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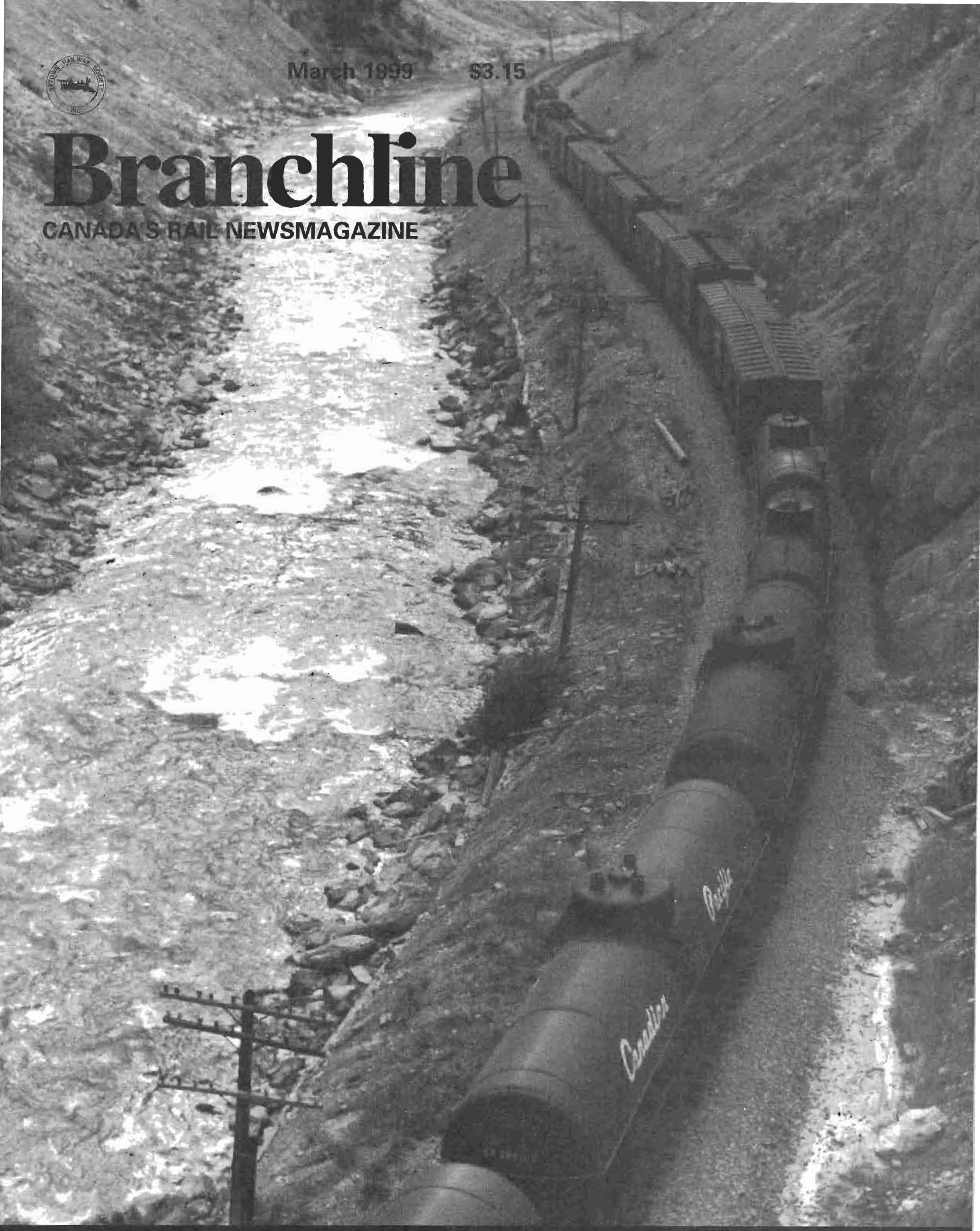
Branchline

CANADA'S RAIL NEWSMAGAZINE



40-foot Boxcar's Last Dance • The Poor Man's Jubilee • All Aboard for the Steel City

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Branchline

CANADA'S RAIL NEWSMAGAZINE

PO Box 141, Station 'A', Ottawa, ON K1N 8V1

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

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

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

The editors thank all who have contributed articles, items and photos for this issue.

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

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TRAIN
TOURIST RAILWAY ASSOCIATION INCORPORATED

ON SHEET

Meetings: A **regular meeting** is held on the first Tuesday of each month, except July and August, in Ottawa at 19:30. Please call our answering machine at (613) 745-1201 for program details. The April, May and June meetings will be held in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd. Coffee and donuts will be available for a small fee.

An **informal slide night** is held on the third Tuesday of each month, except July and August, at the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa at 19:30.

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

ONE HUNDRED YEARS AGO: On February 20, 1899, the first train reached the summit of White Pass, powered by White Pass & Yukon Route 2-8-0 No. 3, built by Grant in August 1882 as Columbia & Puget Sound Railway No. 9. (Dale Whitmee)

WINDSOR STATION TURNS 110: CPR's Windsor Station in Montreal turned 110 in February. The station first opened its doors on February 4, 1889. The station is now headquarters for CPR's eastern subsidiary, the St. Lawrence & Hudson Railway.

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

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

Archives: The Society maintains its archives at the National Museum of Science and Technology. As well, many of the Society's books have been placed in the C. Robert Craig Memorial Library located at the City of Ottawa Archives. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us at P.O. Box 141, Station `A', Ottawa, Ontario, K1N 8V1.

***On the Cover**: Following the path of the Kicking Horse River, a westbound freight in charge of CP SD40s 5550 and 5509 winds its way toward Glenogle on CP Rail's Mountain Subdivision on September 20, 1970. Almost 30 years later the SD40s are still working, but almost all the trailing freight cars would be replaced by more productive technology. Photo by James A. Brown.*

Press date for this issue was February 15
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Information Line

NET INCOME UP FOR 1998: Cost-cutting more than offset a revenue decline at CN in the fourth quarter. Net income was $182 million in the fourth quarter versus $95 million a year ago. The improvement came even though revenue slipped 5% to $1.07 billion in fourth quarter 1997. In fourth quarter 1998, CN cut its operating expenses by 11% and its operating ratio fell to 72.5% from 78% a year earlier.

Forest product revenue was up 5% and automotive was flat. Grain dropped 23%, industrial products were off 4%, and intermodal and coal, sulphur and fertilizers were down 3%.

Revenue for the year fell 5% to $4.1 billion, but costs fell even faster, by 8%, to $3.1 billion. As a result, profit before special charges rose 30% to $569 million.

The Canadian Press reports that Paul Tellier, CN president and ceo, was exultant about the 8% slash in expenses. "The ability to adjust costs quickly, as demonstrated by CN during the quarter and throughout 1998, has enabled the firm to break decisively from the past," he said. "Today we are equipped to generate acceptable returns, whatever the economic environment." Among other things, Tellier said his priorities for 1999 are completing the Illinois Central merger by July and boosting revenue: "Generating new business is a priority."

The operating ratio for the year was 75.5%, or 3.1 points lower than 1997. The lower ratio is good news, said Winnie Sui, of Salman Partners in Vancouver. "The cost cutting they've implemented last quarter definitely is starting to show an effect." (**National Post** and **Canadian Press**, 21/01/99)

AMTRAK TO SUPPORT CN/IC MERGER AFTER REACHING AGREEMENT CONCERNING IMPROVED ON-TIME PERFORMANCE: On February 5, Amtrak, CN and Illinois Central Corporation (IC) announced that they have reached an agreement regarding on-time handling of Amtrak trains on CN/IC tracks, making way for Amtrak's support of the pending CN and IC merger.

The agreement provides for improved communication between Amtrak and CN/IC and the two freight railroads' commitment to continuously improve the on-time performance of Amtrak passenger trains on their lines in the U.S. In recognition of the settlement agreement among the carriers, Amtrak has agreed to support the CN/IC merger transaction and withdraw its submission to the U.S. Surface Transportation Board. Amtrak had asked the STB to impose certain conditions on its approval of the transaction. (Amtrak/CN/IC Release, 05/02/99)

TRACK PROJECT WILL EASE ACCESS: If plans remain on track, by mid-July trains will have a much easier time getting into CN's Gateway Intermodal Terminal in Harvey, Illinois. CN, which opened the terminal in December 1996, is in the midst of a $15 million project to reconfigure the tracks that feed the terminal. Crews demolished four buildings which once housed diesel engine manufacturing operations for the Buda Co. and later Allis-Chalmers Corp. The project also will merge CN's operation in Harvey with the adjacent Moyers Intermodal Terminal, which is owned by Illinois Central Corp.

After the reconfiguration, trains will be able to "head in" to the intermodal yard, eliminating a time consuming back up move. The improvements will enable CN to more than double the terminal's capacity. (**Daily Southtown [Chicago]**, 06/02/99, and **The Star [Chicago]**, 07/02/99)

LOWER ST. LAWRENCE LINES TRANSFERRED: The Quebec Railway Corporation (QRC) acquired the 190-kilometre (118 miles) Mont Joli and Matane Subdivisions linking Matane to Rivière-du-Loup, Québec, on February 14. The Matane Subdivision was operated by the CN-owned Canada & Gulf Terminal Railway.

The new acquisition sees the QRC operating former CN trackage from Rivière-du-Loup, through Mont-Joli, Matapedia and Campbellton, to Moncton, as well as from Mont-Joli to Matane and from Matapedia to Chandler. The QRC also operates between Chandler and Gaspé on behalf of the Chemin de fer Gaspesie.

CANADIAN PACIFIC RAILWAY

CPR AND PARTNER CONSIDER HIGH-SPEED CALGARY-EDMONTON PASSENGER LINE: CPR is carrying out a study regarding the feasibility of a high-speed passenger link between Calgary and Edmonton, Alberta, a distance of 197 miles, with an unidentified private sector group. CPR has been co-operating on some technical questions, however, the railway declined to identify the private sector group working on the latest possible rail proposal.

Private sector proponents of the high-speed rail passenger service approached CPR because the company has the right of way access along the Calgary-Edmonton corridor, and it has the railway engineering expertise. Another high-speed rail project, potentially using mag lev technology, calls for the run to cost as high as $2 billion. It has been estimated a less-expensive project would cost less than $600 million, by upgrading the existing CP trackage instead of replacing it with a complete new line.

Alberta's transportation minister says he'd love to see a high-speed rail link built between Edmonton and Calgary, as long as private companies cover the project's colossal costs. "If private enterprise is willing to move ahead on it, I wouldn't stand in their way," Walter Paszkowski said. "There is, of course, a very strict limit on the amount of public money that could be used for that kind of activity." An editorial in the **Calgary Herald** concurs with the minister. (**National Post** and **Calgary Herald**, 19/01/99, and **Edmonton Journal**, 25/01/99, thanks to Harold Lake)

THIRD CONSECUTIVE RECORD YEAR: CPR's 1998 operating income totalled $721 million, up $53 million from 1997 excluding unusual items. This was the Company's third consecutive record year for operating income.

Fourth quarter operating income of $230 million contributed to this performance. Excluding unusuals, operating income for the quarter was $215 million, comparable to $223 million for the fourth quarter of 1997. The resulting operating ratio for the quarter was 76.2%, an improvement of 0.8 percentage points over 1997. Unusual items for the quarter consisted of a $44 million gain on the sale of Coastal Marine Operations and $29 million in Year 2000 information systems related expenses.

Freight revenues of $851 million were down $66 million from the fourth quarter of 1997, largely due to reduced grain and coal volumes. The reduction in grain reflected depressed prices in the 1998 crop year and unusually high volumes in the fourth quarter of 1997. Difficult economic conditions in Asia adversely affected export coal as well as fertilizer revenues. However, these declines in bulk commodity shipments were mitigated by continued revenue gains in intermodal and automotive products, which grew by 15% and 16% over the fourth quarter of 1997, respectively.

Excluding unusuals, operating expenses for the quarter decreased $60 million. Expenses were further reduced by lower fuel prices and the non-recurrence of a major derailment in the

fourth quarter last year. However, expense reductions were partially offset by a shift in volume from lower cost bulk to higher cost non-bulk freight volumes.

Net income for the quarter was $113 million compared to $203 million for the same period last year. This reduction largely resulted from higher unusual gains in the fourth quarter of 1997, combined with lower 1997 income tax expense due to the transfer of tax losses to affiliates.

Full year operating income, at a record $721 million excluding unusuals, was up due to continued reductions in operating expenses and stronger intermodal revenues offset by weaker bulk commodity markets. This improvement in operating income was realized despite revenues forgone with the 1997 sale of the Kansas City and Corn Lines and the challenging market conditions for export bulk commodities in 1998. Operating expenses decreased by approximately $163 million or 6% for the year, the result of increased operating efficiencies due to CPR's infrastructure and locomotive franchise renewal program, focus on safety, lower fuel prices, better pension asset performance and more normal winter operating conditions.

Franchise renewal efforts, including the acquisition of new locomotives, led to reduced maintenance, improved fuel consumption and decreased equipment rents. Softness in export bulk commodities was mitigated by increases in intermodal, automotive and forest products. Excluding unusual items, the full year operating ratio improved to 79.2%, down 2.2 percentage points from 1997.

Including unusual items, reported operating income for the year was $736 million, down $66 million compared to 1997, mostly due to larger unusual gains last year. Net income for the year was $362 million versus $469 million in 1997, the result of higher unusual gains and reduced income taxes last year. The Company benefited from lower income tax expenses in 1997 due to the transfer of tax losses to affiliates. (CPR Release, 25/10/99)

CWB WAITING FOR CPR TO PROPOSE A SETTLEMENT: Agriweek says the Canadian Wheat Board (CWB) is waiting for CPR to propose a settlement to the CWB's $45-million lawsuit. As some tell it, hope of a peace with honour was eliminated by the CWB's bellicose insistence that CPR was at fault, and also by its declaring victory out of the ambiguous ruling in September by the Canadian Transportation Agency. As others tell it, there is also some apprehension lest the courts force disclosure of a secret settlement the CWB reached in the same case with CN. (**Agriweek**, 01/02/99)

CPR TO SELL WINNIPEG WELDING OPERATION: On February 3, CPR announced it is in negotiations with Kansas-based Chemetron Railway Products Inc. (Chemetron) for the sale of CPR's Transcona rail welding plant in Winnipeg. Chemetron will operate the Transcona plant, which opened in 1968, as one of several welding facilities it owns in Canada and the US, providing a new supply centre in Winnipeg for other prospective railway customers. With plants in Winnipeg, Vancouver, Pueblo (Colorado) and Steelton (Pennsylvania), Chemetron will provide CPR with greater and quicker access to welded rail supplies for track work programs across its network.

Currently, CPR's continuous-welded rail supply is produced only at Winnipeg, with all of its premium-quality raw steel rail imported from Japan to the Port of Vancouver and then carried by the railway to Transcona before being hauled again to track-installation sites throughout the railway's 25,000-km (15,500-mile) territory. Virtually all of CPR's main line track network now consists of CWR. The steel rail for CPR is acquired in 24.4-metre (80-foot) lengths from suppliers in Canada and Japan, and then is welded into 439-metre (1,440-foot) CWR strands for installation.

CPR expects to shortly conclude an agreement with Chemetron, a subsidiary of Progress Rail Services Inc. with full implementation by early June. In addition to the sale of the plant, the railway intends to lease to Chemetron a small section of the adjacent rail yard and some track required for welding operations at Transcona.

The deal is expected to cut 50 permanent jobs at Transcona. CPR expects to hire a few workers at nearby operations and expects several others to find work with Chemetron. The remaining employees will be eligible for severance payments, educational leave, early retirement and other benefits under the railway's union contract. (CPR Release, 03/02/99, Canadian Press, 03/02/99, and **Winnipeg Free Press**, 04/02/99, thanks to Jim Lewis)

VIA INTRODUCES NEW ROMANCE BY RAIL SERVICE: A new premium service which highlights the romantic intimacy of train travel is being offered this winter between Vancouver and Jasper onboard VIA's "Canadian". Available until April 30, and then again from November 1, 1999, VIA's "Romance by Rail" service includes a roomy double suite with 'his' and 'hers' washrooms and a new spacious queen-sized bed complete with crisp linens and an inviting down duvet. Fresh flowers brighten the suite and complimentary champagne awaits each couple for a private bon voyage toast. Before retiring for the evening, breakfast in bed can be ordered from the service attendant in each sleeping car.

The introduction of the "Romance by Rail" service follows VIA's earlier initiatives to develop attractive winter rail products for the Japanese travel market which began in 1997.

A limited number of suites are available on each departure from Vancouver and Jasper until April 30, 1999. The one-way fare per couple is $1,197 (Cdn).

EXPANDED MONTREAL-OTTAWA SERVICE: To attract International airline passengers, VIA introduced "AirConnect", a checked baggage service between Ottawa and Dorval Airport, on February 8. Passengers and their baggage are transferred via a shuttle bus between Dorval Station and Dorval Airport.

Effective February 8, Montreal-Ottawa service was increased to five trips on most days rather than four. Departures from Ottawa are at 06:45 (Mon-Fri), 08:00 (Sat), 09:30 (Daily), 13:05 (Sat/Sun), 15:10 (except Sat), 16:15 (Mon-Fri) and 17:35 (Daily).

Departures from Montreal (from Dorval 17-25 minutes later) are at 06:45 (Mon-Fri), 07:30 (Sat), 10:15 (Daily), 12:55 (Sat/Sun), 15:15 (except Sat), 16:40 (Mon-Fri) and 18:15 (Daily).

OTHER INDUSTRY NEWS

BLE, UTU WILL NEGOTIATE TO REPLACE MILEAGE-BASED PAY ON MOST U.S. CLASS 1 RAILROADS: The two unions representing railroaders who work aboard trains have made a historic pledge jointly to pursue a new multiyear wage, benefits and work-rules pact with most of the U.S. major freight railroads in advance of the formal reopening of contracts in November 1999.

A deal could include replacing an eight-decade-old mileage-based method of paying train crews with a new formula tied to unique characteristics of individual trips and promising minimum annual earnings, guaranteed consecutive rest days, improved job protection and greater carrier flexibility to assign crews across its system. Eventual cost savings to railroads could be substantial, while shippers could benefit from shorter, faster and more truck-competitive trains.

The Brotherhood of Locomotive Engineers (BLE) and United Transportation Union (UTU) said they will strive for the new agreement before separately submitting to their memberships for ratification at year-end a proposed consolidation of the BLE and the UTU into the tentatively named North American Transportation Union.

Class 1 carriers with which the BLE and the UTU hope to conclude the agreement include Burlington Northern Santa Fe, CSX, Illinois Central, Kansas City Southern, Norfolk Southern, Union Pacific, Canadian National-owned Grand Truck Western, and Canadian Pacific-owned Soo Line. An early agreement among major railroads and their operating unions would establish a

pattern likely to hasten new contracts between railroads and their other unions and lessen substantially the threat to shippers of a national railroad shutdown in late-2000 or early- 2001.

Freight train crews traditionally have been paid based primarily upon mileage travelled. A formula dating to World War I, when steam engines periodically stopped to reload coal and water, established 100 miles as the basis for a day's pay, with penalty payments for so-called overmiles. Today, diesel-powered freight trains often travel several hundred miles in eight hours, affording train crews multiple days' pay from overmiles. A new pay formula to be discussed by the BLE, the UTU and major railroads, said sources, would scrap the mileage system altogether, but preserve current annual income of train crews while assuring additional time off and more predictable work schedules. The new formula could mimic airline pay by establishing a pay rate for each individual train run. BLE and UTU members would bid for those runs based on seniority. Crews would be guaranteed a minimum number of rest days per month and be assured more notice before being summoned to work. Those with lower seniority might be subject to floating assignments. (**Traffic World Magazine**, thanks to Adrian Telizyn)

ADDITIONAL LRVs FOR CALGARY: Siemens Transportation Systems will provide 11 new light rail vehicles to Calgary Transit as part of a $26-million contract between Siemens Canada and the City of Calgary. The order will supplement Calgary's existing fleet of 83 Siemens U-2 LRVs and will provide for proposed future LRT extensions.

The new vehicles will use the Siemens SD-160 design, which is based on the SD-100 design used for San Diego, Denver, and Salt Lake City. Car shells will be manufactured at Siemens' Carson, California, facility, with final assembly and testing in Sacramento. The SD-160 features a three-phase a.c. propulsion system with regenerative braking, which enables surplus energy generated during the braking to be fed back into the overhead catenary, contributing to energy savings and lowering the overall environmental impact.

Calgary is one of Siemens' earliest LRT customers in North America. Its light rail transit system has been in operation since 1981. (**Railway Age**, January 1999)

COMMUTER SERVICE EXTENDED: Mechanical problems with 20% of the bus fleet in Montreal in early-January resulted in the suspension of service on a number of bus routes, including a connecting service with rush hour Jean-Talon to Blainville commuter trains. To compensate for the lack of buses operating between Jean-Talon and downtown, three eastward (Nos. 172, 176 and 188) and two westward (Nos. 193 and 197) Agence Métropolitaine de Transport (AMT) commuter trains were extended to operate between Jean-Talon and Windsor stations for a one-month trial period starting January 20, even though the bus service has been resumed. Travel time between Jean-Talon and Windsor Station range from 36 to 45 minutes.

