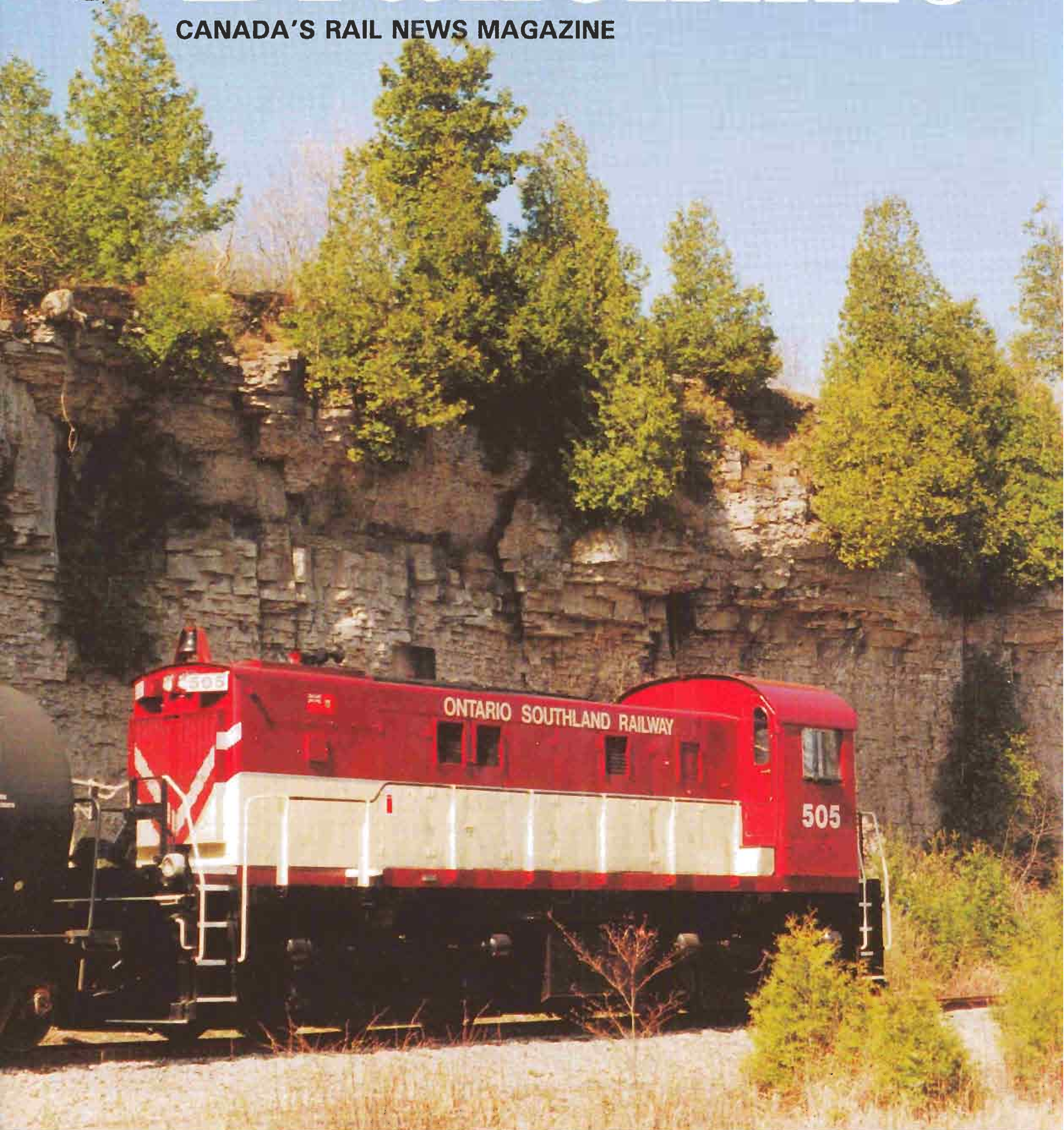




Branchline

CANADA'S RAIL NEWS MAGAZINE



Branchline

Published monthly (except July and August combined)
by Bytown Railway Society
PO Box 141, Station A, Ottawa, ON K1N 8V1

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

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We will gladly accept articles in WordPerfect, Word or ASCII text file format on an IBM-compatible 3½" disk (please include a printed copy), or via the Internet (see above). All material submitted for publication in **Branchline** is considered gratis.

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A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. At the **June 5** meeting, Ron Brown will speak about his latest book "Ghost Railways of Ontario". Coffee, juice 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 Canada Science and Technology Museum. The next informal slide night will be **June 19**.

Equipment Restoration takes place every Saturday at the rear of the Canada Science and Technology Museum in Ottawa year round. Currently work is being carried out on the Society's GE 50-Ton #10 and Steam Crane 4251. Come out and lend a hand.

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

Archives: The Society maintains its archives at the Canada Science and Technology Museum. 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.

E-Mail Addresses: Several members receive advance notice of upcoming meetings via e-mail. Kindly keep the Society informed of e-mail address changes at: l_vgoodwin@cyberus.ca

PCC LIST AVAILABLE: Ray Corley has prepared a 16-page list of preserved PCC cars in North America. It lists the cars by the original property and chronicles their fate following disposition. Included are many cars in private ownership as well as preserved cars scrapped or destroyed. Available at \$5.00 postpaid from Ray Corley, 41 Lynndale Road, Toronto, ON M1N 1B9.

CORRECTION: The original number of CP FP7Au 1400 (Page 25, May 2001 **Branchline**) was CP 4099, not 4103.

TEN YEARS AGO IN "BRANCHLINE":

- Bombardier will construct 140 "Superliner II" passenger cars for Amtrak at its La Pocatière, Quebec, plant.
- CPR has demolished its roundhouse in Chapleau, Ontario. Built in 1937, the reinforced concrete structure was the largest repair depot between Toronto and Thunder Bay.
- The CSX dispatchers in St. Thomas, Ontario, will be abolished on May 31, with CN taking over dispatching of CSX trackage.

On the Cover: Ontario Southland RS-23 505 (nee CP 8021) is at Rock Cliff on the Guelph Junction Railway near the Eramosa River in Guelph, Ontario, in the spring of 1998. Photo by Dave Hooton.

Press date for this issue was May 27
Deadline for the July-August issue is July 4

Guelph Junction Railway

Article and Photographs By Dave Hooton

The Guelph Junction Railway (GJR) is somewhat unique in Canada, because it has been owned by the city of Guelph (Ontario) since 1886. The reason for municipal ownership dates back to the 1850s when the city of Guelph was served by two railways, the Grand Trunk (GTR) and the Great Western (GWR). The luxury of two competing railways provided incentive for companies to locate in Guelph. This came to an end on August 12, 1882, when the GTR took over the GWR, giving it a monopoly in Guelph.

With Guelph back to being a one-railway community, the city backed the incorporation of the GJR in 1884. The GJR planned to build a railway from Guelph to a point of connection with the Credit Valley Railway (CPR), between Milton and Galt. This would again give Guelph a second rail connection with the outside world and would break the GTR's monopoly. The city of Guelph subscribed for two-thirds of the stock. In November 1887, a subsidy from the federal government for \$3,200 per mile came through, allowing construction to begin. By June 30, 1888, the track laying had been completed with only the ballast to be finished. Service started the first week in September 1888, with the GJR extending as far north as Goldie's Mill, near Norwich Street.

On September 11, 1888, the City of Guelph signed an agreement with CPR to operate and control the GJR for 99 years with the city retaining ownership. On January 1, 1891, a new 99 year lease was written. In 1904, the CPR started construction on a line extension from Guelph to Goderich, about 80 miles. On August 15, 1905, track laying began at Guelph and was completed in 1907. At the same time, the original 56-pound rail on the GJR was replaced with 80-pound rail, the same size rail

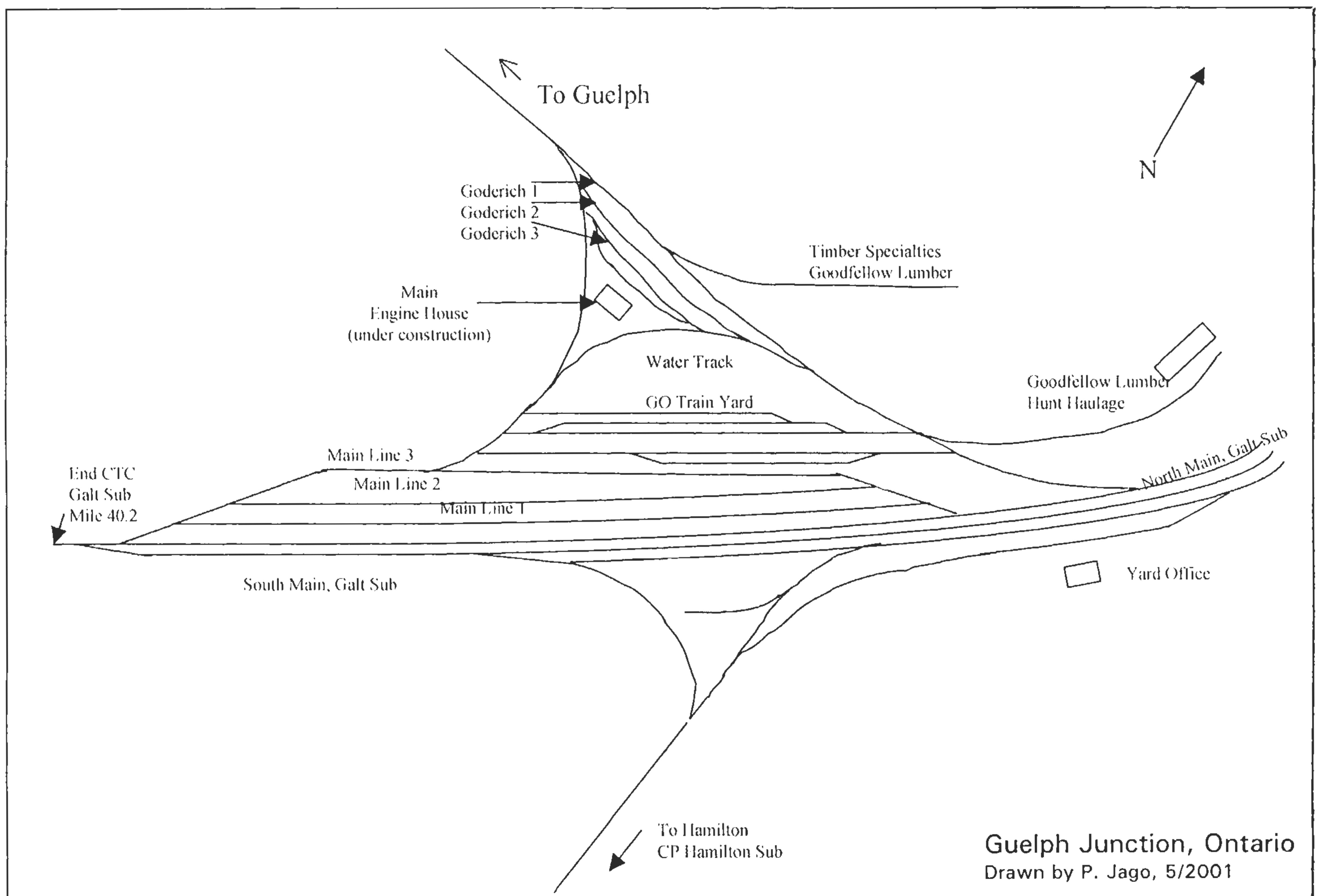
used on the extension. The GJR rail would later be upgraded to 100 pound. Service to Goderich began on August 26, 1907, and continued until December 15, 1988.

By the end of 1997, the CPR was no longer interested in running the GJR for the City of Guelph. With just a few weeks notice, the Ontario Southland Railway (OSR) was brought in and took over operations on January 2, 1998. When the CPR pulled out, it still owned the track from Goldie's Mill area in Guelph to the end of track (the line from the north end of Guelph to Goderich was removed in 1989), and the north and south industrial spurs, about five miles in total. After about two years of negotiation with CPR, the GJR now owns the remaining track at the north end.

The OSR started in 1992 and is 100 per cent Canadian owned, with a current roster of 14 locomotives. OSR has two other operations, switching the Petro Canada refinery in Clarkson, Ontario, and the former CPR line between Ingersoll and Tillsonburg, Ontario. Current GJR power includes RS-18 181 (ex-CP 1861) and RS-23 503 (ex-CP 8029), but the locomotives are changed out periodically and the roster may be different by the time you read this.

In the three years since OSR has taken over operation, the railway has gained four new customers in Guelph and traffic has more than doubled. OSR is now in the process of building a large engine house at Guelph Junction. The rail operation is run by co-managers Jamie Rolston and Brad Jolliffe. Operations started with one engine and a two-man crew. Today's traffic usually requires two engines and a three-man crew.

The following is a composite of a typical light traffic day on the GJR. The day begins at 08:00 with the arrival of the crew at





RS-18 181 and 183 are in Goderich 2 track at the north end of Guelph Junction in October 2000. To the right is van 4900 (ex-CP 434900).

Guelph Junction, just west of Campbellville, Ontario. The five GO Transit commuter trains stored at Guelph Junction have left for Toronto, leaving a clear panorama of the yard. Overnight an eastbound CPR freight had dropped off a covered hopper of clay in main line 3, for Owens Corning Fibreglass in Guelph. This is one of a pool of 17 cars, which keeps the factory fed. The crew enters the yard office, Jamie Rolston calls CPR car control in Winnipeg, and picks up faxes, waybills, and switch lists, before heading over to the rolling office, ie: the cell phone in the cab of OSR 181. The locomotive is started, the oil and water levels are checked by engineer Brad Jolliffe. Locomotive fuel is delivered on Tuesdays. Lately, the question to the driver has been, "What is the price per litre this week?"

The first order of business is usually the sorting out of yesterday's train left on the west leg of the wye. Empties and the occasional load for the CPR are left for the CPR Guelph Junction turn. Many old timers will know this job as the CP stone train, a way freight which runs out of Toronto, and switches the Galt Subdivision as far as "the junction". The turn shows up midday to interchange cars with GJR, usually when the OSR is busy up in Guelph. Depending on the number of cars OSR has to switch at Guelph Junction and the gathering of cars for Guelph, a good portion of the morning hours are eaten up working the yard. Three customers, Hunt Haulage, Goodfellow Lumber and Timber Specialties (wood preservatives), are switched at Guelph Junction. Pulling the lumber empties out of Hunt Haulage and Goodfellow "B" ramp clears the way for the loads. When the lumber traffic is busy, capacity for storing loads is tight in the small yard, which holds about 30 to 35 cars. Running off the east leg of the wye, the tracks are named Goderich 1, 2 and 3, a throwback to the days when they were part of the CPR Goderich Subdivision, which ran to the Lake Huron port of Goderich from 1907 to 1988.

First rule of switching is the customer never wants the first six loads of lumber that you can tie on to. They want the second car on Goderich 1, and the third and sixth on Goderich 2, and two cars left in main line 3.

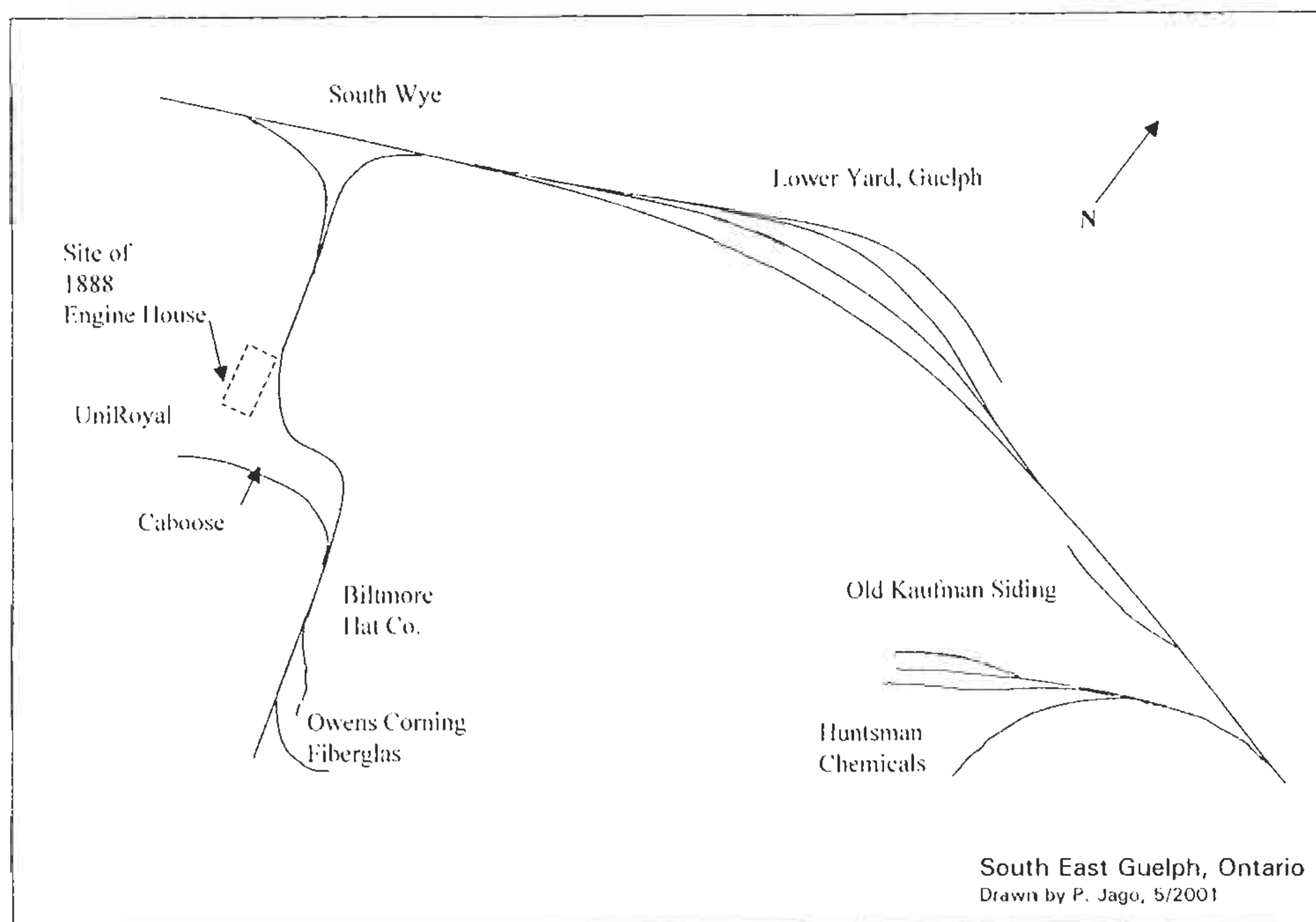
The crew also has to dig out and put on the point a box car of lumber for Goodfellow "B" ramp, which is at the east end of Hunt Haulage lumber yard on a track extension installed in May 1999. The next move is to head to main line 3 via the water track. The water track is the south leg of the wye, which was where the water tower was located until the 1970s, a throwback to the steam era. Proceeding west through the ladder track of the double ended GO yard, then parallel to the Galt Subdivision, the crew reaches main line 3, which has a capacity of about a dozen cars. The first to switch out are the two centre beam cars of lumber for Hunt Haulage which have to be on the point when the move gets pushed eastbound back to the company's siding. Also in the mixed bag of cars on main line 3 is a chemical tank car for Timber Specialties, three empty Procor storage cars, and a flatcar of wooden telephone poles for Guelph Utility Poles. On the east end of main line 3, is the white covered hopper of clay, set off during the night for Owens Corning Fibreglass in Guelph.

