



BRANCHLINE

Volume 24 No. 11

December 1985



1201 waits for the participants of the Last Spike Centennial Ceremony before returning them to Revelstoke on November 7, 1985. The G-5 is suitably decorated on her smokebox front to mark the occasion. The photo was taken by Dunc duFresne whose account of the celebration begins on page 4.

THE BYTOWN RAILWAY SOCIETY

The Bytown Railway Society is a non profit organization incorporated under Federal Government statute in order to promote an interest in railways and railway history, with particular emphasis upon the National Capital Region. The Society is affiliated with the Canadian Railroad Historical Association.

The Society meets the first and third Tuesdays of every month (except July and August) in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, Ontario.

BRANCHLINE is published 11 times a year. Articles, news items, and letters are welcomed and should be sent to any of the following:

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-- Labels by Bob Meldrum; Distribution by Marthe and Jack Scott --

INTERESTED IN KEROSENE LANTERNS?: Hugues Bonin, President of the Kingston Railfan Society, has received word from CN Rail that they sell kerosene marker lamps at a unit price of \$170 plus provincial sales tax. However, Hugues feels that a better price could be obtained if an order were placed for several lamps, and would appreciate hearing from any BRS member who is prepared to make a firm commitment for the purchase of a lamp(s), at various prices. For example, an indication of wishing 1 at \$170, 1 at \$155, 1 at \$140, 2 at \$125, and 2 at \$110 would be understood as a willingness to buy 1 lamp if the price is above \$125 and 2 lamps if between \$110 and \$125, for the sake of this example. Hugues' address is 803 Fairfax Drive, Kingston, Ont. K7M 4V6. P.S. Hugues pointed out that there is a firm in Kingston that makes marker lamps that sell at \$160 plus tax.

THURSO RAILWAY INFORMATION REQUESTED: Colin Churcher, 817-1599 Lassiter Terrace, Gloucester, Ontario K1J 8R6 (613 749-8140) has started to write a book about the Thurso Railway. He wishes to cover all aspects of the railway from the history, construction, operation, maintenance of the line, as well as the human side of railroading. Colin has been fortunate in obtaining considerable information on the line, but he would be grateful for anything that our members could provide. He is particularly interested in obtaining photographs taken before 1980. Does anyone have any shots taken on the early fan trips in the 1960s, especially shots of the passenger cars that were out of use by that time but were still on the property? Does anyone have any stories? Please contact Colin, no matter how small the item may appear - it may be the missing link that he is looking for. Thanks.

WAS YOUR NOVEMBER BRANCHLINE LATE?: In recent months, Jack and Marthe Scott have mailed BRANCHLINE at the Alta Vista Post Office at 08:00 on the last Tuesday of the month to allow sufficient time for it to reach you before the monthly meeting. A year ago BRANCHLINE was usually mailed early on Wednesday morning and was usually delivered in Ottawa and surrounding communities on Thursday or Friday. In spite of now being mailed almost a day earlier, local delivery is often delayed to the following Monday or Tuesday, but surprisingly delivery to the surrounding communities (eg. Carleton Place, Gatineau) is often as early as the Thursday or Friday. It seems the speed of in-town delivery is inversely proportional to the cost of postage!



BRANCHLINE

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NOTICE OF MEETINGS

Our next meeting will be on Tuesday, December 3 at 19:30 in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Boulevard,

Ottawa. The meeting will feature our Christmas family movie - this year entitled THE GREAT LOCOMOTIVE CHASE by Walt Disney. So bring along the wife, girlfriend, mistress (no more than one at a time, please!), husband, boyfriend, kids, etc. As usual, John Clark will be providing the refreshments.

December 17 will be our usual 'third Tuesday of the month informal slide night' commencing at 19:30 in the auditorium of the Museum.

Our first meeting of 1986 will be on January 7. This is our Annual General Meeting at which we will elect the executive for 1986. John Frayne is heading up the Nomination Committee and he is looking for candidates to fill the seven executive positions (President, Vice-President, Treasurer, Secretary and three Directors). If you do not wish to offer yourself for any of the seven elected positions, there are numerous committees that can benefit from your help. It's your society - please give some thought to offering your services and call John at 731-5185. Watch your January 1986 BRANCHLINE for details of the evening's entertainment (in addition to the election entertainment, of course!)

RESTORATION WORK - continues every Saturday morning at 09:00 inside at the National Museum of Science and Technology. Work is continuing on the museum's locomotive collection in the locomotive pavilion. Or you may wish to join the "Thurso Gang" on Saturdays and help with the restoration of the Society's 78-year old former CPR Official Car #27 or 72-year old former CPR caboose 436436. And please remember B.R.S. when you make a cash purchase at a Canadian Tire store - your society accepts Canadian Tire money to assist with the purchase of material, paint, etc. for its many restoration projects. If you don't get to the meetings, just drop your spare CTC money in the mail c/o our P.O. Box.

HISTORY MADE: October 26 marked the first time since the Society acquired former-CPR Superintendent's Car 27 from the Thurso Railway in 1979 that the monthly executive meeting was held in the restored car. Congratulations must go to the many willing hands who have been involved in the restoration over the past six years. The thousands of hours contributed by many have produced a truly magnificent restoration of a classic wooden superintendent's car.

GLASSES RAISED: Precisely at 12:22 EST on November 7, eight BRS members toasted Canadian Pacific on the centenary of the driving of the last spike on the transcontinental line at Craigellachie, B.C. at 09:22 PST. And to be sure the toast was made inside a replica of a dining car. For further details on the commemorative ceremony, see page 4.

'GOLD SPIKE AWARD': Al Craig receives this year's 'Gold Spike Award' for being the first member to renew for 1986!

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INSIDE BRANCHLINE
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Deadline for input to the January 1986 BRANCHLINE will be December 14.

----- MERRY CHRISTMAS AND MAY 1986 BE A HAPPY AND PROSPEROUS YEAR -----

CRAIGELLACHIE! 1885-1985

BY DUNCAN H. DUFRESNE

Surprise became shock when I reread the personal invitation to attend the official ceremonies at Craigellachie, B.C. commemorating the completion of 100 years of transcontinental railroading on Canadian Pacific, and the driving of the famous "last spike".

The plan called for me to meet other guests in the main lobby of the Palliser Hotel in Calgary on Wednesday, November 6, 1985 at 11:00. There were approximately 75 guests involved, several of whom were from Ottawa, but I was the lone representative of the Bytown Railway Society. No one asked me "what Society is that?" for BRS is known and respected, I am pleased to report. Our baggage received special CP Rail 100th anniversary leather address labels and was put on board a special train which was to take us to Revelstoke, B.C.

The guests boarded the train through VIA Rail's "basement" station, and I proceeded immediately, in company with Dr. Robert Leggett and Dr. David Baird, to stake out some seats in the dome section of the tail end car, TWEEDSMUIR PARK. The special eight car chartered train consisted of spanking new CP Rail GMD diesel-electric SD40-2 units 6068 and 6069, VIA Steam Generator 15474, VIA Stainless Steel Baggage 609, CP Rail business cars STRATHCONA and SHAUGHNESSY, followed by VIA stainless steel cars FRASER MANOR (sleeper), IMPERIAL (diner), 123 (coach), and TWEEDSMUIR PARK (dome-observation). The two freight haulers looked somewhat out of place on the head end, and the train was just "slightly" overpowered.

During the next eight hours the guests were treated like Royalty. Lunch and dinner in the IMPERIAL brought back memories of the splendour known in dining cars in an earlier time. Liquid refreshment was also provided by CP and it wasn't long before the guests were all greeting each other like long lost buddies and I, like so many others, finally got to put a face to a long known name. I was surprised to find that many people I had never met before "knew" me.

It wasn't long before 6068's headlights and ditch lights could be seen lighting up a darkening landscape, but not before we had all seen the awe and majesty of snow-covered Mount Stephen, the Yoho Valley, and the Spiral Tunnels. A train crew change was made at Field and most guests took the opportunity to get on the ground for a stretch of the legs. Soon underway again, we passed from light to darkness, stopped at Golden, and finally Revelstoke. This timing prevented us from seeing the Connaught Tunnel, the Stoney Creek bridge, or Rogers Pass.

All the guests were taken by bus to two motels for the night and a good sleep. I asked to be awakened at 05:00 so I wouldn't have to hurry in the morning. Departure from the motel for the CP station was scheduled at 06:50. Departure from Revelstoke for Craigellachie was scheduled for 07:15. Our arrival at the Revelstoke station revealed SD40-2s 6068 and 6069 departing with yesterday's train, minus business cars STRATHCONA and SHAUGHNESSY, westbound for Craigellachie. Approaching the station from the east, however, was a sight enough to bring tears to the eyes. In the cold frosty air hung exhaust steam from our beloved 1201! She slowly made her way up to the platform and was the centre of everyone's attention. Her consist was business cars STRATHCONA and SHAUGHNESSY, combine 3051, coach SAND POINT, coach MICMAC, and bringing up the rear, almost unbelievably, was Heritage Park's (Calgary) all wood 103-year-old business car 76, the only car from the train which was at Craigellachie at the driving of the last spike 100 years to the day.

