tunnel for road traffic. (Windsor Star, 29/04/91)

RESULTS OF DIESEL TEST MAY SEE CP RAIL CHANGE HORSES: More than a few people at CP Rail have a new respect for General Electric's new Dash 8, 4000 horsepower units following the testing of Union Pacific almost new Dash 8-40CWs 9409, 9413 and 9416 on the system.

According to one mechanical officer, "everybody was extremely impressed ... Fuel consumption was very positive." The tests, conducted between February 10 and March 22, indicated that the 4000 horsepower GE units were 13.7% more fuel efficient than GMD's SD40-2, the most powerful and most numerous unit owned by CP.

Aside from fuel consumption, the CP officials were particularly taken with the locomotives' computerized wheel slip system and an operating feature known as "Tunnel Strategy" by which the on-board computer detects a sharp rise in oil and water temperatures and allows the locomotive to operate with higher temperatures for an extended period of time due to a rise in ambient temperatures inside the tunnel.

Also interesting is the fact that the air compressor now only functions when air is required and is driven by an electric motor as opposed to the current system where the compressor is directly coupled to the engine shaft. (CP Rail Corporate Communications, 05/05/91)

FALLEN FLAGS, HOW MUCH LONGER FOR ALGOMA CENTRAL: The Algoma Central Railway's days as a private concern could very well be numbered depending upon the whims of the Ontario Government.

In exchange for bailing it out of the financial oblivion partially brought on by the business difficulties at Algoma Steel Corporation of Sault Ste. Marie, the Province wants to take over the ACR in order to gain control of its vast tracts of land in northern Ontario and, supposedly, its motive power and rolling stock.

According to a Government spokesperson, "We're not particularly interested in owning a railroad for the sake of owning a railroad." Interest in the company is because of a need to "protect jobs and employment", he stated.

The Government has agreed in principle to provide the ACR with \$15 million over the next three years to help cover losses, but it is exacting a heavy price in return. This would include the acquisition of ACR's assets.

The news was somewhat of a surprise for the ACR. Management had been under the impression that the assistance did not exact such a heavy repayment. Indeed, the first \$5 million was committed unconditionally.

The Province is looking for new business for the ACR which exists largely to serve Algoma Steel. One plan would have Dofasco Steel of Hamilton send wastes from southern Ontario to a Wawa sintering plant owned by Algoma Steel and situated on the ACR. (Globe and Mail, 17/05/91)

AMTRAK IN CALGARY: Although forsaken more than 18 months ago by VIA Rail Canada Inc., Calgary, Alberta, may eventually become a port of call for Amtrak's pointless arrow. The Calgary Transportation Authority wants to invite Amtrak to fill the void left by VIA. In a recently proposal the Authority called for a looping or circle route that would tie Calgary in with Seattle, Vancouver and Montana.

Amtrak has yet to reply but CP Rail has indicated that it would handle the traffic provided it made financial sense to them. (Calgary Herald, 09/05/91)

"PANORAMA" RETURNS TO OTTAWA: Once upon a time, it was Canadian National's alternative to the "Super Continental". Alas, the train died in the late 1960s in the post Expo 67 slump in passenger rail traffic.

Now, VIA Rail has resurrected the name in Ottawa with the christening of its new first class lounge on May 14.

Similarly-named facilities are located in Montreal and Toronto. The Ottawa lounge takes up the former Operator's office and crew "booking room" on the east side of the concourse. (Le Droit, 14/05/91)

REPORT SUPPORTS VIABILITY OF HIGH SPEED TRAIN: Plans for the development of high speed train service in the Quebec City to Windsor corridor moved a step forward following the release of a report by the Quebec-Ontario Task Force on High Speed Trains. The report claims that the proposed service is well worth the \$7.1 billion investment required to establish it.

If implemented, ridership will double over current levels and the rail mode will double its current market share in the area. Cash flow will be positive, moreover, including a positive return on the initial investment.

Hardest hit by the service will be the airlines, followed by the automobile. (La Presse, 15/05/91)

UNLIKELY PARTNERS LOOK AT HIGH SPEED PASSENGER RAIL: In an unlikely partnership, CP Rail and Air Canada have announced that they will launch a major study of the market opportunities for high-speed rail in the Quebec City - Windsor corridor.

The study will take about a year to complete and will look at business and leisure travel patterns in the corridor, including the Ottawa triangle. It will also develop projected service characteristics, schedules and fares for inter-city land and air travel.

Air Canada sees it as a way to identify new business opportunities as well as to gauge the impact of competing modes on its air services. CP Rail also sees the study as a potential business opportunity and is prepared to support Air Canada's

passenger marketing expertise with its technical and operating resources. (CP Rail Corporate Communications, 09/05/91 and Canadian Travel Courier, 23/05/91)

FIRST "LAST SPIKE" ON DISPLAY: Craigellachie, November 7, 1885. A nervous Donald Smith, bestowed with the honour of driving the official last spike in the construction of Canada's first transcontinental railway, fails to connect with the slender spike head and deals a glancing blow which bends and renders it useless. Track layer foreman Frank Brothers yanks 'it out and place[s] another in its place. Donald Smith was more careful on his second attempt and soon the task was done."

The celebrated last spike was quickly removed and cut up into a variety of slivers for inclusion in commemorative last spike jewellery. But what of the bent one? Its whereabouts has been a mystery, until now.

It appears that Donald Smith pocketed it and took it home as his own personal souvenir. Frugal Scot that he was, he probably couldn't bear to let it go completely to waste.

In 1985, it was repatriated to Canada in time for Canadian Pacific's centennial by the present day Lord Strathcona. It is now on display as part of the Vancouver Maritime Museum's *Empress of the Orient* exhibition marking the centennial of Canadian Pacific's *Empress* Line ships. The exhibition was opened on May 15 by Canadian Pacific president and C.E.O. William Stinson. (Vancouver Sun, 15/05/91 and Van Horne's Road, Lavallée, Railfare, 1974, p. 230.)

FIRST QUARTER A DISASTER FOR CANADIAN NATIONAL: Canadian National has reported a loss of \$67.3 million for the first quarter of 1991, compared to a profit of \$6.9 million during the same period in 1990.

The loss was due to a writedown of \$82 million in workforce separation costs as well as a decline in freight traffic. (Globe and Mail, 16/05/91)

HALIFAX LOSES TWO MAJOR CONTAINER LINES: Canadian National and the Port of Halifax have received a body blow with the May 23 announcement that Atlantic Container Lines and Hapag-Lloyd have reached an agreement to ship to Montreal using the St. Lawrence Co-ordinated Service, operated by Canada Maritime and Orient Overseas Container Line. Better rates were offered by Canada Maritime, to the point that even if CN had carried the freight for free, the shifting of traffic to Montreal would still have been worthwhile. (Canadian Press, 23/05/91)

KAMLOOPS DESTINED TO BE TOURIST RAIL CENTRE: Kamloops, British Columbia, is destined to become the tourist rail centre of the Rocky Mountains. Located on both the CN and CP Rail main lines, Kamloops is fortunate to be situated midway between Vancouver and either Calgary or Jasper, Alberta, depending upon whether one takes the CN or CP Rail line.

Kamloops's strategic location has been brought home by the fact four trains of the Rocky Mountains rely on community hotels to look after the overnight wishes of their passengers. The idea was pioneered by VIA Rail Canada when it unveiled its dedicated "Rocky Mountaineer" service in 1988 as a way of avoiding the cost of sleeping cars and of ensuring that all of the mountains could be seen by day.

Subsequently, the Great Canadian Railtour Company, purchaser of VIA's "Rocky Mountaineer" service, adopted the same concept and delivered 15,000 tourists to Kamloops' hotels last year. This year, the company hopes to increase that number to 25,000.

Even more significant for the railway community is a recent announcement that a joint venture between Holland American Line Westours Inc. and Transisco Industries will see a second such service established. A spokesperson for the company, known as

Trans West Rail Tours Inc., predicts that passenger carryings will approach 20,000 during the first year of operation. The service will debut in 1992.

The combined impact of the two operations would mean finding hotel accommodation for up to 50,000 tourists during the summer and that could be just the beginning.

Needless to say, Kamloops is delighted, or as the local newspaper triumphed, "New train service could put tourist trade on fast track." (The Kamloops Daily News, 23/05/91, thanks to Ken McKenzie and David Meridew)

QUEBEC MANUFACTURER ROLLS OUT ROAD/RAIL UNITS: Road Railer, featured on Page 12 in this issue, may not be the final word in intermodal operations. On May 24, the Innothermodal train was unveiled at its St-Jean, Quebec, manufacturing facility.

The concept is quite exciting. It entails adding special rail wheel sets to highway trailers, joining them with power units and a command car for rail haulage to their destination. Direct savings of more than 30% are promised over other modes of traffic.

During the ceremony, it was announced that Modalcan, a subsidiary of Innothermodal, will start work on a factory that will manufacture the components for the system.

The project has the support of both the federal and provincial governments. (Le Canada Français, 22/05/91)

POTASH TRAFFIC REROUTED, MANITOBA BLAMES CP RAIL BUT COMPANY CITES BUSINESS CONDITIONS: Conflicts between governments in western Canada and Canadian Pacific are part of our national lore. Of late, little controversial has taken place. All that has changed, however, following a CP Rail decision to reroute its potash traffic between Saskatchewan and the United States.

As opposed to entering the U.S. at Emerson, Manitoba, the company is now heading directly south from Saskatchewan via a Soo Line connection.

Manitoba has accused CP of trying to avoid its diesel fuel tax by instituting the reroute. CP has countered that it is interested in the most economical route possible.

As CP becomes more and more a "North American" transportation system, look for similar rerouting as it seeks out the most economical routes for its long haul trains. (Canadian Press, 27/05/91)

VANCOUVER TO PHILADELPHIA VIA CP RAIL, HISTORY IS MADE: Thanks to its D&H connection to Philadelphia, CP Rail recently chalked up another first.

On May 23, it sent a trailer of cedar shakes and shingles from Mission, B.C., (Vancouver) directly to Philadelphia over an all-CP Rail route.

According to a CP representative in Vancouver, "We have a CP-owned trailer on a CP-owned flatcar travelling door-to-door on the CP System. CP Rail has never railed intermodal into the U.S."

The movement took place via the D&H connection at Montreal. In the past, the trailer would have been off-loaded in either Montreal or Toronto for final destination via road-haul.

According to a D&H spokesperson, "we are using our system to its full extent, keeping rail revenue away from truckers."

Although CP may well be winning traffic from the truckers, its greatest competitor is the Burlington Northern which also services Vancouver. (CP Rail Corporate Communications, 23/05/91)

RAILS TRIUMPH OVER TRUCKS, ENVIRONMENTAL IMPACT IS CHIEF CONCERN: In what is hopefully a sign of the times, CP Rail has won an important aluminum hauling contract from the Loralco Aluminum Company. Loralco recently announced that for environmental and economic reasons,

CP Rail, and not trucks, will haul raw materials for the company from the Port of Trois-Rivières, Québec, to its new plant at nearby Deschambault.

Lauralco expects to receive at least 22 to 30 cars a day on a five-day-a-week basis and opted for rail in order to forestall the impact of the equivalent truck movements to Deschambault.

Aside from the trucks, Canadian National was the other big loser in the contest. The company had bid on the contract but was turned down. CN still has plans, however, to build a spur from nearby St-Marc to Deschambault, should the need arise. (*Le Soleil*, 28/05/91)

CANADIAN NATIONAL WINS CREW BATTLE: Canadian National and the United Transportation Union have signed a tentative deal which would allow the company to run freight trains with two-person crews in the Ontario-Quebec transportation corridors.

If the agreement is ratified, it will come into effect on August 1. It is hoped that two-person crews will provide the economic flexibility the company needs to win back traffic from the trucking industry.

Two-man crews have enabled CP Rail to initiate the highly lucrative road-railer service in Canada. (*Globe and Mail*, 28/05/91)

UPGRADE OF DEUX-MONTAGNES COMMUTER SERVICE ANNOUNCED FOR FALL: Within two years, some of the oldest daily operating rail equipment in North America could finally be consigned to the scrap heap or museums.

Quebec Transport Minister Sam Elkas has announced that September is the kick-off month for the long-awaited modernization of the Montreal to Deux-Montagnes commuter service.

The line is run by Canadian National under contract with the Montreal Urban Community Transit Corporation. This is the only electrified conventional rail passenger service in Canada and uses some very aged equipment - some of which dates to World War I.

The operation was initiated by the Canadian Northern Railway. The Montreal to Deux Montagnes (previously St-Eustace-sur-le-Lac) line was once the CNOR's mainline from Montreal to western Canada.

The new equipment will be supplied by Bombardier Inc.

In the interim, some 20 of the heavyweight elderly coaches (built between 1919 and 1929) have recently been sold (to excursion operators or for scrap), 15 'retired' 37-year-old VIA coaches have been leased, some train lengths have been shortened, and some trains have been cancelled. (*Montreal Gazette*, 29/05/91)

LANGUAGE COMMISSIONER TAKES ON VIA RAIL: Official Languages Commissioner D'Iberville Fortier is taking VIA Rail Canada to court. At issue is how the passenger rail corporation offers service in both official languages in the Montreal/Ottawa/Toronto triangle.

Fortier's move was in response to a complaint from a woman passenger which was lodged in September 1990. (*Montreal Gazette*, 29/05/91)

"FLAT RACKS" OFFER NEW VERSATILITY: The upsurge in intermodal has seen the debut of a variety of equipment configurations. Latest to come on the scene is the "flat rack", an intermodal platform with collapsible bulkheads on its ends.

The platform is especially versatile for handling loads that are not easily "boxed in". A bundle of 16 foot two-by-fours is much easier side-loaded on a flat rack than through the end doors of a container.

Burlington Northern is quite interested in flat racks and is negotiating for one that meets specific criteria with respect to tare and length. (*Journal of Commerce*, 28/05/91)

DOUBLE STACK TO "SIX PACK": VARIATIONS ON AN INTERMODAL THEME: Move over double stack. You've already been eclipsed.

The Union Pacific Railroad, in conjunction with the Society of Plastics Institute, has unveiled a two-unit articulated intermodal car capable of carrying six light weight containers, stacked three each. The containers were judged "best of show" at the 46th Annual Conference of SPI's Composites Institute in Washington in February 1991.

The containers for the "Six Pack" car (this writer's terminology) are constructed of pultruded glass fibre-reinforced polyester.

Two different sizes of container are available - one 53 by 8 feet by 5.25 feet high and the other at 53 by 8 feet by 6 feet high.



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The containers are designed to transport automobiles. The larger modules can handle mini-vans. Indeed, the combination spline car/container system bears the official moniker of "Secured Modular Automotive Rail Transport Car" or "SMART" Car for short.

One SMART Car is capable of handling 18 automobiles or minivans, depending upon the height of the container. Doors at both ends of the modules facilitate loading and unloading.

Why switch to SMART as opposed to the conventional auto racks? Simply put, when closed the containers provide full protection from vandals and airborne debris. Equally important, they are also interchangeable with road trailers (stacked two high), meaning that the vehicle is untouched, theoretically, between the factory and its final destination, an excellent means of reducing handling charges and of eliminating damage claims.

How long will it be before the "SMART" Car comes to Canada? (Background information courtesy of Fiberglass Canada, *Composites Report*, Volume 30, No. 1)

DOMESTIC DOUBLE STACK: CN Rail took another step down the road to winning the battle with the transport industry on June 7 by launching domestic double stack container service between Moncton and Montreal/Toronto.

The containers are equal in size to the largest truck trailers currently on the road. According to CN, double stack trains have a number of environmental benefits since they are three-and-one-half times more fuel efficient than trucks.

CN has dedicated 500 domestic containers to double stack

service and plans to have its trailer fleet completely eliminated in favour of containers by 1995.

Double stack is not entirely new on CN. The company already hauls import containers in double stack configuration from Vancouver. (*Globe and Mail*, 08/06/91)

BC RAIL OFFERS PRIVATE CAR SERVICE: BC Rail has announced that its four business cars are now available for charter service. The cars only average 3,200 km/year in company service but are a major drain on the bank account.

The cars will be marketed to companies wanting to make business meetings a travelling event. A same-day round trip between North Vancouver and Whistler will go for \$22,000, including four cars, the locomotive and meals and bar service. (*Vancouver Province*, 28/05/91)

MODEST PROFIT FOR BC RAIL: In spite of the recession, BC Rail still managed to post a profit for 1990, although at \$33.8 million, it was down by 50% over 1989.

"Poor forest products markets, combined with abnormal railway operating conditions during the second half led to a substantial reduction in revenues and operating income" said Paul McElligott, BC Rail president and chief executive officer. (*Canadian Press*, 27/05/91)

REFIT OF LOCOMOTIVE WILL COST HALF-A-MILLION: BC Rail has stated that \$500,000 will be required to refurbish ex-CP 2-8-0 No. 3716. The star of many feature films and the back-up to Royal Hudson No. 2860 on the North Vancouver to Squamish run requires a major refit, following its withdrawal from back-up service last fall.