After sorting out the cars, the 181 and cars travel back across the water track to Hunt Haulage, and the two cars of lumber

are set off. With the cars from main line 3, there is just enough room to throw the switch from the water track to the east leg of the wye. After about ten car lengths, we come to the switch for Goodfellow "A" ramp and Timber Specialties. After coupling up to a CN box car at Goodfellow "A" ramp, which the forklifts have just finished unloading, we shove back onto an empty tank car at Timber Specialties. With the empties pulled and the loads, including the tank car from main line 3, spotted, the 181 trundles to the north end of the wye, where the train for Guelph is made up. Van 4900 (ex-CP 434900) is on the south end, and next to it are the empty lumber cars for the interchange with the Goderich-Exeter Railway (GEXR) "CN" at the north end of Guelph. The empty tank car from Timber Specialties is left on the west leg of the wye, for pick up by the CPR Guelph Junction turn. With the train made up and the brake test complete, the cream and maroon 181 departs, at about 10:30 most days. Behind the 181 are the loaded covered hopper of clay, the load of poles, the three



In the second year of operation, traffic has grown with RS-23 505 handling a 12-car train.



empty Procor cars and five empty lumber cars for the interchange. This description of the morning switch of Guelph Junction might seem long winded, but I want to show how complicated simple switching moves can get. When the yard is full, it can become a chess game, and you have to be thinking three moves ahead.

Leaving the junction we pass gravel pit lakes, and slip under the Highway 401 with its constant parade of trucks. Soon up to the maximum speed of 25 mph, we climb the rolling landscape with occasional rock outcroppings. Four miles from the junction the train reaches Moffat, where the three Procor covered hoppers are set off. The passing track and back track at Moffat are used to hold empty Procor cars, until they are needed. This generates revenue from tracks that would otherwise be empty. Moffat can hold about 35 cars. There are usually over 100 Procor cars stored on the GJR in a number of different locations. Twisting and turning, the 181 proceeds northwest through Corwhin, where until recently, a long passing track was located. The train slows to 5 mph for the first crossing at Arkell, and proceeds to the site

of a former CPR siding, now being reinstalled by OSR. The siding was pulled by CPR shortly before OSR took over the operation of the GJR. Occasional loads of heavy machinery are unloaded at Arkell for the industries at the south end of Guelph.

From Arkell we start descending downgrade, crossing Stone Road to the rock cliffs near the Eramosa River. Next to the tracks is the old right of way of the Toronto Suburban Electric Railway, abandoned in the 1930s, and now a walking trail. When the leaves are gone, you can see an old abandoned wooden railway trestle that crossed the river and was used to deliver cars of coal to the large Guelph Correctional Institution. We cross the new wooden trestle over the Eramosa River and proceed past Huntsman Chemical. Huntsman Chemical is switched on the return trip, because the switch points face south. We cross Highway 7 (York Road) and then Victoria Road, before entering the lower yard in Guelph, where about 40 Procor empties are stored. The train stops here and cuts off with the car of clay, and heads for the south wye. The car is backed around the leg of the wye and down about a 1/4 mile industrial spur. We pass the

spot where the wooden two stall engine house circa 1888 once stood; it was finally taken down in the late 1970s. The track twists and turns, going by the Uniroyal siding which stores the 1941 ex-CP wood caboose #436994, owned by the Guelph Historical Railway Association. On the other side of the track is the back of the Biltmore Hat Company, which became famous for presenting hockey players with a new hat for scoring three goals in a row, hence the term "hat trick".

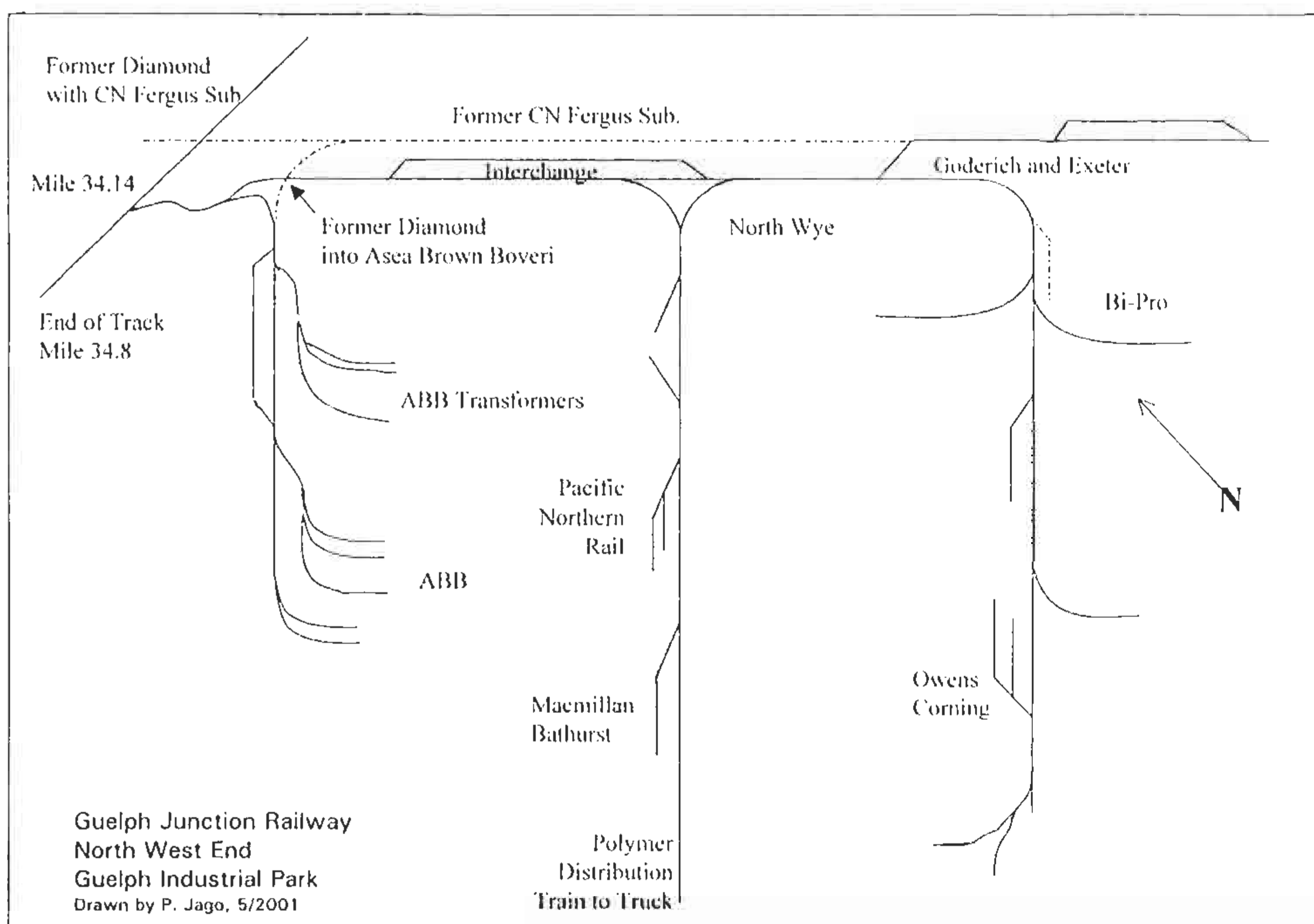
The crossing of Highway 7 is protected by a member of the crew. The train backs across the road into the Owens Corning Fibreglass plant, where the load is exchanged for an empty. At this site from 1911 until 1939, there was a rail connection at York Road between the Guelph Radial Railway and the GJR. Going back up the industrial spur and around the north leg of the wye the 181 backs to the lower yard to return to its train. With the train back together, it proceeds northbound past the Woods Freezer's plants, over the Speed River and under the GEXR Guelph Subdivision, not far from the Guelph VIA Station where CN

Northern (4-8-4) 6167 is displayed. The track winds its way along the Speed River, behind the River Run Centre and through a new riverside park, which was originally the location of the old CPR freight house and yard. As 181 crosses Highway 24, we pass the site of the former CPR station, now occupied by a large apartment building. Continuing past Norwich street, we go by Goldie Park, site of the old CN-CPR interchange which had many industrial sidings in the 1950s. Ian Wilson's book "To Stratford Under Steam" on Page 76 shows a good detailed track plan of this area. Only the GJR mainline remains.

As 181 snakes through backyards, branches brush close to the train on the way to Speedvale Avenue. The train cuts through the side of the major intersection of Speedvale and Woolwich Street. Clearing the crossing, it comes to a stop at the site of the old CO-OP grain elevator siding, now acting as a team track. The load of poles is set off, joining covered hoppers of plastic pellets, which were spotted earlier. With the power and remaining cars back together again, the train continues northwest past Woodlawn Cemetery, and crosses Highway 6, through a swampy area behind a large



RS-18 181 and RS-23 505 switch empty Procor cars at Moffat in the spring of 1999.



tobacco warehouse. We pass the site of the former diamond with the abandoned CN Fergus Subdivision. Immediately beyond the old diamond, we go over the switch, which leads to the industrial park, in the northwest part of Guelph. The train comes to a halt when the van clears the switch. Ahead of the engine at the end of the old Goderich Subdivision are more stored Procor cars. A crew member throws the switch and climbs aboard the back platform of the van. With an "OK Back", the van negotiates a dog leg curve up a steep grade. We pass a switch which curves off to the west into the large ABB transformer plant, which receives and ships large dimensional loads. The track makes another small jog over the site of the old diamond with the CN track that went into the ABB off the abandoned CN Fergus Subdivision.

Pushing south, we cross Highway 6, Woodlawn Road, arriving at the interchange track and the north industrial wye. Today, the GEXR has left six cars of lumber and a depressed centre flat car. The GEXR took over CN's old Grand Trunk lines between London and Silver, just outside of Georgetown, on November 15, 1998. They also took over what was left of the Fergus Subdivision. The GEXR brings CN interchange cars to the GJR from Toronto, with running rights into the large CN Macmillan Yard just north of Toronto. The GEXR also has running rights on the GJR north and south industrial spurs and the reason for the GJR being formed over a hundred years ago still holds true today. Competition is alive and well, giving the consumers the choice of connections with either CN or CPR. This also gives them the advantage of getting two switches a day if needed. The double-ended interchange track holds about 12 cars.

This area gets interesting when 15 to 20 cars are left for pickup. Two industrial spurs run westward for almost two miles. Traffic on the north spur includes Pacific Northern Rail, a railway contractor, and MacMillan Bathurst, which makes corrugated cardboard boxes. At the end of the spur (west of the Hanlon Expressway) is a new unloading centre for plastic pellets, from railcars to trucks. The south industrial spur starts out with a dramatic curve on a steep grade and leads west to Bi-Pro, a transloader for grain products. Bi-Pro received its first rail car in October 1999 and has quickly expanded. Across the Hanlon Expressway is Alpha Owens Corning, which receives tank cars of chemicals. The industrial spurs should generate new customers for the railway in the future.

With interchange duties complete the crew often goes to one of the nearby fast food restaurants, and to the variety store to check their lottery tickets. With their lottery tickets checked, they decide to keep railroading for at least another day. Times at the interchange vary from approximately 11:00 to 15:00,

depending on traffic and switching.

The first move after lunch is to take the depressed centre flat to ABB. ABB is a large complex, which is switched about twice a week. The crew usually leaves the train at the interchange when they switch ABB. After delivering the flat car, the engine runs around the train to head back down toward the old CPR Goderich Subdivision. This is done so the engine is on the south end of the train for the trip back. Going 10 mph, it takes about half an hour to get from the north end of Guelph to the south end. The only work on today's trip home is to switch Huntsman Chemicals, located off Victoria Road, next to the Eramosa River. Not a huge complex, but it can become quite time consuming to sort through the 20 or so tank cars at 11 different spots, on only four tracks, for loading or unloading. There is also a weigh scale the cars have to pass over and have their weights recorded. Even with only one car to pull, two cars to spot, and one car to respot, it can easily consume more than two hours. The crew has to make sure there are no hoses, etc., connected to any of these cars before they can make the moves. The cars then have to be put back into the right spots.

There is a sharp steep curve into Huntsman that was recently rebuilt by Pacific Northern, using new Sydney Steel rail, made in March 2000. This is some of the last new rail made by the Sydney Steel rail mill, having stopped production in mid-2000. While switching Huntsman, the engine goes back and forth across the wooden pile trestle over the Eramosa River. The previous bridge was burned about 15 years ago, and a new one built. The switching here usually takes place between 15:00 and 17:00. The crew wishes it had brought the second engine, for even on a light day, the train has a climb of more than a mile leaving Guelph. There can be some classic MLW moments when there are lots of lumber loads to haul upgrade out of Guelph.



RS-18 181 picks up a transformer at ABB in Guelph for delivery to the Goderich-Exeter at the interchange in March 2000.

Heading back to Guelph Junction, about 14 miles away, we sometimes see deer. One day in June 1999, coming back near sunset, after a special switch at ABB, a total of 12 deer were spotted in different locations along the line. One of the deer ran beside the train for several hundred yards, before jumping in front of the engine, running down the tracks, then jumping off to the other side. No venison that night! Back at the junction, the train is left on the wye, and the power is left in the water track.

When it gets real busy, Hunt Haulage gets a second switch to put in another 6 to 8 cars of lumber. The crew goes over to the yard office to fax the paper work and clean up. It will start over again tomorrow. The customers are happy and the future looks bright for the Guelph Junction Railway. ■

Tid Bits *by Duncan du Fresne*

BRS Winter Work Programme 2000-2001

It has been quite a winter for those BRS'rs who participate in our equipment restoration and maintenance programme. If only the late Helen Tucker, founder of our "Dirty Hands Club", could have been around to witness what's been going on, she'd have been both impressed and pleased (and dirty!). Helen may be gone, but she's certainly not forgotten.

It started out innocently enough. Restoration work on our ex-Central Vermont (Industrial Brownhoist) 50-Ton steam crane was coming along with the replacement of its right side cylinder insulation and jacket. The entire cab area got pressure washed with the steam cleaner, and the massive frame bed got scraped down and repainted. Also repainted was the large, colourful Central Vermont herald on the side of the coal bunker (boy, does that look great!). It was about this time that we discovered that the water tank was just about rotted through all the way around its base at the bottom of the tank. It had to come off and be rebuilt. Getting that thing off was not an easy task. The C.V. boys had built it in to fit like a bullet in a gun barrel. A lot of grinding of welds, chiselling, getting frozen nuts and bolts loose, torching, swearing, etc., finally got it loose, but that still didn't get it off the crane. The tank sits on the crane's left side, the side we have trouble getting at because of close clearances with numerous obstacles, especially with the fork lift truck. It became obvious that the entire crane had to be turned around 180 degrees to attack the problem. The machine's steam cylinders got well oiled, bearings and guide bars greased and, with compressed air from the Canada Science and Technology Museum's shop compressor the old crane's steam engines were energized with compressed air and the crane swung around so that we could get at it and lift the tank off of there. It is bigger than you think when you go to handle it and when it is stood up on the shop floor. It is still waiting its turn for a rebuild.

Also done was the job of making up a set of six wooden grate patterns for the firebox. This will enable us to get a new set of grates cast, and what a treat that will be when it is done. In any event the crane and its rebuilt (last winter) boom car have stood outside the shop door during this past winter while other work went on indoors and they seem to have survived intact.

What other work? First and foremost, was to complete the job from the previous winter, and that was the building and fitting of two metal mortise and tendon "box brackets" that support ex-Thurso and Nation Valley Railway (TNVR) Business Car 27's "A" end steps, to replace the deteriorated wooden ones built by us in Thurso in the early-1980s at the TNVR car shop. This job requires the removal of the whole end of the car including the platform, steps and buffer beam and all bits and pieces of hardware. The "boxes" themselves are a bit of a welding and grinding trick, but with experience gained from doing the "B" end of the car one year previously, it wasn't as bad as expected. In addition to this, car 27 had its "sunny side" (left side) sanded down and painted, but not before the car's lettering and numbering was re-done and outlined with thin black lines— it looks beautiful.

Another task on our little business car that was taken on was the total rebuilding of its quaint, centre opening, screen doors. A sight to behold! These ancient doors with their new bronze screens just add something to the 94-year-old car that is hard to describe, possibly an air of authenticity, a bit of grace and beauty. Boy, do they look great. Very few of us remember the old car with these ornate doors in place, but there they are. Other than the fact they are rebuilds, they are original to the car! Not to leave out the galley, it got all its brass door hardware cleaned and polished and the galley got a coat of paint. There's still much more to do. I sometimes get tired just thinking about it.

While all this was going on our ex-CP caboose 436436 was getting a going over of its own, both inside and out. Windows, sash, frames, even the glass was replaced. There was a lot of rot

associated with the areas around these windows – and it is really too short a time since the last rebuild. I guess this sort of work is never ending around wooden rolling stock. I wonder who'll be doing it when the current crop of artisans are gone? A very good question. Besides windows the caboose finally saw its roof walkway put in place, doors repaired, and many other details attended to. The whole car was repainted and its body relettered and numbered. At the moment it looks as though it just left the Angus Shops for the first time back in 1913. Oh, yes, I almost forgot, the Bettendorf caboose trucks were needle gunned, primed, and finish painted – what a beautiful job. Our caboose never looked better, and there is still interior painting to finish up.



BRS master carpenter Ross Robinson completes window rebuilding in BRS caboose 436436.

Before much of the above work really got underway, another job took up a lot of time. We "played" with our newest toy, our 50-Ton industrial diesel-electric locomotive, former Thurso and Nation Valley Railway No. 10. In order to get this old girl back in business much work was necessary. We got going on draining, cleaning and refilling the fuel tanks, removing and replacing all the crankcase lubricating oil from both engines and removing and replacing all the cooling system anti-freeze and connecting rubber hoses. We found we had to replace several of the flexible fuel oil and lubricating oil lines, and clean out and replace the oil in the two large air cleaners on both engines. The #1 engine took up a lot of time and work as there were problems with missing cylinder head plugs that had caused heavy carbon buildups in the exhaust manifold and pipes. Both of the flexible exhaust pipes from the engines to the permanent vertical pipes had to be replaced – and it wasn't easy, - whatever is? As reported in the February 2001 **Branchline**, #10 was fired up and run on December 30, 2000, for the first time in 14 years. A day to remember!



On December 30, 2000, former TNVR 50-ton No. 10 operated for the first time in 14 years.

The side rods on the #1 truck were removed and careful measurements were made to find out where the "clank – clunk – clink" sound was coming from as the locomotive moved along. It turned out that the counter balances have been twisted on their pins and are no longer at 90 degrees to each other, on either axle. Sorting out this problem was not done during the 2000-2001 winter works programme. Wait for it!

Occasional workers who come out for a few hours on a Saturday morning have been put to work trying to get the filth out of the cab, and it's coming along just fine. And speaking of workers, and President Paul Bown has alluded to this in **Branchline**, we've never seen so many in all the years we've been at this. Our old group of 4 to 8 has been expanded to 12 to 20! WOW. I can no longer keep up with who's doing what, but so what, the work's getting done and we're all so pleased.