The train's departure from Revelstoke was most spectacular, with 1201's exhaust barks clear and distinct in the cold, crisp air. My vantage point was the open platform of car 76, facing forward. As I watched our train wind its way up into Eagle Pass, and listened and watched 1201 lay down a layer of steam above the train, I had to pinch myself to make sure this was all for real.

All too soon we reached Craigellachie. 1201 stopped, rods down, just east of the last spike cairn. A special covered platform had been erected for the official party across the main line (south side) from the cairn. Short

meaningful speeches were made by John Kelsall (CP Vice-President-Operations), Russ. Allison (President, CP Rail), I. Barry Scott (Chairman & Chief Executive Officer, CP Rail), Lord Strathcona and Lord Shaughnessy, and the Hon. Judge René Marin (Chairman, Canada Post). The singing of 1201's turbo-generator in the background was most fitting, in my opinion.

In addition to the invited guests, many others stood above the site on the banks of the Trans Canada Highway. Most notable were busloads of local school children, whose presence was acknowledged by John Kelsall in his opening remarks. Railfans, of course, who motorcaded the train, could be seen everywhere.

The highlight of the official ceremony came when Lord Strathcona, the great grandson of Donald Smith (later Lord Strathcona), who drove the "first" last spike, walked over to a point on the main line adjacent to the cairn, and at precisely 09:22 PST drove home a steel track spike with a standard sectionman's spike maul, to signify the completion of the first 100 years of CP's transcontinental railway. Immediately thereafter, Russ. Allison aboard a modern day track spiking machine, drove another spike to signify the beginning of the next 100 years. It was pointed out that these acts were more than an historical event in CP's history, they were in fact acts of faith in the railway enterprise and in our country.

I stood only a few feet from Lord Strathcona while he was driving "his" spike. I felt like I was very close to the importance and magnitude of the event taking place. I was sharing and participating in a major milestone in the history of my country. I'll never forget my experiences at Craigellachie on November 7, 1985, especially at 09:22 PST.

Shortly after the ceremonies, 6068 and 6069 left for Calgary, and only those who were planning to attend the reception and banquet in Revelstoke stayed behind to ride back with 1201 and her consist.

The return to Revelstoke was most interesting. A runpast was carried out just east of Craigellachie before turning 1201. The wye at Taft was used so we had to back up roughly four miles. Car 76 was set out, the rest of the train shoved down the passing track, and 76 coupled up again on the west end of the train. 1201 was wyed and we started out again for Revelstoke. The switching and shuffling at Taft was necessary because of the short tail track on the wye.

The weather had warmed up some (finally) and 1201 looked and sounded wonderful on her return to Revelstoke. I stood in the open baggage doorway of 3051 with David Baird and Sandy Worthen, enjoying a "once-in-a-lifetime" experience. My camera recorded the scene visually, and my tape recorder orally. My "mind's eye" did the rest.

At mileage 9, another surprise - another runpast! The train was backed up several miles for the benefit of the motorcaders across a lake. I have never before seen a runpast done for those along a highway, but this was a very special occasion.

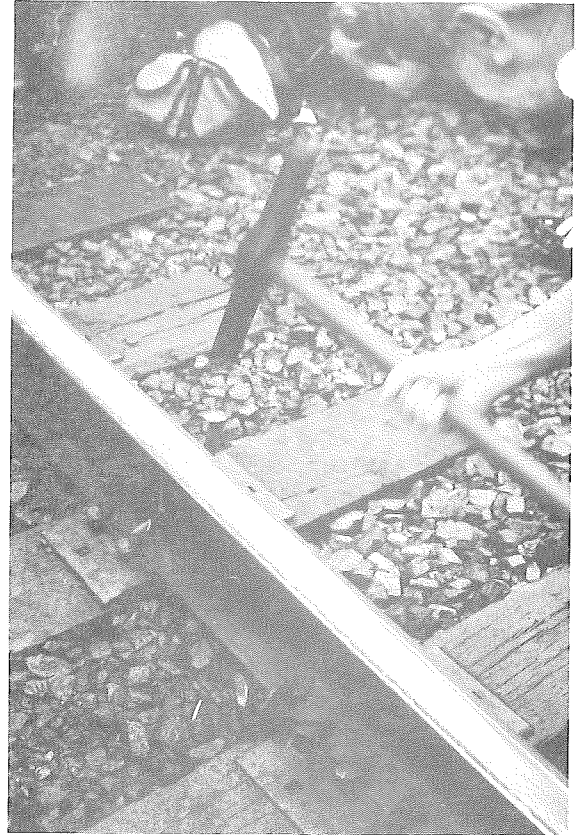
My heartfelt thanks are extended to all those in CP Rail who made this event possible, and my improbable attendance possible. I especially thank Russ. Allison, and my old friend Omer Lavallée, for honouring me with an invitation. To paraphrase the great W.C. Van Horne, "all I can say is that the work was well done in every way". As true on November 7, 1985 as it was when Van Horne said it. Happy anniversary CP!

Ed. note: After 1201's return to Revelstoke, she was again turned to head west in readiness for her trip to the Pacific coast for winter storage. On Saturday, November 9, the 'star of the show' departed Revelstoke, doubleheaded with CP GP38-2 3040 (the diesel unit that she had travelled with from Ottawa to Revelstoke), and pulling the museum's three cars, a caboose and CP business car SHAUGHNESSY. The special arrived in Coquitlam, B.C. the evening of November 10, and, after preparation, 1201 and the three passenger cars were towed to a secure warehouse to while away the winter, and await their date with several other steam locomotives at EXPO 86 between May 23 and June 1, 1986.

Almost all of 1201's 16-year career was spent on the 'Perth local', with a brief stint in North Bay and Sault Ste. Marie in the late 1950s, and finally retirement after working the Montreal-Farnham local into 1960. Whoever would have thought then that 1201 would see the Pacific coast in 1985?

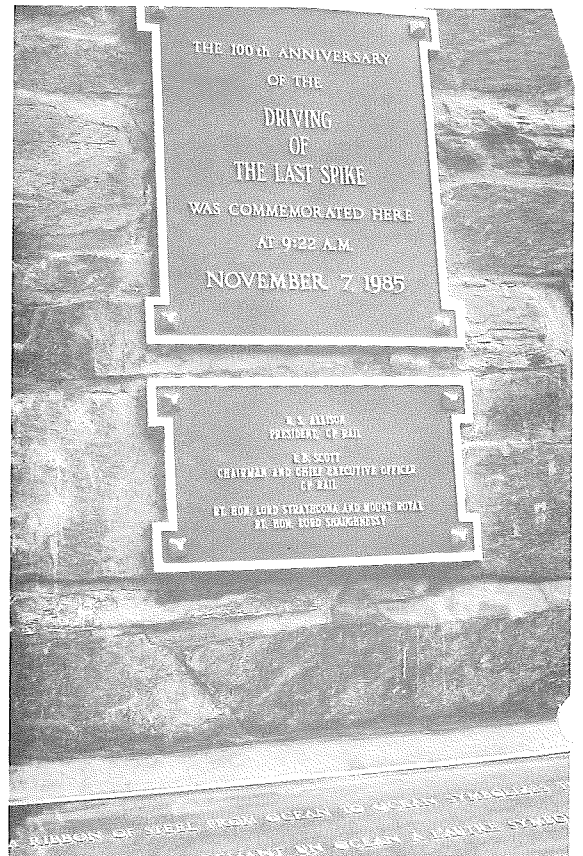


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TOP PHOTOS: Today's Lord Strathcona drives a spike commemorating the completion of 100 years of trans-continental service. A second spike was driven by CP Rail president Russ Allison using a modern track machine signifying the beginning of the second century.

BOTTOM PHOTOS: 1201 is photographed one mile east of Craigellachie during a short excursion and run-past following the ceremony. The Cairn at Craigellachie showing the new plaques. The Cairn now contains stones from each of the ten provinces and territories plus one from Scotland. All photos by Dunc duFresne.



CHRISTMAS MEMORIES-OTTAWA WEST

BY BRUCE CHAPMAN

I have been asked to write about past Christmas's during my experiences on the railway. Any Christmas that I've had to work seem quite quiet with most of the occurrences happening just before or after the day, as there is now usually just minimum staff working to keep the few passenger trains moving, and freight operations are shut down.

I started "hanging around" Ottawa West about 1954 when I was about 8 years old. My uncle used to be an engineer out of there and he took me down to the facilities and got me hooked. Even before that, however, I had watched trains as the Carleton Place Subdivision at the end of our street, Gilchrist, had over two dozen trains a day while I was growing up.