To date, BC Rail doesn't have the money, especially this year with the economy in a tail spin. The company hopes that the provincial government might part with a few dollars. Meanwhile, however, the engine will have to wait and, if 2860 fails to show on certain days, passengers will have to content themselves with a "Royal Diesel". (*Vancouver Sun*, 11/05/91, thanks to Dale Whitmee)

UNION OBJECTS TO RAIL LINE PURCHASE: The United Transportation Union has filed an objection to the purchase of Canadian National's Goderich Subdivision by Railtex Incorporated, an American company.

According to UTU spokesperson Tom Hodges, the union's objections are based on the fact that Railtex Inc. has not yet proven itself to be a good corporate citizen.

"We believe the purchase may result in a deterioration of service and a reduction in safety and maintenance," he said.

Railtex operates 11 shortline railways in the United States. (*The UTU News Canada*, Volume 22, Nos. 2-3-4)

LRT UNITS UPGRADED: Edmonton Transit will spend \$290,000 on a variety of features designed to make the operation of its 37 LRT cars more safe. The modifications include an intercom between passengers and drivers, alarm strips above windows so passengers can alert drivers to problems and altered sensitive doorway edges so even a trapped purse-strap will alert drivers.

Similar modifications are planned for Calgary Transit's 83 LRT cars. Indeed, recent fatalities on the Calgary system prompted the decision to upgrade the safety features of the LRTs. (*The Calgary Sun*, 15/05/91, thanks to Dale Whitmee)

CALLS FOR REINSTATEMENT OF MONTREAL COMMUTER RAIL SERVICE: Transport 2000 has called for the reinstatement of commuter rail service between suburban Ste-Thérèse and downtown Montreal. The service was operated by CP Rail but was abolished on October 26, 1980. Almost one year later, Ste-Thérèse cleared its last passenger train with the passage of VIA Rail No. 177 for Ottawa on November 14, 1981.

According to spokesperson Guy Chartrand, the service could be re-instated for approximately \$100 million and would help to relieve congestion on area highways. (*La Presse*, 17/05/91, merci à Gilles Chevrier)

NEW FORUM WILL LEAD TO RESTORATION OF WINDSOR STATION: As part of the plans for the construction of a new Montreal Forum adjacent to Montreal's Windsor Station, Canadian Pacific has announced a \$10 million restoration for the original part of the station.

Plans are, however, to demolish the Express Wing, or so-called "Mud Hut", which was built shortly after the turn-of-the century. The demolition, however, will require Federal Cabinet approval since the wing is counted under the heritage designation of the station.

The restoration work will involve the removal of the station canopy on La Gauchetière Street in addition to restoring other areas. The station will serve as the entranceway to the new forum as well as new office towers. (*Montreal Gazette*, 04/06/91)

AMTRAK SAFETY QUESTIONED: Amtrak, the passenger success story of the 1980s, may have a few skeletons lingering in its otherwise pristine closets.

A U.S. House subcommittee will subpoena Amtrak records to see if the passenger rail company cut safety procedures and intimidated staff who complained to Congress.

The subcommittee will see if there is any substance to allegations that safety may have been compromised in order to achieve Amtrak's goal of 100% self-sufficiency by the turn-of-the-century. (*Albany Times Union*, 23/05/91)

DEDICATED SERVICE TRAINS SHOW POSITIVE RESULTS: Although it's too early to close the books on CP Rail's Dedicated Train Service project, preliminary results suggest that the company may be sitting on a real winner.

Dedicated Train Service features short trains - normally 40 loads - which serve a single customer with a single commodity. It includes what the company calls "dock to dock" service and emphasizes customer needs as opposed to maximum train tonnage.

Since the introduction of DTS on selected routes, on-time performance for the test trains exceeds 90% and Trains 499 and 498 have taken a full day off the schedule between Toronto and Vancouver. Equally significant, a Vancouver to Kamloops train had reduced its cycle time to four from twelve days, freeing up more than 50 boxcars because of its better equipment utilization. (*CP Rail, Corporate Communications and Public Affairs*, 06/06/91)

CANADIAN PACIFIC OPTS FOR DOUBLE STACK SERVICE, MAJOR TUNNEL CLEARANCE PROJECT ANNOUNCED: Canadian Pacific has launched a multi-million dollar tunnel enlargement and bridge clearance project to prepare the way for hauling double stack containers on its main line through the Rocky Mountains.

The work will involve altering the clearances in 47 tunnels, with the heights being altered by anything from 5 to 20 inches. Two snowsheds will also be altered as will a bridge just west of North Bay, Ontario. The project began on June 1 at Kanaka, British Columbia.

All work is being carried out in and around train operations. The work will be on a daily schedule of five-hour time blocks, with each site taking approximately 10 days for a 14-person crew to complete.

In some cases, clearances will be achieved by increasing the roof clearance. In others, the ballast profile will be lowered. In special circumstances, the required clearance will be achieved by using steel ties. The steel ties reduce the track profile by three to four inches and are used where it is too difficult to change the overhead clearance - such as the concrete-lined Upper Spiral Tunnel or where the ballast cannot be undercut enough.

In the east, meanwhile, CP is familiarizing itself with double stack containers. Since late May, 20 double stack cars have been in service between Montreal and Toronto. (CP Rail Business Communications, 13/06/91)

NEW DEFINITION OF TIME OF DUTY: Operating railway employees will appreciate the magnitude of a U.S. district court decision dealing with employee time on duty. U.S. District Court Judge Malcolm Marsh ruled: "the time an employee remains on a train under the direction and control of the railroad while waiting for transportation to his or her point of final release constitutes time on duty." Industry practise - at least in the USA - has been to regard this as limbo time, neither on nor off duty. The case was launched by the Brotherhood of Locomotive Engineers in order to get U.S. railroads to give greater priority to relieving train crews in a timely manner. (Journal of Commerce, 18/06/91)

PRICE ASSOCIATED WITH SILENCE AT LEVEL CROSSINGS: Tired of being awoken in the wee hours by a boisterous engineer blowing a 14-L for a nearby rail crossing? There is a solution, but it is pricey. Municipalities can request that the whistling be prohibited at local crossings. In return, however, they must agree to co-share liability insurance in the event that an accident takes place. The annual going price, on a per crossing basis, for a \$5 million liability policy is \$1,000. The insurance protects both the municipality as well as the rail company.

If the municipality can't ante up, then either wear ear plugs, or think of what else you can do during the wake up. Above all, remember the noise means that there's still life in the rail industry. (Philip B. Jago, with background information from various sources)

NEW HOPPER CARS FOR QUICK TURN-AROUND OF MARITIME COAL: Canadian National has placed an order for 37 open hopper cars from National Steel Car of Hamilton. The cars will haul coal from the new Westray Mine in Stellarton, Nova Scotia, to the Nova Scotia Power Corporation's new Point Aconi Generating Station. The cars are of special design, having automated doors that let them dump their load in 15 seconds! The order is worth \$2 million. (Globe and Mail, 20/06/91)

MONEY TO HELP NEW BRUNSWICK TOURIST HAULER DEVELOP BUSINESS PLAN: The New Brunswick government has made a grant of \$70,000 to the Salem and Hillsborough Railway in order to assist the now-closed tourist line in the development of a long term business plan.

The S&H has not turned a wheel since 1989. Hoped-for government financial assistance failed to materialize last year, precluding operations. It is hoped that this current business plan will de-emphasize reliance on government handouts as was past practise and will concentrate, instead, on demonstrating what private sector funding is capable of achieving. (The Daily Gleaner, 07/06/91, thanks to H. Fred C. Deakin)

VIA CORRIDOR SERVICES COME UNDER FIRE FROM BUS INDUSTRY: The central Canada bus industry has picked up a familiar tune. Buffeted by the recession, it has chosen once again to blame VIA Rail for its poor passenger volumes.

In a study carried out for it by Transport Canada, the Canadian Bus Association claims that VIA must raise its fares by 20% in order to give the motor coach industry an opportunity to generate a sufficient rate of return on its own investment.

Since the infamous VIA cutbacks of 1990, the per passenger subsidy for the passenger rail corporation has increased from \$82 to \$132 which the bus industry claims gives VIA a competitive advantage that motorcoach operators can't cope with and shouldn't have to.

From VIA's perspective, the corporation claims that it has fully implemented the massive cutbacks to its system as dictated by the government and the increased passenger subsidy arises from the impact of operating a number of mandatory remote services. With respect to its corridor services, VIA claims that operation is closer to "break even" than claimed by the bus industry.

For its part, Transport Canada claims that the inter-city ground travel market has sufficient slack built into it that would permit both VIA and the bus industry to raise their basic fares. The federal department claims that both modes deal with an essentially captive audience who have no other alternative but the bus or train and therefore their only choice is to pay the higher fare. Any loss in passenger volume because of the price hike would be made up for by increased revenue.

VIA, however, disputes this point. According to a company spokesperson: "our experience is that when we increase our prices in excess of the rate of inflation or in excess of a number that is related to inflation, the market reacts very negatively in the short term." (Globe and Mail, 28/06/91)

TOWN WILL FUND STUDY ON FUTURE OF STATION: The Town of Lachute, Québec, has opted to assist with the funding of a study to determine the ultimate fate of its railway station. A total of \$1,500 has been committed.

The chateau-style structure has been officially closed since it cleared its last passenger train (VIA No. 177) on November 14, 1981, although CP Rail M.O.W. crews still use its baggage and express areas.

CP has made no move to demolish the distinctive structure and has also assured the town that it will not insist that the structure be removed from track side should it be sold.

Also participating in the study is the Corporation des gares des Laurentides which is contributing \$1,500. (Le Progrès de Lachute, 21/05/91)

RAIL HOTEL RE-OPENED: Canadian Pacific Hotels re-opened its Hotel MacDonald in Edmonton on May 15. The 76-year-old chateau-style structure has been closed since 1983. Known as the "Mac", it was purchased from Canadian National by Canadian Pacific hotels. CP has invested \$20 million in its restoration with the objective of maintaining its heritage ambience while gearing it to the modern traveller. (Financial Post, 15/05/91)

"CONDO" RAIL CARS: Vencap Equities, a venture capital company, has invested \$2.5 million in the Great Canadian Railtour Company Limited. The money has allowed the GCRC to increase its existing fleet of 12 cars, said Railtour president Peter Armstrong. The cars were purchased for \$100,000 a copy from VIA Rail and will go into service on the "Rocky Mountaineer". Vencap was created through a loan from the Alberta Government. (07/05/91)

GENERAL MOTORS LOOKS FOR NEW IDEAS: General Motors, the pillar of diesel locomotion in North America, has announced that it is looking for a new partner to help it develop a new generation of locomotive. The unusual move is part of an overall company strategy to focus on improving the competitive position of its core business sectors.

Details on how a partnership might materialize or on potential candidates have yet to be released. The company is especially interested in expertise with electric traction motors as it seeks to head off a major attack by its rival General Electric.

One possible partner is Asea Brown Boveri Ltd. of Switzerland, although GM refused to disclose any names. (Globe and Mail, 28/06/91)

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

Railfair '91
OR
"The Travels of the Terrible Trio"

On May 2, 1991, Joe Toscas, Helen Tucker and yours truly left Ottawa "on the wings of man" for sunny California - Sacramento to be exact. Our destination - Railfair '91, which for Ottawa and area readers is not to be confused with the once-a-year goings on at the Woodroffe Campus of Algonquin College!

Joe and this writer were going as Bytown's delegates to the Tourist Railroad Association Inc (TRAIN) spring convention which was timed for Railfair. Helen, who was a late starter, fortunately joined us.

The TRAIN Convention

The TRAIN convention was not a convention in the ordinary sense of the word. Indeed, it was quite informal with only one formal presentation which we missed because of organizational difficulties with respect to dates. The rest of the schedule was pretty much open except for the final dress rehearsal of the spectacular Railfair "Musical Review".

As TRAIN convention delegates, we had a special invitation to this extra large stage production which, with actors, singers and dancers in elaborate costumes, was a most unusual and excellent show describing the railroad's coming to California and its progress through to the 1940s and beyond.

The "stage", with its oversize and clever props, had to accommodate the lead track from the California State Railroad Museum as six locomotives and one velocipede took part in the production.

The locomotives ranged from the tiny British "Locomotion" replica of 1825 (specially brought over from the U.K. along with

two other operating steamers) to UP's 4-6-6-4 No. 3985 and ex-SP 4-8-4 No. 4449, in addition to several others. The Musical Review was a highlight of Railfair '91 and was performed twice per day.

Railfair '91

Railfair '91 was conceived to celebrate the 10th anniversary of the California State Railroad Museum (CSRM). Words cannot fully describe the success of this venture. It was excellent!

In order to put on the show, it required the massive coordination of volunteers. Indeed, volunteer participation made it all happen! There was also strong financial participation from the corporate sector. As with the volunteers, this financial participation was also critical to the dramatic success of the show. Three cheers for the volunteers and the others!!

Each day of our visit started with a sortie to the Railfair site. On the first morning, we ran into BRS member John Godfrey from Montreal who, unlike us, travelled out west on AMTRAK. The four of us then managed to get together on and off for the next few days but John's pace was definitely twice as fast as ours. John was even driving his rented car faster than we were - eh John?

Entering the museum grounds was one of those experiences not easily forgotten. The smells, the sounds, the overall scene of engines such as: EMD's "A" & "B" set of 1939 FT demonstrator units; the latest GE Dash 8 Unit of 4,000 h.p. on 4 axles (my personal favourite); a beautifully restored 300 H.P. centre cab Whitcomb of ancient ancestry; a British (Great Northern) inside cylinder 0-6-0 pannier tank; and a teeny-weeny operating 0-4-0 saddle tank. Again, from the U.K., "Gwen", an 0-4-0 tank (about 18" or 20" gauge) that shone like brand new with its gleaming maroon paint and polished brass and copper. There was an old Baldwin RS unit of Southern Pacific ancestry, shining in its beautiful black and orange paint on two 3-axle trucks with all axles powered. I heard the death knell for North American steam



Impressive! The largest operating steam locomotive in the world stands coupled to another giant, UP 4-8-4 844. UP 4-6-6-4 3985, all 317 tons of her plus her 210 ton tender (loaded) make her a sight to behold. All photos by the author.

power in the 1940s in the form of restored Western Pacific No. 913, an EMD F unit with its smooth as silk 567B engine idling away.

Some real beauties

One of the steam stars of the show had to be the magnificently and newly restored Southern Pacific heavy Pacific No. 2472. She was just beautiful! This engine made her trial trip to Sacramento to be part of Railfair. Because of time constraints, there wasn't time to give her any other road test and she made it without any problems whatsoever! Talk about faith; talk about workmanship!

Another of the beauties was the Sierra Railroad's 4-6-0 No. 3. This ancient little slide valve engine with tall slender stack, long graceful boiler and elongated driving wheel spacing, is a real classic!

All the beauties were not visitors, however. The CSRM's own, 1921-built, ex-Union Pacific 0-6-0 No. 4466 took a back seat to nothing. She's a gem. She ran so quietly that all you could hear were her wheels over the rail joints. She is also the engine that hauls the CSRM's excursion train, a short 6-mile round trip along a right-of-way sandwiched between the Sacramento River and an expressway. The 0-6-0 is also the only coal burning engine resident in this part of the world. We rode the train three or four times on our TRAIN pass and were impressed by the mechanical state of the cars and their cleanliness. The all volunteer crews were enthusiastic, capable and willing to help. It was a great feeling.

Fascination with forty-year-old technology

The engines which attracted the most attention were the really big ones. Big may not necessarily be best but there's no denying that they are awesome. Ex-SP 4-8-4 No. 4449, UP 4-8-4 No. 844 and UP 4-6-4 No. 3985 are immense machines. Just to see them slowly moving around the site stopped everyone in their tracks, as it were. All eyes were on them as they slowly moved around, the only sound that could be heard was their air compressors and dynamos. They simply exude power and speed, even their tenders - when loaded - weigh as much as an SD40! Technology that's 40-years out of date and still they command the admiration of young and old alike. Do you know why? I'll be damned if I do.

If steam-powered power and speed aren't your cup of tea, the UP, who seem to have the biggest of everything, brought along EMD DDA40X No. 6936, one of their "Centennial" diesels. All eight powered axles of it and all 6,600 h.p., she is the largest and most powerful single unit diesel-electric locomotive ever built.

Then there were the others. There was the absolutely beautiful, restored, 3-foot gauge 4-4-0 "Eureka". This little beauty had the most magnificent and ornate paint job imaginable, complete with a polished walnut cab! A family owned locomotive, it was covered in brass trim which was lovingly polished two or three times a day by the owner, his wife and daughter. At home in their California "back yard", "Eureka" has its own short section of track where, on special occasions, it is fired up and moved back and forth. And, there were so many more, something like 40 locomotive visitors.

There were three live steam models (live steamers) shuttling back and forth on 15" and 18" gauge track - a 4-4-0, a 4-6-0 and a 2-truck Shay. These three ran all day, every day. Except for their bells and whistles, they were ever so silent.

Speaking of whistles - every time one of those big engines blew its whistle, all of Old Sacramento literally shook. Talk about the voice of authority!

If you haven't visited the CSRM, then I highly recommend it to you, even without Railfair. The collection is well worth the visit. The unique presentation of railroad artifacts is without

equal, even down to the structure that houses them. Someone gave this place a high priority and a lot of thought. The restored area of "Old Sacramento" which surrounds the CSRM is of exceptional quality and the "Whistle Stop" restaurant there serves one hell of a railroad breakfast.