The most recent work on #10 is the replacement of those hideous looking rectangular headlight boxes with their twin sealed beam units. Now that they've been carved off with the torch we're well on our way to putting the old girl back the way she was, looks wise anyway. Our new headlights are, in fact, stainless steel salad bowls! I'm not kidding! A pair of these bowls made excellent reflectors and they're the same diameter as the original reflectors. New porcelain sockets sporting 32 volt locomotive headlamp bulbs have found their way into the bottom of the bowls and presto! – you've got headlights. Then bezels were made and glass installed. You might say they're "BRS Specials", but so what – they work and they are really bright!

Another of the recent jobs that has changed the look of the engine considerably has been the removal and scrapping of the old, bent and twisted retractable snow plow from the front end.



John Land supervises the Stewart sisters, Gillian and Frances, in heat gun paint removal.

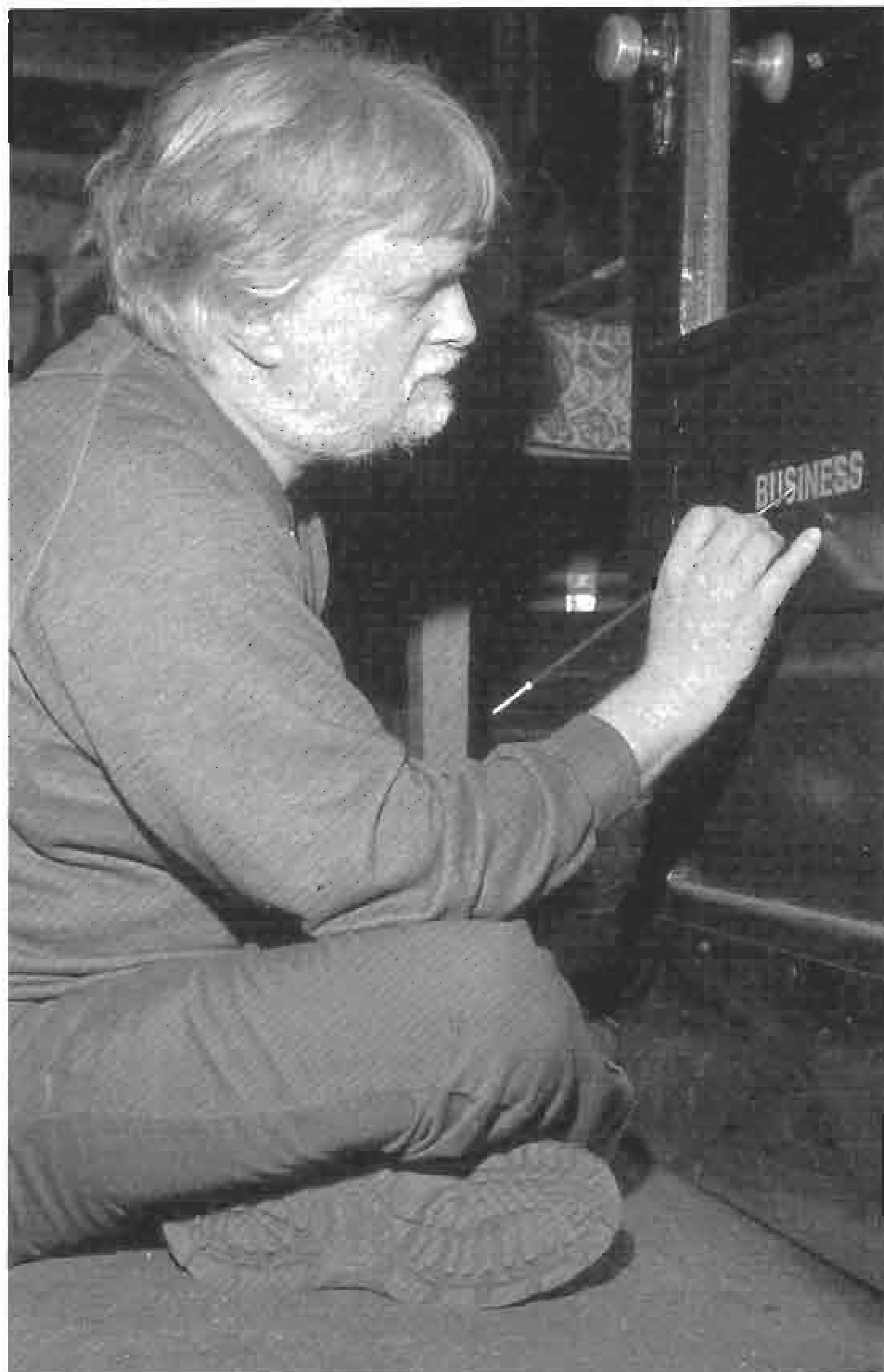
The empty space that remains will be filled in with a pair of proper footboards, and they will be "boards", just as they were in the beginning (unlike the massive and heavy steel ones on the rear)

While all this has been going on, all the cab windows and their inner and outer rubber seals were removed, most of both in pieces, and replaced with new laminated glass windows and brand new rubber seals. This was a job we contracted out to a local automotive glass supplier, although all the "bull" work to get the old stuff off and out of the cab was done "in house". And those rivetted on steel inner frames did not want to come off easily. Anyway, all this "in house" labour really keeps the already high costs in check. BRS Treasurer, please take note!!

In short, #10 is coming along and we've already got plans for the new paint job, - it's going to look very different – and I'm sure will surprise everyone.

There's so much more going on in that shop this past winter that I couldn't begin to cover it all in one Tid Bit, but suffice to say it has been a team effort, a BRS team effort. As the co-ordinator down at that shop I want to thank everyone for their interest, their tenacity and their willingness to work at the business of maintaining one small area of our railway heritage. As I said to someone down there the other day, "we don't work on cars and locomotives, we work on priceless artifacts".

If you haven't paid a visit to the shop to see your equipment and your BRS workers, please do. We're available any Saturday between 08:00 and 12:30. The retired workers crew are also there just about every Tuesday and Thursday after 08:00 until mid afternoon.



BRS expert artist Brian Kelsey letters business car 27's rear door.

All photographs courtesy of Doug Campbell. ■

The Russell Shale Bricks Railway

By Colin J. Churcher

Brick manufacturing started in the Russell area of Ontario in 1864 and by 1895 there were three separate brick factories operating in the township. On 23 January 1907 the brick making operation of John A. and Horatio Loucks was sold to the **Russell Brick and Tile Company**. The clay was found to be too soft for the manufacture of bricks but good, workable shale was found about two and a half miles north and an open pit operation was commenced.

A new company was organized as **Russell Shale Bricks** which purchased the holdings of the Russell Brick and Tile Company in late-1911. The new company built a new factory which was completed late in 1912. This was located to the east of Russell on the road to Embrun, close to the **New York Central** railway line. Three sidings were built into the plant for the loading and unloading of railway cars. The new plant was one of the most modern in the country and Russell bricks were shipped to Ottawa, Montreal and as far afield as New York City.

In 1913, a right of way, one rod (a rod is 5½ yards) wide, was obtained from the various farmers along the west side of the concession road (between concessions 3 and 4). Some reluctantly sold the land required while others gave the necessary land. A three-foot gauge railway was built along this right of way from the brickyard to the shale pit. A small 0-4-0 saddle tank locomotive was brought in to work the railway. Small, side dump, four wheel cars were loaded with shale at the pit and 16-18 cars would be hauled down the road to the brick factory. On arrival it would pull into a siding and push 2 or 3 cars at a time up a ramp and into the crushers. The shale was crushed and then mixed with clay. When all the cars had been unloaded they would be assembled into a train of empties and return to the pit where the cycle would recommence.

The shale was loosened with dynamite. The narrow gauge tracks would be placed as close to the pit face as possible so that the explosion would drop as much shale as possible into the cars. The rest had to be loaded by hand. A steam shovel, which also used three foot gauge tracks, was brought in to assist in the loading operation. It arrived at Russell on a NYC flatcar and had to be moved along the middle of the road to the pit. Men had to lay 60 feet of track ahead of the shovel which was pulled ahead by a team of horses. The track was then picked up from behind

the machine and laid ahead and the operation was repeated. It took two days to move it to the shale pit. Tom Kinchen and his father stayed with the shovel all night to guard it against vandals.

The 1914-18 war brought a slump in the demand for bricks. The main market for Russell bricks was Montreal with the cars being interchanged to the Canadian Pacific at Finch. Russell bricks were in competition with the Laprairie Brick Company which purchased the Russell Company in 1923 and closed the plant later the same year.

The entire operation was sold to Zagerman Brothers of Ottawa on 30 October 1929 on condition that all the buildings be demolished. On 24 November 1929 Zagermans resold it, including the shale pit and the roadside tramway, to Duncan Merkley who owned a brickyard at Billings Bridge in Ottawa which was served by the Canadian National (formerly Canadian Northern Ontario) Railways. Construction of the Merkley siding at mile 3.1 of the Beachburg Subdivision was authorized by order 32155 of 25 February 1922 and an extension was authorized by order 37985 of 15 August 1926. Shale was loaded at the New York Central into freight cars and moved to the NYC Mann Avenue yards where it was interchanged for movement to the Merkley siding. Notes in the Russell Museum suggest that the cars were interchanged with Canadian Pacific although only Canadian National had access to the Merkley siding.

In 1931, Mr. Jack Eastman from Marvelville was awarded the contract from Merkley to move the shale from the pit to the New York Central depot. The steam locomotive was no longer available - it may have been cut up or resold by Zagerman. A small gasoline locomotive had also been tried but this was not strong enough to haul the loaded cars out of the pit. Mr. Eastman used two grey horses, Jack and Prince, to move the shale cars.

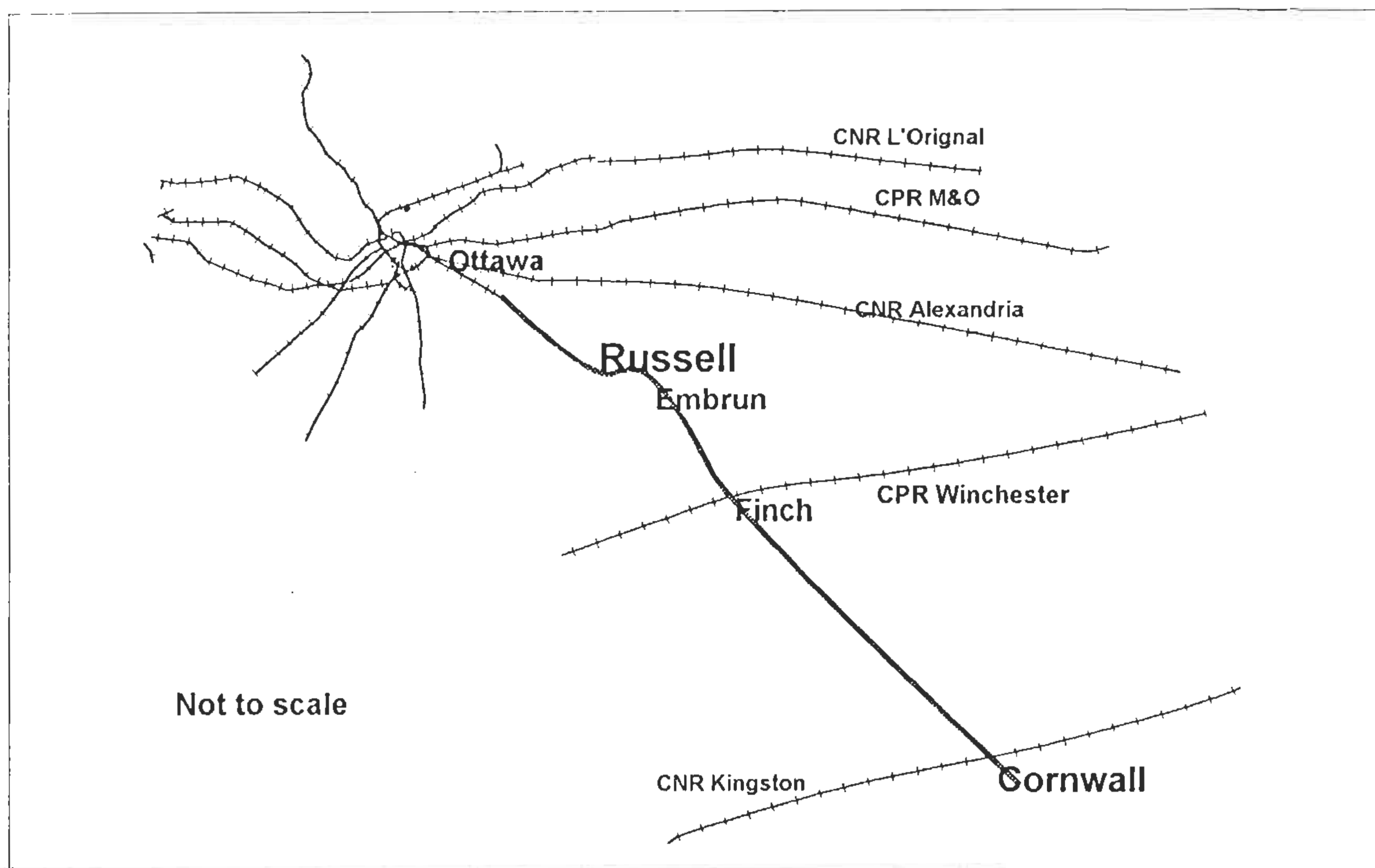
Each car weighed about a ton and would carry about 3½ tons of shale. Jack and Prince could haul two cars out of the pit and when they had six assembled they would move these down to the NYC. The first half mile was up grade and sometimes their stomachs would be about 6 inches above the rails. At the high point, the teamster would pull the pin on the whiffletrees and the horses would step aside and walk beside the cars to allow the train to coast down grade for about a mile. When the cars had come almost to a stand the team would be waiting for the

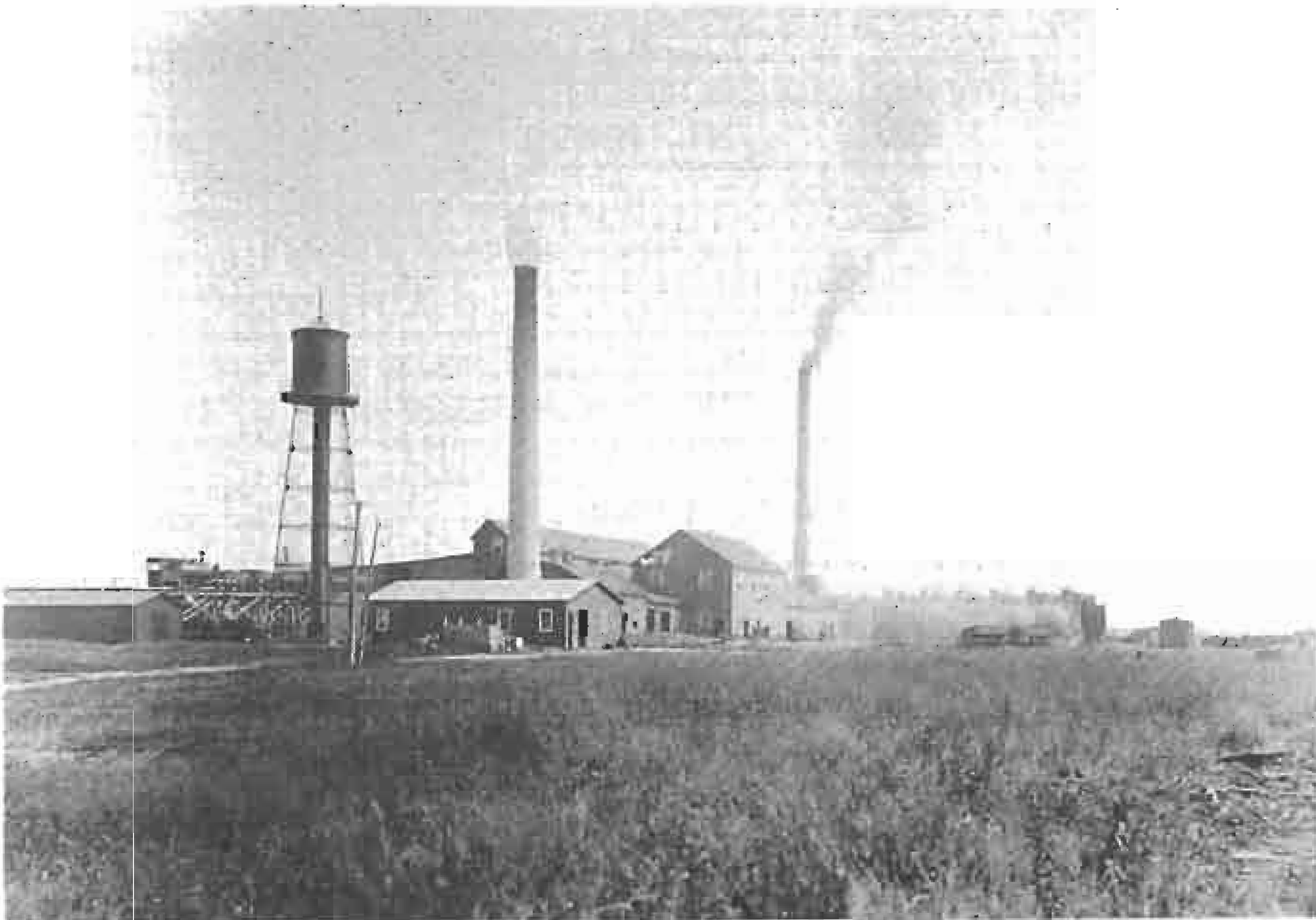
teamster to drop the pin in the whiffletree for the rest of the run. The team was so well trained the teamster did not need to use lines to guide them.

At the New York Central, the horses would be unhitched and a one horse power gasoline engine was used to work a winch which pulled the cars up a ramp to be unloaded into open freight cars. The team would return the empty cars to the pit and, if not needed for another trip, the horses would be unhitched and put into a building out of the sun where they would be watered and given oats and hay.

This was a seasonal operation and the pit had to be pumped out every spring before work could commence.

Due to poor maintenance of the standard gauge sidings, the New York Central refused to take a locomotive into the loading





yard. The horses were then used to draw out the cars onto the main track where the locomotive could get hold of them.

The horse drawn operation lasted for seven years. It then became too expensive to transfer the cars from the New York Central to the Merkley siding in Ottawa. In 1938, Mr. Eastman purchased a 1937 Maple Leaf truck and trucked the shale directly to the Merkley plant. In the late-1940s or early-1950s Jack Eastman gave up his contract. In March 1950, Merkley sold the Billings Bridge plant which allowed construction of the Billings Bridge Shopping Centre. The Russell shale pit was sold to the Ottawa Brick and Terra Cotta Company which sold it to Domtar on 25 January 1960. Shale is still being trucked out of the pit to the Domtar brick plant at Leitrim.