The year 1955 seemed to be the busiest. As can be seen from the accompanying timetable, there were 5 transcontinentals (1 and 2, 7 and 8, and 17 and 18); one long distance trains (9 and 10); 2 Chalk River locals, (555 and 556, and 557 and 558 - on Sunday, 555 and 558 became 551 and 550); 2 pool trains to Brockville and Toronto, (559 and 560, and 562 and 563); 2 Smiths Falls freights per day, (83 and 89 - returning as sections of No. 90); the Monday to Friday Renfrew wayfreight - leaving at 8 in the morning and returning mid-afternoon. This last train was powered by a 4-6-0, usually D10 No. 1027. Finally, there was the "Shunter" which switched cars at the on-line industries in the area. These included Zagerman's, Beach Foundry, and Independent Coal and Lumber. In 1950, at the Independent coal chute just to the east of Westboro station, Royal Hudson 2821 hit a company coal truck on the crossing at Churchill Avenue, and spun into Independent's spur track at high speed, killing the engineer and scarring the fireman, Earl Fergus, who just retired a couple of years ago. The other switching points included the team track at Westboro station where Fentiman's used to get carloads of lumber and Leafloor's coal spur where Harvey's and Fuller's restaurants now stand.

I remember the Christmas of 1958 the most. My uncle and Don Henry were the two engineers on 260 and 265, the re-numbered (see above) Chalk River local. Don Henry lived in Toledo, a few miles to the south of Smiths Falls. On his run out, he'd hop on 260 at Carleton Place, ride to Ottawa, take his train to Chalk River as No. 265, return next day as No. 260, then deadhead back to Carleton Place on 265, and drive home from there.

No. 260 was only in Ottawa about an hour and a half. Also, in those days, once 265 got to Chalk River, it became another train from Chalk River to Mattawa and on to Temiscaming, then returned from there the following morning, and again became No. 260. At that time, the regular unit assigned to the run was RDC-2 9106. It must have the most miles on it - at least for its early days - and it only croaked a few times, which I'll come to later.

Anyway, December 27th, Don says to me, "want to go to Chalk River tomorrow night in the RDC?" "Sure!" I'd never been to Chalk River and had never ridden an RDC except when they were testing 9106 with FP9A 1406 at Ottawa West on the Prescott Subdivision earlier that year.

Next evening, my parents packed me a big lunch, and I went down to Ottawa West a few minutes before 265 was due out. The operator, Keith McCann, now chief train dispatcher in Montreal, asked me where I was heading. It wasn't very cold, about 30 degrees F, and I didn't have a very heavy coat on. I told him that I was going to Chalk River on the 9106. He replied, "Boy, you've got a thrill." "You're going to Chalk River with Don Henry on the 1227". (For the uninitiated, the 1227 was a Pacific type steam engine of the G5 class.) They had a special party, plus there was a blizzard warning for the next day.

The 9106 was coupled to the rear of the train which consisted of the 1227, a baggage car, and two 2200 series coaches. I took the orders and walked a little to the west of Bayview road. The engine pulled up around the wye and stopped beside me. I hopped up into the cab with my lunchpail. My parents seemed a little apprehensive about this as they remembered that I was supposed to be going in an RDC. But, they also knew that I had trains for brains; so away we went.

I'd ridden in the steamers just going from the shop to the station at Ottawa West, but never for any distance. I cannot recall who the fireman was, but I believe that he was a spare man from Smiths Falls. Don was telling both him and I about the Carleton Place Sub., but this guy knew the Chalk River Sub. very well.

We got to Britannia on time and took the hole for No. 2. We stopped at the west end of Britannia siding, about 100 feet east of today's Britannia road and waited. About two minutes later, Don said, "There he is." I opened the cab door and heard nothing above the hissing of the 1227. Don pointed up to the sky. "There he is." In those days, the gyro-lights on the top of the 1400s (FP7A and FP9A) could be seen long before the train arrived.

About two minutes later, No. 2 barrelled around the curve, half a mile west of our spot, and when he saw us in the hole, he opened up the throttle so that by the time he passed us he was doing a good 50 mph. I was standing in the doorway with a hand on each outside handrail, and the suction almost pulled me right out of the cab!

We left Britannia and were almost on time at Stittsville (Stittville in the timetable). The rest of the trip was uneventful, but by the time we got to Renfrew, I think that I was almost deaf from the cab noise and I went back to the RDC and rode in its cab Pembroke. The heat was not on and I just about froze. Between Pembroke and Chalk River, I rode in the car.

The next day, the blizzard had hit in full force, and we bucked drifts all the way. I rode the 1227 from Chalk River to Pembroke but that was it. The snow was coming in every nook and cranny and there were lots of them. "Chicken-me" went back to the RDC to watch the snow fly by. The RDC had trouble getting back from Temiscaming in the snow, but there was much less snow up there than we got in Ottawa. I doubt if 9106 could have made it alone that day plus there were about 150 people on the train.

Many of the highways were closed by the time we got back to Ottawa, but we were on time. The 1227, however, looked like it had performed the duties of a snowplow. In fact, I have the long distance telephone book log from Carleton Place station from 1955 to 1960 and the entry on December 28 lists that "Called sectionmen out to rescue 1270 stuck in the snow at Ashton cut." That was on the Brockville pool which was about 3 hours behind us. He had made it to the top of the cut a mile west of Ashton, but the snow had blown in so hard and heavy that he could not get through.

Remembering this trip reminds that the conductor that evening was Joe McFadden who retired on the Brockville wayfreight several years ago. He was on No. 265 one winter night when the RDC croaked at Ottawa West. As with my trip to Chalk River, No. 265 was to meet No. 2 at Britannia. The 9106 developed engine problems leaving Hull West and was only able to stumble into Ottawa West. That was it. It was moving only about 5 mph.

The Locomotive Foreman, Art Mayhew who just retired at Havelock this summer, rushed over to the shop to grab an 8400-series RS-10 which was lined up for No. 83 to Smiths Falls, and get it ready for passenger service. This would take 20 or 30 minutes.

In the meantime, No. 2 was sitting cooling his heels at Britannia. In those days before radios, it was no easy matter to string a telephone up to the way-side wires to talk to the dispatcher, who was sitting fuming in Smiths Falls, unable to do anything - or so he thought.

At Ottawa West, Joe saw one of the yard clerks, Bill Popowicky, who lived right across from the station on Bayview Road go home for supper. Joe then told the dispatcher, "If I can get a ride out to Britannia, with some train orders, maybe we can advance No. 2 to Ottawa West." The dispatcher, J.W.M. Warner Morphy, jumped at the idea.

The train order read, "No 265 eng 9106 meet No 2 eng 1412 at Ottawa West instead of Britannia. This order to No 265 at Ottawa West."

Bill Popowicky was aroused from his dinner table and commandeered towards Britannia. Trouble was, he was somewhat new to Ottawa. I went along for the ride but I didn't know what streets were near to Britannia siding and Joe, being a Smiths Falls man, knew the tracks but not the city.

We sped off up Scott Street - in those days it was not paved west of Island Park Drive, just tar-coated - up Roosevelt to Richmond Road, and along

Richmond Road. As we passed Woodroffe Avenue, Joe exclaimed, "We're only about a mile away because I recognize that confectionery store on the northwest corner." It is still there today.

We went another mile, turned right on McEwen Avenue and headed north, crossing the OTC tracks and came to the dirt-road crossing.

There, sitting about 500 feet west of us was No. 2's FP9A 1412, headlight dimmed, waiting patiently for the 9106 which would never arrive. The crew was just sitting in the cab, shooting the breeze, not about to do anything.

To say the least, they were very shocked when Joe walked up with their marching orders to Ottawa West. He rode back with them on the engine in case they beat us back. This they did by about 10 minutes. When we arrived at Ottawa West, No. 2 was in Hull and the RS-10 was just pulling out of the siding over Carruthers Avenue with an idling 9106 (to maintain heat in the car) on its long cold trip to Chalk River.

Merry Christmas!

TIME TABLE No. 43—APRIL 24th, 1955

Table with columns for WESTWARD TRAINS—INFERIOR DIRECTION and EASTWARD TRAINS—SUPERIOR DIRECTION. Includes station names like OTTAWA, WESTBORO, BRITANNIA, NEPEAN, STITVILLE, ASHTON, and CARLETON PLACE. Lists train numbers, times, and directions.

Ghosts From the Past: Our January 1983 issue carried a feature on the former CFR (nee Bytown & Prescott) facilities in Prescott, Ont. It was stated then that Parks Canada had purchased the facilities and that an effort had been mounted to identify the location of the various railway buildings that were on the site.

Activity is taking place, spearheaded through the single-handed efforts of 13-year-old Dieter Raths, who has just joined our Society. This past summer, Dieter has been digging the former right-of-way along Stanley Ave. in the New Edinburgh district.

His work, however, is by no means over. Dieter is still looking for photos of the area, especially pictures of the bridge that used to cross the Rideau River and of the yard and terminal facilities that were there.