Disappointment

All was not roses, however. Ex-ATSF 4-8-4 No. 3751 didn't get finished on time so she wasn't there [Branchline, November 1990]. The big publicity trip behind her was, of course, cancelled. The good news on this score is that the 3751 restoration project is proceeding well: meaning that someday soon another "park" engine will be given a new lease on life.

Equally disappointing was the absence of the "Duke of Gloucester", a British Pacific. This engine represents the epitome of locomotive restoration anywhere. When you begin to restore to operation a locomotive which has lost its cylinders, valves, rods and Caprotti valve gear and which is covered in rust from years of outside "storage" in a seaside scrap yard, you had better be motivated, dedicated, connected, and possess the ability to raise funds. At the British booth, we learned that the "Duke" was kept at home for want of \$100,000 (U.S.).

Also missing was ex-CP 4-6-4 No. 2860, ex-CN 4-8-2 No. 6060 and newly restored SP&S 4-8-4 No. 700. Had the 3751, the "Duke", the 2860, 6060 and the 700 all been in Sacramento, I don't know where the organizers would have put them. There was very little available track space left.

I have no idea as to what the final visitor count to Railfair amounted to, but it was expected to be in the hundreds of thousands. I'm sure that the organizers had no trouble in reaching this goal.

Amtrak in Sacramento

As an aside, Joe and I decided to visit AMTRAK's Sacramento Station. This former Southern Pacific facility was, at some past date, a grand small city station. Today the Spanish Mission inspired station building still shows its former grandeur from a distance. The interior is pretty much intact, but it has been allowed to become grubby with "no class at all" soft drink dispensing machines adorning the waiting room. Baggage rooms have been closed off and lawn areas have become parking areas. The enclosed train shed has been reduced from seven tracks to two main line ones and a business car siding. The overhead covers have been narrowed down to cover the passenger walkways only, parallel to the three tracks. I suppose it's another sign of the times.

The Napa Valley Wine Train

We spent five days at Railfair '91. It was a great experience and we learned a lot, but the time had come to move on. Helen met up with her ex-Ottawa gal friend, now living in San Francisco, and went on a non-railroad vacation. Joe and I headed for Napa and the Napa Valley Wine Train operation.

After some difficulty, we found the "station" in Napa. The "station" was not at all what I expected. A large low masonry building, it was grand with a capital "G". Its interior walls were adorned with paintings. It was trimmed out in either mahogany or walnut and furnished with beautiful chesterfields and love seats which sat on a thick carpeted floor. Its dropped ceiling contained soft fluorescent lighting. It was operated by well-dressed staff using modern communications equipment. Even the gift shop reeked of class. Tickets for the sold-out noon train were \$29.50 each, with lunch on-board selling for an extra \$22.00 to \$24.00.

In this operation, the meal is mandatory as it is an all dining car train. Coach/lounge seating is only available to take care of the two sittings required for the dining cars. As the train was

sold out, we went on "stand by" but managed to get on.

The interiors of the 1920-vintage cars, mostly ex-Northern Pacific, were as opulent as the station. Etched glass, crystal, fine woodwork, polished brass, silverware, and white linen were everywhere. The meal was well prepared, well served and tasty. The desert and coffee were served in one of the lounge cars while the second sitting took place in the diners.

On the head end were two MLW FPA-4s, Nos. 70 and 72. They seemed to run well enough although it was really hard to tell when the speed never got beyond 15 mph. These VIA/CN veterans have had their steam generators removed and one of them was equipped with a Cummins diesel-powered H.E.P. unit. The units operate back-to-back with the vestibule space between them sealed with steel plates. There are lots of other modifications but there's no denying their origins, even with their builders plates long since gone. Quite evident, are "CANCAR", "DOFASCO" and "CSF" identifications on the truck castings.

On the down side, the diner which we ate in had some bad wheels. Even at the slow pace we ran, the noise level in the car was high. Later in the day, we met Mr. Robert Wright, the Chief Mechanical Officer. We had an all too brief discussion about keeping the old equipment running. It isn't easy. The cars, mostly dating from 1915, have been extensively modified with respect to their electrical, plumbing and air conditioning systems, not to mention their interior configurations. As well, the exterior paint jobs on the cars and locomotives is immaculate and well-designed. In a word, it is impressive. Unfortunately, what hasn't been changed or modified is more in the mechanical area. There are no tight lock couplers, no roller bearings, and the brake system still utilizes old "LN" and "UC" control valves. Two of the cars in the train have been semi-permanently coupled together with twinned shackle bars. These two cars have no vestibules at either end.

All in all, the Wine Train is worth it. The scenery on both sides of the train during the snail's pace ride (a 36-mile trip which takes three hours) is magnificent. The Napa Valley is as beautiful a valley as you could wish for. The attentive staff pamper you and make you feel welcome. It is not, however, the sort of thing that your average "railfan" would go for, at least not in my opinion.

"Broad gauge and narrow gauge"

Our next stop was just north of Santa Cruz at the little town of Felton. Here, amongst the giant Redwood (Sequoia) trees are two really interesting, co-located and very different operations.



Expected Canadian participants ex-CP Royal Hudson 2860 and ex-CN Mountain 6060 didn't make it, but this "Canadian" did. "Dunrobin", all the way from Fort Steele, B.C., carried our colours, as did ex-Billcrest 2-Truck Climax No. 9 from the British Columbia Forest Museum. "Dunrobin" may not look very Canadian but she is undeniably beautiful and very operational.

One is the Roaring Camp & Big Trees narrow gauge railroad. The other is the "broad gauge" Santa Cruz, Big Trees & Pacific Railway Company.

On Thursday, May 9, Joe and I reached Roaring Camp just in time to see the departure of the narrow gauge train powered by a 2 truck, 37 ton Heisler, the oldest Heisler in operation. We said "gosh darn" and headed for the station. This is a typical western style country station with a long overhang over an extended wood plank platform. The ticket office was closed. Tickets were available across the gravel street at the recreated general store.

Did we luck in! Today, only, a special trip was being run on the "broad gauge" line down to Santa Cruz. (Broad gauge at Roaring Camp means standard gauge.) Our train, which left the same station as the narrow gauge one, consisted of ex-Santa Fe CF7 No. 2600 and a 1903 wooden combine which had B&M identification on its truck pedestals. A quick inquiry soon revealed that it formerly belonged to the Wolfboro Railroad in New Hampshire. It was brought to Santa Cruz on a Trailer Train flat car.

The exterior of the ancient car was in need of work. The interior, however, was very nice indeed. Seats had been re-upholstered in an appropriate fabric, the wood work had been stained and the ceiling had been painted. The ornate brass oil lamps were all in place. It was only after we started to move that we noticed the twisting in the car body which revealed the deteriorated condition of the car's wooden structure.

The 14 mile downgrade trip to Santa Cruz was a total surprise. Speed never exceed 10 mph and was usually down to half of that, but with good reason. The tortuous line winds back and forth through a dense coastal forest, much of it towering California Redwood, through wood lined tunnels, 200 feet above rushing water on a rock ledge and around curves so tight that they're not usually associated with standard gauge. So dense was the forest that even though it was sunny, we were travelling in semi-darkness.

Upon reaching Santa Cruz, we joined Southern Pacific rails and went through a little yard with a single flat car of lumber present. From there we headed down one leg of a wye, then continued backing down city streets full of traffic to "The Boardwalk". We stopped right beside a giant-size year round amusement park on a Pacific Ocean beach - roller coaster, water slide, carousel and all!

We stopped long enough for the crew to chat with the locals and to get a coffee. We then got underway, reached the little yard and lifted the flat of lumber. We were now a "mixed" and the first one in ten years! The trip back to Felton was as spectacular as before and we certainly felt that we got our \$12.95's worth. The super friendly conductor told us all we wanted to know which, for him, was easy. He was a walking encyclopedia of local facts and lore.

After detraining, we got into our rented car and drove back to Santa Cruz to spend the night. The drive took 15 minutes while the train had taken one and one-half hours! Joe sure drives fast.

The next morning, we went back to Roaring Camp to get tickets for the narrow gauge. Because we were so early, we went to the shop in time to see work being done on 2 Truck Shay "Dixiana". She was getting her rebuilt rear truck installed. Her rear frame was being lifted by a well-used mobile crane. Despite the fact that her boiler was not on the frame, the mobile was near its lifting limit. Before we left the property later in the day, however, we saw a brand new welded boiler placed on that frame!

The narrow gauge train (3 foot gauge) consisted of "Tuolumne", the ancient (1899) 2 truck Heisler, four open type coaches (wooden benches on each side) and a sort of caboose. The awkward looking little Heisler rattled off into the redwood forest with a near full capacity train. Some of these trees, by the way, stand well over 200 feet straight up, are 8 feet thick at the base and are over 1,000 years old.

One of the gems of the Fair, ex-UP 0-6-0 4466. The magnificently restored yard goat moves quietly along the lead to the CSRM to pick up the daily passenger excursion consist, and a days work. The classic wooden structure in the background is one of many in the area.



The cars on the train clear the trunks of some of these giants by less than a foot. The winding line with its tighter than street car curves, rises 600 feet in three miles. The grades exceed 8% and "Tuolumne" no longer looked awkward as she shot exhaust smoke and steam straight up with a purposeful roar. The Heisler was as sure-footed as a mountain goat. While the speed was dead slow, the scenery was spectacular, the stuff memories are made of.

After negotiating an impossible looking switchback, we reached the top of Bear Mountain. At this point we got off, took photographs and video and had time to talk with the friendly and soft spoken engine crew. We then re-boarded for what I considered would be a terrifying descent back to Roaring Camp. No problem! Our hogger used the automatic brake to hold the train in check. No retainers were set up nor were any hand brakes set. It was a smooth and controlled ride, even over a 40 foot high and curving wood trestle. It was a magnificent experience.

Cable Cars and BART

Joe and I reluctantly left Roaring Camp for the big city and our last stop - San Francisco. Our plan was to ride a cable car and a Bay Area Rapid Transit (BART) train. As it turned out, we did both of these and threw in a 4-hour Gray Line coach tour of the city.

The cable car experience was out of this world. We rode the Powell-Hyde line from Market Street to Fisherman's Wharf. The little cars were packed with people. On both sides of the front half of the cars, a minimum of a dozen people stand, hanging onto the outside of the car. Some jump on or off while the cars are in motion, oblivious to the vehicular traffic and the opposite direction cable cars which share the narrow hilly streets. There's barely room for the two-person crew. One might well question the safety of this operation.

The "gripman" on the front end stands between the side seated passengers and needs a lot of room to pull and release two huge levers that either "grip" or release the cable or apply the brake. The cars have no power of their own so all controls are large and manual.

Going up hills so steep is nothing short of awe-inspiring. Going down is downright frightening. The "gripman" on our return trip was something else. He was totally out of it, happy in his work, nonchalant and, if there was any real danger, he was oblivious to it. Between movements of his big levers, he played the catchiest "tunes" on his bell cord, amusing himself and everyone else within earshot. Joe and I got the greatest kick out of this character.

Looking around at some of the other "crews", I think that they're a breed apart. Certainly it takes very special personal qualities to operate a cable car.

We visited the "winding house" where electric motors, sheaves, gear boxes and mile upon mile of 1-5/16 inch stranded steel cable get together to power the cars on the four routes which comprise the system. The co-located cable car museum was also visited and found to be very enjoyable. We were very surprised to learn that the cables only last from three to nine months, depending on some variables. Then they are scrapped.

It becomes obvious that the system is 95% tourist attraction and 5% transportation. Would you wait over a half hour in a line to get on one of these things if you were trying to get to work? The fare structure was something else as well. Joe rode for 15 cents while it cost me two bucks. Joe is a senior, I am not. All in all, it was a ball. You sure wouldn't want to visit San Francisco and not ride on a cable car. There's absolutely nothing else like it.

At the other end of the spectrum, there's BART. The whole system is clean, fast, comfortable, cheap and modern. We rode a Daly City-Concord 7-car train over the entire route, in both directions, for \$2.60 each. We were on board the train for the best part of three hours, covered 80 or more miles, much of it above ground and reached speeds in the 65-70 mph range on broad gauge (5'-6") track.

The cars are exceptionally wide, with huge aisles and equally large and numerous doors. On the downside, the interior noise level is quite high, especially when curving in the underground sections, but it's tolerable for a commuter operation.

As many readers may already know, this system is highly automated. Human employees are few and far between. Joe and I had difficulty trying to buy our excursion tickets at one station as the human information employee was not on duty. We walked to the next station and found a human. We asked how to operate the ticket dispensing and change making machine, but still trouble. Finally we were rescued by the BART human, who must have thought that we were the village idiots. Anyway, it was a lot of fun and very educational.

As our trip ended at the San Francisco airport, we took stock. Railfair '91; modern and old steam power; modern and old diesel power; the live steam oddities; a railroad museum par excellence; the TRAIN convention; the beautiful Napa Valley and the Wine Train; Felton, California; and the Roaring Camp and Big Trees (the most beautiful place of all); and finally San Francisco's cable cars and BART. Not at all bad for 12 days of fun in the sun.

RoadRailer Comes to Canada

DAVID STREMES

RoadRailer service finally reached into Canada early in May, with an extension of Norfolk Southern's Detroit, Michigan, service to Toronto via CP Rail. The technology that combines a highway trailer with steel wheels on steel rails produces the flexibility of road delivery to and from customers' doors, with the economy of railroad service between cities. This technology all started in 1955 when Chesapeake and Ohio combined 29 foot long trailers with a wheelset to carry mail between Detroit, Grand Rapids and Chicago. The service slowly dwindled as did C&O's passenger service in the pre-Amtrak years. The late 1970s saw a revival of interest in the technology, and three U.S. railroads tried the RoadRailer concept in the early to mid-80s: the Illinois Central Gulf between Louisville and Memphis, Conrail between Buffalo and New York City, and Burlington between Chicago and St. Louis. None met with much success. The ICG suffered from crew consist agreements and the recession, while Conrail suffered from an imbalance of traffic which affected their profit picture.

In recent years, RoadRailer has started to make a comeback, not only in the United States, but around the world - England, Australia and New Zealand to name a few. The next revival of RoadRailer in the U.S. occurred in 1986, when Norfolk Southern started a Detroit-St. Louis service for General Motors auto parts. The following year, the service was extended to include a Chicago-Atlanta service. Norfolk Southern set up Triple Crown Services to run the RoadRailer service. All that Norfolk Southern now supplies are the tracks, the crews, and the locomotives. CSX started a competing service from Detroit to Atlanta in August of 1987, catching much attention in 1988 as they ran the train with their four F-units, usually in an A-B consist. The F-units were removed late in 1988, but the service continues. Union Pacific ran RoadRailer service between Chicago and Dallas during most of 1988, but it was cancelled and replaced with double-stack container service.

The current RoadRailer equipment consists of two types of trailers. Both are 48 feet long, employ a slack-less tongue, socket and pin coupling system, and require only a two-person ground crew: one to position the trailer, the other to perform the coupling. The difference between the two types is with the running gear. The Mark IV model is a completely integrated system with a two-

axle highway wheelset and a single-axle rail wheelset, both equipped with retractable air suspension. Positioning and coupling can be completed in three or four minutes. The Mark V trailer carries no rail wheelset. The highway wheelset slides forward so the trailer can be mounted on a two-axle truck similar to a standard freight car truck. It only takes a few extra minutes to position one of these assemblies into place. The heavier weights of the trailers force a reduction in capacity to meet highway weight restrictions. However, because of the lower overall weight of the loaded trailers, locomotive horsepower requirements are reduced. The light weight and lower wind resistance increase fuel efficiency, allow for quicker acceleration, faster running, and quicker stopping times for the maximum consist of 75 trailers. Norfolk Southern initially powered their RoadRailer trains with a single GP50, but recently have received B32-8s from GE and GP59s from EMD for this service.

The extension into Canada is Triple Crown's first operation off of Norfolk Southern lines. Triple Crown trucks have been a common sight on the roads in Southern Ontario for the past few years, especially along Highway 401 from Windsor into Toronto. Extension into the Toronto market by rail will improve reliability and allow extension of door-to-door service up to 160 kilometres north and east of Toronto. In addition, "Canadian railways have the capacity to absorb substantial increases in freight traffic without any increases in costs for the taxpayer", according to Gil Mackie, CP Rail executive vice-president in charge of Intermodal Freight Systems. Wear-and-tear on the publicly funded highways is also reduced. CP spent \$250,000 renovating its Lambton Yard in Toronto to allow for RoadRailer service. Through agreement with the United Transportation Union (UTU), CP is able to operate the RoadRailer trains with just a locomotive engineer and a conductor. It would appear that without such an agreement, CP was not prepared to operate RoadRailer trains with full crews. Service is expected to be five days a week, providing second day service to Atlanta, Kansas City, and St. Louis, and third day service to Jacksonville, Florida. CP has assigned GP38-2s (usually 3043 or 3046) to its leg of the RoadRailer train, which runs as Train 528 eastbound and 529 westbound. (Information supplied by CP Rail; Trains, June 1989; CTC Board, April 1989.