This marks the return of passenger trains to a route that has not seen any since the transfer of VIA's Quebec-Montreal Budd RDCs from Windsor Station to Central Station in the early-1980s.

As the connecting track from North Jct., which provides the connection between the cross island Adirondack Sub. and the Westmount Sub., was removed several years ago, trains are operating via South Jct. and the crew is changing ends to access the Westmount Sub. to Windsor Station. (John Godfrey)

CANAC ENTERS U.S. REMOTE CONTROL MARKET WITH VECTRAN ACQUISITION: CANAC has announced the acquisition of Vectran Corporation, a leading developer and supplier of digital radio technology for the remote control of locomotives, heavy vehicles and cranes.

CANAC president and chief executive officer, Frank Trotter, said: "CANAC's highly sophisticated proprietary locomotive remote control technology (LRC) - Beltpack - already sees broad application in the classification yards of major railroads across Canada. The LRC market in the United States is poised to expand strongly.

Pittsburgh, Pa.-based Vectran has developed, produced and sold more than 850 remote control units in recent years. Vectran will become a wholly-owned subsidiary of CANAC Inc. (CANAC Release, 11/01/99)

RIGHT-OF-WAY WANTED FOR PEOPLE MOVER SYSTEM: Falls Management Co. has been confirmed as the builder and operator of a permanent casino in Niagara Falls, Ontario, and the company said it would contribute up to $15 million towards the construction of an upgraded people mover system.

The City of Niagara Falls is negotiating with CPR (StL&H) to abandon its track through the heart of the city. The acquisition of the railway corridor, which is proposed to be used as the route for the people mover system, is described as "a crucial aspect of the casino development."

This track (formerly Michigan Central, Canada Southern, New York Central and Penn Central) runs parallel to the Niagara River from the bridge into Niagara Falls, N.Y., at the north, through the city, to Montrose Yard in the south. STLH moves freight over this line to Welland Yard and then over to the former TH&B track to Hamilton. (**Welland Tribune**, 12/01/99, thanks to Jim Vosburg)

FLORIDA HIGH-SPEED TRAIN CANCELLED: Florida's decision to abandon a high-speed train project has left Bombardier Inc. somewhat disappointed but Bombardier says the end of that project is only a small setback. The $6-billion (US) Florida Overland Express - or FOX - would have connected the cities of Miami, Orlando and Tampa by 2006. The project leader was a French-British consortium, GEC Alstom, but Bombardier would have been in line to supply passenger cars. The Florida line fell victim to a change in government. (**Globe and Mail**, 15/01/99, thanks to John Thompson)

NS AND CSX SET JUNE 1 FOR CONRAIL BREAKUP: Norfolk Southern and CSX Corp. have set a formal date of June 1 for dividing up Conrail, three months later than the widely speculated March 1 timing for what the carriers call "Day One' - the time when NS takes over 58% of Conrail assets and CSX assumes control of its 42% of Conrail. The delay apparently was attributable to challenges in meshing the technology of Conrail with that of NS and CSX, which said the computer systems integration systems is now under way and should be completed by June 1. Labor agreements, service planning and training activities essentially have been completed, the companies said in a statement. (Journal of Commerce, 21/01/99)

EDMONTON TO EXPAND LIGHT RAIL TRANSIT ROUTE: The City of Edmonton will go ahead with plans to expand its Light Rail Transit system. Expansion of the southern extension was to have been shelved in favour of a bus system but the City Council reversed an earlier decision stating that it made sense to put the project into its 10-year priority plan.

Had Edmonton not changed its mind, it would have passed up a chance to receive provincial support for the transit expansion. The province appears to be more in favour of the LRT than a dedicated busway. Calgary made a similar move recently, announcing that it had approved a $480 million expansion of its LRT system (see equipment order above). (**Edmonton Journal**, 23/01/99, thanks to Harold Lake)

W.C.E. CELEBRATES 5 MILLION PASSENGERS: West Coast Express (WCE), operating commuter service between Mission and Vancouver, BC, celebrated its five millionth passenger on January 19 after just 38 months of operations, thanks to an innovative strategy that markets transit as a product and puts customer service at the centre of the business plan. WCE ridership has climbed from 5,000 passengers per day to peak levels of over 8,000. Trains operate at 90% capacity on average, with a customer satisfaction rating of 99%.

The Greater Vancouver Transit Authority (GVTA) is preparing to add more coaches to the WCE to keep up with demand. The GVTA is preparing to take over management of the

region's road network, SkyTrain, SeaBus, West Coast Express, B.C. Transit and Air-Caee on April 1, 1999. The GVTA is negotiating a lease to add three coaches and a spare locomotive to the WCE, and is talking of expanding the WCE service to six trains from the five presently operating between Mission and Vancouver. (Canada Newswire, 19/01/99, and **Vancouver Sun**, 27/01/99, thanks to Dale Whitmee)

AMTRAK TO CREATE NETWORK IN MIDWEST STATES: Amtrak plans to spend $25 million to start a rail network designed to link nine Midwestern states with high-speed passenger trains, similar to its Northeast Corridor from Washington to Boston.

The network is expected to be completed in about 10 years and run from as far west as Omaha, Nebraska, to as far east as Cleveland, Ohio. Plans call for the trains to operate up to 110 mph along 3,000 miles of track in the nine states. States to be linked by the service are Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin.

The first phase of the network, to be completed in about five years, will go as far west as Minneapolis, as far east as Detroit and as far south as St. Louis. Eventually, the railway system would mirror Amtrak's Northeast Corridor. (**St. Paul Star Tribune**, 28/01/99)

DON'T COME EMPTY-HANDED: If the federal government wants to send investigators to determine how GO Transit's switches were so badly crippled by the early-January snowstorms they'd better not come empty-handed, officials say.

That's because ensuring the same kind of snowbound shutdown doesn't happen again could cost upwards of $100 million, says GO general manager Rick Ducharme. He said the track setup at Toronto Union Station, where most of the delays occurred, is decades old and was never meant to handle the volume of traffic that GO and VIA Rail now shove over it.

Federal Transport Minister David Collenette, who vowed to launch an investigation into GO's stormy mess, refused to pledge any federal money, saying the problem was yet to be fully studied. "We have to look at the whole issue of how Union Station and the approaches are managed ... Union Station ownership and management has still got to be addressed."

The job of rebuilding the complicated track layout and upgrading signals and antiquated switches near Union Station - the source of January's problem - was budgeted at $150-million in 1979. Ontario spent $50-million to begin work in the 1980s, but the federal government reneged on its commitment to supply funds and the project stalled.

In 1998 the Ontario government shifted responsibility for GO's budget to municipalities in the Great Toronto Area. That arrangement is a recipe for disaster, said Mr. Ducharme. "It won't work," he said. "That's not even a maybe ... There's no city in the world where the municipal tax base pays for transit. It just won't work."

On January 27, the Toronto Transit Commission (TTC) revealed plans to battle winter storms. The TTC is building six rail-mounted monster snowblowers, part of $870,000 in new snow-removal equipment for the subway system. The six specialized units will be pushed through the subways and yards by diesel locomotives. The machines will blow snow off the tracks, brush away snow between the power rail and the running rail, and blow compressed air and de-icer on the power rail. (**Toronto Star**, 25/01/99, and **Globe and Mail**, 28/01/99 and 09/02/99, thanks to John Thompson)

STRIKING GRAIN WORKERS RETURN TO JOBS: Striking workers at British Columbia grain terminals returned to their jobs January 29 but the possibility of more labour disruptions still hangs over the grain transportation system. The four day walkout by 70 weighing staff was part of rotating strike action by members of the Public Service Alliance of Canada. The walkout pretty much shut down grain-loading operations at the Port of Vancouver and forced the layoff of 650 dock workers. The workers provide certified car-weighing services at six grain terminals and, under current regulations, rail cars cannot be unloaded or vessels loaded without weighing staff in attendance. (**Canadian Press**, 29/01/99, and **Nanaimo Daily News**, 30/01/99, thanks to Dale Whitmee)

REEFERS FOR AMTRAK: While the railroads have slowly been exiting the refrigerated rail car business, Amtrak's Mail and Express business is investing in it, in an effort to become more truck competitive. Amtrak will offer an express four-day, cross-country service for perishable goods with the purchase of a fleet of eight reefer units. California-based Sunkist Growers Inc. has signed up for five of the cars to ship lemons, oranges and other citrus. and will start testing the service in May when Amtrak expects to take delivery of the equipment. The eight prototype cars initially will carry perishables from Los Angeles and Bakersfield (California), to Philadelphia (Pennsylvania) and Jacksonville (Florida).

Amtrak entered the temperature-sensitive commodities arena approximately a year ago when it purchased eight ReeferRailer refrigerated rail trailers from Wabash National Corp. The new 70-ton reefer cars will be rebuilt to allow them to be used on Amtrak's high-speed passenger trains, which are approved for speeds up to 90 mph in some lanes. Improvements include a high-speed truck, upgraded braking system, tight-lock couplers and state-of-the-art refrigeration units.

Due to the limited number of cars it can attach to its passenger trains, Amtrak went with refrigerated cars, which can haul three times as much freight as refrigerated rail trailers. (**Traffic World**, 05/02/99)

NEW LOCOMOTIVES FOR MONTREAL COMMUTERS: The Agence Métropolitaine de Transport (AMT) has announced it will spend $25 million to purchase seven or eight new locomotives for its Montreal/Dorion/Rigaud commuter service. With their arrival, transit times between Dorion-Vaudreuil and Windsor Station (Montreal) can be shaved by 10 to 15 minutes. The funding will permit the purchase of seven new locomotives, or eight reconditioned locomotives. Motive power on the line includes six former CP FP7As (1301-1306), four former CN GP9s (1310-1313) and leased VIA F40PH-2 units. (**La Presse**, 06/02/99, thanks to John Godfrey)

ADVANCED TRACK GEOMETRY VEHICLE ORDERED BY F.R.A.: The U.S. Federal Railroad Administration (FRA) has awarded a $3.7 million contract to ENSCO, Inc., of Springfield, Va., for the acquisition of a new track geometry measurement vehicle to replace the FRA's 18-year-old Automated Track Inspection Program (ATIP) T-10 track geometry measurement car.

The new ATIP vehicle will be equipped with onboard, state-of-the-art data acquisition systems and a differential global positioning receiver. In addition, it will offer improved ergonomics, observation window space, and data displays. Acceleration and ride quality measurement capabilities will be improved as well.

The ATIP has been an important tool for federal and state track safety inspectors to identify track locations requiring further on-the-ground investigation. Utilizing advanced electronic sensing technology, the track geometry car records eight critical track measurements every foot to objectively identify problems in track gauge, surface and alinement. Such equipment can accurately locate problematic conditions that are difficult to detect using conventional methods such as visual inspection. The data produced by the vehicle's precise measurement of existing track systems are used to monitor compliance with Federal Track Safety Standards. (U.S. Department of Transportation, 08/02/99)

GO TRANSIT RIDERSHIP RECORD: For the second year in a row, GO Transit has set a ridership record. In 1998, GO trains and GO buses carried 35.95 million passengers, an increase of 4.4 percent over 1997's ridership of 34.42 million, which had itself been the highest annual total to date.

The biggest growth last year was in GO's train service, and

on its Union Station bus service that connects downtown Toronto with other train stations at times when the trains do not run. Annual ridership on just these two segments of GO's service has risen by over 21 percent since 1995, from 23.78 million to 28.93 million.

"We're pleased we're growing," said GO Chairman Eldred King. "It shows how important GO Transit service is to the communities we serve. It's also a signal, though, that preserving and expanding GO service must be a priority in years to come in the Greater Toronto Area. All levels of government must work together to make sure that public transit is adequately funded to meet the transportation demands of the area." King noted that GO will inevitably need to expand service significantly if ridership keeps growing as much as it has in the last three years.

Some of the reasons for GO's popularity in the past three years are: more express trains in last June's service changes, which also added seating capacity on some trains; expansion of the Union Station bus service to attract new customers who need the flexibility of travelling one way by train and the other by bus; and the addition of a second rush-hour train on the Bradford line. (GO Transit Release, 12/02/99)

CANADIAN RAILWAYS ESTABLISH TRAINING INSTITUTE: The railway industry in Canada wants to turn over the training of its future employees to the country's post-secondary schools. The Railway Association of Canada (RAC) has established an institute to work with universities and community colleges to develop programs related to railway employment.

The RAC has placed ads for a director of its Institute of Railway Technology (IRT) who will coordinate the development of those training programs. A couple of community colleges in Alberta have already become involved with the institute and the RAC hopes other colleges will participate as well.

"Creation of the institute itself reflects a fundamental shift in direction by the railway industry," said RAC President Bob Ballantyne. "Railway companies have traditionally trained their own workers for trades and to carry out specialized skills. As such, their training focus was mostly technical. Some was unique to the railway environment; a lot involved manual labour. Technology has changed much of that in the modern railway."

The introduction of new technology and the advent of shortline railways has created the pressure for a new approach to training railway employees, Ballantyne continued "The tradition of each railway training its own employees and new workers is changing too. Creation of the IRT to carry out technical training and to improve overall supervisory skills, with common standards, will help meet the future needs of the industry and its customers."

The institute will accredit universities and colleges to deliver approved training programs and grant certificates of qualification to those who have met the industry's required standards, Ballantyne added. "Canada's railways serve the forestry, agriculture, mining, automotive, petroleum and chemical industries, and move high volumes of intermodal and industrial products." They ship approximately 3.5 million carloads of freight annually, 1.4 million containers and trailers and handle 44 million rail commuters and inter-city travellers. About 46,000 people work for the railways.

Many of the positions to be filled over time will require a different mix of skills than in the past, Ballantyne stated. "We are confident that the job opportunities will exist in the future. Our challenge is to ensure that people are trained to meet those opportunities when the jobs are there for them."

The institute will work with the railways, unions and educational institutions to "eliminate duplication of training efforts, benefit from economies of scale, improve access by the industry - particularly the new short lines and regional railways - to well-trained workers and to promote railroading as a career option.

The Southern Alberta Institute of Technology in Calgary and the Northern Alberta Institute of Technology in Edmonton participated in the development of the IRT. (Alex Binkley) ◆

BRS Mourns the Loss of Two Members

George Viens

On January 20, 1999, George Viens passed away in his 81st year. George, a senior BRS member and friend, did a lot of good work for the Society in the background role he preferred. A pyro-metalurgist by profession, and a very competent carpenter and cabinetmaker by avocation, George used his skills and knowledge in the restoration and maintenance of our vintage rolling stock. The "boom car" of our 1919 steam crane, our 1913 caboose and, his personal favourite, our 1907 official car No. 27, all bear witness to George's efforts. A brass plaque in car 27 acknowledges that George re-created every window frame and sash in that car during its extensive rebuild in the 1980s, along with so much other fine carpentry.

Working with George was a lesson in thinking, planning, measuring and re-measuring, to ensure that layouts were accurate and correct, - the first time, before cutting material! Those of us who were fortunate enough to have worked under George's tutelage are finer wood and metal workers for it.

George is survived by his wife, Wilma, and three daughters, Susan, Patricia (and grandson Robbie), and Katherine. He will be remembered, and missed, by all of us who had the pleasure of working with him.

John Frayne

With great regret we report the sudden passing of John S. Frayne of Ottawa, suddenly January 27, 1999. In September of 1965 John became one of the founding members of the former Ottawa Branch of the Canadian Railroad Historical Association which created the Bytown Railway Society Inc. in 1967. Early on, in our formative years, John was active in restoration work, administration activities and the duties of membership chairman. John was also an active member of the Ottawa Valley Associated Railroaders (OVAR), attending their meetings on a regular basis. John had a passion for riding the trains of many different railroads from narrow gauge to main line steam. The narrow gauge railroads of Colorado and the main line "Reading Rambles" with double headed 4-8-4s come immediately to mind. As a history buff, John was an avid photographer using his movie and 35mm cameras to record the railway scene in both Canada and the U.S.

John had a particular interest in railway stations and was in the planning stages of doing a presentation on this subject for BRS members later this year. Two rooms in his home, and around his cottage, attest to his great interest and knowledge of railways with his substantial collection of photographs and other railroadiana.

John is survived by his wife Ruth, son Peter and daughter Andrea (Mrs. Jeff Marshall), and sisters Mary, Carol and Elsa. John will be missed by all of those who knew him. He was always upbeat, optimistic and super friendly, a really great guy. Oh that we could all live our lives as he and Ruth did. RIP

The 40-foot Boxcar's Last Dance

by DAVID MAIERS

The 40-foot boxcar has long been one of the most fundamental pieces of equipment in the history of the rail industry. The 40-foot boxcar was once the primary method of hauling merchandise across North America. However, containers and high capacity covered hoppers have made the forty footer a thing of the past.

While the boxcar has long since disappeared as an integral part of the North American grain transportation network, the forty footer continued to ply its trade on the rail lines of Western Canada. Virtually eliminated in the United States by the mid-1980s, the grain hauling boxcar was still part of the rail scene in Manitoba and Saskatchewan into the 1990s. Unfortunately, progress and change in the Western Canadian grain transportation industry has resulted in the forty footer's last dance.

Western Canada and the Boxcar

Entering the 1970s, the Western Canadian grain transportation complex was on the verge of collapse. Light rail branchlines in desperate need of repair and a battered fleet of grain hauling boxcars typified Canadian National and Canadian Pacific operations in Western Canada. In their defence, the railways cited the out-of-date Crowsnest Pass Agreement as the main problem with the system.

The affectionately nicknamed "Crow" Agreement saw the railways hauling grain at prices found at the turn of the century. Both CN and CP cited the low revenues of hauling grain as the reason for the poor state of the branchlines and the boxcar fleet. The federal government stepped in, offering commissions to examine the problems with the grain transportation industry and financing the purchase of a large fleet of 70 and 100 ton cylindrical covered hopper cars. The hopper car program would begin in 1972 and would go a long way in eliminating many of the poorly maintained grain carrying boxcars belonging to CN and CP.

However, the boxcar continued to soldier on. As part of a stop gap effort, the Canadian government provided funding to CN and CP to rebuild a portion of their boxcar fleet until more hoppers could arrive. During the late-1970s and early-1980s, hundreds of boxcars were rebuilt at various shop locations across Western Canada.

The boxcars were also required for branchlines that were not yet included in the government sponsored branchline rehabilitation projects. Denoted by the small yellow wheat sheaf placed next to the doorways, these rebuilt boxcars were only going to serve for another five or six years. By that time most branchlines should be upgraded and enough hopper cars would have been purchased to make the grain boxcar part of history. However, the boxcar still remained.

CP and the Boxcar

On an unseasonably warm afternoon in September 1995, "Extra 3069 North" begins its trek along CP's Russell Subdivision at Binscarth, Manitoba. Swinging north from the junction switch with the Bredenbury Subdivision, the crew of "3069 North" know that this will likely be one of their last trips down this historic branch to spot and lift cars for the various grain elevators found along this 23.9-mile branchline that terminates in the village of Inglis, Manitoba. Originally built as the "Shell River Branch of the Manitoba and North Western Railway" in the late-1880s, with extensions added in the 1920s by CP, the line will no longer see any trains following the end of the month. A newly operational high-throughput terminal at Binscarth and pending legislation to make railway abandonment easier have spelled the end for the Russell Subdivision. The opening of the new grain elevator by Paterson Grain has allowed the company to close dilapidated structures it owns along the line to Inglis. United Grain Growers has also decided to close their aging elevators in favour of serving grain growers along the line from their facility at nearby Langenburg, Saskatchewan. September 1995 will see the last grain shipments leave the UGG and Paterson elevators, along the Russell Subdivision, by rail.

The "Inglis Turn", as Extra 3069 North is casually referred to, looks like any other branchline wayfreight on CP in Western Canada in the 1990s. Two GP38-2s, from an order delivered by General Motors in the mid-1980s, 15 cars and an end-of-train device bringing up the rear. Nothing unusual here. Or is there?

While the GP38-2s are standard branchline power, the 15 cars are not. The 15 cars of the Inglis Turn are not a mix of government and privately owned covered hoppers that constitute the majority of the grain car fleet, but dedicated grain service boxcars. The 40' 6" carbodies are emblazoned with the bright action red CP Rail colour scheme resplendent with multi-marks. Some still proclaimed "International of Maine Division" on their flanks, although it has been many years and miles since they visited their namesake.

After nearly 50 years of service, little has changed. Except for some internal improvements such as new flooring and needed running gear replacements, these boxcars are virtually the same as they were following their original construction. Only the paint scheme has changed going from boxcar red with block or script lettering to the modern "action red".