OTTAWA—CHALK RIVER—MATTAWA—ANGLIERS

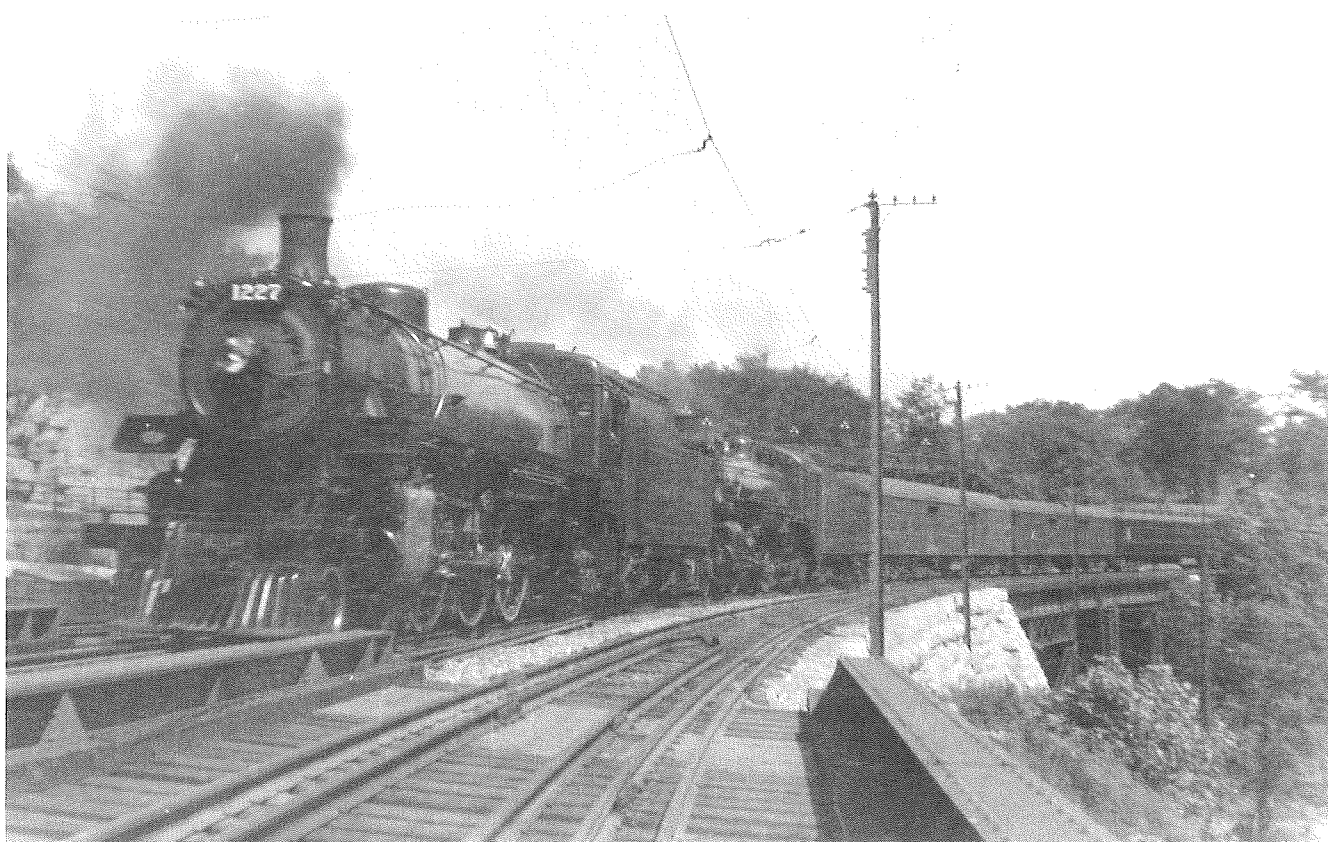
Table with columns for Dayliner, Miles, and Dayliner. Includes train numbers like 267, 447, 449, 450, 448, 450 and station names like Chalk River, Mattawa, Angliers. Lists times and directions.

Timetable - Summer 1959



CP 4-6-0 No. 1027 approaches Ottawa West Station after coming off the Prince of Wales Bridge from Hull in 1950. Note the older types of boxcars all made of wood including some with outside bracing. Bruce Chapman collection.

CP 1227 and 2205 both light Pacifics approach the Interprovincial Bridge from Ottawa Union Station in 1950. The train is likely the afternoon pool train to Toronto which made the circle through Hull and then Ottawa West before heading out the Carleton Place Sub. Both 1027 (top) and 1227 are mentioned in Bruce Chapman's article in this issue. Note the overhead wires for the Hull Electric Railway tracks on either side of the railway line. Bruce Chapman collection.



PALAIS STATION REOPENS

BY DOUG SMITH

In September 1976, the doors of La Gare du Palais closed on supposedly the last rail passenger. Plagued by a number of level crossings in its core, Quebec City was willing to transfer its passenger train terminal to the suburbs. Similar moves from urban areas had occurred in Ottawa and Saskatoon in 1966 and in Windsor, prior to 1966.

When La Gare du Palais opened in August 1916, a very different picture prevailed. The "city beautiful" movement viewed the railway terminal as a prime urban ornament. Quebec - the historic centre of French Canadian culture - was being developed as a prime tourist destination. One can trace this thinking back to 1886 when Canadian Pacific, the proud proprietor of a railway system stretching 3,078 miles from Quebec to Vancouver in a largely under-populated country, set about to import business by turning the scenic beauty - both natural and man-made - into international attractions. Initially to carry this out, four hotels were built in the mountains of British Columbia between 1886 and 1888. Subsequently, a fifth hotel was located in Quebec. Designed by architect Bruce Price and opened in 1893, the Chateau Frontenac's design was cited as "modified medieval French chateau".

Faced with increasing competition on the Quebec-Montreal route, growing tourist traffic and an elderly, dowdy passenger station built by the Quebec, Montreal, Ottawa and Occidental Railway in the 1870s which was not at all in keeping with the prosperous image of their hotel up the hill, CP elected to give Quebec a terminal on a par with any in North America. The new station was built on a site practically over the old station. The building was the last CP would erect in its trademark "Chateau Style" and the facility matched the moniker. The exterior of the building was of Argenteuil granite, Deschambault limestone and Citadel brick with high sloping roofs of copper. A 40 foot window over the entrance contained the arms of seven of the historic names of Quebec: Montmagny, de Tracy, Beauharnois, Montcalm, Wolfe, Frontenac and Talon. At the bases of its turrets were cartouches bearing the French fleur de lys, the Tudor rose, the Scottish thistle and the Irish shamrock, respectively. High upon the roof was an ornamental clock with a dial eight feet in diameter topped with the city's arms. The ticket lobby measured 65 x 45 feet with a clearance of 60 feet to a stained glass skylight inset with a map of the CPR. The concourse/waiting room measured 125 x 62 feet and 40 feet high. Cast into the interior brickwork on the walls were embossed heraldic symbols of the founding races. Fortunately, all of this has survived.

Built as a Union Station, CP shared the facility with the trains of the National Transcontinental from its opening. CN maintained the former Canadian Northern station on Parent Square until November 1, 1929 when all CN passenger service was amalgamated at La Gare du Palais.

With the closure of the station in 1976, CN and CP retreated to separate facilities. CN elected to use their suburban station in Ste-Foy, some nine miles from the city centre. CP built a new station on St-Sacrement Street, some three miles from the city centre. La Gare du Palais was acquired by the City and used as a farmer's market. With the creation of VIA Rail, all services were consolidated at Ste-Foy on December 2, 1979, rendering CP's new facility redundant after little more than three years of use.

Two events gave impetus to the restoration of downtown rail service. First, the creation of VIA and the purchase of new LRC trains restored the lacklustre image of the mode. Second, the removal of the downtown freight yards with the street blocking switching movements made passenger trains acceptable. Following a number of studies, La Gare du Palais was identified as being the only logical site for downtown service. As a highway had been built on the abandoned CP right-of-way to the station, a somewhat more circuitous route along CN track had to be followed. This explains why the old train sheds have been removed and the passenger tracks relocated on a 90 degree angle pointing eastward under a new six-track trainshed (for the seven arrivals and seven departures each day), complete with high-level platforms. A separate passenger

line has also been built. This was required by CN to avoid interference with their freight yard at Limoilou.

VIA acquired the station under a long term lease from the city. Extensive restoration has taken place to preserve and refurbish the station. Indeed, the bill to re-open the doors is \$28 million.

So on November 8, 1985, the Mayor, who lobbied for the closure of the building, was back hailing the return of passenger trains. The first train arrived (alas) 20 minutes late for the party. This time the fault was not the maligned LRCs - demonstrators along the CN route through Quebec slowed the train as they demonstrated to have a grade separation installed at one level crossing. At the opening ceremony, the politicians announced the separation would be completed by 1987. Additional funds are also being made available for Voyageur to build a new bus station adjacent to the new train sheds. VIA hopes, as well, that it will recover the 30% of the traffic which vanished when the trains left the station in 1976.

One of the nation's great urban spaces has finally found a renewed purpose.