Trains made up of Triple Crown RoadRailers are light, hence up to 75 trailers can be handled by a single GP38-2 locomotive. GP38-2 3046, and sister 3043, are the regular power on the RoadRailer trains between Detroit and Toronto. Watching the proceedings is C-424 4203. (Photo courtesy CP Rail)

All Aboard Bangor & Aroostook "Centennial Excursions for Maine Potato Hauler"

BRUCE O. NETT

Maine's Bangor and Aroostook Railroad is celebrating its centennial this year with a series of special passenger excursions along its various lines.

Motive power for the excursions is B.A.R. F3A No. 502. The 1947 EMD product is distinguished by the fact that it has put in 44 years of continuous service on the same railway. To commemorate the occasion, the B.A.R. has restored the unit to its "as delivered" livery as well as giving it its "as delivered" number. From 1953 to 1991 it had been numbered "42".

Three E.M.-type coaches (smooth side in blue and yellow livery - Nos. 5482, 5503 and 5518) have been leased from VIA Rail Canada for the excursions. Each trip will be able to handle a maximum of 170 passengers.

The occasions marks the first time since September 4, 1961 that the B.A.R. has run anything other than single passenger excursions over its system. It was on that day that the railroad discontinued all passenger service owing to poor ridership and spectacular losses, even for the era.

The schedule for the centennial runs is as follows:

Northern Maine Junction to Searsport	
	Depart
June 29	12 Noon
June 30	12 Noon
August 3	12 Noon
August 17	08:00
August 18	12 Noon
Northern Maine Junction to Brownville Jct	
	Depart
August 3	08:00
August 17	12 Noon
Madawaska to Fort Kent	
	Depart
July 6	12 Noon
Fort Kent to Eagle Lake	
	Depart
July 7	08:00

Oakfield to Squa Pan	
	Depart
July 13	08:00
August 25	08:00
Oakfield to Millinocket	
	Depart
July 14	09:00
Houlton to Squa Pan	
	Depart
August 24	09:00
Fort Fairfield to Presque Isle	
	Depart
July 20	08:00

Presque Isle to Limestone	
	Depart
July 21	08:00
Presque Isle to Squa Pan	
	Depart
July 20	14:00
Millinocket to Brownville	
	Depart
July 27	09:00
July 28	09:00
Millinocket to East Millinocket	
	Depart
July 28	14:00
Derby to Millinocket	
	Depart
August 10	08:00
August 11	08:00

All tickets are available by writing the Bangor and Aroostook Railroad, Northern Maine Junction, RR # 2, Box 45, Bangor, Maine, U.S.A., 04401. Adult tickets are priced at \$15.00, half fare for children.

All dressed up and ready to roll:
Sporting her distinctive two-tone grey "as delivered" paint job, B.A.R. F3A No. 502 makes her post-restoration debut at Oakfield, Maine, pulling a 470 Railroad Club excursion in the spring of 1991. The occasion was the dedication of the Oakfield Museum, located in the former B.A.R. station.

Photo by Bruce O. Nett.



The South Simcoe Railway

"Final countdown to a twenty year dream"

JOHN D. THOMPSON

[Thanks to John Thompson of the South Simcoe Railway Heritage Corporation, we look at the events behind the launching of Ontario's second bonafide tourist shortline railway, the South Simcoe Railway. As many of you will appreciate, turning dreams into reality is no simple matter and is not for the faint of heart! ... P.B.J.]

The South Simcoe Railway (SSR), Ontario's second tourist shortline railway, is poised to being in operation sometime this summer.

The railway will provide passenger service over four miles of the former CN Beeton Subdivision between the villages of Tottenham and Beeton, Ontario. The line is situated some 35 miles to the northwest of Toronto and runs through the picturesque, rolling farmland of southern Simcoe County.

As this is written (June 1991), SSR is awaiting final operating authority from the Ontario Municipal Board (OMB). The OMB must determine whether operation of the railway is in the public interest and decide if public hearings are necessary to hear any objections that may be raised by persons living or working near the operation. SSR hopes that the OMB will hand down its decision early enough for operation to begin this summer.

The OMB approval is the final hurdle for the SSR and represents the realization of a twenty-year-old dream. The journey to this point has been a very difficult and often frustrating one.

Background

The SSR story goes back some 30 years to early 1960, and the end of steam on Canadian Pacific. Two pieces of SSR motive power, 4-4-0 No. 136 (Class A2m III, Rogers 1883) and 4-6-0 No. 1057 (Class D10h, MLW 1912) were seeing their final days of revenue service, powering several fantrips out of Toronto that spring. At the end of it all, the 136 was sold to local rail enthusiast, Neil McNish, while the 1057 went to the father and son duo of Don and Bill McCartney.

The 136 was moved to a shed at Bolton, Ontario, on CP's MacTier Subdivision, the Toronto/Sudbury mainline. The 1057

took up residence at a siding at the McCartney plant in suburban Toronto. It was kept there in pristine condition until Don sold it, circa 1969, to the late Herb Hansen of Elgin, Illinois, an active member of the Illinois Railway Museum of Union, Illinois. Prior to delivery at the IRM, Mr. Hansen arranged to have the D10 placed in operating condition with a view to operating it at the Museum.

Arrangements were concluded with Canadian Pacific to overhaul the 1057 at the John Street Roundhouse in downtown Toronto. Not only were the required facilities available there, but the staff were still familiar with D10s. Restoration, under the direction of Assistant Locomotive Foreman John Clarke, was carried out by a combination of railway employees and local enthusiasts.

Considerable work took place during 1970 and early 1971. Although the 1057 was in comparatively good mechanical shape at retirement it had, naturally, been "let go" by the railway towards the end. Finally, however, on the night of 21/22 May 1971, John Clarke gave the order which everyone had been waiting for: "Fire up the 1057!"

For the first time in 11 years, a CPR engine was being steamed up in Toronto. Saturday morning, May 22, dawned bright and clear with the faithful descending upon John Street to be greeted by a gleaming 1057 with steam drifting lazily into the air from the various exhaust ports on its appliances.

After some final checks and adjustments, John Clarke climbed into the cab. It was an emotional moment for steam lovers as John first warmed the cylinders and then released the brakes, pulled back on the throttle and eased the engine forward. With cylinder cocks open and bell ringing, the handsome 10-wheeler moved slowly past its admirers to the accompaniment of clicking cameras.

Following a weekend of tests in the yard area, the 1057 was put back in the roundhouse. Subsequently, Mr. Hansen changed his plans and decided to sell the engine rather than bring it to Illinois. A group of Toronto-area rail enthusiasts banded together to buy the locomotive, forming the Ontario Rail Association (ORA) to do so.



Ready to roll: Sporting Canadian Pacific's maroon and grey paint scheme and lettered for the South Simcoe Railway, ex-CP H44A1 No. 22 is ready to launch regular passenger service some time this summer on the SSR. In the background are 4-4-0 No. 136 and 4-6-0 No. 1057. Although both steamers are sans boiler lagging and jacketing, little work is required to get them serviceable. Indeed, the 136 only requires final documentation from the Ontario Ministry of Consumer and Corporate Affairs with respect to certifying its boiler. Boiler certification is also required by the 1057. Additionally, her tender needs some work before it is fit for use. (Photo by John Thompson)

The Ontario Rail Association

The Ontario Rail Association had two goals in mind when it was founded: establish a short line tourist railway and operate steam-powered excursions on the main line railways.

It was discovered that additional work was required on the 1057. This took place at John Street in 1972. ORA, realizing that rolling stock would be required for its operations, approached the CPR at the same time, to buy a selection of heavyweight coaches from the Montreal commuter pool. These cars had been made surplus by the arrival of CP's gallery commuter cars, the first such cars in Canada.

By early 1973, the 1057 was ready for a trial run. Once again, a fire was laid on its grates and steam raised. On Sunday, 19 May, the ten-wheeler left John Street. It headed east and then north on CP's Don Valley Line to Leaside. The first run up the hill was light. Two more were then executed, both involving a short train of two ORA coaches and a combine. The engine's exhaust hammered against the walls of the cut at Bayview Avenue as it marched proudly up the stiff grade out of the valley to arrive at Leaside station.

Having passed its trials with flying colours, 1057 was ready to begin a second career. A debut excursion was operated to Orangeville on CP's Owen Sound line, followed by a short haul to Unionville on the CN. It then found itself destined for Ottawa.

The National Capital Commission had decided to launch a regularly scheduled steam operation between Ottawa and Wakefield, Quebec, over CP's Maniwaki Subdivision. Although the intended engine was G5a No. 1201 which belonged to the National Museum of Science and Technology, this engine required a major restoration. For the excursion program to get launched, it was decided to lease the 1057 and several of ORA's coaches pending the restoration of the 1201.

The 1057 spent the summer of 1973 in Ottawa, running to Carleton Place, Ontario, over CP's now abandoned Carleton Place Subdivision. A washout had closed the Maniwaki Subdivision that year. In the fall, the locomotive returned to Toronto and was immediately put to work hauling an ORA excursion to Owen Sound, accompanied by the 136 which had been leased from Neil McNish following overhaul at John Street.

Destiny had selected the 136 for the starring role in CBC Television's *The National Dream*, based on Pierre Berton's two-volume work describing the construction of the CPR. The engine was restored as much as possible to its 1880s appearance, including wooden cab and diamond stack. The rail sequences of the film were shot in Ontario, Alberta and British Columbia during late 1973 and early 1974.

In the summer of 1974, the 1057 returned to Ottawa for Wakefield service, something that it would also do in 1975. Again, a fall doubleheader was run to Owen Sound to be repeated for the last time in 1975. Other excursions were also operated out of Toronto.

To Find a home

While all of the fantrip and restoration activities were underway, the ORA was also looking for a site for its shortline. Attention was focused on the southerly end of CN's Beeton Subdivision, specifically, the seven miles from Georgetown to Cheltenham. Georgetown is about 30 miles northwest of Toronto on Highway 7 and a station on the CN Toronto/Stratford/London line.

Negotiations to lease the line from CN proceeded favourably. The operating name "Credit Valley Railway" was chosen, due to the proximity of that river. All rolling stock was so duly identified. However, after some time had passed, the ORA was approached by the Ontario Government to consider relocating the operating site to CN's Collingwood-Meaford line, another marginal



Where are the passengers? SSR coach no. 821 - "Tottenham", for many years a regular feature on the Ottawa/Wakefield run behind ex-NMST No. 1201 (then named "Forks of Credit"), has been recently overhauled in anticipation of carrying revenue passengers this year over the SSR. (Photo by John Thompson)

operation. In return for shifting its focus to Collingwood, the provincial government promised the ORA substantial funding for facilities and restoration.

On the surface, the idea looked good. The distance between Collingwood and Meaford is about 21 miles, or three times the length of the Georgetown-Cheltenham run. The Collingwood region is a major all-season tourist destination and the Province saw the tourist railway as a potential catalyst to increase tourism. ORA was worried about the extra distance from Toronto to Collingwood and how this would impact on its volunteer pool but opted to pursue the Collingwood option all the same.

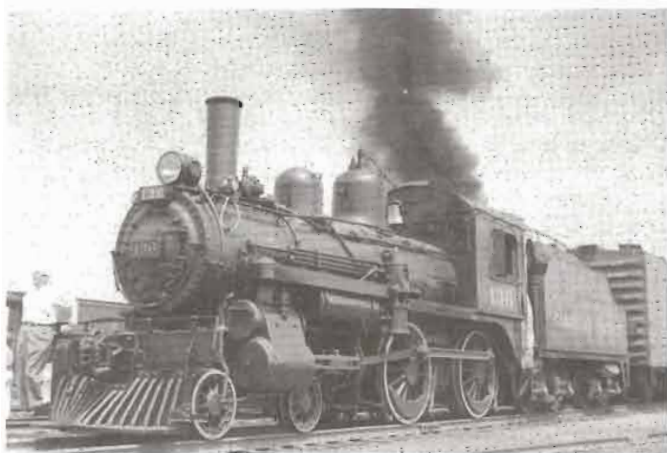
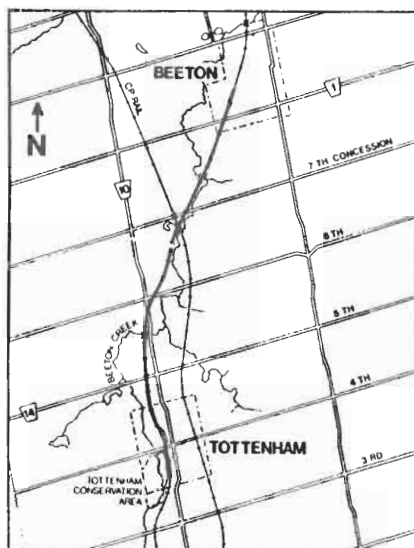
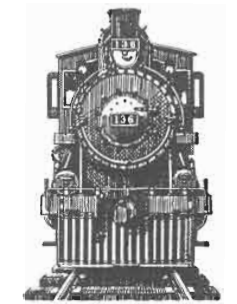
Factors such as distance impacting upon volunteers and the ability of the line to draw tourists became academic when the Province withdrew its support for the project. The sudden turn-about stemmed from complaints about "noisy, dirty steam trains". In the vanguard of the opposition were the influential owners of luxurious chalets and houses along the line. Faced with hostility from Collingwood Township, which shared similar opinions in spite of the revenue potential from visiting tourists, the ORA withdrew its proposal for the Meaford line. The line has since been dismantled.

Stagnation and frustration

Post-Collingwood was a period of stagnation and frustration which lasted for several years. Not only was the tourist line in jeopardy but the goal of running main line excursions had encountered a similar fate after both carriers (CN and CP) declined further participation. Indeed, Canadian Pacific even asked the ORA to remove its equipment from John Street. Most of the passenger cars were transferred to a postal facility siding in suburban Port Credit (west of Toronto) while the locomotives and private car "Temagami" (ex-Ontario Northland) went to a Liquor Control Board of Ontario siding on the Toronto waterfront. This was the lowest point for ORA's fortunes although maintenance continued to some extent. As well, the loyal few kept up the search for a suitable short line. CP's Elora Subdivision almost became home.

Turning dreams into reality

Finally, at the eleventh hour in early 1986, the Tottenham and District Chamber of Commerce made the ORA an offer that it couldn't refuse. The Chamber would attempt to buy the 4.2 miles of CN trackage between Tottenham and Beeton and lease it to the ORA for operation.



SSR's steam power: On May 15, 1960, Canadian Pacific hosted a National Railway Historical Society excursion out of Toronto. For the occasion, 4-4-0 136 (above) and 4-6-0 1057 (below) were under steam, with the latter doubleheaded with heavy Pacific 2414. (Both photos by Ron Ruck)



Needless to say, the ORA accepted the offer. The Chamber put in a bid to Canadian National for the track and right of way and in due course received title to it. Events moved quickly after that. In August 1986, a special CN move assembled the ORA collection from its two homes and moved it first to MacMillan Yard and then north on the Newmarket Subdivision to Barrie.

The train operated under special speed restrictions and was pulled by a pair of GP9 units. At Barrie, the units ran around the train and hauled it south onto the Beeton Subdivision (which leads off the south end of the Barrie Yard) at 15 mph, slowing to 5 mph for the numerous bridges. Finally, late in the afternoon, the special arrived at Beeton. In short order, the units were uncoupled and sent to Barrie, leaving the ORA equipment in its new home.

Beeton was the temporary home of the collection for several months until stopgap repairs could be made by ORA to the Beeton-Tottenham section which had been long out of service. In the meantime, the ORA emerged as the South Simcoe Heritage Rail Association, operators of the South Simcoe Railway.

The spring of 1987 saw the SSR prepare for operations. The first phase of a multi-phase operation involved the rebuilding of the line to 35 mph standards. Once this was accomplished, attentions were focused on the locomotives and passenger cars.

Owing to limited financial resources, the SSR decided to prepare one diesel locomotive and one passenger coach for operation. By late 1990, this objective had been realized with the exception of the unit's torque converter, since rebuilt in early 1991.

On the bureaucratic front, the SSR was pre-occupied with securing the necessary authority to carry revenue passengers as a duly chartered railway under the provincial laws of the Province of Ontario. Step by step, this was accomplished, including a private member's bill two years ago which gave the SSR its charter and securing the assent of the Rail Office of the Ontario Ministry of Transportation. This latter approval was secured in May of this year after the Rail Office had reviewed and agreed to the SSR's rule book, training and maintenance procedures, station platform, locomotives and rolling stock.

The final hurdle is the Ontario Municipal Board. There should be no problem unless a public hearing is required to placate a handful of residents who object to the rail operation.

If all goes well, the SSR will be given operating authority some time this summer. Operations will be of the "no-frills" variety with ex-Canadian Pacific H44A1 No. 22 (CLC, 1960) and ex-CP heavyweight coach No. 821 (NSC/CP, 1928, nee 1467). As soon as repairs are completed and provincial boiler certification received, the 136 will enter service, followed by the 1057. In all likelihood, the earliest date for this will be 1992, although the 136 was temporarily under steam during 1989, providing a much-needed morale booster to the Tottenham faithful.

Support the South Simcoe Railway

As with all such ventures, the SSR desperately needs help and assistance. You can be a volunteer, a donor or a passenger. It all helps. Souvenirs such as caps, T-shirts, patches, and buttons are also available either at the site or by mail order. For information, contact the South Simcoe Railway Heritage Corporation, P.O. Box 186, Tottenham, Ontario, L0G 1W0.