The reason that some 300 grain service boxcars continued to grace CP's roster was due to the track conditions found on the Russell Subdivision and a handful of "light rail branches" in Saskatchewan. A mixture of rail from 65 to 85 lb. per yard can be found throughout this line, some pieces bearing dates as far back as the turn of the century. A look beyond the rail, to its ties and foundation, reveals the true reason for the prohibition of the covered hopper car from the Russell Subdivision and lines like it.

The government sponsored rehabilitation projects of the 1980s somehow eluded this line, which has a speed limit of 15 mph. Soon the boxcars will no longer call on the elevators at Russell, Cracknell and Inglis.

The CN Experience

CN has been the railway most often associated with the presence of the grain hauling boxcar in the 1990s. The reason CN has retained this ancient artifact is not due to poorly maintained branchlines in the southern part of the Canadian Prairies, but a controversy that has been brewing nearly 80 years on the shores of Hudson Bay in northern Manitoba.

By the late-1980s, CN had abandoned or rehabilitated its branchline network to the point where hopper cars could be used exclusively. However, CN could not rid itself of the boxcar.

The problem was the Hudson Bay Railway route across northern Manitoba to the grain terminal at Churchill, on Hudson Bay. The port facilities at Churchill gave Western Canadian farmers a shorter Arctic outlet for their grain. However, CN deemed the final 150 miles of this route unsafe for the passage of grain hoppers due to sinkholes caused by shifting muskeg and perma-frost. From Amery north to Churchill CN prohibited the use of hopper cars.

Within three or four years of jointly sponsored rebuilding projects of the late-1970s and early-1980s, CN's boxcar fleet was once again in decay. With the boxcar fleet in poor shape again the viability of Churchill as an export grain terminal was in doubt.

In 1985, the Manitoba and federal governments provided funding to CN to help rebuild the boxcar fleet. Boxcars from the original rebuild program joined other 40-foot boxcars pulled from newsprint and general merchandise service in the rebuilding program at CN's Transcona Shop in Winnipeg.

Each car had its doorways enlarged or shortened to eight feet in width for grain service. Nailable wall channels, flooring, brake rigging and trucks were replaced as needed. The boxcars were painted in an attractive boxcar red scheme. CN, Manitoba government and Canadian government insignia set these cars apart from the rest of the boxcar fleet. Stencilled on the outside of the cars, part of the agreement between CN and the governments was the fact that these cars could not be interchanged and were for the exclusive use of shipping grain to the ports of Churchill and Thunder Bay.

Beginning in November 1985, Transcona began pushing out over 1,000 of these rebuilds. Nicknamed "Buffalo" or "Churchill Boxes", these cars became part of an interesting cycle to serve Churchill.

From mid-July until the end of October the trusty boxcars forwarded grain north to Churchill. For the rest of the year the cars sat in storage or made the odd grain shipment to Thunder Bay until they were required for the next Churchill shipping season.

Reality Check

While railfans enjoyed the unique boxcar operations of Western Canada, those who dealt with them on a daily basis considered them an operational headache. For both railway and grain elevator employees the demise of the grain boxcars would be a much anticipated event. Loading and pulling these cars could often be a great test of strength and perseverance.

When a boxcar arrives for loading at a grain elevator the first move by the elevator agent is to open the door facing the structure and prepare for loading. The cardboard grain door, a large piece of corrugated cardboard, is placed in the doorway to hold the grain in. Only half an inch thick, a pair of these doors will be responsible for holding back approximately 131,000 lbs. of grain!

The cardboard grain doors are usually held in supply at the local grain elevators, but, in recent years, they are put in the boxcars by work crews at the export grain terminals following their unloading. An elevator agent will then use these doors to cover both doorways prior to loading. The art of installing the grain doors and preparing the boxcar is known as "coopering". The term derived from that of barrel-making and essentially having the same connotation.

The elevator agent enters the car with hammer, nails and a ladder. The cardboard door is unfolded and placed across the open doorway. The unfolded door reveals a series of parallel horizontal metal bands that will be nailed into place around the interior frame of the doorway. How do metallic nails go into steel walls? Grooved channels run along the inside frame of the doorways to allow the nails to penetrate. An unusual feature of the nails utilized are that they are double headed in order that they can be easily taken out after unloading.

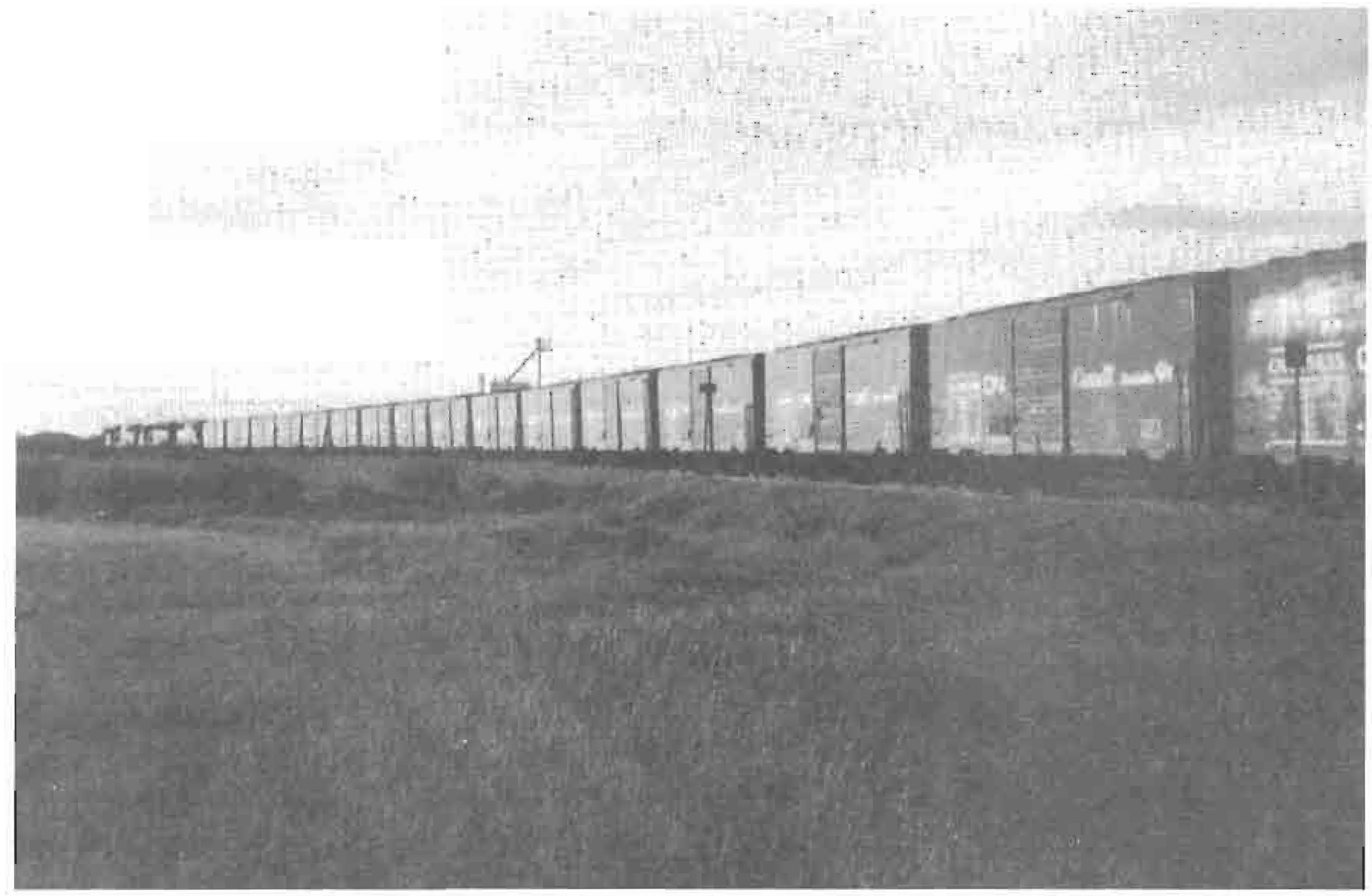
Once the grain doors are nailed in place the elevator agent is 'trapped' in the car. A 2" x 4" board, nailed in place above the grain door, is key to the escape from the boxcar. Dubbed the "ladder board", the ladder is leaned up against it, to allow the agent to exit the car. Once the agent is on top of the board, the ladder is then lowered to the ground to allow the agent to climb down.

Elevator agents used to use heavy grain doors to close off the boxcar doorways. Often seen stacked around the elevator, these doors were not the easiest thing to handle. Even a gentle wind could blow a person over carrying these doors in a grain industry's version of windsurfing! Once these 3' x 7' doors were in place the elevator employees then used large rolls of brown paper, much like that used by butchers, to cover the interior of the boxcar to create a tight seal so grain could not escape. This was especially key with wooden boxcars. The wooden grain doors were phased out by the early-1980s.

After coopering the cars the elevator agent is ready to load them. Most grain elevators have two spouts for loading cars. One style is a straight spout that is used for loading covered hopper cars. The other type is a flexible spout used exclusively for boxcars. The flexible spout is clamped to the ladder board and pointed towards the end of the car. The amount of grain to be loaded in the car, to meet weight restrictions, is determined by the elevator agent using the elevator's hopper scale. However, a chart on the interior wall of the CN boxcars shows what weights the various grain commodities (ie. wheat, barley, flax, etc.) can reach within the car so not to exceed load limits.

The grain is put in two piles, one at each end of the boxcar. When the loading process is over a tag stating the destination of the car is stapled to the exterior of the car. The boxcar is then ready for transport to the export grain terminal. At the best of times the boxcar is a time consuming process.

A Churchill boxcar cardboard grain door at Roblin, Manitoba, on October 3, 1996. Photo by David Maiers.



LEFT: A westbound train of loaded grain boxcars bound for Churchill at Roblin, Manitoba, in August 1996.

BELOW: Sixteen boxcars loaded with grain for Churchill at the elevators at Roblin, Manitoba.

Both photos by David Maiers.

In Transit

While the boxcar is an operational headache for the grain companies it is also an inconvenience for the railways. The majority of CN and CP 40-foot boxcar fleet is equipped with "hot box"-prone friction bearings. While this technology has virtually been eliminated from the Canadian railway scene by the roller bearing truck, the boxcars were not fortunate enough to have their friction bearing trucks replaced.

Upon arrival at the grain terminals, a forked ram punctures the cardboard grain door on one side of the car. The car is then rocked back and forth on a large mechanical table that allows the majority of the grain to escape through the opening of the door. The remainder of the grain is swept out and the broken door is removed. Usually a pack of cardboard grain doors would be thrown inside the car before the door is closed.

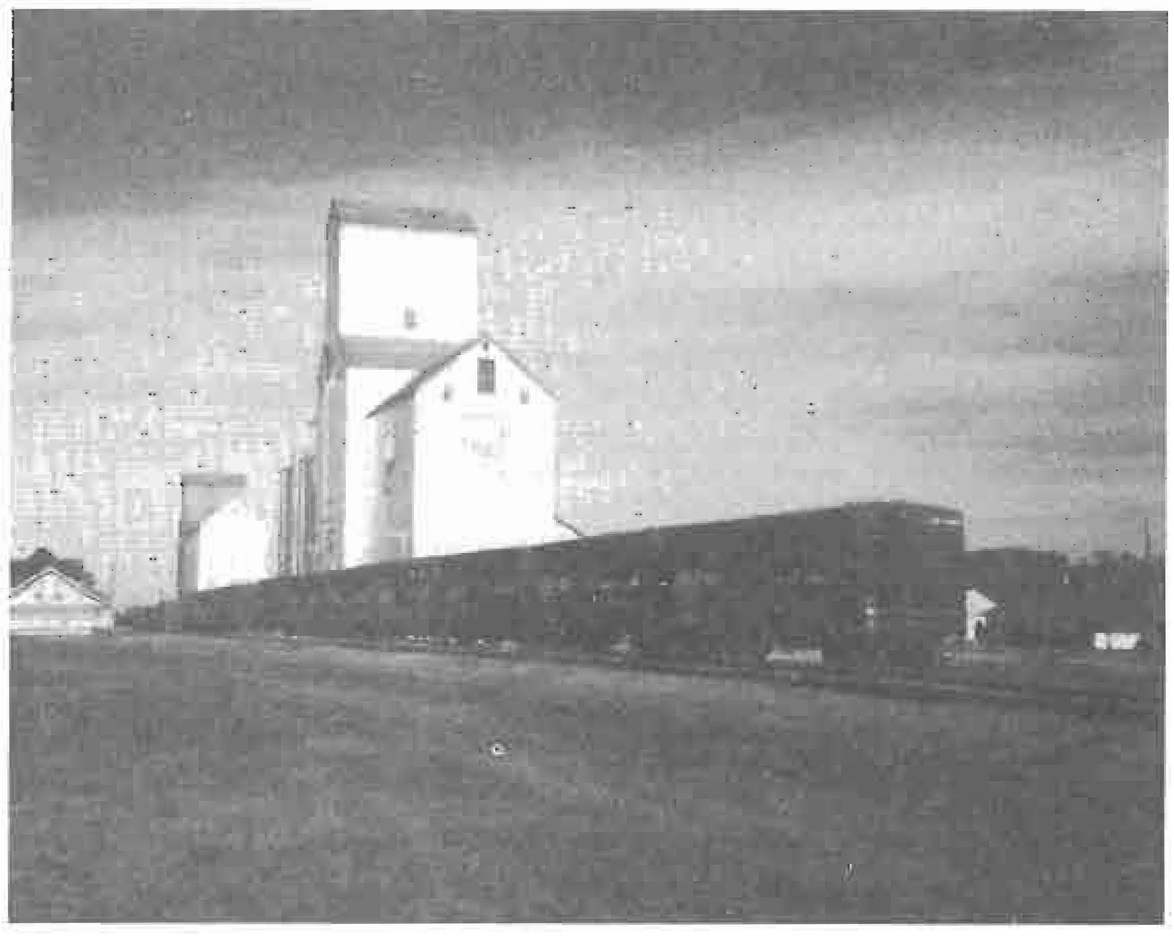
The Future?

While 1995 would spell the end for the CP boxcar stronghold Russell Subdivision, CP boxcars would continue to put on miles on other such branches in Saskatchewan during 1996. Eventually the passage of the Canadian Transportation Act during the summer of 1996 spelled the end for the last of the boxcar-only CP branchlines. Fast track abandonment legislation finally put the interesting boxcar lines out of service. The CP grain boxcar fleet was quickly withdrawn from service, either heading for the scrap pile or for use as company service cars.

The future of the CN boxcar fleet rested on politics related to northern Manitoba. Entering 1996 the Churchill boxcar fleet's future hinged on the future of the port facilities in Churchill. CN was insisting that it would abandon the line to Churchill should a buyer not be found.

Either way, the future of the CN boxcar fleet did not look very bright. CN tested lightweight aluminum covered grain hoppers on a limited basis on the Churchill line in 1995 and utilized a few during the 1996 shipping season. Testing would reveal that the aluminum hoppers could be sent to Churchill with little problem.

October 1996 would see the last shipments of grain north to Churchill by boxcar. By December, the boxcar fleet was in storage. The announcement of American-based OmniTRAX becoming the new



owner of the CN line in northern Manitoba ended the reign of the boxcars. Through the 1996-97 winter and the following spring, CN boxcars began appearing at Mandak Recyclers in Selkirk, Manitoba, to meet their demise. The 1997 Churchill shipping season would go ahead under a new owner utilizing aluminum hopper cars.

A Quick Look Back

While the loss of the boxcar fleet meant one less interesting feature of the Western Canadian railscape for railfans, for many others it could not have come sooner, especially for those who worked with these cars or had any interest in seeing Churchill become a successful seaport.

A few examples of the CN and CP grain boxcars remain as storage cars for work service. Some 16 CN boxcars have found a new life as buffer cars on continuous welded rail trains. The days of seeing mile long boxcar trains are gone. Another element of the Canadian railway scene has become folklore. ◆

Canadian Pacific Railway in New England

by H. ARNOLD WILDER

Prior to 1926, the Boston & Maine Railroad (B&M) operated the line between White River Jct. (Vermont) north through Wells River, St. Johnsbury and Newport (Vermont), to Sherbrooke (Quebec) as their Connecticut & Passumpsic Rivers Division. In that year Canadian Pacific leased the line from Wells River, opposite Woodsville (New Hampshire), north to Sherbrooke, and assigned the line north of Newport to Lennoxville (Quebec), with trackage rights into Sherbrooke CNR, to Quebec Central Railway. As well, CPR built a connection at Lennoxville to enable movement of Quebec Central trains to CPR in Sherbrooke. Train crews between Wells River and Newport had the option of transferring to CPR or staying with B&M. In either case such crews were pooled between Newport and White River Jct.

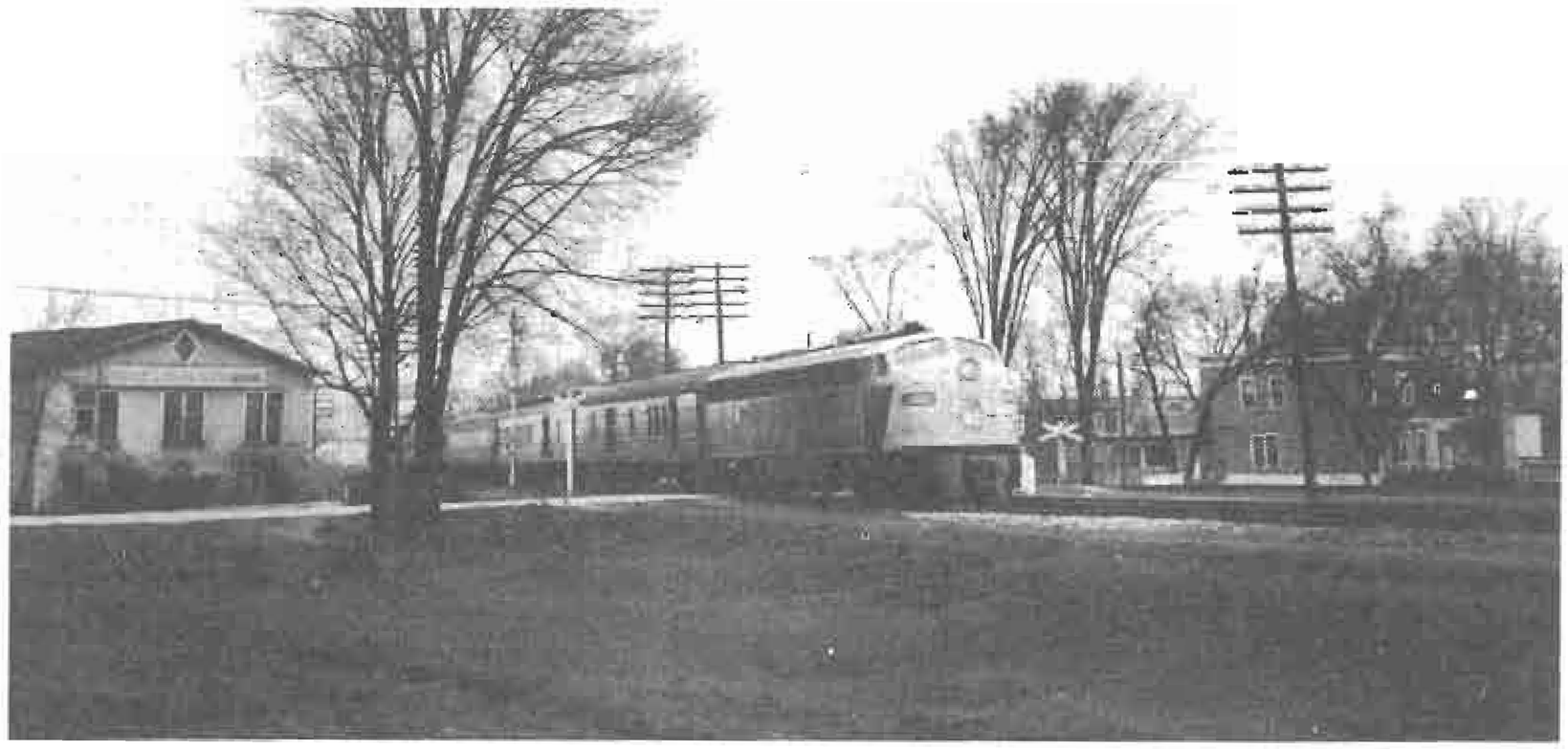
Until the early-1930s, CPR Nos. 209 and 210, the "Red Wing" night sleeper, and Nos. 211 and 212, the "Alouette" day train between Montreal and Boston, were operated through Wells River to Woodsville where the B&M took over for the trip to Boston via Plymouth and Concord (New Hampshire), each train with a CPR observation car on the rear, with the train name displayed. Steam power was originally changed at Woodsville. CP G1 Pacifics 2210, 2211 and 2218 and G2 Pacifics 2583 and 2597 are remembered. Later a Pool service was established, with CPR power running through to Concord, and later to Boston, while B&M P2 Pacifics were run through to Montreal on the night trains.