VIA'S EQUIPMENT CYCLE IN OTTAWA MODIFIED WITH OCTOBER 27 SCHEDULE:

<u>TRAIN</u>	<u>EQPI.</u>	<u>FROM</u>	<u>TIME</u>	<u>TO</u>	<u>EQUIPMENT CYCLE</u>
48	CONV	TORONTO	0620		Cars to same day's #49 - unit to #43
30	LRC		0705	MONTREAL	From previous day's #46
41	LRC		0720	TORONTO	From previous day's #37
31	CONV	MONTREAL	0950		Cars and unit to same day's #36
32	*CONV		0950	MONTREAL	From previous day's #39
40	LRC	TORONTO	1129		Runs through to Montreal as #34
43	CONV		1145	TORONTO	Unit from same day's #48 and cars from previous day's #44
1	CONV	MONTREAL	1150		Through train to Vancouver
1	CONV		1200	VANCOUVER	Merged with #9 at Sudbury (unit and baggage-coach remain at Sudbury for next day's CANADIAN (#2))
33	LRC	MONTREAL	1254		Runs through to Toronto as #45
34	LRC		1330	MONTREAL	From same day's #40
44	CONV	TORONTO	1500		Cars to next day's #43 - unit to same day's #49
35	*CONV	MONTREAL	1655		Turned for same day's #38
36	CONV		1700	MONTREAL	From same day's #31
45	LRC		1700	TORONTO	From same day's #33
2	CONV	VANCOUVER	1720		
2	CONV		1730	MONTREAL	Through train from Vancouver
37	LRC	MONTREAL	1945		Becomes next day's #41
38	*CONV		1950	MONTREAL	From same day's #35
46	LRC	TORONTO	2129		Becomes next day's #30
39	*CONV	MONTREAL	2305		Becomes next day's #32
49	CONV		2359	TORONTO	Cars from same day's #48 - unit from #44

* While the equipment assignment calls for LRC trainsets, it is indeed rare when Trains 32, 35, 38 and 39 operate with an LRC trainset. Usual assignment is one FP9A or FPA-4 unit and two to three conventional cars.

WEEKEND VARIATIONS

- Saturday's LRC #37 becomes Sunday's #34 (#40 does not operate on Sundays)
- Saturday's LRC #46 becomes Sunday's #32 (#30 does not operate on Sundays)
- Saturday's #39 becomes Sunday's #36
- The unit off Saturday's #44 lays over for Sunday's #43 (#49 does not leave on Saturdays and #48 does not arrive on Sundays).

Your Monthly Chuckle: A couple in Toronto recently had their baby girl delivered some two weeks late. They both agreed on naming her VIA!!!
(Merci à Jacques Beaubien Jr.)

CTC DECISIONS

Passenger Train Retained: In spite of losses approaching \$2.5 million, the Railway Transport Committee has ordered the Quebec North Shore and Labrador Railway to continue its bi-weekly passenger train service between Schefferville and Sept-Iles (Quebec) and its weekly service between Ross Bay Junction and Wabush/Labrador City (Newfoundland). This is due almost entirely to the fact that the railway is the only form of economical transport between the interior and the Gulf of St. Lawrence port of Sept-Iles. The only other mode of transport is by air and that has been judged to be too expensive for the majority of the population in the interior.

Currently, the 576 km trip to Schefferville is accomplished in approximately 11 hours, leaving on Tuesdays from Sept-Iles and returning on Wednesday. Additionally, service is also available on Thursday and Friday but only as far as Labrador City. Some 420 km in length, the journey also takes approximately 11 hours. When the Schefferville train is run, its consist is switched out at Ross Bay Junction.

Passenger service commenced on the QNS&L in mid-1954 between Sept-Iles and Schefferville. In the early 1960's, service was extended to Wabush and Labrador City following the construction of a branch from Ross Bay Junction. Prior to 1983, both Schefferville and Wabush/Labrador City were served bi-weekly. In the spring of that year, however, the C.T.C. granted the company permission to reduce the frequency of service to Schefferville. The reduction came following the closing of the iron mine in that community. (25-09-85)

Significant Cuts in Cape Breton Island Operations: The Cape Breton Development Corporation (Devco Railway) has received permission to abandon a portion of its main line from MacAskill's Grade (mileage 16.75) to Broughton Switch (mileage 26.35) as well as its Port Morien Extension, running off mileage 20.75 of the main line at Port Morien Junction for some 2.1 miles to Port Morien.

The main line was constructed under a railway contract between the Dominion Coal Company and the Province of Nova Scotia, dated February 17, 1894, to link Sydney with Louisbourg. That portion of the line between Louisbourg and Broughton was abandoned in mid-1967. Freight traffic to and from Broughton ceased in 1970. Subsequently, the Port Morien extension was built by Devco in 1976 for the purposes of operating an excursion passenger steam train during the summer months.

The last day of operation for the service was on September 7, 1979. Since that date, no trains have operated beyond MacAskill's Grade. (25-09-85)

Northern Ontario Branchline to be Abandoned: Canadian Pacific has received permission to abandon that portion of the Nickel Subdivision between mileage 12.1 and 12.6 in the regional municipality of Walden. The trackage in question consists of two legs of a wye at the end of the spur. The other leg is still used to service INCO's No. 5 mine shaft.

Running west out of Sudbury, the Nickel Subdivision was constructed by the Algoma Eastern Railway between 1911 and 1913 to link that community with Little Current. Sections of the line were abandoned in 1936 and 1944 between mileage 12.6 and Turbine (mileage 28.0) on CP's adjacent Webbwood Subdivision. In 1944, the wye was constructed at the end of track (mileage 12.6) in the community of Creighton.

No traffic has been handled over the wye since 1979 and CP has already disconnected the switch to it, it already being declared surplus to the railway's needs. (02-10-85)

Hearings into Fate of Mixed Train: Public hearings took place on November 6th and 7th in the Alberta communities of Fort McMurray and Lac La Biche to review a Canadian National application to discontinue the operation of its mixed train service (M289 and M290) between Edmonton and Waterways. (02-10-85)

File on Temiscouata Subdivision Re-opened: A public hearing was held in Edmundston (New Brunswick) on October 23rd to re-examine a 1983 C.T.C. decision ordering Canadian National to continue operating its Temiscouata Subdivision between Riviere-du-Loup (Quebec) and Cabano (Quebec). The order had been issued in the wake of a CN application to abandon the complete line between Riviere-du-Loup and Edmundston. The C.T.C. had done this because of a notice from Papier Cascades Ltee. that the company would require rail service to expedite the shipment of its products. This traffic, however, has not materialized. Sources indicate that this may be due to an agreement between CN and the company whereby paper products are shipped via truck to the CN mainline at Edmundston and then sent either COFC or TOFC to their destination. In 1983, the line lost a total of \$282,622. (04-10-85)

Caraquet Subdivision in Trouble: A public hearing was held in Bathurst (New Brunswick), this past October 21st, to review a Canadian National application for permission to abandon that portion of the Caraquet Subdivision from East Bathurst (mileage 4.34) to Tracadie (mileage 72.04), including the Tracadie Spur. Between the years 1981 and 1983, losses ranged between \$920,097 and 515,020. (04-10-85)

Case Re-opened: A public hearing took place in Woodstock (New Brunswick) this, past October 24th, to review a Canadian National application to abandon operation of that portion of the Centreville Subdivision from Valley (mileage 0.00) to Centreville (mileage 27.72). At a previous hearing in 1983, the C.T.C. had concluded that though the branch was "uneconomic and likely to remain uneconomic", it was in the public's interest to keep it open, subject to periodic review. This is the first time for this review. The operating loss for 1983 was \$289,605. (04-10-85)

Obscure Burlington Northern Line to be Dismantled: The Railway Transport Committee has given the Burlington Northern Railroad permission to abandon its "main line" from the International Boundary (mileage 144.0) and Keremeos (British Columbia, mileage 161.1), a total distance of 17.29 miles.

Known as the "Princeton Line", the trackage was constructed in 1907, some ten years after the incorporation of the Vancouver, Victoria and Eastern Railway and Navigation Company on May 8, 1897. As built, the line extended from the International Boundary north to Princeton. In 1945, the line was officially taken over by the Great Northern Railway, subsequently becoming the Burlington Northern Railroad Company in 1970.

In spite of its auspicious beginnings, the line was soon plagued by operating losses and, in 1937, the trackage between Princeton and Hedley was abandoned. Subsequently, in 1954, the section between Hedley and Keremeos was discontinued.

Things continued on an even keel until 1972 when serious flood damage resulted in the suspension of rail operations and their replacement with a motor carrier service. This service operated until 1982 between Keremeos and Oroville (Washington) after which no further demand for business has arisen.

Service along the BN's 8th subdivision between Chopaka (Washington) and Oroville was abandoned in January of 1985, thus effectively isolating the trackage in B.C. from the parent system in the United States.

(Readers with further interest in the line may obtain additional information from one Robert Lee of Penticton who provided pictorial information, on the line's operations, during the C.T.C. hearings. (04-10-85)

Higher Speeds Bring Call for Better Safety Provisions: Call it a catalyst if you wish, but the whole issue of substantially increasing passenger train speeds between Brockville and Ottawa has prompted the C.T.C. to issue a series of directives to Canadian National and Canadian Pacific relative to the operation of passenger trains at speeds greater than 113 km per hour (70 m.p.h.)

As a background to these, the R.T.C. asked CN, CP, and VIA to "show cause" why orders should not be issued restricting train speeds on any tracks not equipped with continuous track circuit signalling to 113km per hour (70

m.p.h.) by December 31st of this year.