Destination North Conway More Canadian Steam South of the Border

PHILIP B. JAGO

One of the saddest ironies about Canadian steam is the fact that there are more operating examples "south of the border" than on home turf.

Last summer, Pierre and Jean-Louis Ozorak treated *Branchline* readers to a number of examples in the state of Pennsylvania ("Des Canadiens errants", *Branchline*, June 1990) while the December 1990 issue featured a spectacular cover shot of ex-Canadian National Mikado No. 3254, in a starring role at Steamtown in Scranton, Pennsylvania.

Yet another excellently maintained example of Canadian National steam power can be found on the Conway Scenic Railroad, headquartered in North Conway, New Hampshire, in the form of ex-Canadian National 0-6-0 No. 7470. This septuagenarian of the steam age shares passenger hauling responsibilities on the CSR with ex-Portland Terminal ALCO S-4 No. 1055.

It was this writer's privilege to become acquainted with the CSR during an all too brief three day stay in North Conway in August of 1990. It was a classic busman's holiday in every sense of the word. We were three-quarters of the way through Bytown's "All Aboard 1990" steam excursion program and for some reason I was able to convince my wife and three principle tax deductions that the CSR would be our principle summer destination.

I had followed the CSR's development via diverse issues of *Railroad*, *Railfan and Railroad*, *Trains*, and *Model Railroader*, since before the pike's acquisition from the Boston and Maine Railroad in May of 1974 by a consortium spearheaded by B&M employee Dwight Smith, who recently stepped down as the CSR's general manager after a very successful 16-years at the railroad's helm. Additionally, I had been treated to an excellent description of the venture from one of its long-time volunteers, Paul Bown, the immediate Past President of the BRS.

A visit to the Conway Scenic Railroad is well worth the 8-hour journey required from Ottawa. Not only is one treated to steam and first generation diesel operation, but the 5-mile line is crammed with scenic delights, including a spectacular panoramic view of New Hampshire's White Mountains in the vicinity of the North Conway Station, three crossings of the Swift and Saco Rivers on some fairly substantial bridges, several pastoral farm scenes and even some woodlands running through the dense pine remnants of the heavy forests that once dominated the area. This is quite surprising given that the road between North Conway and Conway is subject to frequent traffic jams brought on by the many factory outlets which dominate its length. In the ensuing distance between the two, one literally steps back in time and locale. It is a startling contrast - brought home by that fact that a motor trip between the two communities consumed as much time as the train because of the volume of traffic.

For those enthusiasts whose inclination is towards infrastructure, the Conway is made to order. The yard has been virtually untouched in terms of track layout since the early days. You can still see the freight shed and original 4-stall wooden roundhouse. An air operated 85-foot turntable takes care of all locomotive and car turning rituals.

Dominating the scene is the station, a massive wooden two storey Russianesque-style structure, that occupies an important niche in the U.S. National Register of Historic Buildings. The station was built in 1874 by the Portsmouth Great Falls and Conway Railroad. On the main floor are a museum (originally the Women's Waiting Room), a gift shop literally crammed with railroad memorabilia (originally the Men's Waiting Room), Snack Bar (originally the Baggage Room) and a fully restored and operating ticket/telegraph/operator's room. The second story

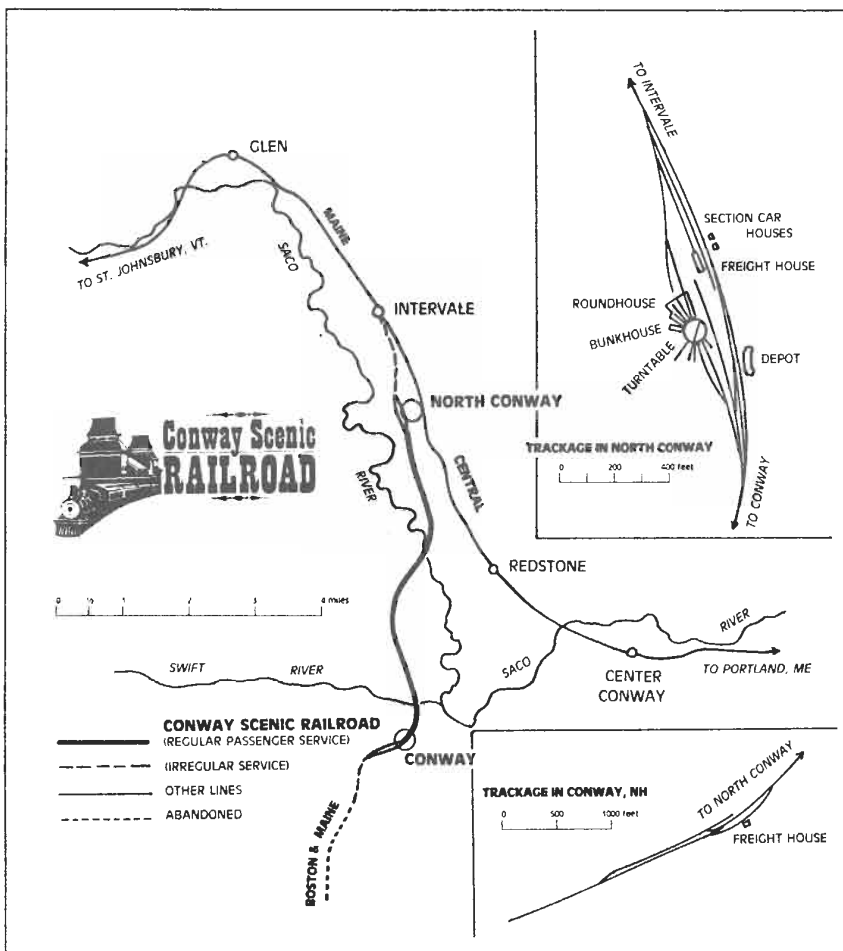


CSR's ex-Canadian National 0-6-0 7470 poses on the turntable as she is readied for another day's work. No. 7470 was built by the Grand Trunk Railway in 1921. (Photo by Philip B. Jago)

consists of two flanking towers, reached from the ground floor by a pair of elaborate curved staircases. Midway between the towers a 117-year-old E.H. Howard brass and iron clock still keeps the village of North Conway informed of the time.

The station yard at North Conway contains such delights as working lower quadrant semaphore signals which act to protect train operations between North Conway and Conway, the southern terminal. Crossing protection is afforded by a "wig wag" signal as well as by massive hand-operated crossing gates. A mail crane is on display. And, although the yard does not have a water tower, a spout has been rigged up on a framework to interpret what one might have looked like. There is even a preserved "Ball Signal", something that springs immediately to mind whenever New England railways are discussed.

At Conway Village, the southern end of the line, the former B&M freight shed has now been outfitted as a station *cum* snack bar. Modellers will also appreciate the architectural possibilities of a simple yet typically New England feed store which is adjacent to the station run-around track.



Equipment and motive power enthusiasts are also not forgotten. On the site are 45 pieces of rolling stock and 6 pieces of motive power. Aside from the 7470 and 1055, the CSR also fields 2-6-2 No. 108 (Baldwin 1920, ex-Reader Railroad No. 108, nee Angelina and Neches River), Maine Central 44-tonner No. 15 which handles work train service, fully restored ex-Boston and Maine F7A No. 4266 (nee 4266A) and ex-Maine Central 2-8-0 No. 501, (ALCO 1910) which is owned by the 470 Railroad Club of Portland, Maine. The 501 has been cosmetically restored although the CSR forces have yet to find the time to reinstall its running gear.

The CSR's rolling stock collection is best classified according to its current purpose. For revenue service, the company can call upon 13 cars of varying type and vintage (three are converted box cars). There is even First Class service aboard the "Gertrude Emma", which began life in 1898 as sleeper-parlour-observation car "Libertas" for the all-new "Pennsylvania Limited" between New York and Chicago. The car was acquired in 1975 by the CSR and, following restoration, was put in service in 1986. It is named after 'Gee Smith' wife of CSR founder Dwight Smith.

The road has eight passenger cars which are awaiting restoration to operating condition, including the "Almar" (nee "Fortuna") which is a twin to the "Gertrude Emma". Materials storage requires an additional six cars including an RPO, a tank car, a reefer and three box cars. This is a working railroad, hence non-revenue cars are also a requirement. There are three in total, two flats and a hopper.

Especially exciting is the fact the CSR is the home to 12 privately-owned cars. These include seven cabooses, with such heritage as Bangor and Aroostook, Grand Trunk/Central Vermont,

Chesapeake and Ohio, Boston & Maine (ex-Fitchburg, later Belfast & Moosehead Lake) and Lehigh & New England. There are three snow flangers, a reefer and one ex-Maine Central coach. To the last rivet, they are all in good shape and have been converted into living quarters by their owners who use them in their capacities as volunteers on the CSR.

One of the most pleasant aspects of the CSR is its casual approach to passengers in terms of boarding and moving about the train. Seats are sold on a "first come, first served" basis. The round trip takes an hour approximately with a one hour layover between runs. During the layover periods, passengers are free to board the cars. There is no panic and no crush - it is all leisurely and quite unhurried. Above all it is friendly. Last minute passengers are waited for by a smiling conductor as opposed to some operations where lateness is frowned upon to the point where passengers actually feel guilty for their faux pas.

Patrons of the CSR - be they there to ride the train or just browse around the terminal area - are treated like royalty. The impeccable cleanliness and overall attractiveness of the terminal area notwithstanding, you get the feeling that you are among friends. With the exception of entering the engine house or walking across the

Working a handbrake is no picnic on a hot summer day as the veterans will tell you. The CSR fireman attends to the hot end of things as the 7470 takes a spin on the North Conway turntable. For Bytown "experts" who think that it is an effort to fire an oil burner, imagine the muscles you would get if the 1201 had been restored to her as-delivered hand fired condition. (Photo by Philip B. Jago)



turntable, one enjoys almost unlimited access to the yard area. The turntable pit has been tastefully roped off to allow everyone a full view of the 7470's morning and afternoon turning ritual. In the early morning, there is even time for polite conversation with company personnel, of which 35 rely on the CSR for employment during most of the year. In this latter instance, this writer is especially indebted to CSR Manager Gary Webster for taking the time to share a number of ideas and experiences on tourist railroad operation. As stated at the outset, this was a bit of busman's holiday. Not only were we there to experience Canadian steam first hand but we were also there to learn from the standpoint of BRS's excursion operations.

Early morning also provides the opportunity to watch the railroad awaken. Cars are cleaned and washed. There is preliminary bustling at the station and souvenir counter. Over at the roundhouse, the fireman is busy with the 7470. Black smoke drifting from the smoke jack is the giveaway that the fireman is seeing to the fire and the raising of steam. The engineer, meanwhile, may be found wandering the yard with a "feeder", busily oiling flangeways in order to facilitate the 0-6-0's passage through the model railroad curvatures of the various turnouts. Meanwhile the yard echoes to the distinctive gurgling of ALCO's finest (see "Tid Bits, **Branchline**, June 1991).

Then, before the trips begin, the *piece de resistance*. The 7470 is taken out of the "house" and trundled down the line about a quarter of a mile - just far enough to be out of site of the village but not from view at track side. The location is at the bottom of a short 3% grade, apparently the steepest on the B&M. The incline provides the perfect location for working the engine and cleaning out her flues before another day on the job. On the morning that I was lucky enough to catch this, I was the sole observer, with the exception of a party of golfers about to "tee off." The site was magnificent what with smoke and steam and the engine charging up the incline to the station. I felt that the Conway people had just provided me with a personal runpast. I had to pinch myself to realize that this happened every day. What a treat!

In terms of an actual trip, the 7470 leaves North Conway tender first, affording passengers in the first coach a unrivalled view of the locomotive smoke box and a chance to hear the distinctive "clank" "clank" of the locomotive's valves at work. Meanwhile, at the rear of the train, the first class passengers can enjoy the sights of the line from the brass railed platform of the "Gertrude Emma". Returning from Conway, where the engine performs a quick runaround, the 7470 is coupled to the rear of the

"Gertrude Emma", affording first class passengers a liberal dose of smoke and cinders as well as a first hand view of the engineer and fireman at work. Owing to location, moreover, one is in an excellent position to hear the locomotive's distinctive "chuff" "chuff". Indeed, the din is incredible compared to the relative silence of riding in the vicinity of the smokebox end.

The Conway Scenic Railroad is a definite "must" for enthusiasts wanting to experience a taste of the past. The area, moreover, is a veritable tourist mecca, meaning that the non-rail elements of a typical family should be more than satisfied with the many diversions, including factory outlet shopping, that await the visitor. If you haven't already done so, then by all means pay a visit. You won't be disappointed!

1991 EVENTS

The CSR offers a jam-packed program for 1991. On August 2, the road celebrates its 17th birthday with ticket prices at 1974 levels for that day only. September 14 is railfan's day and includes special movements, night photo sessions and runpasts. Between November 2 and December 22, it will operate weekend trains for the first time ever with two round trips a day, departing at 11:00 and 13:30. For the period December 7 - 22, Santa Claus will even put in an appearance.

1991 Fares

	Coach	"Gertrude Emma"
Adults	\$7.00	\$9.00
Child (4-12)	\$4.50	\$6.50
Under 4	Free	\$3.00

Group Rates are also available.

For Information, contact the Conway Scenic Railroad, P.O. Box 1947, North Conway, New Hampshire, U.S.A., 03860. Telephone: (603) 356-5251 or 1-800-232-5251 (U.S.)

NEWS FLASH!!

Locomotive 7470 has been sidelined owing to requirements that it submit to an F.R.A. inspection. The management is trying to have her back in service by the fall, if not earlier. Don't let the lack of steam dampen your enthusiasm - an operating S-4 is getting to be a rare commodity, so go on down anyway!



S-4 No. 1055 takes a spin on the air-operated turntable at North Conway, North Hampshire, in a general view of the roundhouse area.

Note the crew bunkroom, a former B&M baggage car which was "grounded" there in 1949. Today, it still fulfills the same function.

(Photo by Philip B. Jago)



NTA Decisions / Hearings

CHESTER SUBDIVISION ABANDONMENT DECISION UPHELD: The National Transportation Agency has upheld its earlier decision (No. 172-R-1990) authorizing Canadian National to abandon that portion of its Chester Subdivision (Nova Scotia) between mileage 42.25 (Barry's Stillwater Marsh) and mileage 109.07 (Bridgewater). Also included in the abandonment are the Lunenburg, Blue Rocks, Yarmouth and Liverpool Town Spurs.

The Agency's 1990 decision had been appealed by the Province of Nova Scotia who had filed the appeal with the Federal Court of Appeal. Reasons for the appeal included allegations that CN had demarketed its services over a period of time and several technicalities with respect to the status of the various spurs which were included in the overall abandonment application. Additionally, Canadian National was also taken to task for poor costing and financial procedures which had the effect of inflating the actual loss on the Chester Subdivision.

Overall, the NTA found that CN had indeed demarketed its services and that some of its costing data was inappropriate. That notwithstanding, however, the NTA concluded that the portion of the Chester Subdivision under consideration was uneconomic with no likelihood of becoming economic.

The abandonment took effect 30 days after May 16. The abandonment leaves southern Nova Scotia without any rail service. Indeed, rail service to the south will now terminate 42.25 miles south of Halifax.

As a final note, the ink had scarcely dried on the NTA decision before CN had issued tender calls for the removal of the line. (16/05/91 and *Globe and Mail*, 11/06/91, thanks to H. Fred C. Deakin)

PERMISSION TO ABANDON NEW BRUNSWICK LINES: The National Transportation Agency has given Canadian Pacific the necessary authority to abandon that portion of the Shogomoc Subdivision from mileage 54.2 to mileage 88.5 and that portion of the Gibson Subdivision from mileage 0.0 to mileage 22.0. Annual losses have exceeded \$750,000 since 1988.

In a split decision, the three-person NTA team established to hear public submissions against the proposed abandonment found that the operation was uneconomic with no likelihood of it becoming economic given present traffic levels.

The abandonment order gives Canadian Pacific permission to abandon that portion of the Shogomoc Subdivision from mileage 75.96, a point north of the junction of the McCain Foods Limited plant siding in Florenceville, and mileage 88.5 near Upper Kent, 30 days from the date of the order. The remainder of the Shogomoc Subdivision and the Gibson Subdivision can be abandoned effective December 31 of this year.

Although the abandonment of the upper portion of the line, north of Florenceville, will have little or no economic impact, the decision to authorize the closure of the portion between Florenceville and Fredericton (mileage 0.0 of the Gibson Subdivision) will have a serious impact upon the line's principal shipper, McCain Foods Limited, a pillar of the provincial economy.

McCain has vowed to fight the order on the basis that abandonment will add significantly to its cost of doing business. McCain uses the line to ship frozen food and to receive carloads of fertilizer. Indeed, McCain and Canadian Pacific have been engaged in a vigorous debate over the last three years on what constitutes fair shipping rates and a suitable enough volume of traffic to maintain the rail operation. It has been a debate clouded in acrimony and one which went public during the abandonment hearings last February as each side accused the other of bad faith bargaining and unrealistic costing and traffic projections.