B&M engines in this service had to be "Internationally equipped" and, as CPR's late Omer Lavallée explained, it meant step-lates on the cowcatcher and valves to adjust the airbrake pressure to conform to Canadian requirements. Dirty B&M engines were not tolerated on the CPR and it was reported that several B&M Pacifics were thoroughly cleaned in Glen Yard (Montreal) and the B&M was billed for the work. It was said that the B&M got the message and saw to it that only clean engines were assigned to this pool service.

When the CPR originally took over the Wells River lines, there was considerable anticipation that they intended to continue to expand towards Concord, New Hampshire, even though the Woodsville to Plymouth line had a much heavier grade than that via White River Jct., Franklin to Concord. Nothing came of the suggestion. About 1932, the B&M, as an economy move, transferred the "Red Wing" from the Woodsville-Plymouth route, south from Wells River to White River Jct. and there combined the Central Vermont "New Englander" with the "Red Wing" to Boston, via Franklin. The "Alouette" continued via Plymouth and Woodsville until October 30, 1954, when B&M's request to abandon the line from Plymouth north was granted. Thereafter all CPR service was handled south to White River Jct. Service gradually declined, thanks in part to B&M new management under President Pat. McGinnis who wanted out of the passenger business to the point where a single Budd RDC was used between Montreal and White River Jct., with connections for Boston.

For many years the CPR route was a wonderful way to travel. I enjoyed meals in the Buffet-Observation while travelling to Montreal to take part in a number of railfan excursions operated by the Canadian Railroad Historical Association until the end of steam in Canada. ◆

Canadian Pacific G1 Pacific 2218 leaves Montreal West, Quebec, with the Montreal-Boston "Alouette" in 1947. Photo by E.A. Toohey, CRHA Archives Neg. No. 47-265.



Canadian Pacific E8A 1802 leaves Farnham, Quebec, with the Boston-Montreal day train in the spring of 1952. No. 1802 and sisters 1800 and 1801 were in a pool with B&M E7A units. Photo by E.A. Toohey, CRHA Archives Neg. No. 52-022.

Trial Trips

by BILL COLE

Railroading seems to run fairly rampant among our family trees, so it was no surprise to many of my relatives when I became a railroad man. My dad was a CN engineer, one grandfather a CN carman, the other a CP telegrapher and lineman, with uncles serving as a CN station agent and a CP conductor. My brother worked for a while in the CN shops. So, you can see that the railroading fever really went deep.

Right now, I've been thinking about the trial trips that I made away back in the mid-summer of 1950, probably the month of July because I was finished making those trips prior to the big railroad strike in August 1950.

Everything went so fast and furious for an 18-year-old young lad who had never worked before at an honest job for good money. I had a kid's experience working as a delivery boy in a drug store and a short-lived apprenticeship in a dry cleaner, both in my hometown of Port Arthur. None of this would compare to the career that I had waiting ahead of me which, at that time, I had not idea would ever come to pass.

I turned 18 in May and, like a lot of kids, figured that Grade 12 in high school was far enough to go. After all, like most 18-year-olds, I knew everything that there was to know and it was time to start working. The dry cleaning stint was short and not too sweet and it seemed that my employer figured that I wasn't cut out for that business because he told me before I got my unconditional release that he thought that I didn't have my heart and soul in my work. I know that he was totally right in his judgement. Today, I thank him for the tremendous favour that he did for me away back in 1950.

Right about that time, the railways decided that 18 years of age was a good age to hire brakemen, yardmen and firemen instead of the time-honoured age of 21. My father heard about this exciting news one morning when he was coming in on a westbound freight from Jellicoe and he heard it from a young 18 year old student fireman who was making his first trial trip; with him and his fireman. So he passed on the news to me, knowing full well that I wanted to quit school, go to work and buy a car. The deal was that if I got a full-time job, I could quit school. Otherwise, it was back to the books in September.

I hustled on down to the CN Shops later that morning, full of the proverbial you know what, fully realizing that my future was waiting for me. After a brief visit with the locomotive foreman and crew dispatcher and filling out a few forms, I had a CN medical examination that I passed with flying colours. Then, upon returning to the locomotive foreman's office, I was given a rule book and timetable to study and was advised to make arrangements for trial trips as soon as I was ready.

The following day, I informed the locomotive foreman that I would like to go out on Train No. 412 on that night and start learning to be a locomotive fireman. No. 412 was an eastbound manifest freight to Jellicoe that was called for 20:00. I was called on duty at 19:15 and reported right on time with borrowed overalls, cap, gloves, boots and a big lunch. It's weird but I do not recall the names of the head end crew that night nor the number of the Mikado locomotive. Believe me, it had to be the biggest steam locomotive that I had ever seen and I was eager to learn everything I could, and in a hurry.

The engine crew was very friendly, as most of them are, and they went about their duties with great efficiency. The fireman showed me how the duplex stoker operated, showed me how to break up the bank in the firebox to prepare the fire and build up steam pressure. He also showed me how to check the condition of the crown sheet in the firebox. I was also shown the location of the supplies and what was required at all times in every locomotive cab.

He impressed upon me the absolute importance of the water glass and tri-cocks for checking the water level in the boiler and he showed me how to check them both for accuracy. Then we toured the tender to check that it was full of coal and water and that there was a long tank hook for use at water tanks and a heavy chain for various uses. While on the ground, we checked the ash pans to make sure they were clean and operative and then I was sent to get a pail of drinking water complete with ice. Meanwhile the fireman prepared his fire, set his jet pressure on the duplex stoker and banked the back corners and inside the firebox door which was a necessity with a duplex stoker.

At any rate, to this very day, I think that I missed out on one of the most important aspects of firing a steam locomotive - namely preparing your fire and adjusting the stoker jet pressure. Mind you, this can change with the type of coal that's in the tender and how hard the locomotive is working. But I found out in due time over the years that no two trips are totally alike in a lot of aspects.

At 19:45, we were due off the shop track and, at this time, our head end brakeman appeared on the scene. We proceeded to get onto our train in the yard and pump up our brake system. This being a vestibule or closed-in cab, the head end brakeman sat on a drop seat behind the fireman, alongside the left cab door. This was a much better location than in a "California Cab" where he sat up alongside the boiler, in front of the fireman, a very poor and uncomfortable seat.

After our brake test, we pulled out of the yard and were on our way. There wasn't a fourth seat in the cab, so the fireman, brakeman and I played musical chairs with the two seats that were available. I spent most of my time watching and listening to the fireman explaining everything to me when I wasn't actually firing the locomotive.

I only went as far as Nipigon, the halfway point between Port Arthur and Jellicoe, where we met westbound manifest freight No. 411. The crew told me that I had done a good job firing and that I might as well go back to Port Arthur so that I could get my full quota of seven trial trips completed as soon as possible and then I'd be put to work for real. Firing the locomotive wasn't that difficult and I did do all right but I really didn't know much about what I was doing since the fireman had made all the necessary adjustments without consulting me. I also learned how to take water at a water tank (Pass Lake) but I never saw the coal chute operate nor did I learn how to shake and clean the fire.

I climbed on the westbound and greeted the crew. Their fireman now had to explain the operation of a standard BK stoker to me. I fired the loco (another Mikado - number unknown) most of the way home but, once again, everything was set for me and I had no problems. By the time we got back to Port Arthur in the wee hours of the morning and just breaking daylight, I was bone tired and so very glad to get cleaned up and into bed where I stayed most of the day. Both engineers had filled out my trial trip forms and said that I was doing a good job. This was stretching the truth a little but something that pleased me to no end.

Late that afternoon, the crew dispatcher notified me that arrangements had been made for me to go out again that night on No. 412 with a different crew but the same Mikado we had brought in that morning. This night shaped up about the same as the night before but a little more instruction was given on using the clinker hook or poker to break up the bank in the fire and get it in shape for the road. The fireman also showed me how to set the steam jets on the BK stoker and how to distribute the coal into the firebox. It was a good start but I still had a lot to learn - most of which I would learn over time and from my own experience.

Once again, there were no problems to Nipigon where, this time, we met No. 79, the westbound passenger train from Longlac. Since 79 had a hand-fired engine, which I had to learn all about, I was once again advised to head for home and learn something new. This was no picnic and finding that elusive firebox door was

CNR Mikado 3209, built by CLC in 1916 as Canadian Government Railways 2809, handles an extra West into Armstrong, Ontario, on August 7, 1955. The brakeman will soon climb down and run ahead to get the yard lead switch. No. 3209 was assigned to northern Ontario and may have been one of the Mikados that Bill made a trial trip on. Photo by Robert Wanner.

not the easiest thing I had ever done. Many a shovelful of coal landed on the floor as I missed the foot pedal that would open the firebox door or the engine lurched on a curve as I aimed the scoop and missed the target. The engine that night was Pacific No. 5101. I was nearly as busy sweeping the floor as I was shovelling coal. I was glad to get home at 05:00 with a good report from the freight hogger but the high wheel hogger said that I needed more experience with the scoop. What an understatement that was!

Twenty-four hours later, the shops notified me that I would be getting more hand firing experience on train No. 203, a tri-weekly mixed train from Port Arthur to Atikokan on the west end with a Western Lines crew. We were due out at 08:00 from Port Arthur station with engine No. 2712, a 2-8-0 all shined up because it was working a semi-type passenger train (a couple of passenger and baggage cars behind whatever freight and waycars we had). We would be stopping at every station, flagstop and whatever between Port Arthur and Atikokan and it was a beautiful summer day to do this. Engineer Alex Hannah and Fireman Ted Ager put me right to work and they showed me a few tricks on keeping my balance, bracing myself while swinging the scoop and banking the fire heavy in certain spots, especially along the back and inside the firedoor. I remember those two men real well because I spent nearly 12 hours with them and really enjoyed every minute o fit. I got a good report from them and, after a big meal in the station beanery in Atikokan and a fast clean up, I headed for home after midnight on a freight train with a duplex stoker-equipped Mikado. It was a good uneventful trip home. I found it hard to stay awake and my bed sure felt good when I got home around 06:00.

Now the railroad strike was nearly upon us and I needed one more trial trip before being okayed for engine service. So, the Locomotive Foreman arranged for me to spend a day on 0-8-0 No. 8330, the yard engine. It meant that I could hand fire to my heart's content. The fireman training me had about three weeks experience and we had quite a laugh about neither one of us knowing too much. He lived near where I lived in the south end of the city and I was acquainted with him before, meaning that we had a lot of fun. Sadly, he was killed in a head-on collision west of the Lakehead a few years later. He was a good man and a good conscientious railroader.

My seven trial trips were now finished and I was considered ready for a temporary rules exam called a B-1 in a supervisor's office. This actually consisted of a short oral exam on the rules and a pep talk. I was going to be assigned to Western Lines on a temporary basis so, within three months of this short exam, I would be required to write a "B" book exam on rules along with an oral and then would be considered a full-fledged railroader.

It would be a few years yet before I would move over to the right hand side of a locomotive on a permanent basis but I definitely looked forward to that day. Unfortunately, at this point in time, the national railroad strike was now upon us. I, along with a number of would-be employees, was to be held in limbo for a few weeks until things got back to normal. More to come on this "away back when" saga in an upcoming issue. ◆

Tid Bits by DUNCAN DU FRESNE

The Poor Man's Jubilee

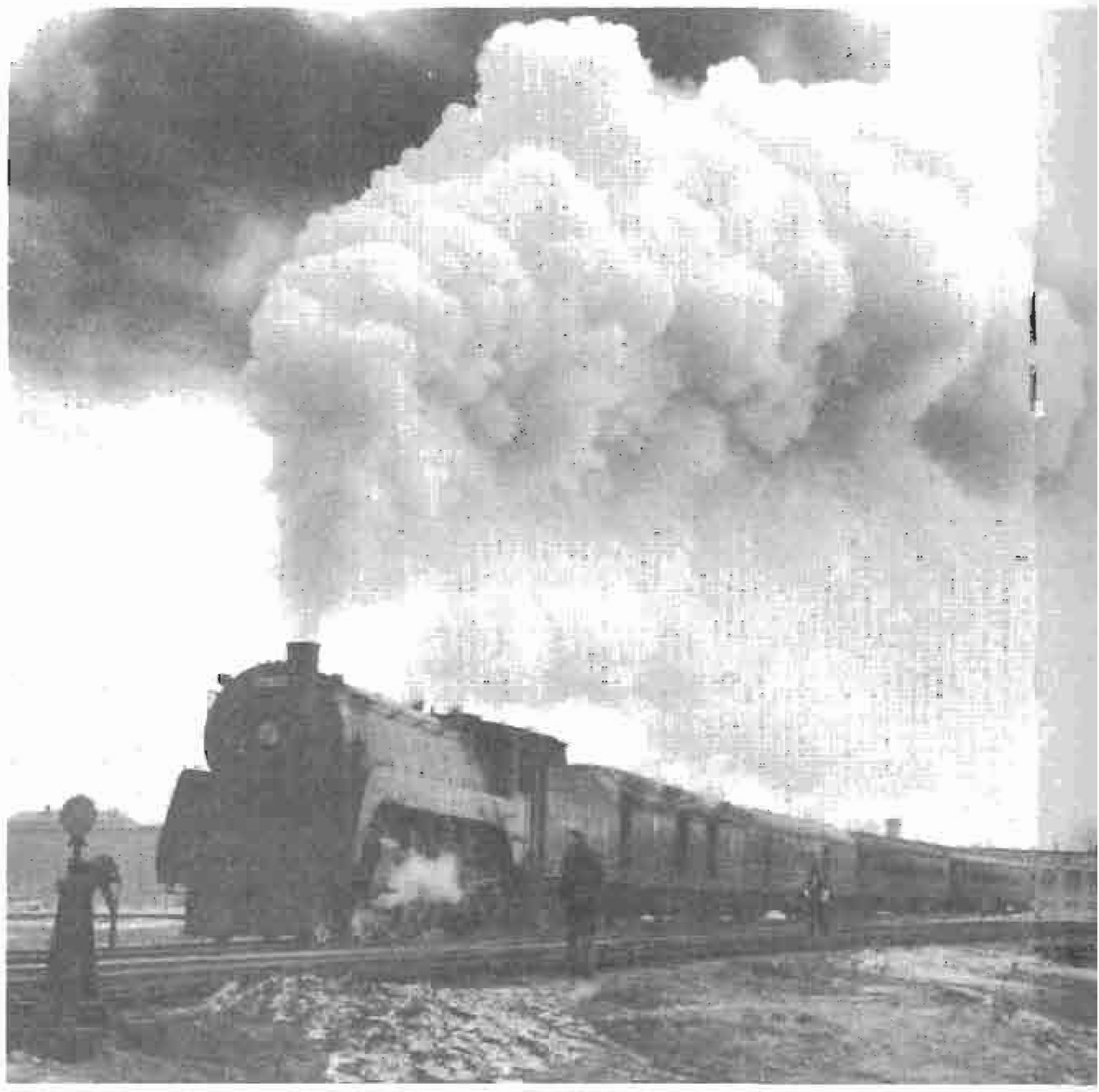
Recently I came across copies of some reports in the December, 1937 issue of the magazine "Canadian Transportation" on new steam locomotives for the Canadian Pacific Railway. One article dealt with an order for new 2820-2849 number series Hudson (4-6-4) class engines, the first of which, in a few years, would become "Royal Hudsons", and another article titled "Canadian Pacific Receiving F1a Locomotives". The F1a locomotives are, of course, the second batch of "Jubilee" 4-4-4 engines to be purchased by C.P. in two years. I have chosen to provide you with the text of this latter article, verbatim, with my comments at the end.

"The Canadian Pacific is now receiving from Canadian Locomotive Co., Kingston, Ont, the 20 4-4-4 locomotives, the ordering of which was mentioned in these columns at the time the order was placed. An illustration of one of these units, no. 2910, is given herewith (not available, Ed.). The chief dimensions are as follows:-

Boiler Pressure	300 lbs.
Firebox, length & Width	93 1/16" x 70 3/16"
Tubes, No. & Dia	48 - 2"
Flues, No. & Dia	116 - 3 1/2"
Distance between tubes sheets	15'- 10 3/16"
Heating Surfaces:	
Tubes & flues	2091 sq. ft.
Firebox	169 sq. ft.
Arch tubes	31 sq. ft.
Superheating	900 sq. ft.
Combined	3191 sq. ft.
Grate area	45 sq. ft.
Cylinders, dia. & stroke	16 1/2 x 28 in.
Diameter of driving wheels	75 in.
Driving wheelbase	7'- 2 in.
Locomotive wheelbase	32'- 7 in.
Locomotive & tender wheelbase	64'- 9 1/2 in.
Weight on drivers	110,000 lbs.
Weight of loco. in working order	240,000 lbs.
Weight of loco. light	219,000 lbs.
Weight of tender in working order	184,000 lbs.
Weight of tender light	90,000 lbs.
Tender water capacity	7700 Imp. Gals.
Tender coal capacity	10 tons
Loco. tractive effort	26,000 lbs.

These locomotives, of semi-streamlined form, bear quite a bit of resemblance to the "Jubilee" type locomotives which were introduced by the Canadian Pacific last year, and which were described fully and illustrated in our September, 1936 issue, beginning on pg. 397. However, the 20 new locomotives designated as the F1a class, are (taking locomotive and tender as a unit) some 5 ft. shorter than the Jubilee type and weight 32,900 lb. less. Last year's Jubilee type locomotives were designated as of the F2a class and, like the 20 now being delivered, have the 4-4-4 wheel arrangement. The F2a locomotives have 80 in. driving wheels, whereas the new ones are equipped with 75 in. wheels. Some preliminary information on the locomotives now being delivered is contained in information to hand from the Canadian Pacific publicity Department, as in the following.

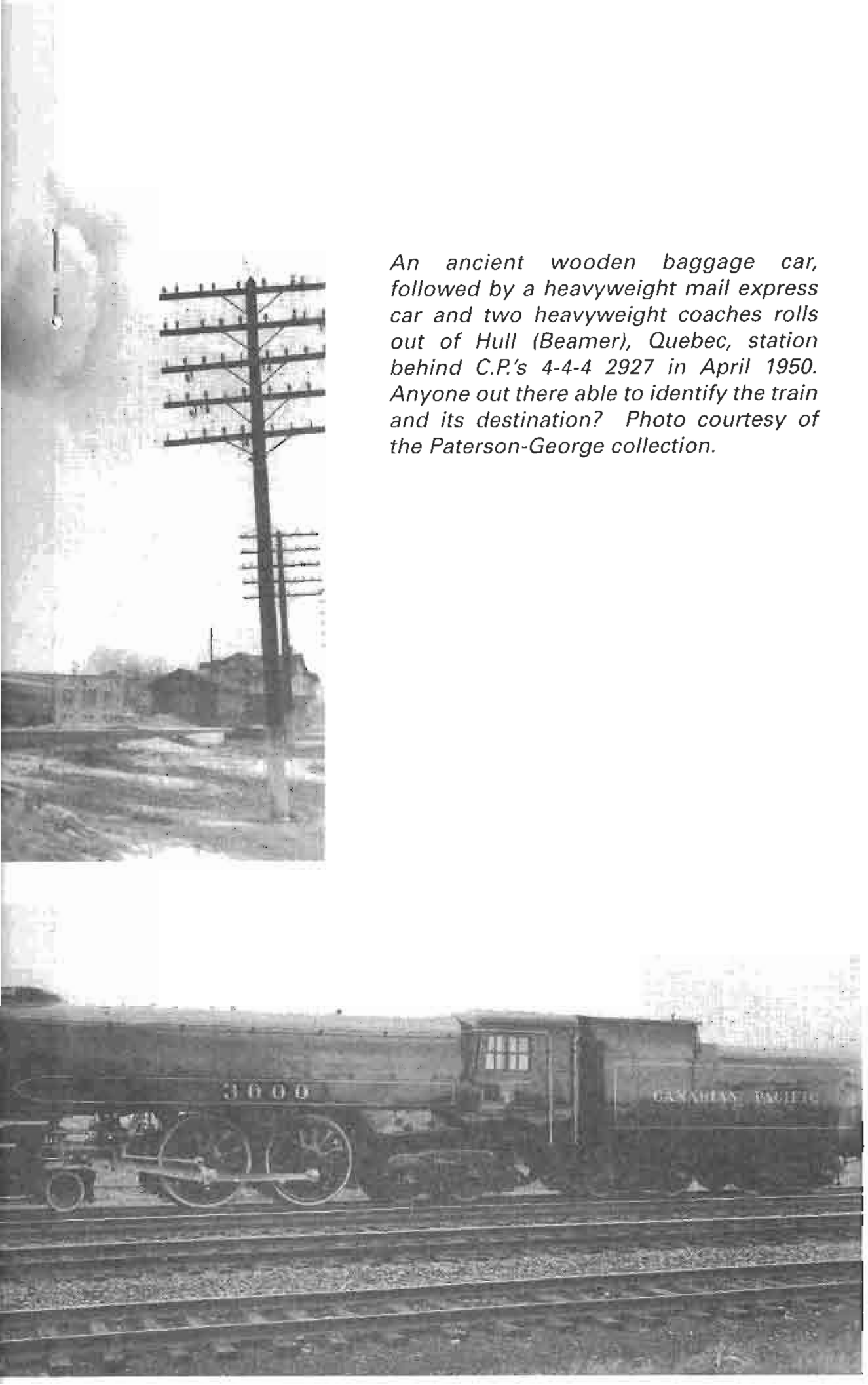
Power, speed and economy of operation are the main features of 20 new Canadian Pacific Railway locomotives, the first of which has just been brought to Montreal from the Canadian Locomotive Company at Kingston. This order will bring the number of new locomotives bought this year by the Canadian Pacific Railway to a total of 50.