Five cars were dragged out of the shale pit in 1992 and are now stored in the Manotick area. They had been partly covered by overburden. These have a steel frame and a steel, side tipping, body. A photograph taken in the pit, which shows the steam locomotive and steam shovel, shows a number of wooden bodied cars so the surviving cars do not appear to be original. The wheel gauge has been verified as three feet. Four of the surviving cars have no brakes while one was fitted with a hand operated brake with the shoes working on all four wheels. They are all fitted with link and pin couplers and draft gear at one end only.

A few photographs exist of the narrow gauge railway including a good side view of the locomotive which cannot be identified as to maker. No photographs of the gasoline locomotive, or the two horse power locomotive Jack – Prince, have yet come to light.

There is little to be seen today of this interesting roadside tramway. At one point along the road can be seen a stand of evergreen trees which is a reminder of the railway. One day the engineer decided to stop and empty the ashpan of the locomotive. He continued on to the brickyard with his load and on the return trip he found the brush on fire. The men were able to put out the flames and, to compensate Mr. Morrow for the damaged trees, the Company planted a stand of evergreens.

Sources: (1) Notes made available by the Russell Historical Society. (2) From Swamp and Shanty, the history of Russell village and the western part of Russell township by Wendell M. Stanley.

Photo Captions:

Top: Narrow gauge 0-4-0 saddle tank locomotive used to move shale from the pit alongside the road to the brick plant at Russell. Colin J. Churcher collection, Russell Historical Society, Russell Museum 989.80.1.

Middle: The brick manufacturing plant at Russell. The narrow gauge locomotive is shown with a cut of cars on the trestle at the left. To the right can be seen some standard gauge cars for loading and shipment on the New York Central. Colin J. Churcher collection, Russell Historical Society

Bottom: The shale pit with the locomotive spotting cars for loading by the steam crane. Colin J. Churcher collection, Russell Historical Society. ■

The Revelstoke Railway Museum

By Martin Fransen, Manager

Why Build A New Museum?

Well, if you are a group of rail fans who want to have some fun, preserve history, develop community pride and improve tourism as a cultural economic boost to your area, the answer is simple – Build One. The fact that Revelstoke is one of the CPR's most difficult divisional points, the site of the last spike and that there were many retired railroaders in town, naturally led them towards building a "Railway" Museum.

While you can all appreciate that something like this is not a simple task, this is what drove a group of Revelstokians in 1988 to get together with those goals in mind. The group consisted of the Selkirk Division of the Canadian Railroad Historical Association (CRHA), local businessmen, rail fans, model railroaders, and retired CPR employees.

The group struggled through the vision, design, financing, marketing and selling the project to the community. At the same time, the society realized that a major exhibit(s) would be required for the museum. Selkirk Division worked towards obtaining CPR Steam Locomotive (2-8-2) 5468 as the primary exhibit for the Museum. The locomotive is now on a long-term lease from CRHA to the Selkirk Division. It is displayed indoors in the museum and division members maintain and provide docents on a daily basis. At the same time, CPR Business Car 4 became surplus and arrangements were made with CPR to have it donated to Revelstoke. Car 4 is now displayed indoors. Both of these units are very popular with visitors.

The society was fortunate to have an architect working in Revelstoke who realized the vision of the group and came up with a unique design for the Museum incorporating the basic concept of a railway "Shop" and the front, a typical railway "Water Tower".

After much effort, the group had decided on the land and building design and with the help of the local Economic Development Commission and Revelstoke Community Futures, funding options were researched, and applied for. The building budget was set at \$1,000,000 and funding was achieved with 1/3 Federal, 1/3 Provincial and 1/3 local private and corporate donations. The Revelstoke Heritage Railway Society was formed in 1988 and, after all the effort, in 1993 the building was completed, 5468 arrived from Montreal and the Museum was opened. The society was proud of the fact that the building was constructed on budget and on schedule.

After construction started, the Society retained the services

of a museum director with design experience. Her expertise, while expensive, was well worth the investment. The museum's layout and story line proved to be of exceptional quality and was an instant success and popular with all age groups. While the exhibit design cost more than anticipated, funding support was provided from the City of Revelstoke. While this was a sore point for some taxpayers, the return on the investment to the City has been appreciated and the museum now receives overwhelming moral support from the community.

The museum's reputation has grown since opening and with good management from the board; over \$80,000 per year has been reinvested in upgrades to the main building, ancillary buildings, the site at Craigellachie, (last spike – 40 km west of Revelstoke) and displays. These improvements have proven an important part of the museum's success as visitors continuously comment on them and repeat visits are the norm.

Improvements and displays added since opening are:

CPR Diesel, # 1500 cut down and now our "Diesel Simulator" within the Museum; Velocipede display; Royal and Provincial Coats of Arms display, Connaught Tunnel bronze lettering display, "Operator display"; tribute to the workers display; paved parking, operating hydraulic rail spikers; administration building, (train station); carpenter's shop, fencing; park improvements, (thanks to the Revelstoke Rotary Club); theatre completion; "Drumhead" display; Craigellachie gift shop; track development and the addition of a large amount of archival donations, both photographic and documents.

The Museum's attendance has been growing constantly since opening and it appears that it will continue to grow. The museum does not receive grants other than summer employment assistance for students and HRDC partnerships during the winter months for development and job expansion. The museum relies on admission fees, gift shop sales and private donations for its operation and development costs.

The original goals of the society were to provide a self sustaining museum that would be capable of fulfilling the role as a draw for tourism to assist the community financially as well as develop a facility that would be capable of preserving the heritage of the Canadian Pacific Railway in this part of Canada. The society feels confident that the original goals have been achieved and are now looking to the future to investigate how the museum can be improved.

A planning session was recently held and the prospects look as interesting in the next seven years as they have in the past seven. The Board of Trustees has been very visionary, willing to take risks and worked with focus towards the original goals that have led to the success of the Museum. Future developments include building expansion, operating diesel locomotive, more inter-active displays, possible mini-train, web cams, increased archival collecting and cataloguing, a works shop and obtaining further acquisitions that relate to the division.

Like other not-for-profit institutions, the most important part of the Museum continues to be the volunteers. Without the tremendous input of docents, workers, and board members the success of the museum, (including garnering of public support), could not have been attained.

If you are considering developing a new museum and would like to know details of the development and process, board members would be pleased to discuss their experiences. You can visit the web site at railwaymuseum.com or e-mail them at railway@revelstoke.net or give them a call at 1-877-837-6060.



The Revelstoke Railway Museum at 1st Street West and Boyle Avenue in Revelstoke, BC.

Information Line



CN TARGETS 50% REDUCTION IN GRAIN CAR CYCLE TIMES; IS IT TOO AMBITIOUS?:

In a speech to the Canadian Grains Council, Paul Tellier, president and chief executive officer of CN, challenged stakeholders in Canada's grain transportation and handling system to halve the time it takes to deliver grain to port and return empty grain hopper cars to the Prairies for reloading. Citing the example of Vancouver, which handles more than 60% of Canada's export grains, Tellier said the grain supply chain in 1999 required 21 days to deliver grain to port from the Prairies and to get grain cars back in position in the country for reloading. CN has since taken 2.5 days out of its cycle. Tellier said all stakeholders, particularly Prairie producers, would benefit from a more efficient logistics system that halves turnaround times, as it would reduce inventory and storage costs, permit spot sales of grains, and require fewer grain cars.

In a pilot project last year involving a 100-car Shuttle Train, CN moved loaded cars from high throughput elevators to Vancouver and back to the country for loading in just seven days. CN cannot do it all on its own, however. While the grain companies' large investments in high throughput elevators are a solid foundation of a good logistics system, he said, export terminals must increase their efficiency. All links in the chain - from the Prairie elevator and grain terminal system to railcar-allocation interests and export terminal elevators - would have to cooperate to slash the cycle times, Tellier has said.

Tellier's challenge received a mixed response from the audience, who included farmers and representatives of various railways, grain companies, food processors, the Canadian Wheat Board, and the federal and provincial governments. The goal of an 11-day turnaround is 'very ambitious,' said Canada Grains Council vice-chairman Don Kenny. 'But with the teamwork you've suggested, I'm sure that goal is quite attainable,' he told Tellier. Canadian Wheat Board president Greg Arason also used the phrase 'very ambitious' - but unlike Kenny, Arason expressed reservations about whether the goal could be achieved on a system-wide basis, especially if grain continues to be loaded and transported along branch lines. Arason thinks incremental improvements in turnaround times might be a more reasonable approach. He agreed with Tellier that it's possible to build consensus on transportation issues with small groups of grain industry executives, but the consensus falls apart when all parts of the industry are represented in a discussion.

The Saskatchewan Wheat Pool says it is ready to accept the challenge. 'I agree that current cycle times are unacceptable,' says ceo Mayo Schmidt. 'The Pool's grain handling network is constructed with the necessary efficiencies to allow it to execute on shuttle trains.' Schmidt says he's confident the grain handling and transportation industry can develop a system that complements the shipment of Board and non-Board grains. In the meantime he challenges CN to further develop a shuttle train program.

A transportation economist at the University of Manitoba said it's hard to argue with targeting faster turnaround times. "Certainly, it's ambitious," said Barry Prentice, director of the Transport Institute at the University of Manitoba. But because there are so many different players in the supply chain between farm and ocean vessel, Prentice said it won't be easy to co-ordinate a just-in-time system for grain. (CN homepage, April 10; **Canadian Press**, **National Post**, **Winnipeg Free Press** thanks to Jim Lewis, April 11; JoC Online April 17; CCN Disclosure, Western Producer, April 19)

TAKING OUR PLAY TO THE NEXT LEVEL: PAUL TELLIER'S SPEECH TO THE CN AGM:

In a speech to CN's annual meeting

of shareholders in Vancouver, CN president and ceo Paul Tellier stated that CN has in the past five years become the North American rail industry's service and efficiency leader and increased shareholder value by more than 300%. Tellier told shareholders that CN's benchmark must now go beyond the rail industry, to become one of the best-run, best-managed, and best-performing companies in North America. "CN must be a leader in innovation," he said, citing CN's scheduled rail service, accelerated intermodal schedules and track sharing agreements with CPR. The challenge, he stated, is to create as much shareholder value over the next five years as CN has in the past five.

Speaking on the issue of a possible merger with CPR, Tellier said that while there was some speculation over the winter that CPR might be sold, senior management of CP Limited have made it clear that they will pursue a different course. Acknowledging that CPR is "not for sale," Tellier said CN looks forward to "maintaining our healthy rivalry with CP. We will continue to explore innovative partnerships that make both railroads more competitive." (CN, April 17)

AREA RESIDENTS BAND TOGETHER TO TACKLE CN INTERMODAL TERMINAL:

Residents living in the area surrounding the proposed CN intermodal facility near Milton, Ontario, have formed a group aimed at clearing up any confusion concerning information received by CN officials. "We formed as a neighbourhood to find out what each person has been told (by CN)," said Rita Post, co-chair of Milton Residents Against Intermodal Lines (RAIL). She said the 40 members of RAIL have put together a list of questions in hopes of addressing them to CN officials. Milton RAIL member John Gent said the group is focussing its energy on two areas: "Stopping CN from building here and making sure the people have reasonable compensation. A lot of stress, noise, pollution and inconvenience will come from this." (**Canadian Champion**, April. 10)

WC MERGER WITH CN WOULD COST 258 AMERICAN JOBS

Wisconsin Central Transportation Corp. will lose 258 positions, about 12% of its work force, if a pending proposal to merge with CN is approved. Two positions in Superior, WI, could be eliminated. "Certainly, we want to take a careful approach and make as many of the cuts as possible through attrition," said CN spokesman Mark Hallman. The elimination of duplicate positions will be most evident in Stevens Point, WI, where 55 mechanics will be eliminated, along with eight managers, two conductors, two engineers and one clerical worker. Another 21 mechanics will be cut in Fond du Lac, WI, along with two managers and two clerical workers.

"A lot of the overlap will occur among senior executives, vice presidents and upper management," said spokeswoman Ann Thoma. The job reductions are spread across a three-year period, Thoma said, with most of the field positions to be eliminated through attrition. (**Duluth News-Tribune**, April 11)

CN POSTS MODEST GAINS: CN has reported first-quarter net income of \$202 million, up 3% from the comparable period a year earlier. CN President Paul Tellier said the company posted higher revenue, net income and earnings per share, despite harsh winter weather and "pockets of weakness in the North American economy." The results don't include a US\$47 million after-tax gain from the sale of CN's half-share in Detroit River Tunnel Co.

Operating income was essentially flat for the quarter. CN's operating ratio, a key indicator of a railroad's health, rose to 72.5% from 72.2%. Revenue in the quarter rose 2% as did expenses, due mostly to fuel price increases. Carloads were flat at 952,000. Four of CN's seven business units recorded revenue gains: Intermodal revenues gained 13%, petroleum and chemicals climbed 5%, metals and minerals, and grain and fertilizer revenues rose 2%. Revenues in the automotive sector fell 14%, while revenue from forest products shrank 2%. Coal revenues were flat.

CN DONATES 560 KILOMETRES OF LAND TO THE TRANS CANADA TRAIL FOUNDATION: CN has donated 560 kilometres of land to the Trans Canada Trail Foundation, the Canada-wide nature and shared-use recreational trail that will extend to every province and territory. The donation consists of 21 dormant rail lines in Ontario, Manitoba, Saskatchewan and Alberta. "The Trans Canada Trail Foundation is pleased with the donation," said Paul LaBarge, director of the Foundation. In keeping with its good neighbour policy, the Foundation will work with all of the concerned stakeholders to make the best use of CN's donation. "Part of these lands represents essential links in the existing trail network. Others represent corridors that will be handed over to communities for local use," said LaBarge. The Trans Canada Trail winds its way through every province and territory. It will ultimately be the longest trail of its kind in the world, spanning approximately 16,800 kilometres. To date, 9,861 kilometres of land have been registered, i.e. donated or designated by municipalities or landowners to become part of the Trail. (CN Release, April 19)

CN TO REPLACE OLD SWITCH LOCKS ON CROSS-COUNTRY TRACK: CN has ordered that 1,900 locks used on railway switches across the country be replaced with more secure fixtures, weeks after a lock suspected to have been sabotaged sent a VIA passenger train lurching off the tracks in rural Nova Scotia. "We did put out a message through the system that throughout this year we will change most of the locks," Pierre Leclerc, a CN spokesman, said from Montreal. "It's a bigger lock and the newest." CN, which hopes to have the locks replaced by the end of the year, began upgrading some of its locks last year, but recently mandated that all of those on the main line should be changed. The new lock, made by the U.S. company Sargent and Greenleaf, will replace smaller, older padlocks that have been called into question since the one used in Stewiacke, NS, was smashed. It will cost CN about \$250,000 to replace the locks, which are made of a heavier steel, are much larger and designed specifically for the railway industry. (Associated Press, May 10)

DAWSON CREEK TO PURSUE DEAL FOR CN TRACK: The Dawson Creek and District Chamber of Commerce will spearhead an effort to convince CN to give up running rights to the portion of its rail line that runs through Dawson Creek. The Chamber will pursue the matter in regards to the three miles of track that runs through the city. Currently, BC Rail can only shuttle cars on the CN portion of the track which runs from 17th Street east. 'Right now, they can't market rates,' Dahlen said. 'All they can do is shuttle cars back and forth for grain loading. If CN was to give BC Rail complete jurisdiction, i.e. rent the track or let the city rent the track or buy it, to three miles east of town, that would allow grain shippers here to negotiate a better deal for freight rates.' Mayor Blair Lekstrom said CN has a moral obligation to give up the line because they're not making any use of it and he is optimistic that a deal can be reached. (Peace River Block Daily News, April 18)

CTA DISMISSES RUNNING RIGHTS APPLICATIONS: The Canadian Transportation Agency (CTA) has dismissed the applications of the Hudson Bay Railway and Ferroequis Railway for open access running rights on railway lines owned and operated by the CN pursuant to section 138 of the Canada Transportation Act. The CTA stated that the applications were dismissed as they were found to be beyond the scope of section 138 of the CTA. After a thorough consideration of the submissions and an extensive examination of the CTA, the Agency said it determined that while the National Transportation Policy contained in Section 5 of the CTA sets intramodal competition as an objective, it is not the only objective and an assessment of other considerations was required. The Agency concluded that the applications for running rights which included traffic solicitation, in effect making them applications for open access, were legally beyond the relief that could be granted by the Agency under section 138 of the CTA.

CN, which had vigorously argued against granting the rights

to the smaller competitors, said the railway is 'gratified' by the decision and will now proceed with a proposal to grant running rights to a co-operative called the Prairie Alliance for the Future. Gary Rennick, OmniTRAX Canada's coo, said he was disappointed with the decision, but understood 'the parameters in which the [CTA] must operate.' He added, 'Shipper and producer groups have been unanimous and likeminded in the interpretation of the Act as a vehicle for pro-competitive measures.' OmniTRAX will be considering all other options in this pursuit in the coming months. (CTA homepage, Canadian Press, OmniTRAX May 3, Globe and Mail, National Post, Winnipeg Free Press, May 4, thanks to Jim Lewis)

CWB CRITICIZES DECISION ON SHORT-LINE RAILWAY RUNNING RIGHTS: In response to the Canadian Transportation Agency's dismissal of applications by the Hudson Bay Railway Co. and Ferroequis Railway Co. for open access running rights on CN lines, the Canadian Wheat Board says farmers are the losers. '(The) decision puts farmers totally at the mercy of CN and CP,' CWB chairman Ken Ritter said Friday. 'It gives them a virtual monopoly because other railways that want to offer meaningful competition do not have the ability to compete for business currently captive to those railways. The ball is now fully in the court of the CTA review panel to make meaningful recommendations to the minister of transport to change the act to ensure there is effective competition for captive shippers.' He said he would be writing to the transportation agency's review panel about the wheat board's concerns.

Meanwhile, former CPR engineer, Tom Payne, isn't too disappointed the application by his new Ferroequis Railway Co. for running rights on CN tracks was rejected by the Canadian Transportation Agency. "We didn't get everything we wanted, but then you seldom do," said Payne, who wants to run grain trains between North Battleford, SK, and the port of Prince Rupert. "I'm really happy that a lot of serious questions were answered." Payne will study the wording of the ruling in detail before deciding what to do next. But he's definitely not giving up. (Canadian Press, May 4, Saskatoon Star Phoenix, Regina Leader Post, Edmonton Journal, May 5)

CN AND WCTC WELCOME STB RULING: CN and Wisconsin Central welcomed the US Surface Transportation Board's decision to treat the proposed CN/WCTC merger as a "minor" transaction for regulatory review purposes. The STB has established a schedule anticipating a final agency decision in the merger proceeding by September 7, 2001. WC would add about US\$150 million to CN's industry-leading annual forest products revenue of about \$650 million (C\$1.01 billion). (Business Wire, Bloomberg News, May 9)

CN REACHES TENTATIVE COLLECTIVE AGREEMENT WITH RAILWAY OPERATING UNIONS: CN has reached a tentative collective agreement with the Canadian Council of Railway Operating Unions. The CCROU negotiates on behalf of the Brotherhood of Locomotive Engineers and the United Transportation Union, which together represent about 4,800 CN employees in Canada. The leadership of each union is recommending ratification of the three-year agreement; details of the tentative pact will not be released until it's ratified. The current contract expired at the end of 2000. CN remains in active bargaining with the Rail Canada Traffic Controllers. (CCN Newswire, CN homepage, May 15)

CN DONATES \$1.25 MILLION TO UBC: CN has made a \$1.25 million donation to the University of British Columbia to create the CN Chair in Transportation and International Logistics. UBC will match CN's gift to establish the \$2.5-million CN Chair. The interdisciplinary Chair will focus on research and teaching in the fields of operations, logistics, supply chain management, land use planning and community decision-making, leading to improved overall efficiency in the world's transportation sector. 'CN is proud to be a partner with UBC,' said CN president and ceo Paul Tellier. 'This Chair will help develop new expertise and lead research in transportation and logistics. Canada's economic competitiveness and prosperity depends very much on the

continued strength of its freight railroads. For that reason, this field of study builds for the future.' (CCN Disclosure, April 16)



**CANADIAN
PACIFIC
RAILWAY**

NO TEARS AS CP HOLDS FINAL ANNUAL MEETING: It was the end of an era for corporate Canada on April 26 as Canadian Pacific Ltd. held its last annual general meeting. "It is the end of one era and the start of another," David O'Brien, chairman, president and chief executive told shareholders. "The holding company structure will disappear but our businesses will live on, bigger and stronger than ever before." Mr. O'Brien said he foresees no serious obstacles to the dissolution. The most immediate issue is getting a necessary tax ruling from Ottawa to ensure there are no capital gains taxes for shareholders as a result of the deal. The ruling is expected in late summer, although if it is delayed Mr. O'Brien said a planned special meeting of shareholders this September in Calgary to vote on the breakup could still go ahead, with approval contingent of receiving a favourable tax decision.