In a news release on June 7, McCain stated that it will "undoubtedly appeal through the courts" in an effort to forestall the proposed abandonment. Indeed, McCain justified its decision on the basis of the minority decision of the NTA which argued that retention of the rail line was necessary in the public interest.

If the federal court accedes to the McCain argument, it seems likely that CP Rail will continue to operate it. Although some had thought that the line could be set up as a short line operation, the NTA and CP both concluded that the traffic levels were insufficient to guarantee economic viability. Indeed, this conclusion didn't sit well with Iain Dunlop, an area resident and also a member of BRS, who has been attempting to set up a short line company and operate the Florenceville to Fredericton section on behalf of the Province of New Brunswick. (03/06/91 and *The Daily Gleaner*, 07/06/91, thanks to H. Fred C. Deakin and George Matheson)

C.R.H.A. CONFERENCE 1991

The Kingston Division of the Canadian Railroad Historical Association will host the 1991 Conference between August 1 and 5 at the Donald Gordon Centre, Queen's University, 421 Union Street, Kingston, Ontario.

HIGHLIGHTS OF PROGRAM:

Thursday, August 1: Reception (Donald Gordon Centre).

Friday, August 2: Trip to Belleville during the morning; Session I in Kingston in the afternoon: Don McQueen, Robert Gawley (UTDC), VIA Rail representative; Session II in Kingston in the evening: Reports by the President of CRHA and representatives of the CRHA Divisions and the Canadian Railway Museum.

Saturday, August 3: Steam Pump House Museum in Kingston; Brockville Tunnel; Gananoque (Thousand Island Railway) - Kingston Mills; Evening Banquet (Guest speaker).

Sunday, August 4: Bar-B-Que at Smiths Falls Railway Museum, Museum visit, train tours.

Monday, August 5: Civic Holiday in Ontario - participants may further visit the Kingston area or travel to the Montreal area to view the Canadian Railway Museum at St-Constant, and to witness the oldest operating electric mainline locomotives in North America (an endangered species) in operation through the Mont Royal tunnel.

REGISTRATION FEES: The registration fees cover field trips, Sessions I and II, banquet on August 3, Bar-B-Que and Pump House Museum. Accommodation, other meals and all other costs are at the participant's expense. Registration is \$95 for CRHA and Kingston Division members in good standing; \$120 for others; \$75 for spouses; \$40 for one-day registration; \$30 for Banquet only. Please make cheque or money order payable to "KINGSTON DIVISION, C.R.H.A."

ACCOMMODATION: A number of rooms have been booked at the Donald Gordon Centre (\$44.80 single, \$50.40 double per night), and at the ice breaker M.V. Alexander (\$36.00 single, \$45.00 double per night). Please indicate preference, or whether you wish to make other arrangements on your own.

REGISTRATION: Please forward name, address, telephone and fax number (if available), and CRHA member number to Kingston Division, CRHA, P.O. Box 103, Station 'A', Kingston, Ontario, K7M 6P9. Please indicate number and type of registration (eg. member, spouse, banquet ticket, one-day registration), and accommodation preference.

Down by the Shop by HELEN G. TUCKER

Caboose Under Canvas "Of canvas, bridles, come-alongs, and 'slop'"

On Saturday, June 15, a small delegation from the Bytown "Dirty Hands Club" met at the Shop (at the National Museum of Science and Technology) in the early daylight hours to launch the last big project on BRS' ex-CP wooden Caboose No. 436436. After a wait of several months, the car was about to receive its canvas roof covering in true railroading tradition.

By the time I arrived at 08:30, the caboose was already outside, courtesy of some of the real early risers in the organization. We had decided to do the work outdoors in order to have maximum ventilation and maximum light. Unfortunately, the weatherman wasn't so agreeable. We found ourselves dodging rain drops on at least a couple of occasions that day.

Not only was the caboose outside, but it was supported by air jacks under the four corners of its body bolsters in order to provide a stable work surface. Such is the sensitivity of the springs that the car can really bounce around when a bunch of people are walking around on the roof.

In order to get the best possible access to the upper level, scaffolding was installed on one side, while the forklift (alias the yellow switcher) complete with cage, provided access on the other.

Everything was ready to go. In an earlier instalment of this column, your News Editor has already described reconstruction of the roof, cupola and associated crown mouldings. We were now about to make the whole assembly watertight through the installation of a combination of No. 10 duck canvas, roof putty, linseed oil and turpentine in accordance with traditional railway specifications.

In anticipation of the work, Duncan du Fresne and Joe Toscas had cut the canvas into five separate pieces. One was for the cupola roof (approximately 6.5' x 8'). Another was for the main roof (approximately 28' x 10'). There were two narrow pieces which paralleled the sides of the cupola, each approximately 6' x 6". Finally, there was a piece for the "back porch", or the short portion of the roof over the wash room and locker end.

Tool wise, we took two pairs of vice grips and modified them by welding on pieces of angle iron to provide a 3/2" face width for pulling the canvas taut before nailing it in place. A yoke and come-along were also at the ready. No one had been able to locate the specified blued 7/8 inch "clout" nails. (They look like a roofing nail but have a slightly smaller head and a significantly smaller shank). Ironically, Dunc, Joe and I had seen them on display in 'Huntington and Hopkins', a restored hardware store adjacent to the California State Railroad Museum (mentioned in this month's "Tid Bits" column) but they weren't for sale. As a substitute, we elected to use blue ring drywall nails, although their heads are somewhat smaller than what we wanted.

The decision was made to start with the cupola roof. This was not only because it is furthest from ground level inspections but also because we didn't want to end up painting ourselves into the proverbial corner. The cupola roof is approximately 7.5' x 6' and the required canvas was slightly larger to provide for a hem down over the edges on all four sides.

While we placed the canvas on the cupola roof, the first pail of "slop" was being mixed at floor level. The instructions called for combining 8 pounds of roofing putty with 2 1/2 quarts of linseed oil and thinning with sufficient turpentine to obtain a brushable consistency.

The mixing was an interesting exercise. We didn't have access to a scale to weigh out the 8 pounds of roofing putty which

came in a 25 1/2 pound pail. As an alternative, Dunc du Fresne lay on the shop floor and scaled the pail into "thirds" - I don't think that he accounted for the slight taper of the container - and proceeded to remove one-third by using a putty knife. Boy was I glad that the pail wasn't labelled in grams. The plastic jug containing the linseed oil was similarly scaled. The "slop" was stirred well and handed up to the roof.

As mentioned, the cupola canvas was on the roof decking, neatly folded in half. Using whitewash brushes, a couple of fellows coated the exposed half of the canvas with the "slop" and then flipped the coated side, exposing the uncoated face which received a similar treatment. That done, the canvas was then centered in place, with the coated side down, in readiness for nailing.

In order to save time, two others started to coat the canvas for the "back porch". It was amazing how slippery that crowned roof became when you had "slop" on your boots. I was glad that we had had the presence of mind at least to stabilize the car with the jacks.

Suddenly, it started to rain. Everyone scooted down. The jacks were removed and the yellow switcher was enlisted to push the caboose back into the shop. Little time was wasted in re-positioning the jacks and the work resumed, indoors. Unfortunately - or otherwise depending upon how much you like moving jacks - the rain soon stopped and we pushed the whole issue back outside where we could enjoy the benefits of better air and superior lighting.

The cupola roof is supported on two wooden arches that are perpendicular to its long axis. We drove the nails for securing the cupola canvas into these two arches. This provided an excellent nailing surface and, since the nails were slightly long, ensured that none of them would perforate the cupola ceiling which is the underside of the roof sheathing. There is not much between you and the great outdoors in this area, I assure you.

In order to get a uniform nailing pattern, George Viens cut a piece of scrap lumber that could be laid on the roof at the arch position and then snapped a chalk line to indicate the nailing positions. The canvas was held taught across the cupola by using the modified vice grips to nail along the first arch. That done, the canvas was stretched taught in the reverse direction in order to nail the second arch. We then swung around 90° and put in a row of nails at the tops of the crown mouldings around each side of the cupola. The excess canvas was then cut off and the remaining material folded under to form a constant depth "hem" on all four sides of the cupola. A second row of nails was then put in the hem below the first row in a staggered or offset pattern. The corners were a little fussy, requiring special care in folding them to get a neat hem.

The back porch and the two narrow edges also had their interesting moments. The back porch has a 3/2" diameter vent stack from the toilet which we covered with canvas for the moment. We started the area by putting the canvas up the base of the cupola and nailing it in place. Counter flashing will subsequently be added to form a watertight joint, something that had been defective in the immediate years prior to our acquisition of the caboose and which accounted for the need to rebuild the cupola and part of the roof structure and wall framing in that area. As with the cupola, hems were formed on the crown mouldings along the sides and across the arched shape of the caboose roof.

The challenging part came when the canvas from the back porch was joined to the narrow pieces covering the edges on either side of the cupola. A hem similar to a sheet metal joint was formed and nailed in a staggered pattern. Following the nailing, all the exposed surfaces, including the hems, were coated with

"slop". By now, moreover, we knew that a long-handled roller rather than a whitewash brush was the ideal tool for applying the "slop". If nothing else, it saved the lower back from excruciating pain.

By 5 o'clock, five of us were still at the shop and we had managed to do the cupola roof, the back porch and the strips on either side of the cupola. Statistically, that meant that we had completed only about one third of the total area. But it also meant that we had finished the fiddly stuff.

A week later and under gorgeous skies, we found ourselves back at the shop and ready to finish the task. The caboose was rolled out and the jacking ceremony conducted. Our first weekend's efforts looked good although the canvas was still slightly damp. We attributed this to the relatively humid conditions in the shop itself where the caboose had spent the intervening week.

Little time was wasted in getting out the large piece of canvas for the main roof and in coating it with "slop." For our first operation, we had to tie the canvas into the previous weekend's work. That meant that we had to release the ends of the narrow pieces along the sides of the cupola and flip them back over themselves. We then tacked the canvas up against the base of the cupola and nailed it across the roof, right against the base. All the while the canvas was stretched tight with the aid of the two vice grips, one on each side of the car.

It was then time to pull the length of canvas over the end of the caboose. Again, it was necessary that the canvas be applied as tightly as possible and that it be straight with respect to the sides.

In order to stretch the canvas, we planned to use a "come along" which would pull on a "bridle" which we rigged along the edge of the canvas. The bridle was attached to a wooden "clamp" consisting of two 4-foot 1" x 6" boards bolted together on either face of the canvas which had been doubled up on the edge in order to increase its tensile strength. Through a combination of bolts and ropes, we fashioned the bridle and manoeuvred it into position to attach it to a cable which would then be hooked to one end of the "come along". Meanwhile, the other end of the "come along" was attached to the fifth wheel of Jim Lohnes' pick up truck and Jim drove slowly down the shop track, away from the caboose, until everything was stretched tight.

Once the required tension was achieved (we found that the "come along" wasn't really necessary), two fellows quickly nailed down the centre 4' of canvas to the crown moulding. This process was repeated twice more as the canvas to either side of the centre was stretched and nailed. The large piece was then attached to the narrow strips at either side of the cupola, as with the back porch. We then took time to mark the chimney hole with a red marker. Hopefully, this will ensure that no one goes through it before the flue and chimney are installed. I am told by informed sources that our illustrious Shop Foreman has already tried and succeeded in this manoeuvre!

We then put a row of nails down the centre of the main roof. This week the chalk line couldn't be found and - much to the horror of your News Editor who is apt to be a little too fastidious - we stretched a quarter-inch rope from one end to the other and nailed in staggered fashion on either side of it.

Having nailed the centre of the canvas, two crews were organized to nail the sides. Each crew had two people. One stretched the canvas with the vice grips while the other nailed the top of the crown moulding. **The sides nailed, we then cut off all excess material and turned the edges in order to fashion the hems.** The two crew approach was used again to tuck up the material and apply the second pass of **nails, in an offset pattern from the first.** A final coat of "slop" was then applied.

By 4 o'clock, we were finished with the canvas. **Over the space of two days, we had managed to use 51 pounds of roofing putty, approximately 18 litres of linseed oil (which had to be measured out in quarts as indicated above) and about 9 pounds of drywall nails.**

Doing the roof was one of the dirtier jobs since we started the caboose restoration. Nevertheless, there was still time for a little fun and camaraderie. For instance, Jim Lohnes told me about the Time Capsule that had been placed in BRS' Official Car 27 by BRS member Mike Nowell whom we haven't seen much of since he was claimed by fatherhood. The capsule itself was made using a short length of pipe with capped ends and it contains information on who worked on Car 27, what was done and the fact that it had been done in the shops of the Thurso Railway. Maybe we should think in terms of a similar memorial for the caboose.

Anyway, that will have to wait. We have to do the flashing and apply the toilet vent and chimney. The roof needs to be painted black and there are grab irons and possibly roof walks (we still haven't decided this issue) to install. Finally, in this drought, we have yet to give the roof the acid test. Is it really water tight?

Most of you can already anticipate my conclusion. "There's always plenty to keep one busy." Come out and lend a hand ...

Letters to the Editor

VERY RED-FACED DEPARTMENT: "Recently in your news section ... you published an item which stated that the Grand River Railway was abandoned from Brantford to Galt. The Grand River Railway never existed south of Cambridge (Galt) Main Street. That line spoken about in the news section was the Lake Erie & Northern Railway, which in earlier issues of your publication, you had listed its abandonment notice. You also listed where the line ran to and from. I have become to expect that you and your group as rail historians should know better than to take at face value news clippings from any newspaper. They just almost always have errors within them.

I point it out to you, because all of us should, whenever we get into this publishing bit, try our damndest to keep the errors down to a minimum, so that all of those who read our works now and in future, can rely on us as being the experts we think we are. [signed ... George W. Roth]

*[Editor's Note: Your comments are well-taken and you are absolutely right. It is our job to report the facts - accurately. What makes the situation even more embarrassing is that the book, **The Ontario and Quebec Railway**, which gives excellent corporate histories of the **LE&N** and the **Grand River Railway**, is staring at me from a scant four-foot distance. Thanks for putting the record straight. And to the rest of you, don't be afraid to point out our errors and omissions. Our so-called expertise is non-existent without yours.... Philip B. Jago]*

TH&B PACIFICS 15 AND 16: Newton Rossiter's and John Thompson's critiques in the May **Branchline** of my TH&B article in the April edition were well received. However, I'll stick to the fact that Nos. 15 and 16 were retired in 1948. At that time both locomotives lost their status in the power pool assigned to the Toronto/Buffalo service with the arrival of the two ex-NYC Hudsons. Nos. 15 and 16 spent long inactive hours in the Chatham St. roundhouse in Hamilton thereafter waiting to protect existing power **in the event** of breakdown, to haul extra sections (of which there **were many**) and pull Company picnic trains as No. 15 did in June **1950 to Victoria Park** in Niagara Falls.

Newton indicated that **No. 15** ran until 1954 and John indicated she powered a **fantrip** in the summer of 1955. No. 16 was in a stripped state at **the TH&B backshop** in April 1952. [Signed ... Douglas Haddow] ... [Ed. note: The back cover of the June 1989 **Branchline** shows a Newton Rossiter photograph of No. 15 powering Buffalo to Toronto Train 772 through Lorne Park, Ontario, on January 12, 1954]

Along the Right of Way

CN

LINE TRANSFER: The 129.1-mile Kapuskasing Subdivision between Cochrane and Hearst (Ontario), 2.61 miles of the Taschereau Sub. in Cochrane, along with the 22.4-mile Pagwa Spur between Hearst and Calstock, will be transferred to the Ontario Northland Railway on September 1, 1991.

The trackage was built as the Eastern Division of the National Transcontinental Railway between 1903 and 1913.

TWO DETOUR ROUTES: A 17-car derailment at Hubbard, 28 miles west of Melville, Saskatchewan, on May 4 resulted in detours over two routings for a three day period.

Several trains, including VIA's "Canadian", utilized the Yorkton, Margo, Aberdeen and Warman Subdivisions to travel between Melville and Saskatoon - the usual routing when the mainline (Watrous Subdivision) is blocked.

Several trains, however, utilized the Quappelle and Craik Subdivisions to travel between Melville and Saskatoon. Rarely does one see CN unit coal trains and piggyback hotshots in Regina. The detoured trains were powered by SD40s, SD40-2s, SD50Fs, SD60Fs and GP40-2L(W)s. The only place along the 254 mile detour route that 6,000-foot trains could meet was in Regina. (Barry Williams)

OOPS!: On June 19, 18 cars of Montreal-Winnipeg Train 337 derailed at mileage 63 of the Beachburg Subdivision, minutes after crossing the Ottawa River at Portage du Fort, Quebec. During the next 24 hours, two eastbound trains were routed over CP Rail lines via Smiths Falls, and hotshot Train 201 was routed via Toronto. The Montreal auxiliary left the scene on June 22, powered by GP40-2L(W) 9501 and GP40 9314. (Ray Farand, David Stremes)

CP Rail



Rigaud, Quebec, June 18, 1991. (Photo by Ross Harrison)

TEST TRAIN: During the weeks of June 17 and 24, locomotive tests were carried out on the M&O Subdivision at Rigaud, Quebec. Participating were SD40 5545 (upgraded to Dash-2 electrical specifications), SD40-2 6048 (equipped with Positive Traction Control) and leased MPI SD40-2m (nee Southern Pacific SD45s) 9018, 9019 and 9020, along with the National Research Council's former CP dynamometer car No. 62. (Ross Harrison)

VIA

MODEL RAILWAY DERAILED: More than 300 cars and a 1,200 square foot layout will have to find a new home by August 31 to make way for an overhaul of Vancouver's train station. The Vancouver HO Model Railway Club - the oldest club of its kind in British Columbia - has been operating its Capilano Western Railway rent-free out of a sixth-floor room in the building for 42 years.