Canadian Pacific 4-4-4 Jubilee engine No. 3000 in Montreal, brand new, in 1936. Note the very clean lines, and the front end pilot treatment that was only applied to the five engines of the F2a class. The roller bearing boxes and engine truck brakes are clearly visible. Photo courtesy of Canadian Pacific Railway.

The newest engine combines many of the best features of the successful "Jubilee" or 3000 type and of the newest series of 2800's, 30 of which were produced earlier this year. The new series has been assigned numbers 2910 to 2929 and placed in the F1a class of the company inventory. It is expected that after exhaustive tests, they will be placed in passenger service.

The appearance of the 20 new locomotives is very smart. H.B. Bowen, Chief of Motive Power and Rolling Stock, has embodied in their design the popular semi-streamlined appearance which he first developed in the "Jubilee" locomotives of last year and also incorporated in the 30 new 2800's built this year. Headlight, smokestack, and domes are merged into the flowing lines of the new locomotives, giving a smooth and modern appearance not unlike that of the latest type of high-speed English engines, and conveying a vivid impression



An ancient wooden baggage car, followed by a heavyweight mail express car and two heavyweight coaches rolls out of Hull (Beamer), Quebec, station behind C.P.'s 4-4-4 2927 in April 1950. Anyone out there able to identify the train and its destination? Photo courtesy of the Paterson-George collection.

of speed and power. Many interesting mechanical details that have proved successful in recent Canadian Pacific locomotives have been incorporated in the new 2900's.

The development toward smaller locomotives is very evident in the new 2900's as compared with recent engines constructed by the Canadian Pacific Railway. Last year's "Jubilee" trains set a new mark in the design of modern locomotives in Canada, of which the newest ones are a further example. Taking the engine and tender as a unit, the new ones are approximately five feet shorter, while the estimated light weight is 32,900 pounds less.

The advantage of this is expected to make itself evident in economy of operation and in efficiency, especially when providing power for smaller trains. Special materials have been used to maintain strength with minimum weight. The boiler, for instance, is made of nickel steel, carrying a pressure of 300 pounds per square inch without unduly increasing the weight. The frames are of high tensile nickel cast steel and all main rods and side rods are also of high tensile nickel steel in order to ensure satisfactory service under the difficult conditions met with in handling modern passenger trains.

A change in the attachment of the main rods to main driving wheels of the new locomotive, as compared with last year's "Jubilee" type, will be noted. The driving wheels have been reduced from 80 to 75 inches and have been moved closer to the cylinders, permitting attachment of the main rod to the back pair of driving wheels.

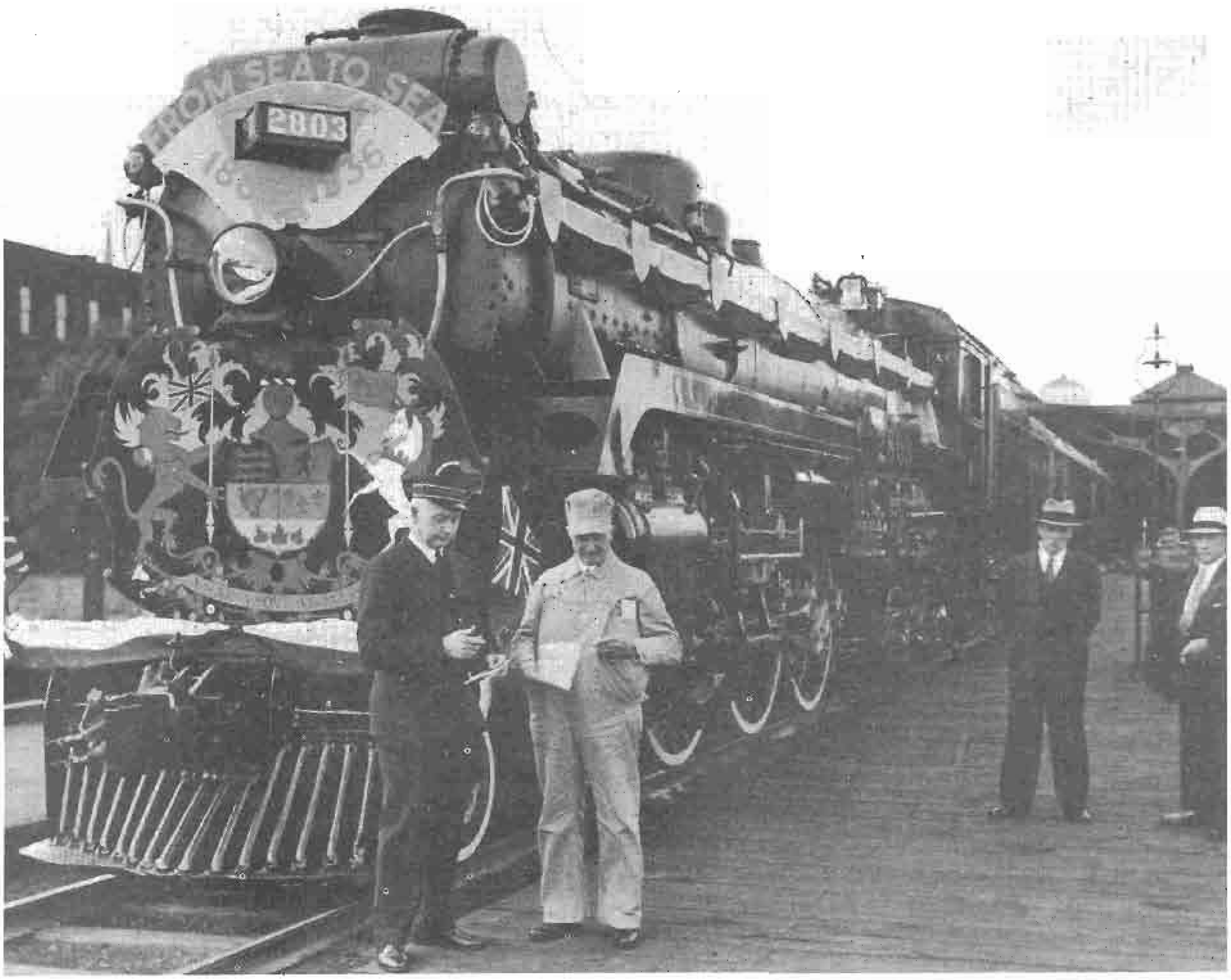
Special features include a screw-operated reverse gear, roller bearings on engine trucks, type "E" superheater with multiple throttle, and Elesco feed water heater. Valve motion is of the Walschaert type, with a valve travel of six and one half inches."

So, there you have it, that's what C.P. had to say, through their publicity department, not their mechanical department, about the new engines. I make that statement because I'm not totally thrilled about what the publicity department had to say about the 2900's or, more precisely, what they didn't say, and I'm almost certain that a similar statement from either the mechanical or operating departments might say something which would put a slightly different spin on it.

I took the liberty of calling this article "The Poor Man's Jubilee", because they were. Nevertheless I still feel that C.P. was pretty courageous back in those mid-30s days to be coming out with both new and radical locomotives and lightweight passenger cars for the future when not only the railway, but the whole country, was just beginning to "see the light at the end of the tunnel" as it were, coming out of the great depression after the economic collapse of 1929. Talk about faith in the future!

The "Canadian Transportation" article gives the impression, in my opinion, that the new 2900s were, with some technical differences, much the same engines as their predecessor 3000 series "Jubilees". Not so! The Montreal Locomotive Works-built 3000 series "Jubilee" engines were a different engine in most respects, the common thread was basically related to age and wheel arrangement. Not mentioned by C.P.'s publicity people is the fact that the screw reverse gear on the 2900s was manually operated while the gear on the 3000s was pneumatically (power) operated. Both series were coal burners but the 3000s, with 10 sq. ft. more grate area, were equipped with a mechanical (Standard HT-1) stoker, the 2900s were not, a number 2 scoop (shovel) had to suffice. The use of "Boxpok" design driving wheels (a superior design, and the only ones ever used by C.P.) on the 80 in. diameter driving wheels of the 3000s was not repeated on the 75 in. diameter wheels of the 2900s, nor was the use of clasp brakes which were applied to the engine truck wheels of the 3000s. This may seem like a moot point, but with only four driving wheels you needed all the engine braking you could get. The trailing trucks on both series were braked. All, except for the driving axles of the 3000s (including the tender), were equipped with roller bearings, the 2900s had them on the engine truck only, although it was originally planned to use roller bearings on the tenders of the F1a's, it never happened. The boiler's total evaporative heating surface on the 3000 engines was 3933 sq. ft., the 2900s, by comparison, had 3191 sq. ft. The 3000s simply had a larger boiler, and 17 and 1/4 in. dia. cylinders, - 3/4 in. larger than those on the 2900s. The piston stroke was identical on both classes at 28 in. As stated in the publicity department's blurb, boiler pressure on both classes was 300 PSI, the highest on any C.P. locomotive (C.P.'s experimental 3 cylinder 2-10-4 carried more, but not with a conventional fire tube boiler).

My personal experiences with either of the two classes of engines isn't all that great, especially with the 3000s. Unfortunately, I only had a single trip on either the 3003 or the 3004 from Montreal to Ottawa on the Lachute sub. It was uneventful as I recall and all went well. I rode behind one or both of those engines a couple of times as a passenger between Montreal, Quebec City and Montreal, their usual haunts. I remember them as being able to accelerate smartly with a light weight local train, and run like a rabbit when they got going.



It's 1936 and C.P.'s 50th "Jubilee" celebration in on. Here we see 7 year old C.P. Hudson 2803 all decked out for the occasion in Montreal's Windsor Station, about to start out with train No. 7, "The Dominion", for Vancouver. My old C.P. locomotive engineer friend Walter Dickson, long since deceased, told me years ago that when the 2803 arrived in Ottawa a few hours later most of the "Jubilee" decorations on the '03 were in tatters! On the ground engineer George Smyth compares his watch with that of his colleague, conductor Jack Meade, as they read over their train order "flimsies". Photo courtesy of Canadian Pacific Railway

C.P. engine 3002 at Galt (now Cambridge), Ontario, in the late 1940s, enroute to London and Windsor. Note by this date the bell, which earlier had been hidden behind the large rounded off pilot, was now placed, C.P. style, on top of the boiler. The original streamlined stack casing is gone together with its illuminated number panels and slotted "grill" above the headlight. The single, flat, illuminated number board above the headlight reflects C.P.'s post second war "look". Photo by the author.

Come to think about it one of them unintentionally set a Canadian speed record during some acceleration and braking tests on the Winchester sub. when they were new with C.P.'s dynamometer car No. 62 in tow. The result was a dash of 112 MPH, unofficially clocked of course!

Oddly, I had lots of trips firing a particular 2900, engine 2927, I never worked on any of the others. The 2927 just sort of "hung around" the Montreal-Ottawa area. We used to get her as a doubleheader at times on "The Dominion", train No. 7, between Montreal and Ottawa. The road engine was a 2800 Hudson with the 2927 in front. Once we got going, we'd ease off a bit on the '27 while the boys behind gave the stoker fired Hudson a pretty good going over. There was lots of noise in the cab of the little 4-4-4 from that powerhouse behind breathing down our necks. Even at high speed the 2927 steamed well and fired easily. Another good thing I can say about the 2927 though was the ride. That thing rode really well (for a steam locomotive), and as we used to say: "she rides like a coach", which may have been a slight exaggeration. We also used to get her as a double header along, usually, with a G5 (1200 series light Pacific) road engine on the point, on the evening Ottawa-Toronto Pool Train, Nos. 559-560. We'd only run from Ottawa to Brockville and return while C.N. did the honours between Brockville and Toronto. On those sorts of jobs the 4-4-4 was an O.K. machine, she'd add enough to the drawbar to make up for what otherwise would have been missing.

Another job we got the 2927 on, quite regularly at times, was the Maniwaki branch passenger job. No doubleheader here, just the 2927 and 79 miles of curves and ups and downs and usually four wooden cars. One had to be careful with the throttle at any time when adhesion wasn't the greatest, the little devil could spin her drivers at unheard of RPMs if you let her get away from you. She didn't like leaves, caterpillars, very light rain, and she definitely didn't like super cold (frozen) rails. I do remember, on more than one occasion, when she wouldn't lift those few wooden cars around the south leg of the Maniwaki wye, which was a tight left hand curve on an upgrade. Doubling the wye? Yup, you bet, quite possible with the 2927. Although never intended to be a branch line engine she was very easy to fire, she rode well, and had a good warm cab during the winter months, especially comforting on the Maniwaki sub. And she looked so modern compared to those old World War I wood sheathed cars she hauled up there.

Were C.P.'s little 4-4-4's a success? Sure they were, especially the 3000 series "Jubilees". Unfortunately the work C.P. intended for the 4-4-4s didn't quite materialize. They were not intended to be a branch line, or secondary main line "local" passenger engine, but, rather, a fast intercity mainline machine hauling the modern light weight steel cars especially designed and built for them at higher speeds. These cars weighed in at around 55 tons apiece, much less than the 85-90 ton heavyweights that were frequently found behind them, along with the "lightweights". An all lightweight equipment mainline train weighing about 450 tons was the maximum of what should have been on the tender drawbar. At that weight the 3000s could accelerate briskly and easily maintain maximum track speed. Think about it, while some U.S. roads were experimenting with new internal combustion powered lightweight trains in the same time period, C.P. was sticking to something that was not experimental, would get the perceived job done, and something H.B. Bowen's motive power people knew so well, THE STEAM LOCOMOTIVE.

The only other roads to use the 4-4-4 wheel arrangement were the Baltimore and Ohio and the Reading in the U.S., so far as I know, and they certainly didn't make much use of it. The Reading built four 4-4-4s in 1915 and within a year rebuilt them to 4-4-2s. The 4-4-2 was far more popular in the States.

And how did C.P. come upon the name "Jubilee" for the 3000 series engines? As they did with the naming of their 2-10-4 wheel arrangement "Selkirk" type engines in 1929 (instead of the established "Texas" name for that wheel arrangement) they held a company employee contest to decide. The name "Jubilee" was picked because in 1936 C.P. celebrated its 50th (golden) jubilee year of trans-continental passenger service. Fair enough! ◆

Another Close One

by ROBERT F. BUCK *

It was a Friday night in the early 1960s. I was the 3-11 shift operator at Canadian National's Stratford, Ontario, dispatching office. Number 730 was southbound from Owen Sound and Number 675 was northbound from Palmerston to Owen Sound. I can't remember the dates or times but, I head the operator at Harriston say: "O.S. Harriston - Extra 1723 south by at 7:16 p.m."

The dispatcher acknowledged and said, "Are you sure?" The operator replied, "He is gone."

Two minutes later, the operator at Palmerston came on the line and said, "O.S. Palmerston - Number 675 arrived 7:12 p.m. Departed 7:16."

The dispatcher asked, "Are you sure?" The Operator replied, "He is gone around the curve." There was dead silence in the office and on the phone. Between Palmerston and Harriston, it was 5.7 miles.

Two Dispatchers, "A" and "B" and one operator (me) standing by the "B" dispatcher's desk waiting for the cracking and popping on the phone - indicating lost communications when the wreck took out the lines. Talk about white knuckles!

We all knew the inevitable was about to happen. Number 675 had a full train - heading to a cornfield meet. I do not think you will ever understand the tension we were experiencing. We were in a cold sweat and then some!!!

Suddenly the dispatcher's phone came to life. The Harriston operator said, "Dispatcher. Harriston. I see a pair of tail lights and they are really moving!!! 1723 just went by and here comes 675 for a station stop."

Need I write more?

* The author, who passed away in 1997, spent 40 years in a variety of station functions with Canadian National at various points on the old Stratford Division.

All Aboard for the Steel City

by RODERICK TAYLOR
(Photographs by the author)

Past progress can perhaps best be measured in inches as opposed to leaps and bounds, but Hamilton's GO train service seems to be finally making its presence felt in the bustling Steel City. Passenger loadings on the rush hour service have been trending noticeably upwards of late and, all in all, it represents an encouraging revival of rail passenger service in a city that seemed to have turned its back on trains for many years. A brief primer on the history of Hamilton's rail service might first be in order so as to better place the current picture in context.

In common with cities elsewhere in Canada and the U.S., Hamilton experienced a steady contraction in rail passenger service, starting in the 1950s. The 1960s witnessed the most drastic curtailments in this respect. As late as 1960, for example, the Toronto, Hamilton and Buffalo Railway (TH&B), in conjunction with Canadian Pacific, offered no less than seven daily trains to Toronto, and five on the Welland (Buffalo) route. But by 1964 the railway's entire passenger service had contracted to a single daily train from Toronto to Buffalo. By 1981, even this last vestige had vanished, and the TH&B's imposing art deco station on Hunter Street in Hamilton's downtown would thereafter stand forlorn and bereft of passengers.

Canadian National's passenger service, meanwhile, underwent similar contractions. Its compliment of frequent services to Toronto, Niagara Falls, and to many south-western Ontario points had, by the mid-1970s, been reduced to three daily round trips between Toronto and Niagara Falls. Under VIA Rail's stewardship, this had shrunk to two round trips by 1992. Moreover, by that date, these trains no longer stopped at CN's James Street station in Hamilton's north end, but called instead at a new station at Aldershot, some six miles to north, on CN's Toronto-London main line.

GO train service to Hamilton actually commenced in 1967 and terminated at the CN station. For many years it consisted of but two daily trains to Toronto. The sparse nature of the service, together with the inconvenient location of the Hamilton terminus (the CN station is about a mile removed from the downtown core) severely limited the appeal of the service.

The 1980s were marked by frequently abortive attempts to improve commuter rail service to Hamilton. An elevated light rail system designed to run along York Boulevard in the west of the city was initially proposed as an answer to perceived track capacity problems on CN's main line. By 1985, however, this technology was finally rejected by the Ontario and regional governments in favour of conventional heavy rail service. Efforts to improve GO commuter rail service to Hamilton thereafter focused on two areas: running more trains, and the securement of a more convenient Hamilton terminal.

Progress in the former was achieved in the fall of 1986 with an increase in the number of Hamilton-Toronto GO train rush hour trips from two to three. But the transfer to a downtown terminal would prove to be a protracted affair. The former TH&B station was a logical choice, but it would be April 1996 before the Hunter Street station would once again be the host to passenger train service. As it turned out, the neglected terminal required extensive and unforeseen repairs, which postponed the opening date. Considerable trackwork, including some bridge construction, was also required so as to provide sufficient capacity on CP Rail's Hamilton approach line.

But, in hindsight, the decision to relocate the GO train terminal to the downtown was probably correct, the prodigious costs of the moves notwithstanding. The measured success to date of the service would seem to bear this out.

The Hamilton GO train service presently consists of three daily round trips to Toronto (morning departure times: 6:14, 6:34, 7:04; evening departures from Toronto Union Station: 4:37, 5:05, 5:34) with each train set comprising ten double decker commuter cars, with a total seating capacity of about 1,600. The service is relatively speedy, taking between one hour and five minutes and one hour and ten minutes to cover the 39-mile distance between the two cities. A number of stops are included en route.

Since the move to the former TH&B station ridership has increased noticeably. Initially, around 390 passengers were recorded as using the service on an average weekday. By May of 1997, the count had reached 525; by July of 1998 it was up to 1,132, or about 6,000 per week.