Once complete, shareholders will receive shares in each of CP's five business units, Canadian Pacific Railway, PanCanadian Petroleum, Canadian Pacific Hotels and Resorts, Fording Coal Ltd. and CP Ships. The new shares will be distributed on a pro rata basis, but the exact number of shares will not be decided until CP establishes a capital structure for each of the units that ensures each is investment grade. Shareholders are to receive a circular in about two months detailing the transaction, Mr. O'Brien said. (National Post, April 27)

CPR REPORTS LOWER EARNINGS; CUTTING 500 JOBS: CPR is eliminating 500 jobs and taking other cost-cutting measures after it reported the weakest first-quarter results among the operating divisions of parent Canadian Pacific Ltd. The railway's earnings fell to \$68-million from \$85-million a year earlier, whereas the other four operating divisions posted gains yesterday to give CP Ltd. record net income in the quarter. CPR had a 1% revenue increase to \$918 million, offset by higher costs and lower than expected volumes. The railway's operating ratio, a key measure of efficiency, jumped 3.9 points in the quarter to 83.4%. By comparison, rival CN's was 72.5% in the first three months. Grain, industrial products and intermodal revenue was up, but coal, sulphur and fertilizer, forest products and automotive were down. Operating expenses, excluding spin-off costs, increased \$40 million, or 6%, from the first quarter of 2000, largely a result of harsh winter conditions in the east and mid-west, higher fuel and energy prices. Despite the difficult operating conditions in the first quarter, CPR continued to improve train operations, compared to the same period last year. Locomotive utilization improved 3%, fuel consumption improved 4%, train weights increased by 2%, and gross ton-miles per employee, a key productivity measure, increased 4%. "We have an active cost reduction effort underway to improve our performance. We are deferring all discretionary expenditures and are accelerating cost reduction efforts," said Michael Waites, chief financial officer of the railway. CPR will trim about 500 jobs through attrition, cancelled contracts and layoffs as it aims to hit a low-70s operating ratio for the year. CPR had about 17,500 employees at the start of the year. (Canada Newswire, April 24; National Post, April 25, thanks to John Thompson)

CPR DOESN'T LIKE HOW THE CTA WILL CALCULATE RAIL REVENUE: CPR doesn't like some of the things the Canadian Transportation Agency will include as railway revenue when it checks to see rail earnings do not exceed the government-legislated cap. For example, penalties exceeding \$250 per car paid by grain companies to the railways for failing to meet loading and unloading times will be included as railway revenue, the CTA announced. Under CPR's MaxTrax program, if either the grain shippers or CPR fail to meet specific loading and unloading requirements, penalties are paid. The voluntary program is designed to encourage efficiency. If such penalties are

included when railway revenue is calculated, it means the railway pays a penalty for somebody else's inefficiency, La Cuvée said. "It leads us to consider going to a full (rail car) bid system like they have in the US," he added.

Transport Canada recently announced plans for monitoring the grain handling and transportation system. And that's going to cost CPR, La Cuvée stated. "We haven't assessed how much it will cost, but there certainly will be a cost with it because the systems that are in place now aren't adequate to do what the new rules are calling for, so modifications will be required and that does cost," he said. (Manitoba Co-operator, April 5)

CPR SOUNDS SUPPORT FOR TOURISM PROJECT: Schreiber, Ontario's, proposed railway interpretative centre won't be able to count on any funding from CPR in the near future. CPR, which has a terminal in Schreiber, says if the centre ever gets off the ground, the company will provide free "in-kind" support, such as labour and relevant railway equipment for display purposes. (Canadian Press, CBQ-FM Thunder Bay, April 24)

ROYAL CANADIAN PACIFIC LAUNCHES LUXURY TOUR SEASON: The Royal Canadian Pacific, operated by CPR, will build on last year's successful inaugural season by running 18 scheduled tours on board vintage rail cars between May and October 2001, as well as several private charters. Royal Canadian Pacific began the season on May 17 with its signature Golden Crowsnest Excursion. The tour takes a maximum of 24 guests on a magnificent 650-mile loop through Banff National Park, the Columbia River Valley, Crowsnest Pass and southern Alberta. Guests dine and sleep on board exquisitely restored early-1900s rail cars, powered by 1950s diesel electric locomotives repainted in heritage CPR livery.

Royal Canadian Pacific's fleet of vintage CPR business cars is expanding. The recently refurbished *N.R. Crump* provides an additional six en suite staterooms, all beautifully restored with inlaid walnut panelling and many modern conveniences. It will be joined in May by the *Strathcona*, the 1927 business car currently being refurbished in Calgary. (CPR news release, Trains.com, April 30)

ROYAL CANADIAN PACIFIC PASSENGERS CAN ACCESS E-MAIL AND THE INTERNET: Passengers aboard the Royal Canadian Pacific cruise train can also access their e-mail and the Internet, which may be a first in passenger rail service. Each passenger stateroom, as well as the train's lounge, contains a standard telephone and modem jack, with ordinary twisted-pair copper wiring connected through an onboard private branch exchange (PBX). The hardest part of the job was the between-car wiring runs, which were subject to the stress of train movement. The PBX is linked to a wiring closet that contains six rack-mounted cellular telephones, which are in turn connected to antennas mounted on the roof of the rail car. Passengers should experience connection speeds of 4.8K to 9.6K bit/sec., far slower than standard dial-up speeds of 56K bit/sec., but well exceeding recently introduced Internet access services on airplanes, which are limited by low-speed satellite links to 2.4K bit/sec. (ComputerWorld, May 21)

CPR SHIFTS OPERATIONS IN SOUTHERN ONTARIO: CPR has removed its through trains from CN's Oakville Subdivision between Toronto and Desjardins, just outside of Hamilton, Ontario. The through traffic now travels via CPR's Galt Subdivision between Toronto and Guelph Jct., and the Hamilton Subdivision between Guelph Jct. and Desjardins. The all-CPR routing was made possible by increased tonnage ratings on Waterdown Hill, one of the steeper grades in the province. Local trains have been using the route between Toronto and Hamilton, and now will be joined by through trains. Currently, two six-axle locomotives augment road power for the climb/descent. (Trains.com, May 10)

DAIMLERCHRYSLER CANADA PARTNERS WITH CPR'S EXPRESSWAY SERVICE: DaimlerChrysler will reduce the number of trucks on Highway 401 by an average of 120 per day this summer by partnering with CPR's Expressway service.

Expressway allows DaimlerChrysler to more efficiently transport automotive parts and components from suppliers to the Brampton Assembly Plant, along two of the country's busiest highway corridors: Detroit to Toronto and Toronto to Montreal. They are the first auto manufacturer to take advantage of the Expressway service. (Canadian Press, May 15)

DORMANT RAIL LINE RE-ACTIVATED: Motorists in the Welland area were warned that regular freight-train service would return to a 12.9-kilometre (8-mile) section of the long-dormant Canada Southern (CASO) rail line west of Welland as of May 9. Officers from regional detachments of the CPR Police Service were telling motorists to be on the lookout for trains where none had been present for several years, and signs warning that railway traffic will resume were posted at 16 public level crossings on the CASO line between Hewitt Rd. in the Township of Wainfleet and Young St. in Dunnville. Six trains per week will be rerouted to the CASO line via Welland as a result of the CPR's decision to transfer or discontinue the 15.4-kilometre (9.5-mile) northern half of its route from Smithville to Port Maitland. There is not enough traffic along this segment of the line to generate sufficient revenue for needed bridge repairs. A new connecting track has been installed between the east-west CASO line and the southern portion of the CPR line to Port Maitland, known as the Dunnville Spur. (CP Press Release, May 9)

CP SIGNS NEW CONTAINER DEALS OUT OF VANCOUVER: CPR has signed contracts with Orient Overseas Container Line, NYK Lines and CP Ship's Lykes Lines that will double container shipments from the port of Vancouver to the U.S. Midwest. Orient Overseas and NYK Lines already serve Vancouver but were feeding container traffic only to eastern Canada. Lykes Lines announced in March that it was expanding its operations between Asia and North America. (Reuters, May 22)



GIANT PUZZLE: With the purchase from ALSTOM in Great Britain last year of 139 passenger cars came all the materials, technical drawings and documentation to complete and maintain the cars. This is important, as only 64 of the cars were completed, and the remaining are in various stages of completion - some are just empty shells on wheels. Excluding the cars, there is about 130,000 square feet of material (enough to fill close to three football fields). So far, 3,500 different inventory items have been numbered, including 1,500 mattresses, thousands of kilometres of cables and 5,000 drawings. To date, sixty 40-foot containers have been shipped while another 350 are on the way. Materials have been stored in two separate warehouses, as well as various suppliers in England. Shipment of the cars from England direct to Bombardier's Thunder Bay plant is underway by ship, with upwards of 30 cars in each shipment. Bombardier has been awarded a contract to ready the cars for Canadian service. Modifications include strengthening the cars, removing some of unnecessary electrical components, adding boarding steps, and improving accessibility for passengers with special needs. (Vialogue, May 2001; CBC News, May 27)

CHRETEN CHIEF OF STAFF TO QUIT AND BECOME CHAIRMAN OF VIA: Jean Pelletier, Prime Minister Jean Chretien's chief political aide, and the former mayor of Quebec City, will leave his job as chief of staff and become the chairman of VIA, Montreal's La Presse reported. Pelletier's new position will be announced before the end of June but he will stay on in Ottawa until the end of the summer, the newspaper said in a report from its Quebec City bureau. (Canadian Press, April 26, Toronto Star, April 27)

VIA LOSES COURT BID TO CONTROL CAR DESIGN: VIA Rail has lost another battle with the Canadian Transportation Agency over who has the right to ensure that its new rail cars, being shipped from Great Britain, are accessible to disabled passengers. On

May 2, a federal court threw out VIA's complaint that the Canadian Transportation Agency overstepped its authority when it halted the retrofitting of 139 new rail cars. "The issue is one of having jurisdiction over the final design of a rail car," said Michel Hebert, a transportation agency spokesman. "We always maintained we did have jurisdiction and the federal court has just agreed." The long-running argument over accessible rail cars began when the Council for Canadians with Disabilities challenged VIA's deal on the basis that the new cars, worth more than \$100 million, were unsuitable for travellers using wheelchairs or walkers. (Kingston Whig-Standard, May 5) (For a summary of events from the CCD's perspective, see <http://www.pcs.mb.ca/~ccd/tf0501.html>)

VIA RAIL UNVEILS NEW 'ASK VIA' INTERNET TOOL: VIA Rail has unveiled a new Internet tool to respond to the increasing number of requests it gets from its clientele through its web site www.viarail.ca. VIA's Web site, which generated over \$8 million in revenues last year, now enables eVisitors to ask questions in natural language, in both English and French. "Ask VIA" gives them a real-time response using the IntelliResponse software. IntelliResponse software allows VIA to keep a database of the most frequently asked questions. (VIA, May 8)

REGIONAL/SHORTLINE NEWS

RAIL SERVICE SECURE: Freight rail service between Cape Breton and Truro, Nova Scotia, is secure, despite speculation in Halifax that the Cape Breton and Central Nova Scotia Railway may be derailing. Concerns have been raised about the railway's future in light of the Sysco closure and the potential shutdown of the Devco mine. Trenton Works is a company that relies on the railway, leaving an impression that it could be without service. "That's highly unlikely," said CBNS' general manager. The railway, he said, only has a revenue-generating problem in Cape Breton, between Port Hawkesbury and the Sydney area. Overall, the railway's general manager would like to see the Nova Scotia government paying more attention to rail transport instead of putting so much money into highways. (Truro Daily News, April 16)

OMNITRAX STICKING TO RAIL PLANS IN PRAIRIES: OmniTRAX says plans to create a new rail alternative in the Prairies are still on track despite a ruling from the Canadian Transportation Agency. "We're as committed as ever now to moving forward," OmniTRAX, coo Gary Rennick said. "There are a number of opportunities that will allow us to go forward with the Western rail concept." Rennick said Hudson Bay Railway, OmniTRAX's Canadian subsidiary, is still debating its various options. He said the railway can appeal the ruling or submit a modified application. CN spokesman Mark Hallman said his company is confident it will prevail against any challenge by OmniTRAX. (Globe & Mail, May 8)

BC RAIL CHANGES PASSENGER SCHEDULES: BC Rail Hudson Service trains will now operate Wednesday through Sunday, June 02 - September 2, then weekends only (Fri - Sun) until September 23. The Pacific Starlight will travel Friday, Saturday and Sunday, May 11th through to June 24th, 2001. Commencing June 27th, the Pacific Starlight will travel Wednesday, Friday, Saturday and Sunday through to September 9th, 2001. From Friday, September 14th through to October 14th, the Pacific Starlight will travel Friday, Saturday and with a special Sunday brunch service. The Whistler Explorer is now integrated into the Prospector schedule out of North Vancouver. The Explorer will leave Whistler at 09:45, travelling with the Prospector to Lillooet, then continue to its new terminal at Pavillion, arriving at 13:40 and departing at 14:00 arriving back at Whistler at 17:40. (WCRA news)

FORMER RAILINK TRACK HAS NEW OWNERS: The 240-km Bonnyville-Coronado rail line, bought from CN Edmonton-based RailLink Ltd. in August 1998, has 10 new owners - a consortium of neighbouring municipalities. They say they're not giving up on the idea of returning the narrow strip of land running northeast of Edmonton to the rail business - even as CN (working with

RailAmerica) makes plans to remove the rails and ties. Robert Bouchard, County of St. Paul reeve and consortium chairman, said the line was abandoned when RailAmerica, which bought RailLink, lost its contract to supply fuel to CFB Cold Lake. "The group of municipalities would like to have seen the rails continue, especially for the jet fuel," he said. "We don't want to have jet fuel on the highway." Until a railway operator is found, the towns and villages are planning to use the right of way for water and fibre optic lines. CN spokesman Graham Dallas said "Effectively, it's a trade. We have traded the right-of-way land for a tax receipt. There was no cost to the citizens of these municipalities." The rail line extends from Waskatenau to Elk Point on the former Coronado Subdivision and from Abilene junction to Cold Lake on the former Bonnyville Subdivision. (Edmonton Sun, May 16)

OTHER INDUSTRY NEWS

DEVELOPING A CONTINENTAL TRANSPORTATION POLICY FOR CANADA'S FUTURE:

In a background paper published in March, the Railway Association of Canada provides a railway perspective on current and emerging trends affecting Canada's economy and its transportation and trade. The publication discusses Canada's railways' role in the nation's economy, links to external markets, and environmental advantage. Although the discussion is national in scope, two areas where existing rail infrastructure is well positioned to play a role in the global market are emphasized -- Ontario trade gateways, which handle 65% of Canada/US trade and 80% of Canada/US rail trade, and international marine gateways that are served by the long-haul rail network. The publication also discusses railway investment in equipment, infrastructure and technology, noting that no other industry comes close to matching the railways in terms of the proportion of revenues reinvested. The potential benefits of rail to various economic sectors are also summarized. (RAC, March 31, and available at www.railcan.ca/documents/CTP_eng.pdf)

RAIL POLICY CHANGE IS NECESSARY, POSSIBLE AND WITHIN CANADA'S REACH:

Bill Rowat, president and ceo of the RAC, spoke to the WESTAC annual meeting, stating that the policy changes needed to develop a forward-looking transportation policy for Canada are within Canadian control and reach. "However, they require governments to work together in their enlightened self-interest," said Rowat. "Rail can carry more of the freight and passenger load, help reduce road congestion, pollution and fuel consumption. Current government tax and regulatory policies, though, give Canadian rail a 52% tax handicap, compared with US railroads. Rail pays all the costs of its own corridors, including property taxes, while the trucking competition doesn't. Rail can help society solve its trade and transportation challenges, but society's leaders have to recognize, and capitalize on, the role rail can play as achievable opportunities, and desirable objectives."

Per passenger or tonne, rail generates one-fifth the greenhouse gas emissions of trucking, one-quarter the emissions of urban autos, and one-third the emissions of inter-city autos or airplanes in densely populated corridors. Despite this, the most fuel intensive modes of freight transport, air and road, are growing the most rapidly. Between 1995 and 2020, air freight is forecast to grow at 90%, and truck freight at 61%, while rail is only forecast to grow at 38%. Canada's railways transport half of the country's freight, moving 5.5 million carloads of freight and containers, and 52 million rail commuters and inter-city travellers annually.