VIA Rail is negotiating to buy the Terminal Avenue station from Canadian National, and has applied to Vancouver city council for a permit to redevelop the site. (Vancouver Province, 03/06/91)

BCRAIL

NORTHERLY SDs: BC Rail commenced the use of SD40-2 units as far north as Fort Nelson (British Columbia) on February 12, 1991, BC Rail's northern-most point, 979 rail miles from North Vancouver. The first train into Fort Nelson with SD40-2 units had 756 and 763 on the point, and 740 and 765 mid-train.

Operations between Odell and Takla and between Chetwynd and Dawson Creek are normally limited to 4-axle power. (Paul Crozier Smith)

PASSENGER EXTRA: On May 10, BC Rail operated a special from North Vancouver: SD40-2 763 powered caboose 1878, power car "Prince George" and five NRHS cars (combine 301, "Grand View", coach 804, Buffet-Observation 741, and Observation "Mount Cascade"). (Dale Whitmee)

VARIETY: On May 13, a BC Rail train headed north out of Prince George with six units representing six models and three builders: M-630 710, C-425 803, RS-18 621, M-420(W) 641, SD40-2 738 and M-420B 684. (Dale Whitmee)

ANOTHER SEASON UNDERWAY: Ex-CP Royal Hudson 2860 commenced her 18th consecutive year of excursion service on May 26. The 2860 will operate daily on the North Vancouver-Squamish run between June 26 and September 2, and on a Wednesday through Sunday schedule from September 4 to 29.

BC Rail's backup locomotive, ex-CP 2-8-0 3716, is disassembled. Should the Royal Hudson go out of service, a "Royal Diesel" will be provided (see "Information Line"). (Dale Whitmee)

MAJOR LOSS: On May 28, fire destroyed the wooden trestle at Cale Creek, 10 miles south of Prince George. Two volunteer fire departments, with help from a B.C. Forests Ministry water bomber, tried unsuccessfully to control the fire. The trestle was approximately 400 feet long and 75 feet high.

BC Rail elected to install a culvert and fill in the valley, with the line reopening early in July. Freight traffic for Prince George and points north detoured over CN Rail. Most of the detoured trains operated with a CN SD40 or SD50F unit and a BC Rail Dash 8-40CM. Passenger service operated between North Vancouver and Williams Lake only, with passengers bussed the remaining 150 miles to Prince George.

To balance for the use of CN units in the lead on the BC Rail detours, BC Rail loaned CN four BC Rail SD40-2s (741, 743, 749 and 759) for use as mid-consist units in transfers in Vancouver. (Dale Whitmee)

ANOTHER HEADACHE: In late-May, a train powered by SD40-2s 751 and 767 and RS-18 608 encountered a rock slide near Fort St. John, B.C. The three units were derailed, with the 767 sustaining considered carbody damage after rolling down an embankment. The three units were moved to North Vancouver from Prince George via CN Rail, one unit at a time. (Dale Whitmee)

A SELECTION OF VIA CONSISTS

April 30 Train 1 - "Canadian" (at Edmonton)	May 3 Train 1 - "Canadian" (at Edmonton)	May 10 Train 1 - "Canadian" (at Edmonton)	May 12 Train 1 - "Canadian" (at Edmonton)	June 1 Train 1 - "Atlantic" (at Halifax)
F40PH-2 6458 F40PH-2 6448 SGU 15475 Slpr. "Enterprise" * Slpr. "Emerson" * Slpr. "Elmsdale" * Baggage 9636 Coach 115 Coach 5627 Skyline 505 Slpr. "Bell Manor" Slpr. "Bliss Manor" Slpr. "Amherst Manor" Diner "York" Slpr. "Hunter Manor" Slpr. "Stuart Manor" Dome-Obs. "Riding "Mountain Park"	F40PH-2 6456 F40PH-2 6453 Baggage 8604 Coach 8104 Coach 8106 Skyline 8515 Slpr. "Craig Manor" Slpr. "Draper Manor" Diner "Champlain" Slpr. "Laird Manor" Slpr. "Chateau Rigaud" Dome-Observation "Tremblant Park"	F40PH-2 6404 F40PH-2 6403 Baggage 8601 Coach 8120 Coach 8111 Skyline 8510 Slpr. "Brant Manor" Slpr. "Abbott Manor" Slpr. "Jarvis Manor" Diner "Fairholme" Slpr. "Carleton Manor" Slpr. "Chateau Radisson" Dome-Observation "Assiniboine Park"	F40PH-2 6458 F40PH-2 6448 SGU 15475 Baggage 606 Coach 115 Coach 103 Skyline 505 Slpr. "Bliss Manor" Slpr. "Amherst Manor" Slpr. "Hunter Manor" Diner "Imperial" Slpr. "Cornwall Manor" Slpr. "Stuart Manor" Dome-Obs. "Riding Mountain Park"	F40PH-2 6430 FP9Au 6308 Baggage 9645 Coach 5447 Coach 5532 Cafe-Coach 3237 Cafe Lounge 764 Dayniter 5752 Dayniter 5732 Diner "Palisser" Slpr. "Chateau Rouville" Slpr. "Chateau Denonville" Slpr. "Chateau Richelieu" Slpr. "Chateau Dollier" Dome-Obs. "Laurentide Park"
May 11 @ Train 70 (at London)	June 1 Train 12 - "Atlantic" (at Montreal)	June 7 Train 1 - "Canadian" (at Hornepayne)	June 14 Train 1 - "Canadian" (at Edmonton)	June 14 Train 14 - "Ocean" (at Levis)
F40PH-2 6408 LRC Club 3465 LRC Coach 3336 LRC Coach 3350 F40PH-2 6414 F40PH-2 6421 LRC Coach 3370 LRC Coach 3315 LRC Coach 3368 LRC Coach 3312 LRC Coach 3320 LRC Coach 3334 LRC Coach 3365 LRC Club 3453 Baggage 612	F40PH-2 6438 FP9Au 6307 Baggage 9671 Coach 5642 Cafe-Coach 3235 Coach 5531 Cafe-Lounge 758 Dayniter 5750 Dayniter 5727 Diner 1340 Slpr. "Ch. Cadillac" Slpr. "Ch. Lasalle" Slpr. "Ch. Dollard" Slpr. "Ch. Argenson" Dome-Observation "Algonquin Park"	F40PH-2 6454 F40PH-2 6453 SGU 15457 GCRC Dayniter 5709 # GCRC Dayniter 5706 # Baggage 602 Coach 102 Coach 112 Skyline 516 Slpr. "Macdonald Manor" Slpr. "Sherwood Manor" Slpr. "Bayfield Manor" Diner "Acadian" Slpr. "Blair Manor" Slpr. "Drummond Manor" Slpr. "Chateau Salaberry" Dome-Obs. "Kokanee Park"	F40PH-2 6416 F40PH-2 6448 Baggage 8601 Coach 8105 Coach 8125 Skyline 8510 Slpr. "Brant Manor" Slpr. "Abbott Manor" Slpr. "Monck Manor" Diner "Fairholme" Slpr. "Carleton Manor" Slpr. "Fraser Manor" Slpr. "Chateau Radisson" Dome-Observation "Assiniboine Park"	F40PH-2 6440 FP9Au 6314 Baggage 9654 Coach 5440 Cafe-Coach 3213 Coach 5458 Cafe Lounge 763 Dayniter 5731 Dayniter 5736 Diner "Palliser" Slpr. "Chateau Montcalm" Slpr. "Chateau Iberville" Slpr. "Chateau Maissoneuve" Slpr. "Chateau Viger" Slpr. "Chateau Closse" Dome-Obs. "Waterton Park"

* Deadhead - for summer-only Trains 3 and 4 between Vancouver and Jasper. The consist of Trains 3 and 4 includes a 9475-series baggage-dormitory, one 'blue' coach, a Skyline dome, 1 'E' sleeper, 1 stainless steel diner, and 3 'E' sleepers. The last four cars lay over in Jasper, with the first four cars continuing to Prince Rupert as Trains 5 and 6.

@ With the introduction of the May 5 schedule, Montreal-Toronto Trains 62 and 63, and Toronto-Windsor trains 70, 79 and Sunday-only 172 operate with LRC equipment and a stainless steel baggage car (the equipment from Train 63 runs through as Train 79; Train 70 runs through as Train 62). London-Toronto Train 50 no longer operates on Saturday - the equipment from Friday-evening's Train 51 is coupled to the point of Train 70 at London and runs as a 'J-train' with the lead trainset deadheaded. Baggage cars 612, 613 and 615 have temporarily been equipped with 'feed-through' trainlines to operate with the LRC equipment but retain steam heating and axle-driven generators. HEP baggage 8605 has also been operated on the corridor trains.

GCRC Dayniter (for "Rocky Mountaineer" service) being deadheaded to Vancouver.

Montreal-Toronto conventional Trains 168 and 169 (Fridays and Sundays only) have lost their club car services. Conventional club cars are utilized only on Toronto-Windsor trains.

Normal consist for Trains 16 and 17 ("Chaleur") between Montreal and Gaspé for the summer includes: 1 baggage, 1 coach, 1 cafe-coach, 1 cafe-lounge, and two 'Chateau' sleepers.

(Thanks to Geoffrey Peters, S.C. Sharman, Bruce Chapman, André St-Amant, and Douglas Bardeau)

Canadian Trackside Guide 1991

Now in its tenth year of publication, the expanded **Canadian Trackside Guide 1991** is now available. Still in its convenient 5.5" X 8.5" format, this year's 396-page edition contains a full and accurate listing of the motive power and passenger cars owned by Canada's Class I and II railways, the most comprehensive record of industrial locomotives in Canada, an expanded section on preserved railway equipment, a detailed breakdown of urban rail transit equipment, cabooses, cranes, spreaders, and work service equipment. The Guide also lists the radio frequencies of Canada's railways and includes subdivision maps for CN, CP and BC Rail. A new section lists the originating and terminating points for most CN, CP and VIA Rail trains.

The Guide has been described as "a must for the serious enthusiast" and is acknowledged to be the single-most comprehensive listing of motive power and rolling stock ever issued.

Retailing at \$13.95 plus \$2.00 for shipping and handling (U.S. orders, please remit in U.S. funds to cover additional postage), the Guide is available direct from the Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, K1N 8V1.

NOTE: Please add \$1.12 G.S.T. for each copy of the Guide shipped to a Canadian address (bringing the single copy price when shipped to a Canadian address to \$17.07).

The Motive Power Scene including equipment items

Many thanks to Tom Caine, Bruce Chapman, Colin Churcher, Ray Corley, Ray Farand, Ken Garber, Brad Jolliffe, Robert McInnis, David Meridew, Pierre Alain Patenaude, Geoffrey Peters, Gustave Portelance, Elbert Simon, David Stremes, John Thompson, Michael Thomson, Dale Whitmee and **WCRA News**.

Note: Additions, retirements, re. lds, sales, etc. are referenced with the applicable page(s) of the 1991 **Canadian Trackside Guide**, eg. (p1-85).



REMANUFACTURED: (p1-16, 1-18, 1-29)

NEW NO.	OLD NO.	SERIAL	ASSIGNED TO
7014	4396	A1174	Montreal
7015	4340	A1775	Montreal
7016	4243	A1356	Montreal
7017	4319	A1676	Montreal
7018	4589	A1328	Montreal
7019	4264	A1530	Montreal

RETIRED: SW1200RS 1356 was retired on May 16 and is presently working at Mont Joli, Quebec, on the 100% CN-owned Canada & Gulf Terminal. The unit will be sold to the C> and relettered and renumbered. CN will receive C>'s SW1200 No. 103 (nee Roberval & Saguenay 23) for disposal - it recently suffered a major failure.

PRESERVED: Retired RS-18 3659 (MLW serial 82201, built 1957) has been donated to the City of Campbellton, New Brunswick, and is to be placed in a local park.

STORED SERVICEABLE RECAP: RS-18s 3100, 3624, 3640, 3642, 3644, 3661, 3668, 3673, 3682 and 3832; GP40-2L(W)s 9657 and 9665 (on long-term lease to the AAR Test Center, Pueblo, Colorado).

STORED UNSERVICEABLE RECAP (* added since last issue): SW1200RS's 1205, 1227, 1228, 1242, 1245, 1262*, 1268, 1288 and 1310; C-630Ms 2000-2002, 2005, 2007, 2018, 2020, 2024*, 2030 and 2041; M-636 2326; M-420(W) 3534; GP9s 4229, 4232*, 4261, 4284, 4324, 4365, 4391, 4394, 4425*, 4475, 4533 and 4572*.

STRANGER: Duluth Winnipeg & Pacific SD40s are appearing on CN lines in payment of horsepower hours owed. No. 5909 was noted in Edmonton on June 26.

IN TRANSIT: Between May 9 and 12, 17 retired MLW units were ferried from Moncton to Montreal for scrapping. Included were: S-13 308; RSC-14 1787; RS-18s 3103, 3111, 3625*, 3628, 3629*, 3643, 3648*, 3651*, 3655*, 3663*, 3665*, 3674*, 3677, 3678* and 3681*. Units identified with an asterisk (*) were interchanged with CP Rail at St. Luc Yard in mid-June for movement to Met-Recy in Laval, Quebec, for dismantling.

SOLD: Work Service Car 61170 (ex-Baggage 8138, built by NSC in 1958 as CN 9006) was noted at Edmonton on May 2, enroute to the Central Western Railway in Stettler, Alberta.

HEAVYWEIGHT COMMUTER CAR TRANSACTIONS: (p3-31, 4-16) The following heavyweight coaches from the Montreal commuter pool have been sold: Nos. 4975, 4993, 4995 and 6603 to the Alberta Prairie Steam Tours in Stettler, Alberta; No. 4970 to Genessee Valley Transportation in Lowville, New York; Nos. 4956, 4986 and 4998 to Century Locomotive Parts in Lachine (Quebec) for scrapping; Nos. 4907, 4952, 4963, 4966, 4974, 4980, 4988, 5006, 5010 and 5805 to the Huron Valley Railroad, Petosky, Michigan. (Nos. 4963, 4966, 4974, 5006 and 5010 were shipped to Michigan in mid-May, while Nos. 4907, 4952, 4980, 4988 and 5805 have been placed in safe storage at Soulanges Industries in Les-Cedres, Quebec.)

CP Rail

UPGRADED: SD40s 5500, 5506, 5512 and 5519 have recently been upgraded to SD40-2 electrical specifications at Angus Shops in Montreal. Undergoing or awaiting similar upgrading are sisters 5501, 5538, 5541, 5542 and 5544.

MODIFIED: Alyth-assigned SD40-2s 5759, 5762, 5813-5815, 5817, 5926, 5932-5934 and 5998 have recently been equipped with Positive Traction Control.

MORE 'B' UNITS: SD40-2 'B' units 5707, 5709, 5710, 5713, 5759, 5761-5764, 5769, 6058 and 6059 were recently stripped of most cab appurtenances and have had their windows blanked over.

BACK IN SERVICE: Sideswipe repairs on SW900 6712 were completed at Weston Shops on May 7. The mu-equipped switcher has returned to service in Toronto; M-636 4743 has returned to service, equipped as a cabooselless leader unit.

MAJOR DAMAGE: GP38-2s 3058 and 3067 encountered a washout at Bishopric, Saskatchewan, (Mileage 35.6 Expanse Subdivision) on May 21. Both suffered ruptured fuel tanks and extensive fire damage.

YARD ENCOUNTER: On May 30 at Agincourt Yard in Toronto, a hump set consisting of GP7u 1501, GP9u 1517 and GP7u 1500 collided in the fog with GP9u's 8206, 8224, 8237 and 8246. Both 1500 and 1517 sustained a severely bent frame and are to be stripped for parts; Nos. 8206, 8224 and 8237 were sent to Angus Shops in Montreal for repairs, however, 8224 and 8237 were forwarded, minus engines, to Weston Shops in Winnipeg.

OUT OF SERVICE RECAP (* added since last issue): GP7u 1500*; GP9u 1517*; GP38-2s 3058* and 3067*; C-630Ms 4501, 4502 and 4505; M-630s 4509, 4510*, 4553, 4554, 4556, 4558 and 4564; M-636s 4701, 4727 and 4732; SD40s 5501, 5538, 5541*, 5542 and 5544*; SD40-2 6051; SW900s 6716 and 6719; RS-23 8018; GP9u's 8206*, 8224* and 8237*.

TRANSFERRED: Leased Motive Power International SD40-2M (nee Southern Pacific SD45s) Nos. 9017-9020 have been reassigned from Alyth Shops (Calgary) to Toronto for maintenance; GP38ACs 3006-3012 and GP35s 5002-5006 have been transferred from Winnipeg to Coquitlam; SD40-2s 5593-5597 and 5599-5605 have moved from Coquitlam to Winnipeg; and RS-23 8024 has moved from Saint John to Montreal.