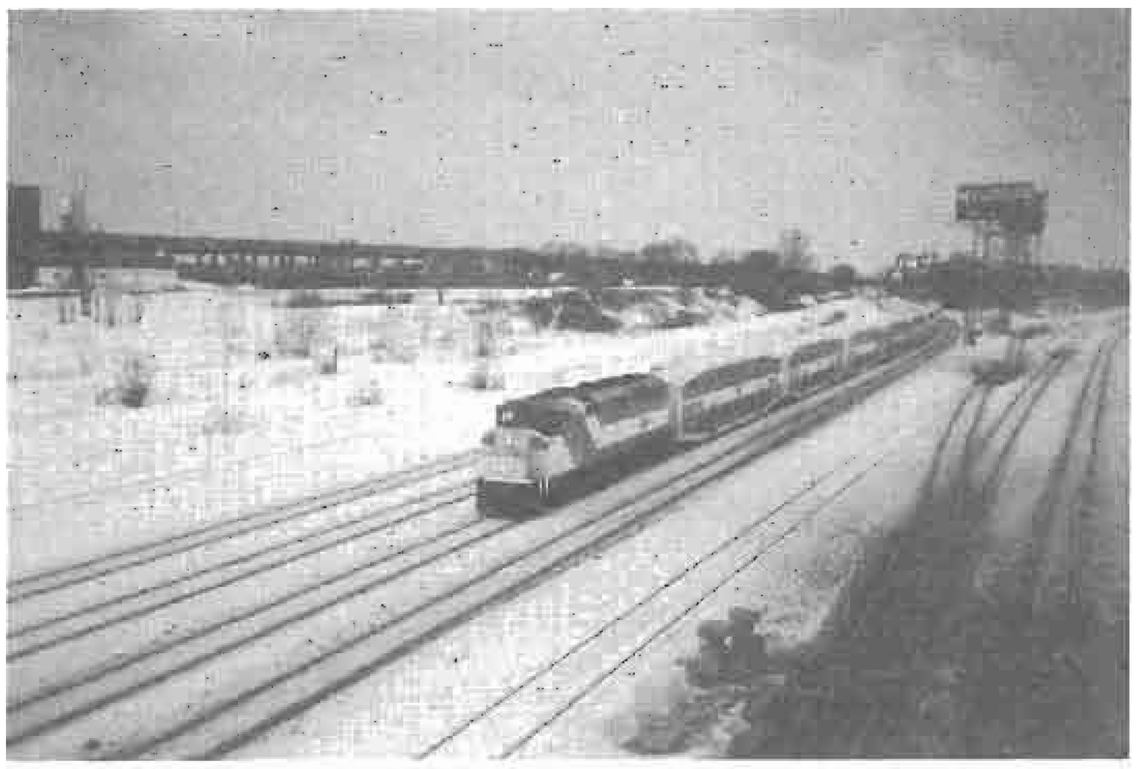
These passenger loadings and, more significantly, their rate of increase, are encouraging and significant, and they already compare quite favourably to passenger counts for the entire TH&B system (of which Hamilton was, of course, the hub) in the heyday of the passenger train. These ranged from a high of 685,000 per annum in 1913, to a low of around 170,000 in the rock-bottom depression year of 1933, to a post-war peak of almost 430,000 in 1952.

If present ridership trends continue, it is reasonable to expect that at some point these will bring about service improvements and/or impact positively on real estate values in the vicinity of the Hamilton terminal (these are, to some degree, interrelated). With respect to the possibility of increased train frequency, the single track Hunter Street tunnel constitutes the chief impediment to expanded train service.

A St. Lawrence & Hudson train, powered by HLCX GP40 4407 and another leased Helm unit, emerges from the west end of the Hunter Street tunnel on November 27, 1998. The single track tunnel can accommodate double-stacked containers.

A STLH light engine move (CP SD40 5526, HATX GP40-2 515 and one other) proceeds eastwards past the Hamilton GO Station on January 17, 1999, three days after the city was hit by a paralyzing snowstorm. Both tracks to the left are regularly used by GO trains.

Ten-car GO train 973, headed by bi-level control cab 220, leaves Toronto Union Station at 16:37 on January 26, 1999. The train will make stops at Clarkson, Oakville, Bronte, Appleby, Burlington, Aldershot, and arrive at Hamilton at 17:46.



The 07:04 GO train from Hamilton, powered by F59PH 556, is about to duck under the Bathurst Street bridge in Toronto on January 19, 1999, minutes away from Toronto Union Station.

CN's derelict James Street station, looking southwest, in January 1999. The Hamilton GO trains operated out of the station from 1967 until April 1996 on tracks that have since been lifted.

Service could be expanded by from one to as many as seven additional GO trains daily in each direction, using the single track tunnel without unduly interfering with CPR/St. Lawrence & Hudson freight traffic (around 50 to 60 freight trains per week, mostly cross border through freights, traverse the line). This would, however, require some trackwork alterations on the approach lines to the tunnel. Full daily GO train service would be impossible without tunnel expansion, which would cost at least $60 million, depending on whether a 26 foot clearance necessary for possible future electrification of the line would be required.

As far as the impact of GO train service on downtown real estate values is concerned, there has been, according to Dave Blanchard of Blain, Blanchard & Stapleton Ltd., no discernable impact to date (the realty firm is seeking tenants for office space in the GO station). But increasing ridership levels may change this. Certainly, it must be noted that the proximity of GO train (and intercity bus) service is frequently touted as a selling point in downtown real estate advertisements.

What of the future? Certainly, neither the present Ontario government nor GO Transit have any plans to expand Hamilton's GO train service in the foreseeable future. According to GO Transit spokesperson, Ed Shea, there are other lines on the busy system, such as the Bradford route, that are more deserving of scarce investment dollars at the present time.

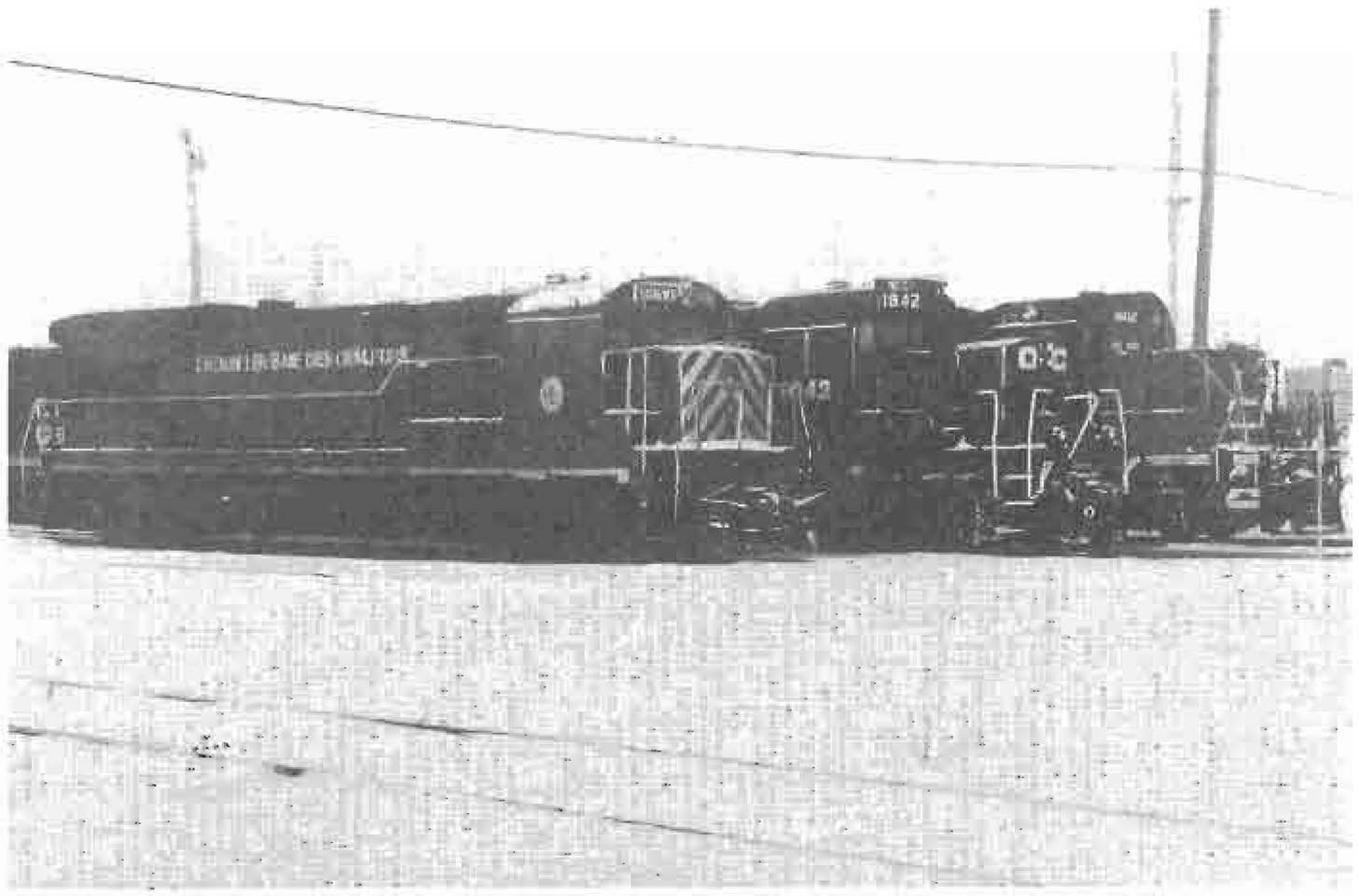
But ridership levels will surely be key in determining the future of Hamilton's GO train services. If present ridership trends continue, expansion of service will be inevitable at some point. Certainly, the potential for growth is enormous: According to a region study, no less than 35,000 commuters travel daily from Hamilton-Wentworth to the GTA, of which a mere 3,500 take GO buses. And as traffic congestion and gridlock come increasingly to characterize the highway system in and near the GTA, train travel will surely become an attractive option for many frustrated car drivers.

In the meantime, it is nice to see the magnificently restored Hunter Street terminal echo once again to the footsteps of rail passengers, although their destinations may not be, admittedly, as exotic as in bygone days - Toronto or Oakville, as opposed to New York, Boston, Montreal or Cleveland. But it is an encouraging start and, who knows, if VIA Rail should ever decide to start to originate and terminate some of its eastern services at Hamilton (a practical and oft-repeated suggestion) it is not inconceivable that medium and long distance train travel could once again come to account for a significant proportion of station traffic. ◆

VIA F40PH-2 6437, heading up the westbound "Ocean" at Moncton, New Brunswick, on January 22, 1999, sports a new paint scheme. No. 6437 was the lead locomotive on the eastbound "Canadian" that derailed near Biggar, Saskatchewan, on September 3, 1997. Trailing sister 6447, which was the cause the derailment, was retired on November 24, 1998. Photo by Phil Ross.

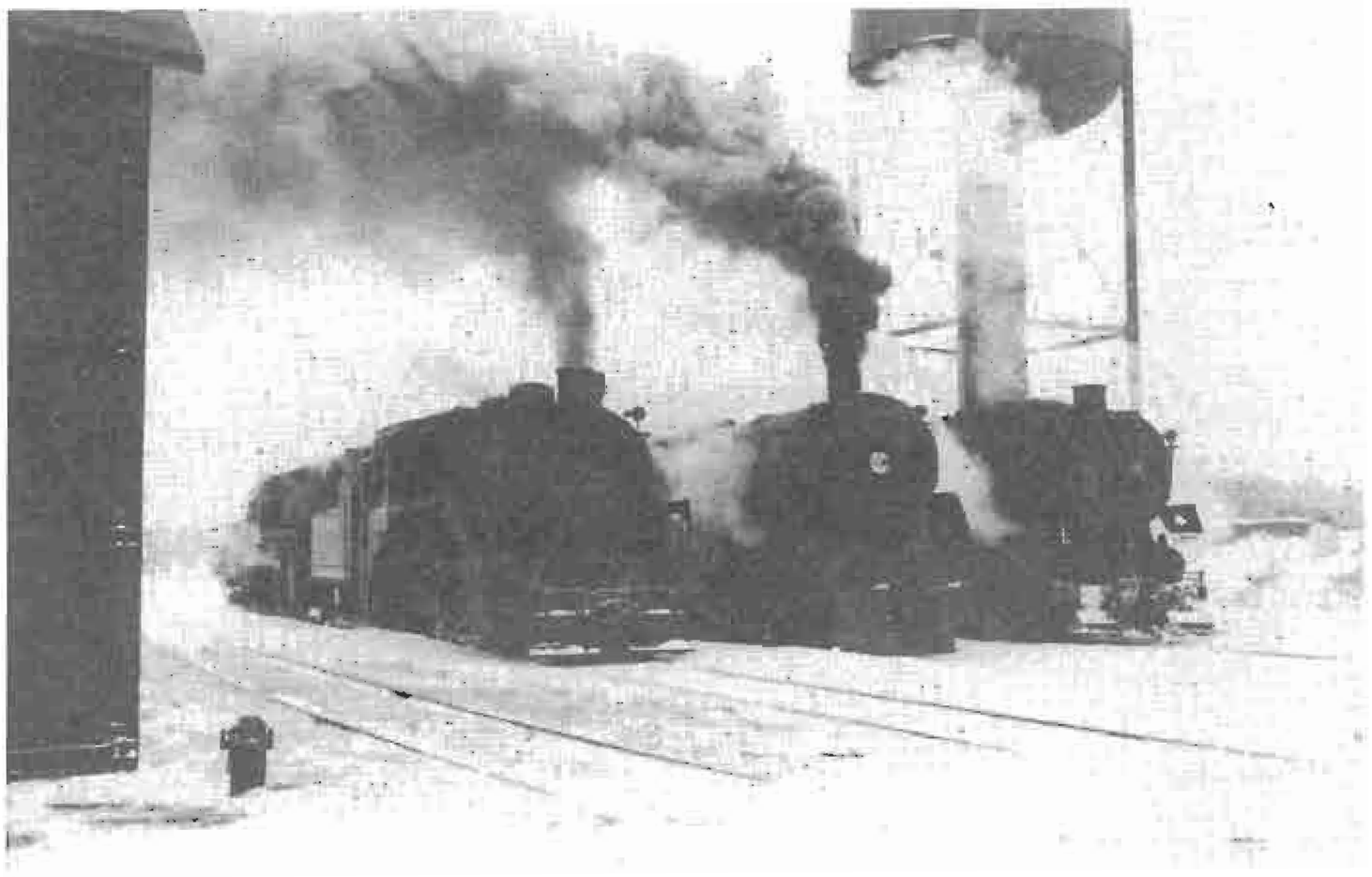
Photo Corner

January 11, 1999, finds Stone Container's GMD SW9u No. 01 switching former CN caboose 79593 and cars of newsprint in the mill yard in Bathurst, New Brunswick. No. 01 was originally Toronto Hamilton & Buffalo No. 55. Photo by Michel Tremblay.



Representatives from three builders and three railways congregate at the Ottawa Central (ex-CN) Walkley Yard in Ottawa, Ontario, in December 1998. In the foreground is Merrilees' GE U33B 3300 lettered Chemin Fer Baie des Chaleurs; in the middle is Ottawa Central MLW RS-18u 1842 (ex-CP 1842); in the background is leased CN GMD GP9RM 4102. Photo by Ian McCord.

Quebec Central Railway G2 Pacific 2588 pauses at Sherbrooke, Quebec, in June 1956. No. 2588 was built by Canadian Pacific in Angus Shops in May 1910. She was renumbered Quebec Central No. 67 in June 1930, and then to Quebec Central 2588 in 1936. She was retired in February 1959. The station houses a lunch counter. Photo collection of Kenneth MacDonald.



Steam's last stand at McAdam, New Brunswick, on March 12, 1960. On the left is 2-8-0 (N2b) 3692, (MLW, 1912) in yard switching service; in the middle is 4-4-4 (F1a) 2926 (CLC, 1938) preparing for branchline wayfreight service; on the right is 0-8-0 6964 (CLC, 1931), previously No. 6605, in from yard switching at nearby Vanceboro, Maine. All three were retired in early-1961. Photo by Greydon Parker.

New railway? A creative 'artist' has modified CP Rail gondola 418866 to read "OPRaH". Photo at London, Ontario, on December 16, 1998, by Pierre Ozorák.

Canadians in Pennsylvania

by PAUL OZORAK

It's always nice to see a bit of Canada in other parts of the world. Every now and then, I see or hear about Canadian rolling stock being sold to this or that foreign company. A *Trains* video on the Wisconsin Central showed an excursion train running a mixture of passenger stock, one of which was a familiar-looking blue and yellow car, a VIA coach. CP steam engine 2816 was for years stored away in Scranton but only recently repatriated, and on a floating restaurant in Detroit and later Cleveland, two of the *Ocean Limited*'s "Skyview" observation cars could be found. Of course this cross-border shopping works both ways, witness the myriad U.S. cars bought by VIA a few years ago and the "Skyviews" themselves, initially purchased by CN from the Milwaukee Road. In 1964, a Southern Pacific full-length silver dome car was rented and blended with black and green CNR coaches on a Toronto to Huntsville special. Ex-VIA/CN FPAs have ended up on the Napa Valley Railroad in California and, noticeable on a trip I took in early December, on a short line in northwestern Pennsylvania.

Meadville, Pennsylvania, is a small working town the size of Pembroke, Ontario, off the Erie-Pittsburgh interstate. Once a very busy railroad centre, the town fell on hard times and few trains make it here now. Indeed, there hasn't been Erie Railroad passenger service in decades. Even the old station has been replaced by that ever-popular and omnipresent climate-controlled urban landmark, the shopping mall. Today, one can ride once again as a passenger on the old Erie tracks aboard the Northwest Pennsylvania Railroad Authority/New York and Lake Erie's Meadville-to-Mill Village special, a train with a bit of Canada within it.

As intimated above, most American excursion trains consist of a variety of different coaches. The NY&LE is no exception in that, on my particular trip, it pulled an old B&O grey and blue coach, two Amtrak and one Santa Fe stainless steelers, and an old Seaboard System track geometry car converted into observation. Not used this day were three ex-UP yellow coaches. Nothing very Canadian here except for a VIA lounge car, which wasn't being hauled today, and the two FPAs hooked separately on each end, FPA-2u 6758 and FPA-4 6764, repainted in look-alike Erie livery with the logo replaced with that of NY&LE.

MLW (ALCO) FPA-4s were a common feature in eastern and central Canada and pulled coaches on such runs as the *Ocean Limited* and *Scotian* and the busy *Lakeshore Limited* until the late-1980s. Thirty-four were built for CN in the late-1950s at the Montreal Locomotive Works, apparently one of the last large cab orders, and these were given numbers 6760 to 6793. Two earlier FPA-2s were upgraded and renumbered 6758 and 6759. I remember the 6761 pulling a special to Barry's Bay in the fall of '73, something my father wisely captured on film. The NY&LE FPAs, bought as derelicts in 1995, have retained their blunt menacing looks and throaty voice and after restoration, they looked real good in that fresh new blue and yellow paint scheme.

Prior to boarding, I had a good look around the consist, pausing briefly to absorb 6764's quiet rumble, which was not quite the loud chant-when-idle described in Tom Nelligan's *VIA Rail Canada: The first five years*. The cab interior of this engine still looked as it probably did when it left the MLW shops in 1958, save for the minor wear and tear, and a quick peek behind the engineer's seat revealed the deafening roar of a 1800 hp monster. Maybe you can call it a loud chant after all.

The one-hour ride to Mill Village proceeded at a good pace. The ride was smooth and the scenery somewhat reminiscent of CNR's right-of-way west of Brockville; fields interspersed with ridges, rocks and creeks. At one time in the line's history, the track was doubled with the other line paralleling us, then rising slowly and crossing over us via a decent trestle. A stop in the small town of Cambridge Springs allowed some passengers to get on or off whence we continued to something less than a hamlet called Mill Village. There was no turn-around point,

Former VIA/CN FPA-2u 6758 in Erie-inspired livery in December 1998. She was built by MLW in 1955 as FPA-2 6711 and was renumbered 6755 in 1956. In 1958 her 244-series engine was replaced by a 251-series engine and she was renumbered 6758. Photo by Paul Ozorák.

Former VIA/CN FPA-4 6764 and former Seaboard System Track Geometry Car 972354 in December 1998. No. 6764 was one of 34 FPA-4s built by MLW in 1958-59; the last of the 34 were retired by VIA in 1989. Photo by Paul Ozorák.

no siding or wye, but having an engine at both ends obviated that. Some purists would have preferred an A-A head, but expediency prevailed. On the trip, we were accompanied by that ever-popular and omnipresent climate-controlled Santa Claus who's question to me of "Have you been a good boy?" was followed by a curt "No!" I never did really believe in the old guy anyway.

For those of you contemplating a trip to the keystone state, there are many sights worth checking. The Kinzua viaduct one hour east of Meadville is impressive, but more so is the Starucca bridge at Lanesboro, probably one of the most photographed railroad bridges in North America. A publicity photo I bought from Leach Collectibles years ago shows an Erie passenger train crossing the viaduct in fall's splendour. There are so many railway destinations in this state, so many short lines and old bridges, it could take several weeks for a complete survey. What I've noticed over the years is that, while Americans may not know much about Canada generally, when it comes to railroads, we're just one big happy family.