Hearings were subsequently held and the Committee saw fit to conclude that as much effort as possible had taken place on the Ottawa-Brockville route to justify the high speed schedule. As a basis for its decision, the Commission cited the high quality track, the installation of vandal-proof locks and switchpoint locks, the ongoing program to upgrade the level of protection at the level crossings on the line, and the fact that "at any time on either of the two subdivisions (Smiths Falls and Brockville) that comprise this route, there shall be no following or oncoming trains on a subdivision on which a passenger train is operating".

In the broader national perspective, the RTC has now seen fit to order that CP and CN provide advance notice to the CTC of any future plans to increase operating speeds above the 70 m.p.h. ceiling as well as any changes to infrastructure, equipment, safety appliances, etc., that would increase the risk of hazard to employees or the travelling public at the higher speeds. As well, the companies have been asked to carry-out an accelerated testing program on the suitability of modern, currently available, switch locks in addition to preparing reports on the results of these tests. Information is also wanted with respect to the suitability of these devices in areas which are subject to high degrees of vandalism.

Following the decision to adopt a particular type of lock, the companies are to implement a lock replacement program with priority given to the following: passenger train routes; areas known to be prone to vandalism; areas where a misaligned switch may result in accidents of the most severe variety; trackage without signalling and maximum permissible train speed in excess of 70 m.p.h.; trackage without signalling and maximum permissible train speed in excess of 30 m.p.h.; trackage with signalling with sequentially lower maximum permissible train speed in excess of 30 m.p.h.; all other switch areas. A plan for the installation of switch point locks in a similar order to the above is also to be developed.

As a final note, the adequacy of existing locomotive lights is to be reviewed and all lead locomotives operating in passenger service are to be equipped with ditch lights within six months of the issuance of the order. (Does this also apply to steam locomotives?) (07-10-85)

Changes from Canada Southern Purchase Go Into Place: In the wake of its joint acquisition with Canadian Pacific of the former Canada Southern Railway, Canadian National has received permission to construct a connecting track at Fargo (Ontario) between mileage 169.96 of the former CSR's Mainline Subdivision and Mileage 11.92 of the Cheasapeake and Ohio's No. 2 Subdivision. The C&O has running rights over the Canada Southern. (08-10-85)

Hearing into Temiscaming Subdivision: A public hearing took place in Temiscaming (Quebec), on November 5th, to review a Canadian Pacific application to abandon operation of the Temiscaming Subdivision between Gendreau (mileage 47.9) and Laverlochere (mileage 106.5) as well as the Ville Marie Subdivision between Gaboury (mielage 0.0) and Ville Marie (mileage 7.7). The combined losses for the two lines in 1984 was \$789,472. (15-10-85)

Island Line in Trouble: A public hearing was held on November 14 in O'Leary (Prince Edward Island) to review a Canadian National application to abandon a portion of its Kensington Subdivision between Linkletter (mileage 19.45) and Tignish (mileage 84.61). In 1983, the line lost \$486,954. (16-10-85)

Will Anything be Left in Cape Breton? A public hearing was held in Port Hawkesburey (Nova Scotia) on November 12 to review a Canadian National application to abandon the Inverness Subdivision between Port Hastings Junction (mileage 0.00) and Inverness (mileage 55.64). In 1983, the line lost a total of \$842,362. (17-10-85)

Hearing into Fate of Forest Subdivision: On November 12, a public hearing was held in Forest (Ontario) to review a Canadian National application to abandon that portion of its Forest Subdivision between Lucan (mileage 15.50) and

Forest (mileage 48.00). In 1983, the line suffered an operating loss of \$206,486. (21-10-85)

All Over for the Dunnville Subdivision: The Railway Transport committee has authorized Canadian National to abandon operation of its Dunnville Subdivision (Ontario) between Fort Erie (mileage 2.00) and Nickel (mileage 17.60) and between Macy (mileage 20.90) and Caledonia (mileage 58.28). In 1984, the line posted an overall loss of \$394,804.

Though no traffic has been carried on the line over the past few years, it is significant in that it was one of the earliest lines to be built in Ontario, being a portion of the Buffalo and Lake Huron Railway Company which was incorporated on May 16, 1856 to build a line from Fort Erie to Goderich.

Of the portion authorized for abandonment, one section may yet be spared. Domtar Inc., has indicated that it may be interested in purchasing a section of it in order to expand a gypsum mining operation which is located near the line in the vicinity of the town of Haldimand. Should the company opt to ship its raw materials by rail, this trackage will be used to connect the operation with its manufacturing plant at Caledonia, some three miles to the north-west of the mine site. (17-10-85)

Chasing Phantoms: On November 7th, the serenity of the snowbound right-of-way of CP's abandoned Havelock Subdivision between Glen Tay and Tweed was disturbed by the raucous blasts of the horn of a Ford van sporting "extra" flags as it blew the mandatory 14L signal for the many level crossings along the line. Immediately behind, following on a two minute block, was a GM suburban.

The occasion? The first of what is hoped to be many Bytown-sponsored tours of the abandoned rail lines in eastern and central Ontario. Thirteen society members were not to be intimidated by the extreme snow and ice conditions on that day as they bounced and jounced their way westward along the line to Tweed.

A handful of incidents served to colour the day. There was the reaction of a waitress in a Perth restaurant when Colin Churcher's scanner suddenly erupted into chatter about a CP crew in Smiths Falls having to take an order to comply with Rule 264. Fond memories will also be retained of Jim Lohnes clearing a fallen tree from the right-of-way with a chain saw which he had brought along in case of emergency. Your News Editor was able to walk away with a flanger sign in reasonable condition. It should be noted that there are still several more out there, at another location, stuck in a farmer's fence and he was carefully eyeing us as we stopped to investigate. Fearing a shotgun blast, we wisely elected to let them stay where they were. One breakdown was suffered when the van died after negotiating a particularly vicious puddle west of Sharbot Lake. Fortunately, the only problem was wet wiring. The situation was rectified by the quick action of Joe Toscas.

Late afternoon found us at Tweed where the light was just strong enough to take a photo of the former CP station there. Ironically, we were unable to arrive via the right-of-way. This was discovered after we had penetrated the last couple of miles when a "local" frantically waved us down and told us that we had already passed the last route off-line prior to the railhead at the Moira River.

For the return home, we managed to traverse a route allowing us to grab photos of the former Napanee and Tamworth (Bay of Quinte) stations at Stoco and Marlbank. We also passed by Erinsville but by then the light was too far gone for photography.

For such a successful day, our thanks go to the following: Bob Meldrum, Neil Robertson, Doug Smith and Bruce Chapman.

Next year, it's back to the Bay of Quinte and, hopefully, the K&P!

DONALD DUGMORE

It is with regret that we report the passing of member Donald Dugmore of Ottawa on October 24. The Society extends its most sincere sympathy to Mrs. Dugmore and family.

ALONG THE RIGHT OF WAY

WITH YOUR EDITORIAL STAFF

CNRAIL GM 'DRAPER-TAPER' UNITS THROUGH TOWN: Edmonton-based SD50F (5400 series) units, often in pairs, became regulars through Ottawa on extra grain trains in late October and early November. Included were 5402, 5406, 5409, 5411, 5415, 5417, 5420, 5425, 5426, 5430, 5431 and 5436. (Martin Berube and David Stremes)

MODIFIED BOOSTER UNIT HEADS WEST: YBU-4 202 (ex-460), accompanied by GP9u 'mother' 7209 (ex-4237), passed through Ottawa on October 29. (Bruce Chapman and David Stremes)

TEST CARS PAY A VISIT: On November 4, M-420(W) 2579 powered Track Inspection Car 15006 (ex-VIA CAPE CANSO), generator car 15004 and a caboose through Walkley Yard. (Martin Burube)

STATION RAZED: The Ste. Anne de Bellevue (Quebec) station, at the western tip of the island of Montreal, has been demolished. (Earl Roberts)



STRANGERS ON TRAINS 85 AND 86: Former GP38 7770 appeared on October 21; 7784 on October 31; 7777 on November 5. Another unexpected unit was GP9 8659 on November 8 and 11. (Ray Farand and Mike Tessier)

MORE BALLAST TRAINS: RS-18u 1812 powered ballast trains to and from Ouyon on October 26 and 31 and November 5 and 15. As well, C-424s 4200 and 4202 hauled 35 cars of rock ballast from Ouyon on November 13. All loads were shipped east on Train 86. (Mike Tessier and Dave Stremes)

PLATFORM REMOVED: The centre platform and lamp standards at the Carleton Place station have been removed. (Greg Yocom)

APPROPRIATELY NUMBERED: A new operating timetable for the Pacific Region came into effect on November 7, 1985, and was appropriately numbered '100' to mark CP's centennial of the completion of the transcontinental line. Timetable #100 replaces #99. (Normally the next number used for the Pacific Region would have been 90). (Bruce Chapman)

ANOTHER CLOSURE: Effective November 18, the Rigaud, Quebec station was closed as a train order office, with the train order signal permanently removed. (Earl Roberts)



OH! THOSE WANDERING COWS: On October 22, FP9A 6536 on Train 43 hit several cows at mileage 12 of CN's Smiths Falls Subdivision. The train was not seriously delayed, however the cows did not fare as well. (Bruce Chapman)