In a speech to the Public Policy Forum's Round Table on Borders, Transportation and Trade meeting, RAC vp of public affairs, Bruce Burrows, noted that more than one million carloads of freight and containers cross the Canada-US border by rail each year, reducing road and gateway congestion, fuel consumption and pollution. But greater savings are possible through improved customs inspection procedures, and strategic investments in common databases and processes to eliminate duplication and streamline traffic flow. He also said that Ontario trade and transportation corridors handle 65% of the value of all Canada-US trade, and 80% of US- destined rail traffic moves through Ontario gateways. That also reflects the importance of scheduled deliveries and intermodal traffic growth. "Rail can carry more of

the load, but public policies should reflect the country's future economic needs and priorities, not those of its past," he said. (Canada Newswire April 10-11)

TRANSPORTATION SECTOR SHOULD WORK TOGETHER, MINISTER SAYS:

In a speech to the Vancouver Board of Trade on April 10, federal transport minister David Collenette said the major players in Canada's transportation industry should work together to build an integrated system that will use all modes to better advantage. "I think the whole transportation industry should look at expanding and building more strategic alliances," he said. "Doing so has the potential to improve their bottom line and at the same time improve the nation's bottom line with a more efficient, better integrated and more environmentally sustainable transportation system." He praised Canada's national railways for introducing new intermodal services for the trucking industry. "These kinds of strategies do not undermine the key role played by the trucking industry, which will continue to take a large share of the traffic as our economy grows," the minister said. (Transport Canada, April 11)

BOMBARDIER: NEW GLOBAL LEADER IN RAIL TRANSPORTATION EQUIPMENT:

Following the closing of the acquisition of DaimlerChrysler Rail Systems (Adtranz), Bombardier announced that rail transportation equipment is a core business accounting for nearly 40% of our revenues. President and Chief Executive Officer of Bombardier Inc., Robert E. Brown, speaking at a press conference in Berlin, said "With the addition of Adtranz, we are clearly positioning Bombardier Transportation globally as the leading integrated rail transportation equipment manufacturer." The new Bombardier Transportation will be structured into seven distinct divisions, each with a clear geographical or product mandate. Three rolling stock divisions will have a geographical focus: The Americas, Asia/Pacific and Europe. The other four divisions will have a clear product or services focus with a global mandate: Propulsion and controls, Transit Systems, Services and Signalling. Bombardier Transportation's headquarters will remain in Montreal, while its European headquarters will be located in Berlin. (Bombardier Inc., May 2)

TRANSPORT MINISTER WANTS STANDING COMMITTEE TO EXAMINE DRIVERS' HOURS; TRUCKERS WANT REVIEW OF RAILWAY HOURS:

Transport Minister David Collenette announced that he is requesting that the House of Commons Standing Committee on Transport and Government Operations examine the rules governing commercial drivers' hours of service. This examination will build on the ongoing work of the Canadian Council of Motor Transport Administrators on hours of service rules. "The overall objective of the review of the hours of service rules is to improve safety on Canadian roads," added Mr. Collenette. The Canadian Trucking Alliance will be asking that the Committee's mandate include a review of the rules now being proposed for railway engineers. (Transport Canada, April 30; Canada Newswire, May 1)

SAFETY ASSOCIATION SHOCKED BY TRANSPORT CANADA OFFICIALS:

Canadians for Responsible and Safe Highways has complained to the Chair of the House of Commons Standing Committee on Transport about actions by Transport Canada. The latter had provided the Standing Committee with a document labelled as the product of a federal-provincial working group on which CRASH is a member. But, CRASH had never seen this document, and had never been consulted about this document. Bob Evans, CRASH executive director, said he was particularly upset because the new document proposes to take further risks with the safety of Canadian road users. The association fears that Canadians could wake up in the second half of 2001 to find themselves having to share the road with truckers required to drive up to 106 hours per week, or even more. (Canada Newswire, May 7)

FARM PROBLEM NOT RAILWAYS' PROBLEM: The problems of the farm sector are severe, but the solution doesn't lie with the railways, according to a new report from the Conference Board of Canada, *Railways Under Review*. "History tells us the solution

isn't in using the railroads as a substitute for fixing the underlying problem - in this case distorted international grain markets," said Andrew Shea, one of the authors of the report. The key issues for the review panel are the level of competition in the rail sector; the degree to which some shippers are captive to a single railroad; the relationship of the rail sector to the farm sector; and, the financial viability of the railroads themselves. The report examines each of these key issues and suggests how a return to sweeping regulation would impact the rail industry in Canada. (Conference Board of Canada, April 26)

CAPE BRETON SHOCKED BY CLOSURE OF LAST UNDERGROUND

MINE: The natural resources minister, Ralph Goodale, says efforts to sell the federally-owned Prince mine to private interests have failed, and 440 people will lose their jobs. Coupled with the loss of the Sydney Steel plant, this is another devastating blow to the local economy. The orderly shut down of the mine will begin immediately, and be closed for good in the fall. Devco will try to sell the mine's surface assets, which include a rail line and pier, but will not accept any offers to buy the mine. Devco was mining about one million tonnes of coal annually from Prince, its single producing mine in Point Aconi, N.S., and selling it to the provincial electric utility, Nova Scotia Power. (CBC May 16; CP, May 17)

LOCOMOTIVE GETS OK TO STEAM UP:

The BC government has finally approved the rebuilding of preserved steam locomotive 2860, used to haul the Royal Hudson excursion train from 1974 until 1999. The government, which owns the locomotive, has done a deal with BC Rail, which operates the steam train. Government spokesman Yvette Wells said the railway is to pay for refurbishing passenger cars and will deduct the cost of rebuilding the locomotive from dividends it pays the province. The overall cost of rebuilding 2860 and refitting cars could be \$8 million over three years, Wells suggested. CPR is paying well in excess of \$1 million to restore a steam locomotive of similar design to 2860. (Vancouver Province, May 6)

WORKERS AT NOVA SCOTIA RAIL-CAR PLANT ACCEPT NEW

CONTRACT: Workers at Nova Scotia's TrentonWorks rail-car plant have accepted a new three-year contract. Members of the steelworkers' union ratified the deal by a margin of 64%. They will get a three % wage increase every year along with improved pension, dental and life insurance benefits. (Canadian Press, May 10)

LOCOMOTIVE LEASING PARTNERS INTRODUCES UPDATED WEB

SITE: GATX Rail Corporation has announced that its Locomotive Leasing Partners (LLP) joint venture with the Electro-Motive Division of General Motors Corporation has launched its new web site, www.LLPX.com. The new site provides information on the management, maintenance and support services offered by LLP, and includes illustrations and detailed specifications for the major types of locomotives in its fleet. LLP leases locomotive power, for periods ranging from months to several years, to railroads and industrial users throughout North America. GATX Rail is among the world's leading railroad equipment lessors. (GATX, May 17)

OTTAWA'S LIGHT RAIL PLAN ON RIGHT TRACK:

Riders in Ottawa have only three months more to wait before boarding new, futuristic light rail cars. The \$6-million trains were officially handed over to the city on May 14, making Ottawa the first city in North America to operate the sleek German-built Bombardier diesel-powered trains when the system gets going August 19. "This really is an amazing event today," Mayor Bob Chiarelli said during a launch ceremony at the Walkley Yard servicing facility. "We had to do a lot of work to get this. There were a lot of doubters. But we believe there's been tremendous public consensus on this. Light rail is a very important part of serving future growth in Ottawa." For the two-year pilot project, three trains of three cars each have been leased from Bombardier. Total cost of the initiative is \$25 million, which includes \$17 million for capital costs and \$8 million to operate the system. The city expects the 48-metre red-and-white trains to carry at least 4,600 passengers daily up and down the 8-km north-south link from Lebreton Flats to the South Keys area. The new link, which will

use CPR rail lines, will begin service on August 19. (Ottawa Sun, May 15)

YOUNG CANADIANS RISK THEIR LIVES WALKING ON TRACKS:

A new poll, commissioned by the Railway Association of Canada, shows that a majority of young Canadians risk injury or death by walking on railway tracks, despite being aware of the danger from moving trains. The nation-wide Ipsos-Reid Internet poll shows that although 94% of young Canadians say it is dangerous to walk or play on railway tracks, 51% of those surveyed say they have engaged in this risky behaviour, and one in five say it's okay to do so as long as no train is coming. The survey also revealed that 21% of young Canadians believe they will be able to hear a train coming for at least five minutes before it passes, and 35% believe that if a train is nearby, they will hear the whistle. The survey will be used to help educate young people about their perception of risk. About 58% of young Canadians live or go to school within a 20-minute walk of railway tracks. As part of the survey, respondents were shown and asked to evaluate the "kids on a trestle" public service announcement created for television by Operation Lifesaver and Direction 2006. "This survey marks the first time streaming video has been incorporated into a quantitative survey," said Peter Weylie, Senior Research Manager at Ipsos-Reid. Overall, the reaction of Canadian youth to the PSA was very positive. (Canada Newswire, May 17)

HISTORIC WHITE PASS & YUKON ROUTE RAILROAD FEATURED ON NEW CANADA POST STAMP:

A stamp featuring the historic White Pass & Yukon Railroad (WP&YR), one of 10 stamps depicting tourist attractions from Canada's diverse areas, was issued May 11 by Canada Post. The stamp is unique to the collection as it is the only one featuring an operation in Canada and the United States. The White Pass stamp, a panoramic photograph of snow-capped mountains with summer foliage in the foreground and a train track winding off into the wilderness, is designated for international use. "The WP&YR seems to have great international appeal. It is the only narrow gauge railway operating between the U.S. and Canada and we were built with British financing, American engineering and Canadian contracting," said Gary Danielson, WP&YR vice president. (WP&Y Press Release) ■

Letters to the Editor

ON BELPAIRE BOILERS: Whilst Duncan du Fresne's recent Tid Bits on the Belpaire Firebox was most interesting, I should like to correct one misconception.

Mr. du Fresne claims that 1923 was late in the day for Belpaire construction. Perhaps on this side of the Atlantic, but if he'd looked at locomotive construction in Britain he would have seen a different scenario.

Unlike Gresley on the LNER, who stuck with the round topped firebox, as used on the famous "Flying Scotsman", Stanier of the LMS used Belpaire construction on all his locomotives, from the powerful Coronation class four cylinder pacifics to the smallest 2-6-0. Similarly Collett of the GWR followed his predecessors and used Belpaire fireboxes on his Castle and King class locomotives.

Even after nationalization in 1948 construction of locomotives with Belpaire fireboxes did not stop. Commencing in 1951 British Railways introduced 12 classes of "standard" locomotives, ranging from 2-10-0s to 4-6-2s to 2-6-2T locomotives - all with Belpaire fireboxes. Last but not least, when British Railways rebuilt some of the Southern Railway Bulleid pacifics, such as "Canadian Pacific" in the mid to late 1950s, a Belpaire firebox was incorporated. In fact several of these locomotives are still running on main line in the UK. (Les Goodwin)

UNITS IDENTIFIED: Bill Cole's "Memories of the North" (May 2001 Branchline) mentioned a head-on collision on February 13, 1960, between CN No. 1 (Super Continental) and eastbound freight No. 404. The units on No. 1 were FP9A 6517 and F9B 6608; the units on No. 404 were GP9s 4564 and 4583 - all four were written off. The accident was at Osawin, Ontario, 32 miles west of Hornepayne. (Ray Corley) ■

A SELECTION OF PASSENGER CONSISTS

29 March 2001
VIA #694 / #Amtrak 68 -
"Adirondack" at Montreal, Que.

F40PH 245
Baggage 1851
Coach 7609
Coach 7616 - *Whitehall*
Lounge 3127 - *Saratoga Inn*
Coach 7600 - *Saratoga Springs*
Coach 7615 - *Glens Falls*

4 April 2001
VIA #56 and 42 at Toronto, Ont.

F40PH-2 6424
LRC Coaches 3325, 3363
LRC Club 3470
F40PH-2 6425
LRC Club 3461
LRC Coaches 3301, 3334

13 April 2001
VIA #50 - "Enterprise"
at Cobourg, Ontario

F40PH-2 6420
F40PH-2 6411
Skyline 8500 (deadhead)
Coaches 4108, 4107,
4105, 4121
Sleeper *Chateau Radisson*
Dome-Sleeper-Observation
Yoho Park

22 April 2001
BCOL #1 at N. Vancouver, BC

RDC-3 BC-30
RDC-1 BC-15
RDC-3 BC-33
RDC-1 BC-21

4 April 2001
VIA #14 / 16 - "Ocean" and
"Chaleur" at Montreal, Quebec

F40PH-2 6436
F40PH-2 6437
Baggage 8620
Sleeper *Chateau Maisonneuve* *
Sleeper *Chateau Lasalle* *
Skyline 8501 *
Coach 8143 *
Coach 8137
Coach 8100
Skyline 8515
Diner *Emerald*
Sleeper *Chateau Salaberry*
Sleeper *Chateau Brule*
Sleeper *Chateau Lemoine*
Sleeper *Chateau Viger*
Dome-Sleeper-Observation
Waterton Park
(* to Gaspé)

15 April 2001
VIA #602/606 - "Saguenay/
Abitibi" at Ahuntsic, Quebec

FP9Au 6307
F40PH-2 6416
Baggage 8613
Coaches 8131, 8146
Baggage 8606
Coaches 8147, 8145

20 April 2001
VIA #6 - "Skeena"
at Prince George, BC

F40PH-2 6441
Coach 8124
Dome-Sleeper-Observation
Glacier Park

17 April 2001
AMT Special at
Delson, Quebec

Cab Coach 102
Coaches 1101, 1085, 1082,
1098, 1083, 1094
F59PHI 1322

16 April 2001
VIA #693 - "Hudson Bay"
at The Pas, Manitoba

F40PH-2 6457
F40PH-2 6456
Baggage 8601
Coach 8104
Coach 8105
Diner-Lounge *Annapolis*
Sleeper *Chateau Richelieu*
FP9Au 6311 *
FP9Au 6304 *
Baggage 8600 *
Sleeper *Thompson Manor* *
Diner *Palliser* *
Sleeper *Cabot Manor* *
Sleeper *Chateau Marquette* *
Sleeper *Chateau Dollard* *
Dome-Sleeper-Observation
Tweedsmuir Park *

* Charter train - off at The Pas,
then to Lynn Lake, Flin Flon,
Edmonton, Calgary. Regina,
Melville and Winnipeg, etc.
(see Along the Right of Way)

21 April 2001
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6448
F40PH-2 6438
Club 4002 (deadhead)
Club 4004 (deadhead)
Baggage 8609
Coach 8118
Skyline 8507
Sleeper *Grant Manor*
Sleeper *Dunsmuir Manor*
Sleeper *Hunter Manor*
Sleeper *Christie Manor*
Sleeper *Bell Manor*
Diner *Fairholme*
Sleeper *Wolfe Manor*
Sleeper *Bayfield Manor*
Sleeper *Abbot Manor*
Dome-Sleeper-Observation
Kokanee Park

26 April 2001
VIA #14 - "Ocean"
at Truro, Nova Scotia

F40PH-2 6420
F40PH-2 6405
Baggage 8612
Coach 8139
Coach 8135
Skyline 8506
Diner *Acadian*
Sleeper *Chateau Argenson*
Sleeper *Chateau Cadillac*
Sleeper *Chateau Rigaud*
Sleeper *Chateau Viger*
Dome-Sleeper-Observation
Revelstoke Park

30 April 2001
VIA #2 - "Canadian"
at Edmonton, Alberta

F40PH-2 6439
F40PH-2 6438
F40PH-2 6456
Baggage 8609
Coaches 8125, 8112, 8118
Skyline 8507
Sleeper *Burton Manor*
Sleeper *Grant Manor*
Sleeper *Dunsmuir Manor*
Skyline 8504
Diner *Frontenac*
Sleeper *Hunter Manor*
Sleeper *Christie Manor*
Sleeper *Bell Manor*
Sleeper *Elgin Manor*
Sleeper *Chateau Dollard*
Sleeper *Butler Manor*
Sleeper *Jarvis Manor*
Sleeper *Craig Manor*
Skyline 8512
Diner *Fairholme*
Sleeper *Wolfe Manor*
Sleeper *Bayfield Manor*
Sleeper *Abbot Manor*
Dome-Sleeper-Observation
Kokanee Park

1 May 2001
ONT #122 - "Northlander"
at North Bay, Ontario

FP7Au 2002
EGU 205
Coach 606
Snack Car 703
Coach 614

(Thanks to Martin Boston, Tom Box, Tim Bruno, Doug Cameron, Marc Giard, Milne Hall and Harm Landsman)

SAMPLES OF DIESEL LASHUPS

Apr 4 - CN eastbound at Wyoming, ON: Dash 9-44CWLs 2553 and 2641, SD40u 6017, and SD75I 5626.
Apr 8 - CP westbound at Smiths Falls, ON: SD40-2s 5599, 5388 and 5875.
Apr 9 - CN Transfer at North Edmonton, AB: GMD1u 1405, GP9-Slug 255 and GP9RM 7262.
Apr 10 - Lakeland & Waterways 579 at North Edmonton, AB: RLK GP9 1759, CSCD GP40 6636, and RLK GP9-4 4001.
Apr 10 - BCOL near BNSF Brownsville, BC, Yard: Dash 9-44CWL 4650, B39-8E 1700 (lettered Whistler Northwind) and Dash 9-44CWL 4648.
Apr 10 - CN 305 at Joffre, QC: CN SD40-2(W) 5309, CSXT SD50s 8662 and 8665, and NBSR GP9Es 3787, 3735, 3764 and 3788.
Apr 11 - CN 452 at Roblin, MB: CN SD40u 6002, CN SD40 5232, and GCFX SD40-3 6037.
Apr 12 - CN 419 at Smith, AB: CN SD40s 5000 and 5233, CN GP38-2(W)s 4767 and 4781, and HLCX SD40-3s 6058 and 6091.
Apr 12 - CN 119 at Bailey, SK: CN Dash 9-44CWL 2596, CN SD40 5232, and GCFX SD40-3 6037.
Apr 12 - BCOL northbound at Prince George, BC: BCOL SD40-2 753, HLCX SD40M-3 6525, HLCX SD40-3 6077, and BCOL SD40-2 766.

Apr 12 - BNSF eastbound at St. Louis, MO: BNSF (ex-ATSF) SD40-2 6383, CP SD40-2 5912, and SOO SD60 6000.
Apr 13 - CP westbound at Cobourg, ON: SD40-2 5701, Control Cab 1100, and SD40-2 6043.
Apr 15 - CN 364 at Pearl Lake, QC: SD75I 5782, SD40-2(W) 5282, Dash 8-40CM 2414, and GP38-2(W)s 4772 and 4785.
Apr 16 - CN 451 at Richmond Hill, ON: LMSX C40-8Ws 726, 717 and 736.
Apr 16 - SLQ 393 at Richmond, QC: LLPX GP38-3s 2235, 2247, 2248 and 2249, and SLQ M-420(W) 3579.
Apr 17 - CBNS 306 at Orangedale, NS: HATX SD45-2 914, CN GP40-2(W) 9666, CBNS GP40 4022, and GEXR GP7 700.
Apr 17 - CN 201 at Edmonton, AB: CN SD40u 6020. GCFX SD40-3 6042 and ex-NBSR GP9E 3735 (en route to Okanagan Valley Railway.
Apr 18 - CP 615 at Windsor, ON: CP SD40-2 5937, SOO SD60 6037, GCFX SD40-2 3063 and HLCX SD40-2 6229 (nee CP 5839).
Apr 19 - CN 397 at Paris Jct., ON: CN SD75Is 5674 and 5696, and IC SD40-3 6256.
Apr 19 - CP 348 at Lethbridge, AB: CP AC4400CW 9508, CP SD90MAC 9128, SP AC4400CW 280, and UP SD90MAC 8058.

Apr 22 - CP 544 at Cooksville, ON: SOO SD60s 6044 and 6021, and CP SD40-2s 5587 and 6004.
Apr 22 - CN 419 at Campbell Park, AB: CN SD38-3 1651, CN Dash 9-44CWL 2578, CN SD38-3 1650 and HLCX SD40-3 6061.
Apr 23 - CN 320 at St-Lambert, QC: Dash 9-44CWLs 2630 and 2574.
Apr 23 - CN 518 at Brighton, ON: GP9RMs 4121 and 7079.
Apr 24 - CN 324 at Montreal, QC: NECR GP40 4049, GSCX SD40u's 7362 and 7369, and CN GP40-2L(W) 9455.
Apr 24 - NBEC 591 at Campbellton, NB: RS-18u's 1857 and 1816.
Apr 26 - NS 328 at Paris, ON: SD60I 6750 and SD40-2 3397 (both former Conrail).
Apr 27 - NBSR 901 at McAdam, NB: NBSR GP38-3 9802, HATX GP40 416, HATX GP38 175, CDAC GP40 40, and NBSR GP9 3700.
Apr 29 - CP 481 at North Bay, ON: CP SD40M-2 5494, SOO SD60 6007, CP SD40-2s 5394, 5871 and 5418, SOO SD60 6038, and CP SD40-2s 5475 and 5982.
Apr 29 - Ottawa Valley Tembec Turn at Mattawa, ON: RLK GP38 2002, OLO GP9 180, and RLK HR412(W) 3586.