Treasured Memories, 161 Church Street, Cambridge Springs, PA 16403 handles advanced ticket sales. Information from (814) 398-4454. ◆

A SELECTION OF PASSENGER CONSISTS

24 December 1998
VIA 617 - "Chaleur"
at Gaspé, Québec

F40PH-2 6453
F40PH-2 6429
Baggage 8610
Coaches 8137, 8136, 8145
Skyline 8510
Sleeper "Chateau Denonville"
Sleeper "Chateau Brule"
Sleeper "Cabot Manor"
Sleeper "Burton Manor"
Sleeper "Chateau Iberville"
Dome-Obs. "Waterton Park"

16 January 1999
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6442
F40PH-2 6441
Baggage 8609
Coach 8122
Coach 8110
Skyline 8501
Diner "Frontenac"
Sleeper "Amherst Manor"
Sleeper "Cameron Manor"
Dome-Obs. Kokanee Park"

28 January 1999
AMT #193
at Montreal, Quebec

Cab Coach 102
Coach 1085
Coach 1094
Coach 1082
Coach 1097
Coach 1080
Coach 1078
VIA F40PH-2 6458

(all former GO coaches)

6 February 1999
VIA #1 - "Canadian"
at Doncaster, Ontario

F40PH-2 6454
F40PH-2 6439
Baggage 8616
Coach 8125
Coach 8129
Skyline 8507
Diner "Alexandra"
Sleeper "Douglas Manor"
Sleeper "Fraser Manor"
Dome-Obs. "Glacier Park"

16 August 1972
CN #174 at Senneterre, Quebec

FPA-4 6764
Baggage 9162
Coach 5287

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16 August 1972
CN #88 - "Northland" Ontario
at Kapuskasing, Ontario

FPA-4 6783
ONR Baggage 411
CN Sleeper "Greenoch"
CN Coach 5471
CN Buffet-Lounge 4884

(Thanks to John Godfrey, Doug Haddow, Harm Landsman, Pierre Alain Patenaude and Michel Tremblay)

A SAMPLE OF DIESEL LASHUPS

Jan 18 - STLH 931 at Toronto, ON: BAR GP38-3 355, HATX GP38 175, BAR GP38-3 366 and CP SD40-2 5635.
Jan 19 - STLH at Smiths Falls, ON: CP SD40-2s 5656 and 5613, BAR GP38-3 366, HATX GP38 175 and BAR GP38-3 355.
Jan 19 - CP 400 at Toronto, ON: AC4400CW 9641 and SD40-2 5901.
Jan 21 - CN 396 at Toronto, ON: CN GP40-2L(W) 9522, and UP SD40-2s 3590, B4259 and 3657.
Jan 22 - CN 103 at Melville, SK: CN SD75Is 5768, 5766, 5769 and 5767, and KCS SD40-3 6623 (all making first trip west).

Jan 23 - NBEC 402 at Moncton, NB: CN SD40s 5235, 5218 and 5069, and NBEC (ex-CP) C-424 4210.
Jan 23 - BCOL PJ23 at Fort St. John, BC: Dash 8-40CM 4620, SD40-2 748, and B36-7 3610, with SD40-2s 764 and 754 operated remote.
Jan 24 - CN 815 at Edmonton, AB: Dash 9-44CWL 2544, Dash 8-40CM 2410 and Dash 9-44CWL 2515.
Jan 25 - CN 579 at Edmonton, AB: GP38-2(W)s 4808, 4766, 4787 and 4783.
Jan 25 - STLH 919 at Smiths Falls, ON: STLH SD40 5532, NS Dash 9-40C 8791 and CP SD40-2 5658.

Jan 26 - CP 346 at Thunder Bay, ON: CP SD90MAC 9102, CP SD40-2F 9010 and SOO SD40-2 775.
Jan 28 - STLH 557 at Toronto, ON: CP SD40-2s 5639 and 5618, CP SW1200RS 8155, CP SD40 752 and QGRY GP38 2009.
Jan 30 - GEXR at Goderich, ON: GSWR GP7u 2127, and GEXR GP40s 4022 and 4019.
Jan 31 - STLH 906 at Smiths Falls, ON: CP SD40-2 5680, CP GP9u 1578, CP SD40-2 5483, QGRY GP38 2009 and CP SD40-2 5574.
Jan 31 - CN 103 at Edmonton, AB: SD50F 5404, SD75I 5668 and Dash 9-44CWL 2568.

Jan 31 - QGRY at Outremont (Montreal), QC: CN GP40-2(W) 9639, QGRY GP38 2006, HCRY SD45E 460, CN GP40-2(W) 9637 and QGRY SW1500 1502.
Feb 1 - CP eastbound at Calgary, AB: CP SD90MAC 9121, SOO SD40 748, CP SD40-2 6061, CP GP9u 8219 and CP SD40-2 5803.
Feb 1 - STLH 557 at Toronto, ON: CP SD40-2 5741, SOO SD60M 6058, CP SD40-2s 5638 and 5657, NS C40-9W 8902 and CP SD40-2 5571.
Feb 3 - BCOL Q2 at Quintette, BC: GF6Cs 6007 and 6005, with GF6Cs 6004 and 6002 pushing.
Feb 4 - CN 396 at Toronto, ON: CN GP40-2(W) 9658, CN SD40-2(W) 5294, GCFX SD40-3 6039, BN SD70MAC 9691 and BNSF SD70MAC 9864.

Feb 5 - CN 383 at Toronto, ON: CN SD75I 5714, GT GP40-2 6412, and CN SD40-2(W) 5267, plus 8 retired CN units enroute to Progress Rail, Birmingham, Alabama: SD40s 5207, 5160, 5144 and 5126, and GP9RMs 4004, 4002, 4005 and 4003.
Feb 5 - CN Hump set at Walker Yard, Edmonton, AB: GP38-2m 7516, HBU-4s 518 and 517, and GP38-2m 7513.
Feb 6 - GEXR 432 at Kitchener, ON: GEXR GP40 4046 and CN GP40-2(W)s 9663 and 9643.
Feb 7 - CP 403 at Thunder Bay, ON: CP SD40-2F 9023, CP SD40M-2 5493, CP SD40 5530, CP SD40-2 5792 and HLCX SD40-3 6068.
Feb 7 - CN 713 at Edmonton, AB: CN SD60F 5533, CN Dash 9-44CWL 2554 and GCFX SD40-3 6052.

Feb 9 - CN 422 at Regina, SK: BN SD70MAC 9691, BNSF SD70MAC 9864, and CN GMD1u 1600 (on idle).
Feb 11 - CN westbound at Beaconsfield, QC: CN SD40u 6004, KCS SD40-3 6624 and CN GP40-2L(W) 9495.
Feb 12 - STLH 501 at Toronto, ON: CP SD40 5522, CP SD40-2 5618, VTR GP38-2 205 and CP SD40-2 783.
Feb 14 - CP 471 at Thunder Bay, ON: CP SD40-2s 5712 and 6038, and HLCX SD40-3 6500.
Feb 14 - CN 390 at Burlington, ON: CN SD75I 5693, SD40-2(W) 5316 and GCFX SD40-3s 6054 and 6063.

Correction: Re Jan 16, CP 330 at Winnipeg, MB in the February **Branchline**: SOO GP60 6042 should read SOO SD60 6042.

Legend: BAR = Bangor & Aroostook Railroad; BCOL = BC Rail; BN = Burlington Northern; BNSF = Burlington Northern Santa Fe; CN = Canadian National; CP = Canadian Pacific Railway; GCFX = GEC Alsthom; GEXR = Goderich-Exeter Railway; GSWR = Georgia Southwestern Railroad; GT = Grand Trunk Western; HATX/HLCX = Helm Leasing; HCRY = Huron Central Railway; KCS = Kansas City Southern; NBEC = New Brunswick East Coast Railway; NS = Norfolk Southern; ONT = Ontario Northland Railway; QGRY = Quebec Gatineau Railway; SOO = Soo Line; STLH = St. Lawrence & Hudson Railway; VTR = Vermont Railway.

(Thanks to James Brock, John Eull, Ross Harrison, Paul Huene, Jack Johnson, Harm Landsman, Robert Langlois, Bryan Martyniuk, Phil Ross, Bill Sanderson, Jon Snook, Adrian Telizyn and Ed van Pelt)

Letters to the Editor

ROOF NOT PEAKED: Regarding the report that the CPR Victoria and Farnham roundhouses have peaked roofs (January 1999 **Branchline**, page 25), the Victoria roundhouse is flat roofed over all stalls and only the Backshop behind the roundhouse is peaked, as is the Car Shop adjacent to the roundhouse. Stall No. 1 passes through into the backshop as does a track that is outside alongside stall No. 1. Where the misconception comes from is that the roof is slightly raised to a very slight peak in the centre to allow rainfall to run off, but it is not peaked in the sense of the word. [Patrick Hind, Qualicum Beach, BC]

HYDRAULIC PRESSES: As a side bar to Duncan du Fresne's excellent Tid Bits "Want to Buy a Locomotive?" (January 1999 **Branchline**): Baldwin-Lima-Hamilton (BLH) also manufactured large hydraulic presses in the late-1950s and early-1960s, including those in the 1,000 to 3,000 ton size for aluminum extruding. I suspect the ability to do machining of large components with their idle locomotive machine shops allowed them to enter into this industry after steam locomotive production ceased. Unfortunately, the demand was limited and the competition was stiff, and this venture lasted only a few years. There are still a number of BLH extrusion presses operating in North America, most having been modified and rebuilt at least once. There may be an inclusion of Raymond Loewy, the designer of the PRR GG1, into this story. BLH labelled one line of their aluminum extrusion presses the "Loewy Hydropress", indicating Loewy may have had a hand in their design. [John Mayell, Oshawa, Ontario]

ANOTHER NIGHT STORY: I enjoyed Bill Cole's story "A Night To Nowhere" (February **Branchline**) and this has brought to mind my longest day (night) on a steam locomotive. Working out of Capreol, Ontario, I was called in the early hours of the morning of April 1, 1953, for the auxiliary A.S.A.P. which meant that you would report for work as soon as you could and not bother with lunch or breakfast, as there would be a cook car on your train. Arriving at the roundhouse I met my engineer D. Weatherall (I think his first name was Dave) and we quickly headed out to our engine, Mikado number 3257, did our pre run inspection and headed off the shop track to the eastbound main line where our equipment was already being assembled by the yard engine. It was a hub of activity as men and equipment were being assembled and I was pleased to note that this also included the local grocer who was, along with the cook, loading supplies into the cook car.

Our destination was the nickel mine in Sudbury where a sudden thaw had undermined the track and 14 ore cars loaded with nickel ore had derailed. My time book does not show the time that we booked on or off but the total mileage shows 420 miles which in my memory was over 24 hours on duty. We then booked six hours rest which we took at the bunkhouse in Sudbury after which we worked another 266 miles, or about 16 hours before we returned to Capreol.

My memories of that trip are first the cook car - the food was plentiful and excellent; also, instead of going for water when the tender was getting low, we would just pull a short distance to a swampy area and the carmen would simply pump water out of the swamp and into the tender. So much for water treatment, although we did carry some baseball size balls of Bird Archer that I probably threw in the tank but I cannot recall.

I also remember that I got to run a road engine for the first time, or at least sit in the right hand seat, and maybe move a foot or two as required so that my engineer could visit the cook car.

The nickel cars were moved to the side and the ore was used for ballast and the track repaired, and it was then that we took rest in Sudbury. The next day was spent mopping up.

No one would have complained if we had taken rest after 12 hours but the engineer, conductor and brakemen decided to stick it out and I, as a teenage fireman, was not about to differ. We had the right to book rest but there was no federal law in Canada at that time that said we must, as did the (HOG) law that the United States had at that time. (Bill Sands, North Bay, Ontario) ◆

The Register Book

NEPEAN (OTTAWA), ONTARIO: Capital Promotions, DHT will hold its 10th Annual Train & Toy Show on **March 6** (10:00 to 17:00) and **March 7** (10:00 to 16:00) at the Nepean Sportsplex, 1701 Woodroffe Avenue (2 km south of Highway 417). Operating layouts in several gauges, Meccano operating layout, model and toy train vendors, videos, books, teddy bears, military miniatures and more. Photo opportunity with 1/2 scale "THOMAS" tank engine, weather permitting. Adults $6, Seniors/Teens $3, Under 12 $1.50. Info from Frank Steele, Box 3A-10, Centreville, ON K0K 1N0; (613) 378-0309.

COBOURG, ONTARIO: The Northumberland Model Railroaders will sponsor the Cobourg Model Train Show at the Lions Community Centre, Elgin Street East, on **March 6**, from 10:00 to 16:30. Adults $3, Seniors $2, Children $1. Information from Ted Rafuse, 181 Armour Court, Cobourg, ON, or (905) 372-8375.

TORONTO, ONTARIO: The Toronto & York Division, CRHA will hold its 24th Annual Toronto Model Railway Show on **March 20** (11:00 to 18:00) and **March 21** (10:00 to 17:00) at the Toronto Congress Centre, 650 Dixon Road. Adults $9; Seniors $6; Children 6-14 $4; Children 5 and under free; Family Rate $25 (5 persons, not more than 2 adults). Operating layouts, live steam, demonstrations, 150 vendor tables, and more. Free parking, easily accessible by TTC bus. Information from Jack Bell at (416) 249-4563.

KAMLOOPS, BRITISH COLUMBIA: The Kamloops Model Railway Club is organizing the 1999 NMRA/PNR spring meet "High Country Rails 99" from **April 2-4** at the Best Western Kamloops Towne Lodge. The best in model railroading. Information from Al Kline at (250) 376-5463 or e-mail: akline@city.kamloops.bc.ca

LINDSAY, ONTARIO: The Lindsay and District Model Engineers will sponsor its 25th Anniversary Model Train Show at Victoria Park Armoury, 210 Kent Street West, on **April 10** (11:00 to 17:00) and **April 11** (11:00 to 16:30). Model layouts, vendors, clinics and railway displays. Admission: Adults $4, Seniors and Students $3, Children $1. Information from George Morgan at (705) 887-5892.

LONDON, ONTARIO: The Forest City Railway Society will hold its 25th Annual Slide Trade and Sale Day on **April 17** (11:00 to 16:00) in Room B1058, Fanshaw College, 1460 Oxford Street East. Parking is free at any marked spot, including meters. Admission $2. Dealers welcome. Information from Ian Platt, 1240 Glenora Drive, London, ON N5X 2P7; (519) 438-3330.

KINGSTON, ONTARIO: The Kingston Division, CRHA and the City of Kingston Pumphouse Steam Museum will hold its 10th Annual Kingston Rail-O-Rama on **April 17** (11:00 to 17:00) and **April 18** (10:00 to 16:00) at the Portsmouth Olympic Harbour, 53 Yonge Street (take Sir John A. Macdonald Blvd. from Highway 401 exit 615). Operating layouts, live steam display, model and toy train vendors, photos, slides, videos, railroadiana, Meccano Society display, hourly door prizes. Free parking, wheelchair accessible. Adults $4; Seniors/Students $3; Children (6-12) $1. Information from Gary Haggart at (613) 548-3294; e-mail: haggartg@kos.net

SAINTE-FOY, QUEBEC: The third annual Railway Seminar dealing with the challenge of mainline and shortline carriers in Quebec will be held at ARCN-VIA, 3400 rue du Domaine des Retraites on **April 27** starting at 08:30. Information from Louis-François Garceau, 6243, avenue des Generations, Charny, QC G6X 2H5.

RIVERVIEW, NEW BRUNSWICK: The Moncton Model Railroad Society will host its 4th Annual Show and Sale, including modular displays, on **May 1** (09:00 to 16:00) at the Coverdale Recreation Centre. Adults $3, Children under 12 $1, or Family $6. Information from (506) 386-2900.

Along the Right of Way

TO THE RESCUE: On January 19, an eastbound train with VIA F40PH-2 6428 and five cars stalled in heavy snow near St. Marys, Ontario. Goderich-Exeter dispatched plow 55408 pushed by CN GP40-2(W) 9661, EMDX GP40-2s 204 and 205, and GEXR GP40 4046 from Stratford to rescue the stalled passenger train and pilot it to London. (Bill Miller)

PLANS FOR 6060: Retired CN engineer Harry Home, a founding member of the Rocky Mountain Rail Society, plans to soon have former CN 4-8-2 6060 operating out of Stettler, Alberta, on RaiLink-Central Western tracks, some now owned by the East Central Alberta Heritage Society, during 1999.

No. 6060 was placed on display beside the station in Jasper, Alberta, in 1962. She was removed in 1972, overhauled in Montreal and powered steam excursions mainly in Ontario and Quebec from 1973 to 1980. No. 6060 was moved to Warden, Alberta, on November 12, 1998, after being stored at the Alberta Railway Museum in Edmonton since July 1993. (**Alberta Report**, 28/12/98, thanks to Ed Hackett)

PUBLISHER DIES: Nick Mika, owner of Mika Publishing, passed away in Belleville, Ontario, on January 18, at age 86. Much of the legacy of Nick Mika includes a rich record of books, maps, incidents and legends of the Quinte area and many other communities across Ontario and the Maritime provinces. He was particularly fond of railroads and their history. (**The Intelligencer**, 19/01/99, thanks to Brian West)

TURNTABLE REMOVED: The CN turntable at Boston Bar, BC, has been removed, apparently for scrap. The 86-foot turntable was installed by the Canadian Northern Railway in 1915. (David Meridew and Jeff Robertson)

STATION DESTROYED: The former CPR station at Mission, BC, was destroyed by fire on January 25. The structure, declared a heritage site, has been the target of several arson fires. Two young boys were apprehended running from the scene; they had been playing with sparklers inside the station.

The station was shipped to the Fraser Valley community just after the turn of the century. CPR had not used the building for some time before the first fire in October 1992. The station was moved west of its original foundation in 1995 due to construction for the West Coast Express Commuter service. It was slated to be restored and converted to a museum. (Various)

NO INVESTORS YET FOR SMITHS FALLS STATION: Plans to turn the STLH/VIA Smiths Falls (Ontario) station into a thriving business will reach the end of the line in less than two months if the town cannot find a developer to invest in the project. CPR, which owns the building through its eastern subsidiary, the St. Lawrence & Hudson Railway, and VIA Rail, which leases a portion of it for passenger service, have committed up to $50,000 each toward the station revamp, which is expected to cost about $181,000. CPR promised to sell the building to the town for $1. Those commitments were supposed to run out last July 1, a deadline that has been extended repeatedly. If a March 31 date cannot be met, the companies will be forced to tear the station down, and VIA will build a smaller, plain shelter for its passengers. (**Brockville Recorder & Times**, 04/02/99, thanks to Jim Sandilands)

TALGOS SHIPPED OUT: Fifteen Spanish-built Talgo cars utilized by Amtrak were moved by truck from Amtrak's Maintenance Yard in Seattle, Washington, to Fraser Surrey Docks in Surrey, BC, between January 21 and 23. The cars are returning to Spain on board the MV "Plover". (John Cowan)

MODERN TECHNOLOGY CATCHES UP WITH SIGNALLING ON RAILTRACK: In a bid to reduce delays caused by burned out signal lamps, Britain's Railtrack is considering the option of LEDs (light emitting diodes) as opposed to the conventional filament lamp. Current lamps can burn out within 18 weeks if switched on continuously, while the new design, consisting of an array of 100 LEDs, has a life expectancy of 14 years.

Reducing lamp burnout means less delays from Engineers having to stop, climb out of their cabs and get lineside instructions whenever they encounter a burned-out signal. "It should make life safer for maintenance staff because they won't have to change lamps so often." said a spokesman for the union responsible for maintenance workers. (**Daily Telegraph**, 21/01/99, thanks to Bob Elliot)

YARD EXPANSION PLANS HAVE HAMILTON RESIDENTS UPSET: A Canadian Pacific announcement that it will expand its Aberdeen Yard in Hamilton, Ontario, by building a steel transfer facility is not being well received by area residents. CPR wants to invest $3 million in the new facility in order to speed up its ability to handle steel from area mills including Dofasco, Stelco, Taylor Steel and National Steel Car.

Residents are objecting because of the increased inbound truck traffic that the new facility will attract. "There are going to be 80 to 120 trucks daily going in there and it's going to operate 24 hours a day, seven days a week," said the local alderman. CP, through the St. Lawrence and Hudson Railway, has indicated that it will work to minimize the local environmental impact as much as possible. (**Hamilton Spectator**, 18/01/99, thanks to Clive Spate)

NEW TRAIN FOR PINE FALLS: A new black and grey train will soon be running on CN's Winnipeg/Pine Falls branch line (Pine Falls Sub.) as the Central Manitoba Railway (CMR). The 110-km line was purchased by Cando Contracting, parent company of CMR, with the takeover expected to take place on March 1.

CMR will run from CN's Symington Yards in Winnipeg, servicing Griffen Steel in Transcona, the Imperial Oil Distribution Centre in East St. Paul, the Manitoba Hydro power plant in East Selkirk, the Agricore Grain Elevator in Libau and the Pine Falls Paper Company.