'CANADIAN' VARIATION: On October 23, sleeper CHATEAU PAPINEAU brought up the markers of the westbound CANADIAN, rather than the usual 'E' sleeper. Coincident with the October 27 schedule, the CANADIAN's consist shrank to four cars between Montreal and Sudbury (9300 series Baggage-Coach; 100 series stainless steel coach (replacing the 3200 series Snack-Bar coach); Skyline dome and an 'E' sleeper). As well, commencing late in October, a steam generator car operates regularly between Montreal and Sudbury to supplement the steam generator unit in the single FP9A or FPA-4 unit. (Philip Jago)

LRC CLUB CARS RENUMBERED: VIA has embarked on an upgrading program for LRC club cars. Major change is an enlarged galley plus a general 'jazzing up' of the interior. Twenty-three cars (3377 to 3399) are to be done, coincident with required shopping. During the upgrading, the cars will be renumbered into the 3451 series. Noted through Ottawa in October and November were 3458, 3459, 3463 and 3464. (Doug Smith)

RESTORATION COMPLETED: The restoration of the historic Port Hope (Ontario) station was recently completed. Before the October 27 schedule, Port Hope was served westbound by Train 59 (CAVALIER) at 05:58 and Train 651 (ONTARIAN) at 08:37; eastbound service was provided by the ONTARIAN at 21:42 and the CAVALIER AT 01:01. Since October 27, eastbound Train 56 (BONAVENTURE) provides an additional stop at 17:41 for the convenience of passengers wishing to be in Port Hope before supper. (Doug Smith)

BAD DAY: A 17-year-old motorist was killed at the unprotected Dunning Road crossing between Vars and Limoges on October 26 when his vehicle was hit by Ottawa-Montreal Train 30. The delayed passengers were bused to Montreal, while maintenance crews from Ottawa extricated parts of the vehicle from LRC 6903. A few hours later, LRC 6908, on Train 34 hit a truck at Michael Street crossing, a scant mile out of Ottawa Station, injuring the three occupants. (E.Roberts)

ROUTE CHANGED: Prior to October 27, the CANADIAN in both directions travelled the route through West Toronto with a stop at St. Clair Avenue. Commencing October 27, the westbound CANADIAN (Train #9) leaves from the east end of Toronto Union Station and heads north up the Don Valley. The eastbound CANADIAN (Train #10) still follows the traditional routing through West Toronto and enters the west end of Union Station. This change in routing eliminates the need to turn the CANADIAN, something that is now more difficult with the opening of the new Mimico maintenance facility, which lacks a loop track as was part of old Spadina maintenance facility. Mimico's turning facility consists of a wye capable of handling only four passenger cars and a unit. As a consequence of the rerouting, the station stop at St. Clair Avenue has been eliminated. (Doug Smith)

SLEEPERS OPERATE BACKWARDS: Again as a result of the limited turning facility at Mimico, commencing with the October 27 schedule change the Montreal/Ottawa-Toronto CAVALIER is not turned at any of its three terminating points. The sleeper from Ottawa now operates in reverse (roomette end first) on the head end of the train. The complete train remains intact during servicing in Toronto, with no turning. Eastbound, the coach and sleeper for Ottawa now operate on the rear of the train (rather than on the head end as was the practice for years) and are dropped in Brockville, with sleeping car patrons riding forward. (Earl Roberts)

OFF TO CRAIGELLACHIE: On November 3 the sight of two CP Rail business cars cut in behind FPA-4 6779 and FPB-4 6863 on the westbound CANADIAN brought back memories of the train in its pre-VIA days. Business cars STRATHCONA and KILLARNEY were conveying Lord and Lady Shaughnessy and Lord and Lady Strathcona to the 'Last Spike' ceremony at Craigellachie, B.C. (Earl Roberts)

SPEEDED UP: With the completion of trackwork on CP's Havelock Subdivision, a supplemental timetable was issued, effective November 18, authorizing a 45 minute speed-up of the RDC schedule between Toronto and Havelock. (B. Chapman)

PINK ON WAY OUT: Recently several of the original LRC units (6900-6920 group) have had a long overdue repaint of their weathered 'pink' noses. (Bill Dickie)

MISCELLANEOUS

ALRT CARS NAMED: B.C. Transit's fleet of 114 Advanced Light Rail Transit cars will be named "THE B.C. SPIRIT" and each will be christened with the name of a B.C. municipality or region. Opening day has been set for January 2, 1986. (Mark Walton)

SEAWAY'S LOSS RAILWAYS' GAIN: The back-up of seaway shipping resulting from the collapse of a wall in a Welland canal lock in October resulted in 15 grain trains being operated from Thunder Bay to eastern ports. In late October and early November, CN Rail operated eight trains totalling 790 cars (approximately 70,000 tons) while CP hauled seven trains totalling 690 cars (approximately 62,000 tons). (Colin Churcher)

CORRECTION: An error crept into the list of Toronto Transit Commission PCC cars reported scrapped in the September 1985 BRANCHLINE: Class A6 4377 was not scrapped as reported.

HOPE FOR RAILWAY?: A recent newspaper article mentioned that a \$10M agreement has been struck between the Federal and Yukon governments and Curragh Resources Corporation that will see the reopening of the Cyprus Anvil zinc/lead mine at Faro, creating 1,000 jobs. The article did not mention whether part of their shipments will be over the dormant (for three years) White Pass & Yukon Railway. (Bruce Chapman)

AUTUMN COLOURS ATTRACT RIDERS: Algoma Central's Agawa Canyon tour train on September 29 included a steam generator unit, 23 coaches and 2 diners, powered by four units. (Bruce Chapman)



THE MOTIVE POWER SCENE

WITH EARL ROBERTS



Special thanks this month go to Bruce Chapman, Colin Churcher, Pierre Patenaude and Joe Toscas.

Note: Additions, retirements, rebuilds, sales, etc. are referenced with the applicable page of the 1985 TRACKSIDE GUIDE, eg. (p1-23).

CNRAIL MODIFIED - (p1-4) YBU-4 (Yard Booster Unit) 458, 459, 460 and 462 have been modified to work with the remanufactured GP9u 7200 series switchers and have been renumbered 200 to 203 respectively.

RETIRED GP9 UNITS REMANUFACTURED - (p1-18)
GP9u 7207 (ex-4221), 7208 (ex-4512), 7209 (ex-4237), 7210 (ex-4312), 7211 (ex-4328), 7212 (ex-4504) and 7213 (ex-4514).



REMANUFACTURED AND RENUMBERED - (p1-27) SW1200RSu 1268 (ex-8146); (p1-28) GP9u 1603 (ex-8661), 1604 (ex-8543), 1605 (ex-8613) and 1606 (ex-8536); (p1-32) SD40 5409 (ex-QNS&L 213).

INTO SHOPS FOR REBUILD PROGRAM - GP9 8508, 8519 and 8821.

REBUILD CANCELLED - SW1200RS 8114, expected to be the last rebuild from Weston Shops in Winnipeg, will be overhauled rather than rebuilt and hence will retain her present number.

NEW ARRIVALS - (p1-29) The first of 45 additional GP38-2 units (series 3041-3085) was delivered on November 7 with delivery of the last unit expected early in 1986. An additional 50 GP38-2 units have been ordered for delivery by May 1986.