WEED TRAIN: As was the case in 1990, GP9u 8236 has been assigned to the 'steam' weed train in western Canada. Leased VIA steam generator unit 15442 initially provided the steam, followed by CP steam generator car 400900.

OFF LEASE: Cabooses 434127 and 434448 were returned from lease to the CSX on June 1 and April 4 respectively.

MORE CABOOSE DISPOSITIONS: Steel caboose 434054 has been placed on a rail length adjacent to the South Edmonton station (103 Street and Whyte Avenue); wooden caboose 437115 has gone to the Dewdney Alouette Railway Society in Haney, B.C.; wooden caboose 437203 has been acquired by the Penhold Railway Museum at the south end of Penhold, Alberta, just west of Highway 2A; steel caboose 437361 has been acquired by the Alberta Pioneer Museum near Wetaskewin, Alberta; steel caboose 437473 is destined to the Town of Keewatin, Ontario; steel cabooses 437371 and 437372 have moved to the team track in Red Deer, Alberta, for future preservation; and steel caboose 437477 has moved to Revelstoke, B.C. for a town display.

Caboose 434722 has been converted to work service car 422999, painted tuscan red and stencilled "Quality Assurance, Systems Operations, Gauge Calibration Car". Caboose 434916 has been renumbered to work service car 422990, assigned to Saint John, New Brunswick.

SOO UNITS IN GRAIN SERVICE: Soo Line SD60s 6008 and 6013 commenced grain train service between Moose Jaw and Thunder Bay in early June to work off horsepower hours owed to CP Rail.



ACQUIRED: Two additional Budd-built coaches have been acquired for the HEP program: Amtrak 5425 (built in 1946 as Richmond, Fredericksburg & Potomac 806), and a former Livonia Avon & Lakeville coach (built in 1947 as New York Central 2952) have been assigned temporary numbers 169 and 177 respectively.

Former Amtrak coach 6001, received in March lettered Atlantic Coast Line 222 (May 1991 Branchline), has been assigned temporary number 168.

Texas Mexican coach No. 4 (previously Amtrak 5415) has been purchased but not yet delivered. This car, built in 1946 as Atlantic Coast Line 226, replaces former Amtrak coach 4430 and has been assigned temporary number 149.

As well, six work service baggage cars (Nos. 903685, 903687-903689, 903691 and 904287) have been acquired from Union Pacific and assigned temporary numbers 622-627. The 60-foot cars were built by Budd in 1963 as Baggage-Mail Nos. 5903, 5905-5907, and 5909-5910 respectively.

Former New Jersey Transit coach 322, acquired in 1989 and assigned temporary number 132, arrived in Montreal from storage in Indiana in early-June.

Former New Jersey Transit coach 324, also acquired in 1989 and given temporary number 133, has been resold.

LEASED OUT: Coaches 5482, 5503 and 5518 have been leased to the Bangor & Aroostook Railroad from June 20 to August 28 for their centennial excursions in Maine.

SOLD: Daynitters 5702-5704, 5707, 5724-5726 and 5729 have been acquired by the Great Canadian Railtour Company, and join 12 daynitters acquired in 1990 for excursion service between Vancouver and Jasper/Calgary. The first six daynitters were originally CN coaches built in 1954; Nos. 5726 and 5729 were built as 24 roomette 'T'-series sleepers for CN in 1950.

Eagle Canon Passenger Car Company of Parkersburg, West Virginia, has acquired diners 1360 (previously reported), 1363 and 1367. All were built by Pullman Standard in 1954 as CN parlour-grill cars.

Baggage car 9670 (built by NSC in 1958 as CN 9299) has been sold to the Escanaba & Lake Superior Railroad in Wells, Michigan.

The following cars have been sold to General Scrappers & Car Shredders in Winnipeg for dismantling: '10-5' Sleeper 2022 - "Buckley Bay"; '10-5' Sleeper 2026 - "Thunder Bay"; Cafe-Bar-Lounge 2506; Dayniter 5748; Baggage Car 9669; Steam Generator Units 15407, 15411, 15427, 15434, 15437, 15453 and 15476. Steam Generator Unit 15443 has been sold to National Metals in Richmond, B.C. for scrapping.

Coach 5184 and baggage car 9611 were delivered to Ottawa on June 15 for the future Hull, Chelsea & Wakefield Railroad excursion operation. The two cars, plus former VIA Dayniter 5744, HC&W S-4 No. 7 (ex-Canada Starch No. 7, nee CN 8018), former CN caboose 79239, and CN box cars 547040, 547058 and 547068 were delivered to the HC&W connection in Hull, Quebec, on June 25.

'HEP' PROGRAM UPDATE: As of June 10, 47 of VIA's 161 former CP Budd-built stainless steel cars had been converted to Head-End-Power:

- 10 Coaches (Nos. 8104-8107, 8110, 8111, 8117, 8118, 8120, 8125)
- 4 'Chateau' Sleepers (Nos. 8202, 8216, 8221, 8223)
- 15 'Manor' Sleepers (Nos. 8301, 8302, 8309, 8310, 8312, 8315, 8318, 8321, 8325, 8327, 8328, 8331-8333, 8336)
- 4 Dinners (Nos. 8406, 8408, 8409, 8415)
- 5 'Skyline' Cars (Nos. 8500, 8509, 8510, 8512, 8515)

- 5 Baggage Cars (Nos. 8601, 8604, 8605, 8610, 8616)
- 4 'Park' Cars (Nos. 8702, 8704, 8710, 8715)

As of June 10, the following 22 cars were in CN's Pointe St. Charles shops undergoing conversion:

- 7 Coaches (Nos. 113, 115, 122, 125, 126, 127, 129)
- 2 'Skyline' Cars (Nos. 507, 517)
- 2 Baggage Cars (Nos. 607, 609)
- 6 'Manor' Sleepers (Nos. 14314, 14326, 14330, 14337, 14338, 14342)
- 4 'Park' Cars (Nos. 15506, 15508, 15514, 15516)
- 1 Diner (No. 16502)

The completed fleet of 47 cars was sufficient to operate three all-electric 12-car sets on the Toronto-Vancouver "Canadian" commencing July 2.

MODIFIED: Stainless steel baggage cars 612, 613 and 615 have been equipped with HEP 'trainlines' and operate with LRC equipment on Montreal-Toronto trains 62 and 63, and Toronto-Windsor trains 70, 79 and 172. These cars will be cycled through the HEP program at a later date.

REFURBISHED: LRC Club Car 3463, the first of the 25 "VIA 1" cars to be refurbished in 1991, was put on public display in June. Next out will be Nos. 3451 and 3452, which have been reconverted from coaches 3375 and 3385 and renumbered. These cars were numbered 3451 and 3452 in 1985 and 1986 when they were configured as club cars.

ALGOMA CENTRAL

NOT RETIRED: A report received early in 1991 indicated that all 21 GP7 units (Nos. 150-170) had been retired, save for the five that were remanufactured by GMD in 1978 and renumbered 100-104.

Of the 21, Nos. 157, 158, 167 and 170 were remanufactured by CN in 1978 but retained their original numbers. It has been learned that Nos. 157, 158, 167 and 170 are all still in service.

BCRAIL

ROSTER CHANGES: RS-18s 611 and 627 have been fitted with a Caterpillar engine, joining sisters 609, 617 and 623 (No. 610 is undergoing similar modifications); '630s' 702, 706, 715, 720, 723 and 726 are stored, leaving only M-630s 710 and 719 active (both are equipped with lead locotrol equipment); C-425s 800 and 812 are out of service, leaving only 802, 803 and 811 on the roster (Nos. 804-806 were recently sold to the Mohawk, Adirondack & Northern); former VIA RDC-2 6211, acquired in 1990, has been numbered BC 23; M-420Bs 681-684 are no longer remote control locomotives (sisters 685-688 remain as remote control locomotives).

MISCELLANEOUS

UPDATE: Further to the Delaware & Hudson roster in the June Branchline, the lease on C-424m's 70, 74, 75, 452 and 454 has not been exercised and they remain stored. As well, GP38-2 223 (nee Lehigh Valley 317) is stored.

GONE STATESIDE: Former Conrail U30C 6840 has moved from General Electric in Montreal to the Blue Mountain & Reading. The unit started life as Reading 6300, and in turn became Conrail 6579 and 6840, was sold to the Chicago & Northwestern, was donated to the Reading Company Technical & Historical Society, and then was sold to GE. The unit is not yet operational.

RETIRED: (p1-90) Quebec, North Shore & Labrador GP9s 149, 151, 165, 174 and 176 arrived in Montreal by ship on June 19, consigned to Century Locomotive Parts, Lachine, Quebec.

NEW DELIVERIES: Norfolk Southern SD60Ms 6697-6700 have rolled off GMD's assembly line at London, Ontario.

DELIVERED FOR ANOTHER SEASON: General Electric (ex-ATSF) B36-7s 7488 and 7498 departed Montreal on May 16 for delivery to the Great Canadian Railtour Company for the start of another season of passenger service between Vancouver and Jasper/Calgary on May 26. The units have been given a blue and cream paint scheme.

As noted above, eight more former VIA dayneters have been added to the 12 that saw service in 1990. The dayneters have also received a combination of cream, purple and blue paint at a variety of painting facilities.

Following is the operating cycle:

GREAT CANADIAN RAILTOUR COMPANY (GCRC)																
DAY	WEEK 1 PATTERN								WEEK 2 PATTERN							
	SUN	MON	TUES	WED	THURS	FRI	SAT	L/O	SUN	MON	TUES	WED	THURS	FRI	SAT	L/O
	EAST	EAST	WEST	WEST	EAST	EAST	Cal		WEST	WEST	EAST	EAST	WEST	WEST	Cal	
DIRECTION	Van	Kam	Cal	Kam	Van	Kam	Cal		Cal	Kam	Van	Kam	Cal	Kam	Van	
From To	Van	Kam	Cal	Kam	Van	Kam	Cal		Cal	Kam	Van	Kam	Cal	Kam	Van	
May	26	27	28	29	30	31										
June									2	3	4	5	6	7	8	
									16	17	18	19	20	21	22	
	9	10	11	12	13	14	15									
	23	24	25	26	27	28	29									
July																
	7	8	9	10	11	12	13		14	15	16	17	18	19	20	
	21	22	23	24	25	26	27		28	29	30	31				
August																
	4	5	6	7	8	9	10		11	12	13	14	15	16	17	
	18	19	20	21	22	23	24		25	26	27	28	29	30	31	
September																
	1	2	3	4	5	6	7		8	9	10	11	12	13	14	
	15	16	17	18	19	20	21		22	23	24	25	26	27	28	
	29	30														
October																
			1	2	3	4	5		6	7	8	9	10	11		

NOTE: TRAINS WILL MAKE 3 ROUND TRIPS EVERY 2 WEEKS ON A REPEATING PATTERN.

VAN: VANCOUVER
KAM: KAMLOOPS
CAL: CALGARY
L/O: LAY OVER

The first two trips of the season operated Vancouver to Banff/Calgary only; the third to sixth trips operated with nine cars, with two to four cars operating to Jasper and five to seven cars operating to Banff/Calgary.

ON THE INDUSTRIAL SCENE

DELIVERED: (p2-10, 2-23) General Chemical's recently acquired MLW S-4, ex-A.A. Merrilees, ex-Dominion Bridge N16; nee CN 8020 in 9/52, serial 77600) was delivered to their Amherstburg, Ontario, facility in May, numbered B14.

NEW ARRIVAL: (2-16) Novacor in Sarnia, Ontario, took delivery of their newly-acquired EMD SW1r switcher No. 417B on May 25. The unit was rebuilt by VMV in Paducah, Kentucky, and its ancestry remains a mystery.

MOVED: (p2-26) The very rare CLC/Whitcomb 50-ton unit at New Brunswick International Paper in Dalhousie, New Brunswick, has moved to the end of the Tide Head Spur (off mileage 4.7 of CN's Mont Joli Subdivision, near Campbellton). It appears that it is being dismantled. The unit carries serial no. 2638, not 2637 as reported in the *Canadian Tracksides Guide*. It has been learned that the builder's plate was incorrectly stamped. Serial No. 2638 is correctly stamped on Nelson Aggregate's 50-tonner at Scarborough, Ontario.

MORE WAYWARD WHITCOMBS: (p3-41) The Whitcomb Model 65DE19a unit (serial 60386, built 2/44) numbered NRL 6, which has reposed for some time at CN's now deserted yard in Fort Erie, Ontario, has disappeared. As well, (p2-23) Dominion Lime's (now Graybec Inc.) Model 35DE5 (serial 60002, built 6/37) has not been seen on their Limeridge property "for a couple of years". The correct location of the plant is Marbleton, Quebec. Might any of our readers know the whereabouts of these units?

ON THE PRESERVED SCENE

LEASE ARRANGED: (p3-16, 3-64) The Prince George Railway Museum (Prince George, B.C.) has arranged to lease former CN 4-6-0 No. 1520 from the Canadian Railway Museum in Delson/St-Constant, Quebec, effective July 1, 1991. Built by the

Canadian Locomotive Company in 1906 (Serial 738) as Canadian Northern No. 83, it was renumbered 1223, becoming Canadian National 1223 in 1920 and Canadian National 1520 in 1956.

MOVED: (p3-18) Former British Columbia Electric Railway interurban 1231 was recently moved from storage at Arrow Transfer & Storage in Richmond, B.C., to Victoria for restoration work by the Greater Victoria Electric Railway Society.

FIRE DAMAGED: (p3-37) Ex-CP Business Car No. 3, nee "Manitoba", at the Hamilton Region Conservation Authority in Ancaster, Ontario, suffered a serious fire recently, heavily damaging most of the interior and leaving its future in doubt.

GONE: (p3-42) Four of the five box cars at the former CN station in Grimsby, Ontario, have been removed from the site. The station, at 99 Ontario Street, now houses the Railhouse Restaurant.

NEW LIFE: (p3-82, 3-84) Former VIA (nee CN) FPA-4 6771 has been repainted into traditional Western Maryland livery and renumbered 305 for excursion service on the Western Maryland Scenic Railroad Development Corporation in Cumberland, Maryland. Under a one-year contract awarded to Sheraden Rail-Op Inc. of Addison, Illinois, No. 305 and a former Delaware & Hudson ALCO RS-3 have replaced former CP 4-6-2s 1238 and 1286 for the 1991 season. No. 6771 was acquired by B&K Engineering of Addison, Illinois, in 1990.

TORONTO TRANSIT COMMISSION

SERVICEABLE PCC RANKS DIMINISH: (p5-9) Only 53 PCCs, of a PCC fleet that once totalled 745, remain on the roster, and only the 14 recently rebuilt cars (A15 Class Nos. 4600-4603, 4606-4613 and A15H Class Nos. 4500 and 4549) are in service. Stored are 15 A6 Class (4300s), 11 A7 Class (4400s) and 13 A8 Class (4500s). Class A8 Nos. 4509, 4518, 4515, 4539 and 4501 are presently being rebuilt to Class A15 Nos. 4614-4618 respectively.

GONE WEST: A6 Class Nos. 4339 and 4352 have been shipped to BC Transit at 1999 Savage Road in Richmond, B.C.

THE REGISTER BOOK

FUNDING WANTED: The Komoka Railway Museum Inc. still requires funds to pay for the restoration of its 1913 2-Truck Shay locomotive. Please send your donations to the Komoka Railway Museum Inc., 133 Queen Street, P.O. Box 22, Komoka, Ontario, N0L 1R0.

RAILROAD AND HERITAGE DAYS: The Deshler B&O Historical Society is co-hosting a Railroad and Heritage Days in Deshler, Ohio, on August 24/25 to raise money for the acquisition of the Deshler Station and a B&O caboose from the CSX Corporation. Deshler is located on Ohio Route 18. For information, call (216) 278-6439.

HOBBY MECCA 1991: The Hospital District 24 Foundation of the Edmonton and Rural Auxiliary Hospital and Nursing Home District No. 24 is sponsoring Hobby Mecca 1991 on October 19 and 20 at the Edmonton Convention Centre. The show will feature over 60,000 square feet of model railroads, cars, ships, doll houses and more. For information, please contact the Hospital District 24 Foundation, No. 500, 9925-109 Street, Edmonton, Alberta, T5K 2J8. For information, call (403) 448-2414.

FOR SALE: Miss P.C. Lewis is looking for a buyer for her father's photo and magazine collection. There are five albums of train photos and fifty model railway magazines dating from 1940. For details, contact Miss Lewis at P.O. Box 671, Cardinal, Ontario, K0E 1E0, or call (613) 657-3564.



REMEMBER WHEN?: Canadian Pacific GP9 8624, H16-44 8726 and CPA16-4 4105 head east near Shoreacres, British Columbia (mileage 14.6 of the Boundary Subdivision) on May 15, 1972, enroute from Trail to Nelson. Note that three paint schemes are evident - "Script", "Action Red", and "Block". No. 8624 survives today as yard and transfer unit 1521; the 8726 and 4105 were both retired in 1975 and scrapped. Photo by Bruce Chapman, collection of Ross Harrison.

Bytown Railway Society

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