Apr 29 - CP Havelock Road Switcher at Claremont, ON: GP38-2s 3089, 3111, 3047 and 3042.
Apr 29 - CN 398 at Paris, ON: Dash 9-44CWL 2556, SD75I 5649, SD50Fs 5421 and 5404, and Dash 9-44CWL 2529.
Apr 30 - GEXR 432 at Kitchener, ON: CN Dash 8-40CM 2414, CN Dash 9-44CWL 2579, GEXR GP40s 4046 and 4019, and GEXR GP38 3821.
May 2 - CN 520 at East Edmonton, AB: GMD1u 1409, GP9RM 7061, and GP38-2(W)s 4768 and 4781.
May 3 - CP 481 at Sudbury, ON: CP SD40-2 6017, CP SD40A 6409, SOO SD60 6005, CP GP38-2 3021 and SOO GP40 4601.
May 4 - CN 383 at Paris, ON: CN SD40-2(W) 5350, LMSX C40-8W 721, DWP SD40 5907 and CN SD40-2(W) 5311.
May 12 - CP 107 at North Bay, ON: CP SD40-2 5742 (painted eXpressway), SOO SD60 6045, and CP SD40-2 5767.
May 15 - CN eastbound at Beaconsfield, QC: Dash 9-44CWLs 2538 and 2628, SD50F 5429, GP38-2(W) 4799, GP38-2m 7506 and HBU-4 509.
May 21 - CP 906 at Smiths Falls, ON: AC4400CWs 9599 and 9578, SD40-2s 5644, 5625, 5959 and 597, AC4400CW 8556 and SD90MAC 9100.
May 22- NBSR 902 at McAdam, NB: NBSR GP38-3 9802, HLCX GP38s 3662 and 3669, HATX GP40 416, CDAC GP40 40 and NBSR GP38-3 9803.

(Thanks to Steve Adamson, Rob Archer, Justin Babcock, Jason Bartlett, Martin Boston, Doug Cameron, Terry Dawson, Vern Drylie, John Eull, James Gamble, Ken Garber, Marc Giard, David Gissing, Peter Jobe, Harm Landsman, Yvon-Martin Levesque, David Maiers, Tim Mayhew, John Moore, Mark Paterson, John Peakman, Peter Phillips, Bruce Redman, Wayne Regaudie, Glenn Roemer, Bill Rood, Stan Smith and David Stalford)

LEGEND: **AMT** = Agence metropolitaine de transport; **BCOL** = BC Rail; **BNSF** = Burlington Northern & Santa Fe; **CBNS** = Cape Breton & Central Nova Scotia; **CDAC** = Canadian American Railroad; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSCD** = Cascade & Columbia River; **CSXT** = CSX Transportation; **DWP** = Duluth Winnipeg & Pacific **GCFX** = Connell Finance (lettered GEC Alsthom); **GEXR** = Goderich-Exeter; **GO** = GO Transit; **GSWR** = Georgia Southwestern; **GTW** = Grand Trunk Western; **HATX/HLCX** = Helm Financial; **HCRY** = Huron Central; **IC** = Illinois Central; **LMSX** = GE Leasing; **NBEC** = New Brunswick East Coast; **NBSR** = New Brunswick Southern; **NECR** = New England Central; **NS** = Norfolk Southern; **OLO** = Ontario L'Original; **ONT** = Ontario Northland; **RLK** = RaiLink (now RailAmerica); **SLQ** = St. Lawrence & Atlantic Quebec; **SP** = Southern Pacific; **SOO** = Soo Line; **UP** = Union Pacific; **VIA** = VIA Rail.

Product Reviews

Night Trains - A 2002 Calendar. The calendar season starts early and this is the first one to cross our desk this year. The calendar is a fund raising project of the Komoka Railway Museum. The Komoka Group are custodians of the former Komoka Station, a 1913 Shay, an ex-CN baggage car and an ex-GT/CV caboose. The calendar features mainly contemporary night shots taken in the 1980s and 1990s. The one early shot is of CPR Royal Hudson 2857 awaiting departure from Toronto Union Station. The calendar has a good mix of coverage with passenger, freight and yard shots. The shots are clear and crisp which is often hard to do with night shots. There is a spectacular photograph of Waterloo-St. Jacobs FP9A 6508 crossing a bridge illuminated by flash among the selection.

The calendar fund raising is interesting as it is sold as a lottery project. The \$20.00 entry fee to the lottery gets you the calendar plus a chance of monthly prizes ranging from \$50 to \$300 with a 1 in 40 chance of winning. If you do wish to participate in the lottery you can get a calendar for free by sending \$3.00 to cover shipping. Should you not wish to participate in the calendar lottery but make a donation these donations would be gratefully appreciated. For donations up to \$20.00 please include the \$3.00 for shipping. A tax receipt is available upon request. The project has merit, the calendar is of good value and a chance of winning a lottery prize is a nice side benefit. Try and lend your support. For a mere \$20.00 all this can be yours. Send your payment to the Komoka Railway Museum, 133 Queen Street, PO Box 22, Komoka, ON, N0L 1R0. (Reviewed by Paul Bown)

Rites of Passage - A Canadian Railway Retrospective by Greg McDonnell. It is always exciting to see a new work from Greg. I always have trouble coming up with the correct superlatives to describe his work. He is among those photographers gifted with that special eye. It gives him the ability to get that tremendous composition even when he may not have all that much to work with. This time all the photos are Greg's and they cover his 30 plus years of railfanning in Canada. A forward by Kevin Keefe of *Trains* magazine and an introduction by Greg set the stage.

The volume is divided into eight chapters and the photographs are all colour. The first chapter features "Steam" and while Greg missed the steam action in regular service he did catch most of the mainline excursion locomotives in operation. CNR 4-8-4 6218 and 4-8-2 6060 are featured along with ex-CPR 4-6-2 1201 on break-in runs around Toronto.

The second chapter follows Greg's hunt for 1st generation diesel power throughout the 1970s. The curtain was winding down on early MLWs and those elusive CLC beasts. The MLW FA's on the CPR receive detailed coverage but also included are GMD F units on the N&W (ex -Wabash) in southern Ontario. There is a two page spread of CN power in the Maritimes featuring GE 70 Tonners on PEI, the rare MLW RSC-24 in Nova Scotia and a shot of MLW RSC-13 1701 in the Charlottetown, PEI shot. This latter shot is one of my favourites. I went to University in the Maritimes and the regular CN power at Devon, NB, was the RSC-13. They became one of my favourites so the photo really struck a chord and brought back memories. Still this was true with many of Greg's shots.

Other chapters feature operations in winter, and there are terrific shots of plows smashing through large drifts. CPR E8 1800 is already plowing snow as it arrives at Westmount, Quebec, en route to Quebec City. It is hard to match photos taken on sunny cold winter day where all the colours are crisp and brilliant.

Chapter 4 is a general montage of railway scenes from Revelstoke through to Cape Breton and Chapter 5 is titled "Intimate Affairs". This covers close ups of equipment and scenes of railway employees fulfilling their duties. There is a moody night shot of two CNR MLW FPA-4s at Spadina with the lights of Toronto in the background.

The chapter on "Backwoods, Backroads and Branchlines" has some terrific scenes on the Algoma Central but also included is the Goderich-Exeter, the Ontario Southland, TH&B, DAR train #1 with a single Budd RDC, the Grand River Railway shop at Preston Ontario plus more.

In chapter seven "Prairie Pilgrimage" Greg takes us through a photomontage of a rapidly disappearing operation. The prairie branch and small grain elevator town are on the verge of extinction. The super elevator serving the main line, filled up by truck, will still spawn the unit grain train. Still it is not the same

as the branch local with a dozen grain cars serving the small farm communities of western Canada.

The final short chapter is a poignant view of equipment succumbing to the ravages of time and decay. The photo (also featured on the cover) of a rusting wheel on a decomposing rail is amazing.

As you may have guessed I am a real fan of all of Greg's work. It is more than just the spectacular photos that I enjoy. The narrative lead into each chapter really sets the tone. It portrays the mood and you find yourself in the scene as you read along. While this is a picture book it really captures an era in Canadian Railroading. While I fought with a Kodak Brownie and Instamatic through the late-1960s, I really started railfanning seriously in 1970. Since the period and locations covered by Greg are times and venues that I railfanned as well is perhaps why I enjoyed the book so much. It brought back many memories as I looked at the photos and viewed what is no longer available. I do recommend this volume if you are interested in Canadian Railways in the last quarter of the 20th century.

The book is hardbound in 8.5"x11" landscape format. It has 120 pages and 140 colour photographs. It is available from the Society's "Sales Desk" for \$46.95 plus \$5.00 for shipping and handling. NB, NS and Nfld addresses add \$7.79 HST. Addresses for the rest of Canada add \$3.64 GST. Orders in US funds \$39.00US. (Reviewed by Paul Bown)

Rail Tales by Ruby Nobbs. (The author passed away on March 19, 2001 at the age of 94)

Mountain railroading isn't easy whether in the building of a railway or operating one. We're certainly aware of the difficulties of constructing the Canadian Pacific Railway through the Rockies and there are a few accounts of the company's operation on the "Big Hill" at

In *Rail Tales, From the Revelstoke Division*, we see glimpses of what running a mountain railway was all about with its challenges and tragedies. The author has put together a collection of stories about the men and machines on the CPR in the Revelstoke area - famous men like John Palliser and Walter Moberly as well as regular CPR men such as engineers and conductors. Their jobs were tough ones (and still are) doing what they had to do to build and run a railway.

The book covers the usual stories of the risks and dangers these men faced and the occasional tragedies that befell them from landslides to washouts, collisions to explosions. But the unusual stories are covered as well, like the church that was stolen or the attempted sabotage at Mountain Creek or the mysterious train during World War One.

The building of the CPR didn't end in 1885 for the company continued to improve the line during the next 100 years. *Rail Tales* covers some of these events as well as including the construction of the Spiral and Connaught tunnels. There is even an account of what was said by the construction crews as they met halfway through one of the Spiral Tunnels and described how close they came to "matching":

"'We're way Out!' Shepard Roared.

'How much?' Merriam called back.

'Every bit a quarter of an inch.'"

Many of the stories are either quotes or reprints of newspaper articles but some are the author's own writings from information obtained from different sources. Regrettably there is no bibliography at the end of the book to identify these sources. However, the newspapers and dates are identified at the beginning of each article. In several accounts of accidents, the chain of events sometimes becomes confusing and portions of the story may have to be re-read to get the story straight. It's not an easy job to describe the series of events so readers can easily get the sense of what's happening but a little more could have been done to make it easier.

On the whole, however, the stories are interesting accounts of the difficult jobs the CPR men had in the Revelstoke area in operating a mountain railway. It's worth the read if you are interested in everyday life on the railway.

This volume is available from the Revelstoke Railway Museum, PO Box 3018, Revelstoke, BC, V0E 2S0. Price is \$18.93 within Canada or \$19.95 to the US. Prices include shipping and applicable taxes. Payment by cheque or money order. For Visa or Mastercard call their toll free number at 1-877-837-6060. (Reviewed by Bruce Ballantyne) ■

Along the Right of Way

VIA's "OCEAN" DERAILED BY ACT OF VANDALISM: On April 12, VIA's Halifax-Montreal "Ocean" derailed 9 of its 14 cars at Stewiacke, Nova Scotia (mileage 46.75 of CN's CTC-controlled Bedford Subdivision). Of the 109 passengers and 16 crew, 21 suffered injuries, leaving some in critical condition. The next day a 13-year old boy from Stewiacke was charged for tampering with the switch leading to a spur servicing a feed mill.

Reports indicate the switch padlock had been broken and the switch lever was in a vertical position but not rotated. F40PH-2s 6405 and 6455, Baggage 8619 and Coach 8119 crossed the switch, however, the switch points shifted to the spur under the third car (Coach 8134) resulting in the derailment of one end of 8134, Coaches 8130 and 8136, Skyline 8503, Diner *Wascana*, and Sleepers *Chateau Rouville*, *Chateau Denonville*, *Chateau Latour* and *Chateau Vercheres*. Sleeper *Chateau Closse* stopped on the rails of the spur. Sleeper *Burton Manor* stopped over the vandalized switch, and Dome-Sleeper-Observation *Laurentide Park* stopped on the main line.

When the train came to rest, part of the feed mill was on top of severely twisted and split open Diner *Wascana*. Skyline 8503 ahead of the diner and the first three sleepers behind the diner suffered considerable structural damage. The two units and 13 of the 14 cars were moved to Truro from where 10 cars were moved to Montreal as a hospital train. Coach 8130, Skyline 8503 and Sleeper *Chateau Rouville* were placed on flat cars at Truro and moved to Montreal. Diner *Wascana* was cut up on site and trucked away.

At press time, the first three and last four cars had returned to service. (Various contributors)

CANADA'S NEWEST RAILWAY: Canada's newest railway came into existence on April 12, 2001. The Capital Railway is owned by the City of Ottawa and leases the CPR Ellwood Subdivision and the North Prescott Spur (formerly part of the Prescott Subdivision) - a total of 8.17 miles, and part of Walkley Yard.

This is the line that will be used from August 19, 2001, for transit operations, with OC Transpo's three Talent DMUs, leased from Bombardier. An Indusi automatic train stop system is being installed on the Ellwood Subdivision to protect the crossing with the CN Beachburg Subdivision, utilized by ten VIA movements on most days.

Capital Railway's Rail Traffic Control function has been contracted to Rail Term. Until signal changes are implemented, control of the Ellwood and Walkley diamonds will remain under the control of CN Rail Traffic Control. (Pat Scrimgeour and CPR)

STATION TORCHED: The former New York Central station in Beauharnois, Quebec, built in 1892, was totally destroyed by fire on February 11, 2001. Arson is suspected. (Gus Portelance)

HUDSON BAY RAILWAY EXPANDS: On May 1, the Hudson Bay Railway (OmniTRAX) took over CN's 19.4-mile Arborfield Spur (formerly Arborfield Subdivision) which runs north from Mileage 57.4 (Crane, Saskatchewan) of CN's Tisdale Subdivision.

In a financial deal that was completed a year ago, the Rural Municipality of Arborfield, the Town of Arborfield, and the village of Zenon Park purchased 19 miles of track from CN for \$109,380. The Hudson Bay Railway will operate between mileage 0.05, approximately, and mileage 19.4 of the Arborfield Spur, and by virtue of a running rights agreement can operate over the CN Tisdale Subdivision, between mileages 55.0 and 57.0. (Saskatoon Star Phoenix, and Regina Leader-Post, April 14)

WEST COAST RAILWAY ASSOCIATION MARKS 40 YEARS: May 17, 2001, marked the 40th anniversary of the incorporation of the West Coast Railfan (now Railway) Association.

The actual origins of the WCRA go back to the Hi-Ballers club which held its first meeting on March 22, 1958. This was a small group of ten high school students in the Vancouver area interested in the preservation of steam locomotives, the promotion of railways and the provision of a meeting place for those interested in railways. The small group wanted to do bigger things as well as have a better public image. They applied to change the name to the West Coast Railfan Association and

incorporation was granted May 17, 1961.

The WCRA's first excursion utilized Pacific Great Eastern gas car 107 from North Vancouver to Squamish. Forty years later, WCRA's West Coast Rail Tours typically operates 15 to 20 trips a year. The WCRA's equipment collection started in 1963 with the acquisition of CP wood Business Car "British Columbia" (then No. 16) for the sum of \$400. The collection has grown to 70 pieces. Originally part of WCRA's constitution was the developing of a museum. This was achieved with the creation of the West Coast Railway Heritage Park in Squamish in the 1990s with 31,500 guests recorded in 2000.

For the WCRA's precious collection to survive, the Association needs funds and people. The Association has identified that it needs to teach children about this valuable history and secure their interest. Skills will have to be passed on to them to see the collection preserved. (WCRA News, May 2001)

STEAM OPERATION EXPANDED: The Alberni Railway Museum in Port Alberni, BC, will operate steam excursions from Port Alberni to the restored McLean Mill, a distance of some five miles, from May 19 to September 30. Passengers are accommodated in converted former CN transfer cabooses, powered by former Alberni Pacific 2-8-2ST 1055 (now No. 7), built by Baldwin in 1929 as Campbell River Timber No. 2. Fares are \$20 for adults and \$15 for youths / seniors (includes train and mill admission). Details at www.albeniheritage.com or (250) 723-1376.

RARE MILEAGE EXCURSION: In mid-April, a tour group based in San Francisco chartered a 7-car VIA train (FP9Au's 6304 and 6311, Baggage 8600, Sleeper *Thompson Manor*, Diner *Palliser*, Sleepers *Cabot Manor*, *Chateau Marquette* and *Chateau Dollard*, and Dome-Sleeper-Observation *Tweedsmuir Park*) for the "Remote Rail Canadian Adventure 2001" to cover trackage that has mostly not seen regular passenger service for many years, or never had passenger service.

The special departed Winnipeg on April 15 coupled to the rear of VIA's 5-car Winnipeg-Churchill "Hudson Bay" as far as The Pas, Manitoba. The charter train then operated from The Pas to Lynn Lake and return, with a side trip to Flin Flon, then to Canora, North Battleford and Edmonton, over to Coal Valley on the Alberta Coal Branch south-west of Edson and back to Edmonton, south to Calgary, and returned east through Drumheller, Saskatoon, Regina and Melville, arriving back in Winnipeg on April 23.

The arrival of the train in Flin Flon marked the first arrival of a passenger train since 1965. (Morgan Brown and other correspondents)

TIES TO ENGLAND: Cando Contracting of Brandon, Manitoba, recently shipped over 16,000 railway ties to England for use in burning animal carcasses infected with foot and mouth disease. Many of the ties came from Central Western Railway's recently-dismantled Lacombe Subdivision in Alberta over which former CN 4-8-2 6060 operated in the fall of 2000. (David Maiers)

STEAM LOCOMOTIVE FOR SALE: Tom Payne Holdings Inc. (Ferroequus Railway Co. Ltd.) has placed former Reading 4-8-4 2100 up for sale. No. 2100 came to St. Thomas, Ontario, in 1998 from the United States and has since been converted to burn oil. It is being offered for sale through D.F. Barnhardt, Dealer.