UPDATES OF INDUSTRIAL LOCOMOTIVE & PRESERVED ENTRIES - PARTS 2 & 3

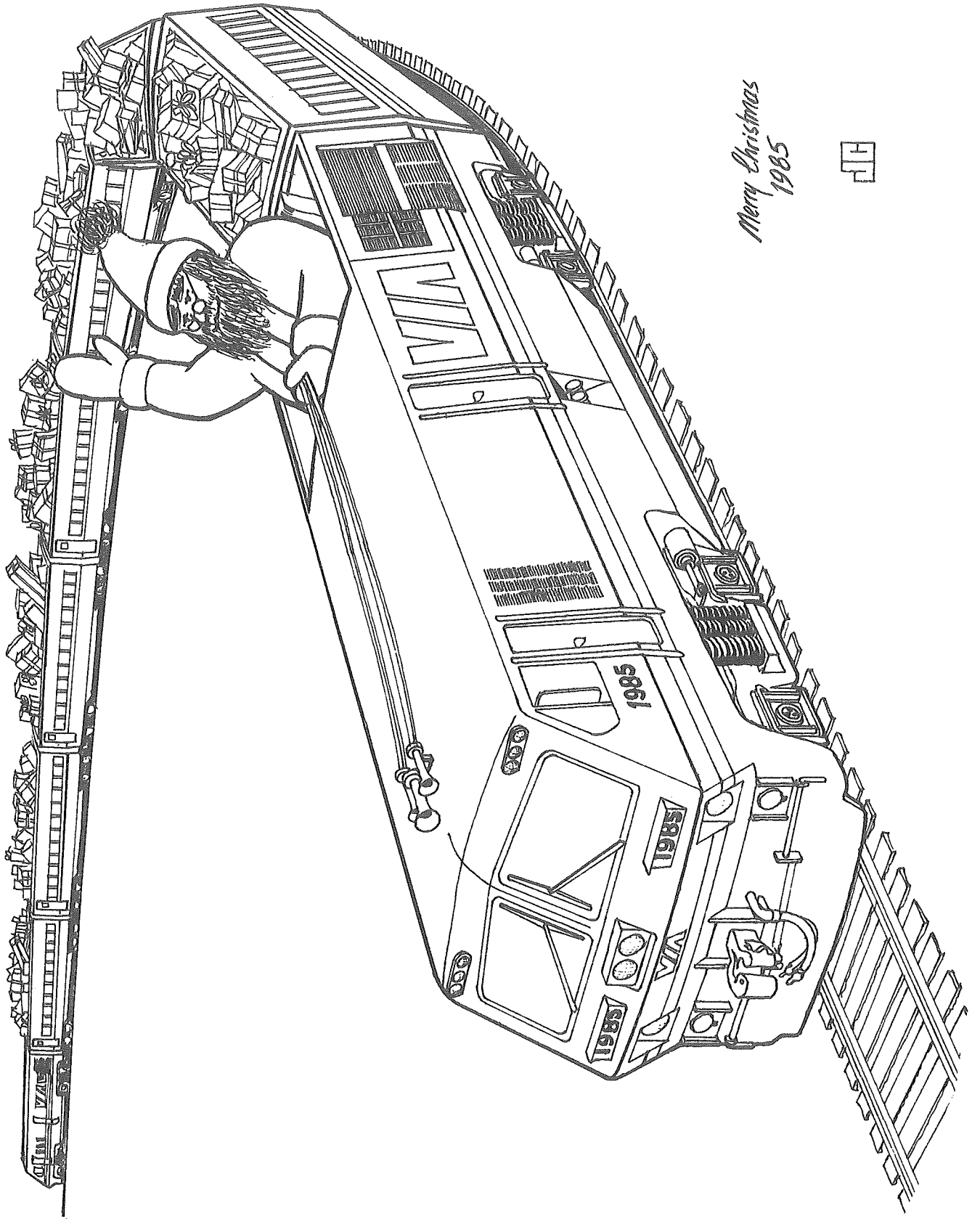
(Those portions of entries changed are indicated by an *)

PAGE	NO.	MEG.	S/N	DATE	MODEL	NOTES
DALTON*, ONT.	- Austin Lumber					
2-9						(listing incorrectly reported as DOLTON in November BRANCHLINE)
HAMILTON, ONT.	- Paikin Equipment (unit added)					
2-9	?	GE	13003	41/01	23T	formerly Canadian Allis Chalmers #M1621, Lachine, Quebec (delete from page 2-15)
HAMILTON, ONT.	- Wabco (listing restored - unit erroneously reported as disposed of in September BRANCHLINE)					
2-10	1	CLC	2636	50/07	50T	located at West Plant
MONTREAL EAST, QUE.	- Union Carbide (unit added)					
2-16	0176	EMD	14920	51/10	SW9	formerly SCL #176, nee ACL #696; acquired through A. Merrilees, dealer
QUEBEC, QUE. (Limoilou)	- Reed Paper (unit leased)					
2-16	11	GE	32568	56/04	70T	formerly Norwood & St. Lawrence 11 (leased from A. Merrilees)

HELP - Several retired Ports Canada (Montreal) MLW S-3 units were noted in transit in CN's Turcot Yard on October 30, with a box car spliced between each unit. Does anyone know their destination?

Accurate Journalism?: Often, one wonders what type of standards govern the relative accuracy of the news which we read in the local press. A perfect example of this is revealed in the following caption which was written for a photograph of the Museum's 4-6-2 #1201 as she made her way across the country:

"A bit of history rolls through Medicine Hat, Alberta. The diesel-powered Engine 1201, a coal car, three early-20th-century passenger cars and 10 modern cars full of historical exhibits stop on their way to Revelstoke, B.C. The 100th anniversary of the driving of the last spike will be celebrated in Revelstoke on Nov. 7. The journey began in Ottawa." (Clive Spate)



*Merry Christmas
1985*



TRANSPORT INDUSTRY BACKS DEREGULATION: A blue-chip transportation industry panel applauded the federal government's moves toward deregulation of their business at a recent meeting of the Canadian Chamber of Commerce, however, transport industry representatives told Transport Minister Don Mazankowski they will like those moves even better if government-owned Air Canada and Canadian National Railways are kept in line.

Mr. Mazankowski thinks private companies can compete effectively with the Crown corporations, and that competition is at the heart of the new transportation law the federal government wants to start introducing this fall. "Our bottom-line objective is to reduce the unit cost of transportation". He indicated that CN's debt is piling up faster than its level of equity investment (as is Air Canada's), and there are only three possible solutions: CN can improve on its own; the government could give it more money, which it does not intend to do; or there could be an injection of private equity.

Mr. Mazankowski stressed that the government cannot go on offering services at far less than cost. As an example, less than 40% of airport costs are covered directly by travellers. The rest is covered by taxpayers and government borrowing. "Every time a passenger boards an aircraft in Canada the government is subsidizing that passenger to the tune of \$58. We have got to turn that around". He indicated that the situation must be fixed by a combination of lower costs and higher revenues. (CANADIAN PRESS, 1985 09 30, via Bruce Chapman)

EXHIBIT OPENED: The exhibit "Well Done in Every Way - Canada and Canadian Pacific 1885-1985" was officially unveiled at the National Museum of Science and Technology on November 1. The exhibit, commemorating the completion of the transcontinental railway in November, 1885, and the diversification of Canadian Pacific over the ensuing 100 years, has been produced by the Museum with the assistance of Canadian Pacific and its associated companies. It was opened by the Right Honourable Lord Strathcona and Mount Royal in the presence of Prime Minister Brian Mulroney, and various Canadian Pacific and government officials. Once the crowds thinned, and to give Lord Strathcona some experience in spike driving, a ceremonial spike was hammered into place on the N-scale layout that forms a part of the exhibit!

The exhibit (which ironically is placed between two rows of Canadian National yellow museum cars) will be open to the public until the end of 1986. (Earl Roberts)

1986 MEMBERSHIP FEE IS DUE!

MEMBERSHIP FOR 1986 HAS BEEN SET AT \$17.00 AND IS DUE JANUARY 1, 1986. DON'T MISS A COPY OF BRANCHLINE - RENEW NOW BY TEARING OFF THE BOTTOM PART OF THIS PAGE AND RETURNING IT WITH YOUR CHEQUE OR MONEY ORDER TO:

MEMBERSHIP CHAIRMAN, BYTOWN RAILWAY SOCIETY,
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You Know They're Hooked When . . .: This month, we have a spot of news which should be a real morale booster to the proponents of the Outaouais and Gatineau Valley Railway. Last summer, your News Editor sold one of the O&GVR buttons to a woman in his office. She proceeded to give it to the two-year-old daughter of a friend of hers. Apparently, the gift has been enthusiastically received. Witness the little girl's reaction in this excerpt of a letter from her father. "Kristine is growing and is now quite the conversationalist. By the way, the train button which you gave her back in June has become one of those 'special things' to which she has become attached. 'TRAIN BUTTON' (for it should be capitalized the way she says it) often goes to bed with her, eats meals with her, etc., etc. This is part of an all-consuming (and non-sexist) passion for trains. She has read every train book in existence, at least for children - many for adults, and has a train set, various plastic trains, etc., etc. No doubt this phase will give way to another - probably just after the grandparents have bought an expensive train set for Christmas."

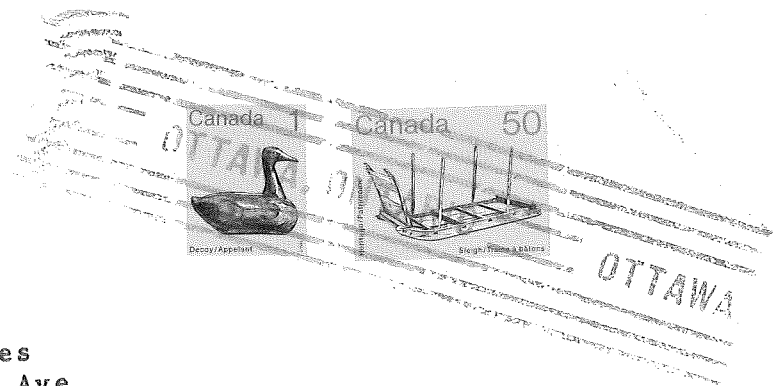
The Luck of the Draw:

My father told this tale, many years past. He vowed 'twas true, that it happened this way:

"I was on a morning train, comfortably ensconced in my parlour seat and perusing the newspaper, wherein I read about a drummer, a commercial traveller, who had whiled away his many hours of riding the railroads in a search out the window for a freight car numbered 99999. Month after month, year after year, he looked, successless and increasingly bedevilled, until finally he came unhinged in the noggin and had to be placed in an institution.

"As I finished the article, the train slowed. I put down the paper, swivelled the chair, and gazed pensively through the glass at a freight yard we were approaching. Rolling stock came into view, and suddenly then, believe me sir, there it was a box car: 99999." (Thanks to Arthur Meggett)

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