CMR expects to move 7,500 cars a year. They are currently in the process of hiring 12-15 people to work on the line. (**Lac du Bonnet Leader**, 08/02/99, thanks to Morgan Brown)

TRANSFER TERMINAL FOR SALE: Russell Metals of Toronto has announced that it will sell Thunder Bay Terminal Limited, a bulk-product handling facility in Thunder Bay, Ontario. The terminal transfers coal, potash, liquid edible oils and grain directly from rail cars to Great Lakes and ocean going vessels. The terminal is served by both CN and CPR. (**Globe and Mail**, 26/01/99, thanks to Harold Lake)

"ROCKY MOUNTAINEER" ON LINE: Information about the "Rocky Mountaineer" tourist train service is available by using Great Canadian Railtours' web site. The site, accessed through www.rockymountaineer.com "provides detailed and relevant information for visitors interested in western Canada and is updated with new features and facts on an ongoing basis." As well as information on schedules and operations, web users can also brush up on their train trivia and rail history, read guest comments and learn more about the Two River Junction dinner theatre venue in Kamloops, British Columbia. (News Release, Great Canadian Railtours Ltd., 10/02/99 ◆

The Motive Power and Equipment Scene

Our thanks to Bruce Chapman, Doug Cummings, Herb Dixon, John Godfrey, James Green, Ross Harrison, Patrick Hind, Jimmie Le Fresne, Bryce Lee, Roland Legault, Wayne Regaudie, Jon Snook, Dale Whitmee and ***Tower Topics****.*

ADDED TO ROSTER: (dd/mm = date added)
- SD75I 5766-5769 (20/01), 5770 (04/02), 5771 (11/02).

RETIRED: (dd/mm = date removed from roster)
- CN SD40 5008 (22/01), 5022 (22/01), 5064 (22/01), 5067 (22/01), 5070 (22/01), 5075 (22/01), 5141 (22/01), 5165 (22/01), 5213 (22/01).
- GTW SD38 6250 (20/01).
- GTW GP40 6404 (14/02).

NOT RETIRED: GP9RM 4028 was incorrectly reported as retired on November 9, 1998. She remains assigned to Montreal.

RETIRED UNITS SOLD:
- CN M-420(W) 3531, and SD40 5005, 5017, 5046, 5050, 5071, 5180 and 5196 to National Railway Equipment, Mount Vernon, Illinois.
- CN M-420(W) 3553 and 3554 and GP9RM 4032 to Ohio Central Railroad.
- CN GP9RM 4002-4005, and SD40 5126, 5144, 5160 and 5207 to Progress Rail, Birmingham, Alabama.
- CN GP9RM 4007, 4020, 4025 and 4026 to Cando Contracting (for operation on the future Central Manitoba Railway (CN Pine Falls Sub.)
- GTW SD40 5923 and 5929 to Metro East Industries, Metro East, Illinois.
- GTW GP38 6205 and 6206 to Locomotive Leasing Partners (shipped to VMV, Paducah, Kentucky).

TRANSFERRED:
- Winnipeg to Vancouver: SD40 5030.
- Saskatoon to Toronto: SW1200RM 7304.

LEASED OUT:
- 12 to Quebec Railway Corp. (for New Brunswick East Coast Railway/Matapedia Railway/Chaleur Bay Railway): GP9RM 4137 and 4142; CN SD40 5004, 5038, 5101, 5139, 5178, 5218, 5222, 5233, 5235; SD40-2 5388.
- 5 to RaiLink-Mackenzie Northern: CN GP9RM 4000, 4016, 4017; SD40 5060, 5215.
- 5 to Quebec Gatineau Railway: GP9RM 4012, 4117, 4119; GP40-2(W) 9637, 9639.
- 3 to RaiLink-Southern Ontario: CN SW1200RS 1359, 1363; GP40-2(W) 9660.
- 3 to Goderich-Exeter Railway: GP40-2(W) 9633, 9643, 9661.
- 2 to St. Lawrence & Atlantic (Quebec): GP9RM 4102, 4106.
- 2 to Ottawa Central Railway: GP9RM 4036, 4107.
- 1 to Cape Breton & Central Nova Scotia Railway: GP40-2L(W) 9615.

STORED SERVICEABLE LONG TERM:
- CN GMD1m 1150, 1160, 1163, 1180, 1181.
- CN SW1200RS 1339, 1343, 1357, 1364, 1366, 1371, 1379, 1381, 1386, 1387, 1396.
- CN GP9RM 4010, 4011.
- CN GP38-2 4705, 4706.
- GTW GP38-2 4927.
- CN SD40 5020, 5040, 5072, 5121, 5129, 5232.
- GTW GP38-2 5818, 5820, 5825, 5833, 5835, 5846, 5859, 5861.
- GTW GP38 6200.
- GTW GP40 6403.
- GTW GP40-2 6408, 6413.
- CN GP9RM 7016, 7031, 7073, 7240, 7259.
- CN SW1200RM 7306.
- CN GP40-2L(W) 9428, 9430, 9436, 9485, 9524-9526, 9534, 9547, 9560, 9595, 9603, 9604, 9606.
- CN GP40-2(W) 9636, 9659, 9662, 9663.

STORED UNSERVICEABLE: (* = added since last issue)
- CN Dash 8-40CM 2430 *(at Alstom for wreck repairs).*
- CN GP38-2 4701*.
- GTW GP38-2 4914, 5813, 5848.
- GTW GP38 6202*, 6204*.
- GTW GP38AC 6220*.
- CN GP38-2 7518.

FOR TESTS: BN SD70MAC 9691 and BNSF SD70MAC 9864 were delivered to CN in early-February for tests on the Quappelle Sub. between Regina and Melville, Saskatchewan. In exchange, CN SD70I 5611, 5617 and 5620 were provided to BNSF.

ADDED TO ROSTER: (dd/mm = date added)
- CP AC4400CW 8576-8578 (01/02) - assigned to St. Paul, Minnesota - *(order for 81 units complete).*
- CP SD90MAC 9110 (24/01), 9111 (24/01), 9114 (25/01), 9115 (31/01), 9116 (26/01), 9117 (01/02), 9118 (11/02) - assigned to Winnipeg *(Nos. 9110 and 9111 assembled by GM in London, Ontario, and painted by VMV in Paducah, Kentucky; all others assembled and painted by CPR in Calgary; Nos. 9112 and 9126-9160 to follow).*

SOLD:
- CP SW9u 1202, CP SW1200RSu 1206, CP GP35 5008 and 5023 to Helm Leasing on January 20 - moved to Metro East, East St. Louis, Illinois.
- CP retired GP38-2 3067 to Broadway Motors, Chicago - moved on a flat car to Harvey, Illinois.
- CP retired SD40 5539 (hulk) to National Railway Equipment - moved on a flat car to Silvis, Illinois.
- CP SW1200RS 8100 to Broadway Motors, Chicago, on January 20 - shipped to Calera, Alabama.
- CP retired SW1200RS 8128 sold to CLN Industries, Capreol, Ontario.

TRANSFERRED:
- Calgary to Winnipeg: CP SW9u 1203.
- St. Paul to Toronto: CP SD40-2 5721, 5725, 5729, 5743, 5746, 5748-5751.
- Calgary to Toronto: CP SD40-2 5777, 5792, 5825, 5828, 5829, 5831, 5832, 5843, 5853.
- Montreal to Thunder Bay: CP SW1200RS 8119 and 8122.

CHANGE IN IDENTITY:
- CP GP9u 1619, equipped with transition to permit speeds up to 65 mph, was renumbered CP 8252 on January 31.
- SOO GP39-2 4599 was restencilled CP 4599 on February 5.

DONATED: CP C-424 4237 to the Canadian Railway Museum in St-Costant, Quebec, on February 9 *(the last C-424 on the roster).*

STORED SERVICEABLE:
- SOO SW1200 328.
- SOO GP7 378.
- SOO SD40 738, 739 and 745, and CP 749 (stored on Wheeling & Lake Erie Railway).
- CP F7B Slug 1018, 1019.
- SOO SW1200 1200, 1203-1205.
- CP GP9u 1520, 1521, 1526, 1557, 1559.
- SOO SW9-Slug 2118.
- CP SD40 6411 (stored on Wheeling & Lake Erie Railway).
- CP SW1200RS 8105, 8110, 8119, 8122.

STORED UNSERVICEABLE (* = added since last issue):
- SOO GP9 401, 410*.
- SOO SD40 750, 753*.
- SOO SD40-2 773.
- SOO GP30 4300-4302.
- SOO GP38-2 4421, 4425*, 4436, 4514.
- CP GP39-2 4599* [SOO].
- SOO GP40 4600.
- CP GP40 4607, 4617, 4618 [all SOO].
- CP SD40 5504*.
- CP SD40-2 5422, 5427*, 5429*, 5484* [all STLH].
- STLH SD40-2 5447*, 5560*.
- CP SD40 5535.
- CP SD40-2 5622 [STLH]*, 5632 [STLH]*, 5710, 5740*, 5855*, 5963*.
- CP SD40-2 5685 *(collision accident at Savona, BC, on 20/08/95).*
- SOO SD60 6021, 6032*.
- SOO SD40 6401, 6404*.
- SOO SD40-2 6609, 6613*.
- CP SW1200RS 8115, 8138, 8142 [STLH]*, 8147 [STLH].
- CP GP9u 8236 [STLH].
- CP GP9 8275 [SOO].

LEASED OUT:

- CP [STLH] SW9u 1204 and SW1200RS 8132 to Inco Metals, Copper Cliff, Ontario.
- CP SW1200RSu 1241 to Falconbridge, Sudbury, Ontario.
- CP SW1200RS 8107 to Abitibi Consolidated, Kenora, Ontario - (temporarily replacing SW1200RSu 1212).

NINE LIVES: On December 18, "B" unit 404397, the last of four former Pennsylvania Erie-built "B" units acquired for the continuous welded rail plant in Smiths Falls, Ontario, was shipped from Winnipeg to Mandak in Selkirk, Manitoba, for scrap. She beat the odds and was shipped back to Transcona (Winnipeg) in early-February for further storage.

BUSINESS CAR RELOCATED: Business Car "Lacombe" was moved from its Toronto base to its new home in Calgary in mid-February. Calgary is home for all CP business cars except "Mount Royal" which is assigned to the St. Lawrence & Hudson Railway and based in Montreal. Plans for the eight cars assigned to Calgary include truck rebuild, renewed air conditioning, window replacement, new carpets, the addition of diaphragms and repainting. The brass railing has been restored on cars "Mount Stephen" and "Killarney".

ALSTOM

RELEASED:

- CN SD75I 5766-5771 (assembled by ALSTOM for General Motors).
- GO Transit F59PH 529 from mid-life overhaul, truck work and repainting.
- Kansas City Southern SD40-3 6623-6632 remanufactured from CN SD40 5182, 5133, 5145, 5102, 5150, 5183, 5240, 5131, 5209 and 5224 respectively - all leased to CN.
- Locomotive Leasing Partners GP38-2 2203, rebuilt from former Ferrocarriles Nacionales de Mexico GP38-2 9275.
- Caltrain (California) F40PH-2 902 and 903 from mid-life overhaul, truck work, addition of dynamic brakes and repainting.
- New York Susquehanna & Western B40-8 4006 from wreck repairs *(damaged in a washout near Port Kent, NY, on June 26, 1998).*
- AMT former GO single-level coaches 1090, 1095 and 1099 from various repairs and upgrades.

WORK IN PROGRESS:

- CN Dash 8-40CM 2430 for wreck repairs.
- Assembly of CN SD75I 5772-5776 by ALSTOM for General Motors).
- Caltrain (California) F40PH-2 909, 912, 914 and 915 for mid-life overhaul, truck work, addition of dynamic brakes and repainting.
- GO Transit F59PH 525, 527, 528, 531, 533 and 534 for mid-life overhaul, truck work and repainting.
- Retired CN SD40 5006, 5100, 5142, 5185, 5191, 5203 and 5205 for remanufacture to SD40-3 (to be painted and lettered Kansas City Southern in 6633-6639 group - will be leased to CN part of year).
- Retired CN SD40 5021, 5040, 5057, 5065 and 5087 for overhaul for New Brunswick East Coast Railway - to be renumbered NBEC 6904, 6901, 6903, 6902 and 6900 respectively.
- AMT former GO single-level cab coach 100 and former GO single-level coaches 1092 and 1093 for various repairs and upgrades.
- Amtrak F40PH 254 for gearbox changeout.

WORK PENDING:

- Retired CN SD40 5010 and 5080, and former GTW SD40 5926 for overhaul for New Brunswick East Coast Railway - to be renumbered NBEC 6905-6907.

VIA

RETIRED:

- F40PH-2 6447 was retired November 24, 1998, the result of the September 3, 1997, derailment of the "Canadian" near Biggar, SK.
- LRC Coach 3349, fire damaged in a sabotage accident at Brighton, Ontario, on November 20, 1994.

SOLD:

- Cafe-Bar Lounge 3035 and Cafe-Coach 3250 to Eagle Canon Passenger Car Co., Parkersburg, West Virginia.
- Coaches 5444, 5499, 5583 and 5584 to Ohio Central Railroad, Coshocton, Ohio.
- FP9Au 6303 and 6312 to RaiLink. Plans are to utilize the units for the Mattawa (Ontario)-Temiscaming (Quebec) "Timber Train" in the summer, and in freight service in Alberta during the winter.

LEASED OUT:

- F40PH-2 6451, 6452 and 6458 are leased to Agence Métropolitaine de Transport (Montreal commuter service).
- Baggage 8606 and 8613 are leased to Amtrak.

BCRAIL

BEING MODIFIED: Cat-powered RS-18 601 is undergoing modifications, including ditch lights on the long hood end, at Squamish Shop and will be assigned to the "Pacific Starlight Dinner Train". No. 601 will be painted in the new Blue livery with white lettering and silver grey underframe and trucks.

ON THE SHORTLINE SCENE

E&N RAILWAY (ENR):

- GP38 344 (ex-Cascade & Columbia River 344, exx-Conrail Leasing 344, exxx-P&LE 2050, exxxx-CR 7818, nee PC 7818) arrived at the Southern Railway of British Columbia (SRY) shops in early-February for work prior to going to the ENR.
- GP10 1001 was delivered to the ENR in early-February.
- GP10 1002, moved to the SRY shops in New Westminster, BC, for repairs, has been redirected elsewhere.

GODERICH-EXETER RAILWAY:

- Leased EMDX GP40M-2 204 and 205 were returned in late-January.
- GEXR purchased CN caboose 79568 in January - based at Kitchener.

QUEBEC GATINEAU RAILWAY:

- GP38 2009 (ex-Conrail 7700) was added in early-February.
- SW1500 1507 returned in mid-February after repairs in Pennsylvania.

SOUTHERN RAILWAY OF BRITISH COLUMBIA (SRY): Montana Rail Link (MRL) GP9 129 has been 'sold' to SRY; and MRL GP9 122 and 124 will soon be transferred to SRY as part of a lease fleet based on the SRY.

NEW HOME: Former CN M-420(W) 3522, sold to National Railway Equipment in mid-1998, has been acquired by the Quincy Bay Terminal in Quincy, Massachusetts, and joins sister 3514.

ON THE INDUSTRIAL SCENE

SOLD TO CANAC: Cartons St-Laurent, La Tuque, Quebec, has sold its S-13 2Y-65 to CANAC. The 2Y-65 was purchased new in February 1963 by predecessor Canadian International Paper, and was recently replaced by former CN S-13 8707. In late-January, the 2Y-65, renumbered CANX 265, was moved to CLN Industries, Chamy, Quebec.

ON THE PRESERVED SCENE

CABOOSE ADDED: Former CN steel caboose 77021 (previously 79901 and 79419) has been acquired by the Train Station Inn in Tatamagouche, NS, and will join six other cabooses utilized for accommodations. The cabooses supplement rooms in the former Intercolonial Railway station which is utilized as a bed and breakfast.

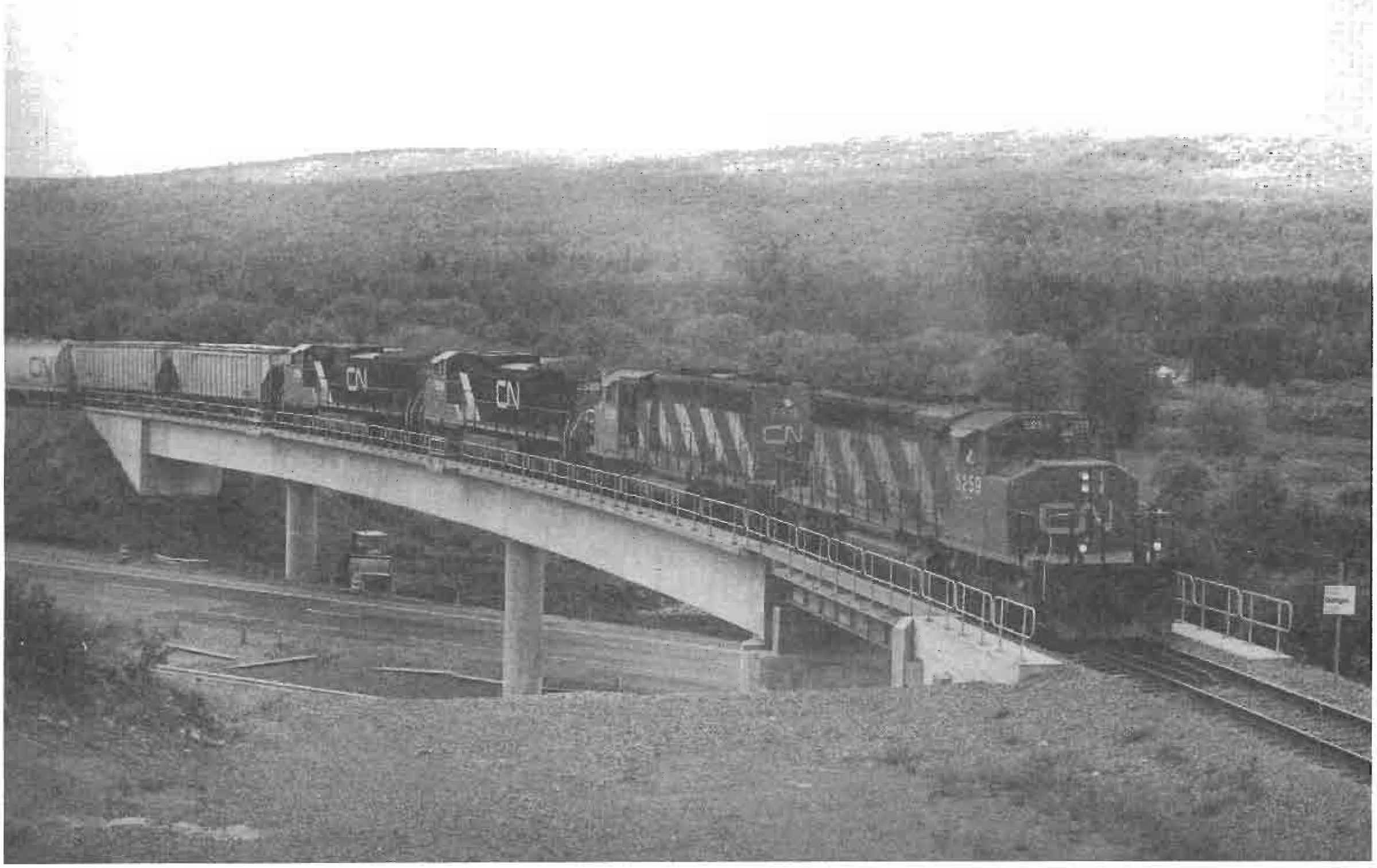
NEW HOME: Former CP GP30 5000, recently acquired by the Canadian Rockies Museum Foundation of Edmonton, was moved to the RaiLink facility in Roma Jct., Alberta, in late-January

TEN-WHEELER MOVED: On December 22, former CP 4-6-0 453 was moved from the bankrupt Rome Locomotive Works in Rome, New York, to a small yard at the Griffiss Business & Technology Park in Rome. The 453 has been acquired by George Koury of K&K Hobbies in New Hartford who plans to place it next to his shop. The locomotive was undergoing restoration at Rome Locomotive - the company's demise left the locomotive partially disassembled.

ON THE TRANSIT SCENE

MORE SUBWAY CARS DELIVERED TO TTC: Class T-1 subway cars 5000-5163 have been delivered by Bombardier to the Toronto Transit Commission. The original Class T-1 order includes 216 cars with final deliveries scheduled for 1999. An option for 156 additional cars has been exercised, with deliveries to commence in 1999.

STCUM BUYS FIVE TRACKMOBILES FOR MONTREAL METRO: RPM TECH of Cap-Santé, Québec, has been awarded a $2.2 million contract by the Société de transport de la Communauté urbaine de Montreal (STCUM) to design and build five trackmobiles for use in the Montreal subway system. ◆



HEAVY HAUL: CN SD40-2(W)s 5259 and 5336, and Dash 9-44CWLs 2539 and 2598 struggle with 24 cars of potash near Norton, New Brunswick, (mile 0.5 of the Denison Sub.) on June 6, 1998. Because of steep grades on the Denison Sub. four trips with three or four 6-axle units are required to deliver a 96-car train of Saskatchewan potash from Moncton to Clover Hill, operating as local No. 589. The train is crossing over the newly-completed 4-lane Trans Canada Highway from St. Stephen to Halifax. Photo by Wendell Lemon.

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