NEW COAL TRAIN: A new joint CN / Alberta RailNet unit coal train has been initiated between Obed and Grande Cache, Alberta (approximately 140 miles), for the Epcor power plant in Grande Cache. (Adrian Telizyn)

INTERMODAL TERMINAL TO CLOSE: CPR has announced its small freight container terminal at Smiths Falls, Ontario, will be closed and service transferred to CPR's recently-expanded Montreal Intermodal Terminal effective June 29, 2001. Activity at the Smiths Falls terminal has been declining and in 2000 it processed a daily average of fewer than 10 containers. (Bob Heathorn and Tim Mayhew)

NEW EXCURSION: Trillium's Port Colborne Harbour Railway is operating two round trip passenger excursions between Port Colborne and St. Catharines, Ontario, every Sunday from May 13 until October 28. The three-hour excursions, utilizing coaches leased from the Western New York Historical Society, depart from 280 King Street in downtown Port Colborne at 11:00 and 14:30. Four of the eight locks in the Welland Canal can be seen. Cost is Adults \$20; Seniors \$18; Children 2-12 \$12. Group rates available. Call (905) 835-2772 for reservations. (Paul Duncan)



Trillium's S-13 108 leads a northbound passenger excursion at Highway 20 in Thorold, Ontario, on May 13, 2001. Bringing up the rear is sister S-13 110. Photo by Kevin Argue.

CPR'S TRAIN NUMBERING SYSTEM REVISED: Commencing early in May, CPR adopted a new train numbering system, to be introduced over a two-month period, to identify the product group and priority status of the commodities being hauled:

- 100 Series - High priority intermodal/auto trains
- 200 Series - Time sensitive intermodal/auto/manifest trains
- 300 Series - Grain trains
- 400 Series - Domestic manifest trains
- 500 Series - International manifest trains
- 600 Series - Potash and sulphur trains
- 700 Series - Other bulk product trains
- 800 Series - Coal trains
- 900 Series - Miscellaneous

Passenger operations now have alpha-numeric designations to indicate the operator of the train (eg. VIA, West Coast Express, AMT, CPR, GO Transit). (Ross Harrison)

PASSENGER SPECIALS: On May 17, a special passenger train for the American Railway Engineering and Maintenance Association ran from Vancouver to Lytton and return over CN and CPR. The consist included CP GP38-2s 3062 and 3068, CP Track Evaluation Car 64, Rocky Mountaineer Coaches 3217 and 3251, and Rocky Mountaineer Generator Car 15435.

An Inter-Parliamentary special left Vancouver on May 18, stopped in Blue River for two nights and Jasper for one night, and arrived in Edmonton on May 22. The train included IC E9Ar's 103 and 102 (painted in Canadian National green/yellow/black), Rocky Mountaineer (RMR) Baggage-Dormitory 9488, CN Company Service car *Coureur des Bois*, CN Business Car *Pacific Spirit*, RMR Dome Coach 9502 - *Mac Norris*, CN Reception-Marketing Car *Tawaw*, and CN Track Inspection Car *Sandford Fleming*.

VIA RDC REFURBISHMENT CONTRACT: A contract has been signed for the refurbishment of VIA's six remaining Rail Diesel Cars (RDCs) servicing the Victoria-Courtenay (BC) and Sudbury-White River (Ontario) lines. While the cars will not be modernized per se, all systems will be overhauled. In addition, carpets, upholstery and seats will be refurbished.

Work is scheduled to begin in mid-June 2001 on RDC-1 6148 and RDC-2 6205, with completion scheduled by December

2001. Vancouver-Courtenay service will be maintained by RDC-1 6135 and leased former VIA RDC-1 6130. Sudbury-White River service will be handled by RDC-1 6133, RDC-2 6215 and RDC-4 6250. Nos. 6133, 6135, 6215 and 6250 are scheduled for refurbishing in 2002. (Vialogue, May 2001, and other correspondents)

CAR MARKING IN U.S. GALLONS: In a move toward North American uniformity in marking the capacity on tank cars, Procor will eliminate reference to Imperial gallons. New cars and cars that are re-painted will have their capacity marked in both U.S. gallons and litres. This change commenced at the end of March. (Procor)

NEW GO TRAIN SERVICE FOR PEOPLE COMMUTING TO MARKHAM: The two Markham trains that GO added last May just after rush hour now carry passengers on the way up to Markham in the morning and on the way back to Union Station in the evening, effective April 30. The new northbound morning train trip leaves Union at 7:35 a.m., running express to serve Unionville at 8:18 and Markham at 8:27. In the evening, the new southbound train trip will depart Markham at 7:20 p.m., make all stops, and arrive at Union at 8:03. A minor change has been made to the southbound train schedule. The third morning train will now leave Markham two minutes later at 8:37, with times along the way adjusted, and arrival time at Union becoming 9:20. (GO Transit)

PLANS SET FOR CN STATION: St. John's, Newfoundland, plans to buy the CN rail station on Water Street from the federal government for \$287,000 and roll it over to the Johnson Family Foundation. The city would then lease space back for the archives and the records management division as well as space it will give rent-free to the CN pensioners. The Johnson Family Foundation, through the Newfoundland Railway-Coastal Museum Foundation Inc., plans to put a railway museum on the first floor. (St. John's Telegram, April 17)

MAINLINES LOWERED: The restricted overhead clearance on the Merritt Street Bridge at Merriton, Ontario (mile 9.6, CN's Grimsby Subdivision) has been a problem for CN for many years. In April, crews lowered the north mainline by some five feet under the bridge; the south mainline was lowered in May. The increased clearance will allow doublestack container traffic between Chicago and New York City via Merriton. (Kevin Argue and Don Grove)



On May 4, 2001, Trillium Railway's S-13 108 detours east on CN's Stamford Sub. at Cambridge (mile 19.9) hauling cars back from Merriton Yard to their operations in Port Colborne. At Robbins West, the 108 will take the connecting track onto the Cayuga Line to access their trackage. This detour is the result of the lowering of CN's two mainlines under the Merritt Street Bridge in Merriton (see above). Photo by Paul Duncan.



PHOTO CORNER

LEFT TOP: Former CN SW1200RS 1364, in complete CN livery except for the "noodle", is switching in Havana, Cuba, on March 16, 2001. Other former Canadian equipment in service in Cuba includes some 16 former CN GMD1 units on A1A-A1A trucks, and five former VIA RDC-1 "Budd Cars". Photo by Iain Neighbour.



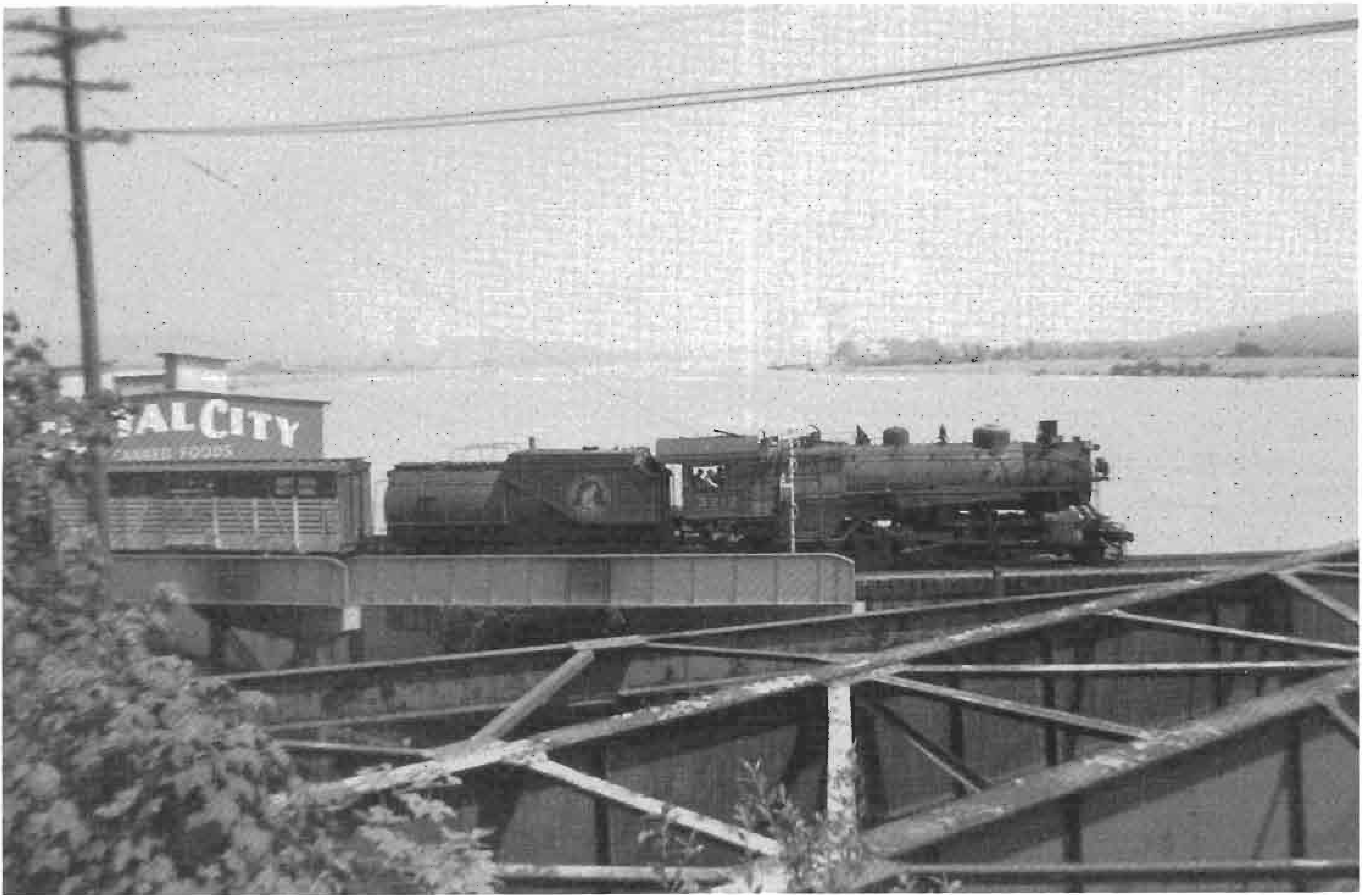
RIGHT TOP: Great Northern Railway 2-8-2 3212 is southbound at New Westminster, BC, (just past the joint CN/GN station) in August 1953. The Class O-4 Mikado was built by Baldwin Locomotive Works in 1920. Three men can be seen in the cab. Photo by George Bergson.

LEFT MIDDLE: BC Rail RDC-1 BC-15 and an RDC-3 pause at Lillooet, BC, on February 21, 2001. With RDC-3 BC-31 stored as result of a recent encounter with a rockslide, the active fleet of BC Rail RDCs has been reduced to six. Photo by Richard Athey.



RIGHT BOTTOM: Canadian Pacific 4-6-2 1228 built by Montreal Locomotive Works in 1945, arrives at Montreal's Place Viger Station with a wooden combine and two wooden coaches circa 1950. No. 1228 was retired in January 1962 after a few years of storage. In the background is the Jacques Cartier Bridge which spans the St. Lawrence River. Photo courtesy Paterson-George Collection.

LEFT BOTTOM: Dakota Minnesota & Eastern SD40's 6085 and 6086 and SD40-2 6368 are eastbound at Belle Fourche, North Dakota, on April 4, 2001. Other than a renumbering and removal of 'CP' from CP Rail, Nos. 6085 and 6086 are little changed from their service as CP Rail Nos. 5402 and 5403. They were built in 1971 as Quebec North Shore & Labrador 206 and 207 and were acquired by CP Rail in 1985. Photo by John Peakman.





RIGHT TOP: On May 9, 2001, CP's Welland Yard Job 2, powered by GP9u's 8233 and 8224, pulls the first Port Maitland bound traffic southward over the new connecting track between the Caso Spur and the Dunnville Spur at the E&O Diamond. Previously Port Maitland was serviced via Smithville. Track between Smithville and the E&O Diamond has been removed from service. Photo by Paul Duncan.



LEFT TOP: Ottawa Central Train 520 (Glen Robertson to L'Orignal, Ontario) is powered by Ottawa Central RS-18u 1824 (ex-CP 1824) and leased Canac S-13s 8701 and 8705 (ex-CN 8701 and 8705) at Vankleek Hill on April 28, 2001. Photo by Bob Heathorn.



RIGHT MIDDLE: The City of Ottawa's three Talent DMUs leased from Bombardier were unveiled to the media in May 2001. One of the diesel powered sets poses beside the Walkley Yard Shop. Service is scheduled to commence over 5 miles of CPR trackage in Ottawa on August 19, 2001. Photo by David Stremes.

LEFT BOTTOM: White Pass & Yukon Route 2-8-0 #40 and 2-8-2 #73 push 1899-built Rotary Snowplow #1 on April 7, 2001, as part of the WP&YR's annual track clearing. The event, which drew dozens of railfans and spectators, saw the train operate from Skagway (Alaska) to Fraser (British Columbia). Photo by Richard Hartmier / WP&YR.



RIGHT BOTTOM: Central Manitoba Railway (Cando Contracting) GP9RM 4003 (ex-CN 4007) is switching the Griffin Steel plant in the north-east corner of Winnipeg, Manitoba, on August 15, 2000. Kodachrome slide by Mark Perry.

The Motive Power and Equipment Scene



SOLD: IC GP40R 3104, 3130 and 3135 to Locomotive Leasing Partners on April 24, May 23 and April 24 respectively - to be converted to GP38-2 configuration at CN's Transcona (Manitoba) Shops.

TRANSFERRED: CN GP9RM 7047 has been transferred from Montreal to Vancouver.

UNITS LEASED OUT:

- To Okanagan Valley Railway (OmniTRAX): CN GP38-2 4700 and 4718 (replacing their M-420(W) 3557 and 3558 damaged when a runaway tank car on the Kelowna Pacific Railway collided with them).
- To Athabasca Northern Railway (Cando Contracting): CN GP38-2 4712 and 4717.
- To Carlton Trail Railway (OmniTRAX): CN GP38-2 4701 and GP38-2(W) 4780.
- To Hudson Bay Mining & Smelting, Flin Flon, Manitoba: SW1200RM 7306.
- To Quebec Gatineau Railway: CN GP40-2L(W) 9524.

UNITS STORED SERVICEABLE LONG TERM:

- IC E9Ar 100-103 (all see occasional service).
- CN GP9-Slug 222.
- CN HBU-4 513.
- CN YBU-4m 524.
- CN GMD1m 1063, 1078, 1082, 1177, 1179.
- CN SW1200RS 1339, 1355, 1357, 1363, 1371, 1385.
- IC SW14 1407, 1419, 1438, 1483.
- CN GP38-2 4701, 4704, 4705, 4707.
- GTW (IC) GP40-2 6419, 6420.
- CN GP9RM 7000, 7001, 7003, 7005, 7007, 7008, 7010-7012.
- CN SW1200RM 7300, 7301, 7303, 7304, 7309, 7311, 7313, 7314, 7316.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- IC E9Ar 104.
- CN GP9 Slug 216, 246.
- IC SD70 1019, 1029.
- CN GMD1u 1406, 1414*, 1417.
- CN GP9RM 4101, 4142.
- GTW GP9R 4635.
- CN GP38-2 4726.
- CN GP38-2(W) 4806.
- GTW (IC) GP38-2 4917.
- CN SD40 5049, 5116, 5129.
- CN SD40-2(W) 5268.
- CN SD50F 5426, 5453.
- CN SD75I 5719.
- DWP (IC) SD40 5908, 5910.
- CN SD40u 6012.
- IC SD40-2 6105.
- CN GP9RM 7014, 7221*, 7240, 7253.
- CN GP38-2m 7521*.
- CN GP40-2L(W) 9409, 9424, 9439, 9453, 9467, 9469, 9492, 9501, 9518, 9543, 9558, 9580, 9630.
- CN GP40-2(W) 9668, 9674.
- IC (NREX) E9Ar 9922, 9923.

UPGRADED UNIT RELEASED FROM TRANSCONA: On May 23, LLPX GP38-3 2250, upgraded from Long Island GP38-2 269, was released from CN's Transcona Shops in Winnipeg. The release of 2250 completes a contract for the upgrading of 24 former GP38-2 units.

UNITS OFF LEASE: Leased LMSX C40-8W 715-739 have been returned, as have 25 KCS SD40-3 (6600-6639 group) units.

UPDATE ON FORMER CN UNITS: Former CN GMD1 1150, 1156, 1166 and 1181, and SW1200RS 1364, reported to be destined to Gabon (Africa), were instead shipped to Cuba.

REPAINTED: GTW GP38-2 5828 has been repainted in CN colours with GTW sublettering by National Railway Equipment.



**CANADIAN
PACIFIC
RAILWAY**

TRANSFERRED:

- St. Paul to Moose Jaw: SOO SD40 738, 745, 748; SOO SD40-2 757, 761, 763, 774, 788; CP SD40-2 762, 5718, 5722, 5724, 5730, 5733, 5761, 5764-5766, 5815, 5843, 5863, 6071, 6075, 6079, 6080; SOO SD40-2 6606, 6609.
- Moose Jaw to St. Paul: SD40-2 5568, 5572, 5618, 5624, 5635, 5658, 5683, 5684, 5688, 5725, 5732, 5748, 5751, 5755, 5792-5794, 5823, 5828, 5830, 5833, 5834, 5838, 5841, 5844, 5853.

UNITS STORED SERVICEABLE: (* added since last issue)

- CP Control Cab 1103*, 1116.
- CP SW1200RSu 1241*.
- CP GP9u 1522*, 1557.
- STLH GP9u 1594.
- CP SD40 5413.
- CP SD40M-2 5492*, 5496, 5497*, 5498.
- CP SD40-2 5757*.
- CP SD40-2 6618*, 6619, 6621, 6622, 6623.
- CP SW1200RS 8111*, 8132, 8133, 8167.

UNITS STORED UNSERVICEABLE: (* added since last issue)

(Several of the following units are for sale)

- SOO GP9 402, 414.
- SOO SD10 532, 543.
- CP [SOO] SD10 534.
- SOO SD40 739, 746, 747, 755*.
- CP SD40 740*, 749*.
- SOO SD40-2 758*, 759*, 764*, 765*, 770*, 771*, 772*.
- CP SD40-2 780*, 783*, 784*.
- CP SW1200RSu 1210, 1240, 1244.
- UP SW10 1212, 1213, 1217, 1220, 1221, 1222, 1231, 1240 (were to be renumbered CP 1280-1287 respectively; 1221 has been repainted and renumbered CP 1284 but remains as UP 1221 on the records) - CPR has advertized these eight units for sub-lease.
- SOO SW1500 1400, 1401.
- CP GP7u 1507.
- CP GP9u 1531, 1536, 1539, 1635.
- SOO MP15AC 1549*.
- SOO GP40 2015, 2036.
- SOO GP9 2403.
- CP GP38-2 3039*, 3072.
- SOO Fuel Tender 4001.
- CP SD40 5412*, 5414*, 5500*, 5507*, 5515, 5529*, 5536*, 5538, 5540, 5541*, 5546, 5547*, 5550*, 5553, 5564.
- CP SD40-2 5416*, 5417*, 5424*, 5425*, 5426*, 5574, 5576, 5590*, 5594, 5610, 5612*, 5613*, 5623, 5638, 5643*, 5647, 5682, 5689, 5705, 5706*, 5759*, 5921, 5970*.
- STLH SD40-2 5448, 5648*.
- STLH SD40 5524.
- CP SD40-3 5685 [accident at Savona, BC, on 20/08/95].
- SOO SD60 6025*, 6050*, 6051*.
- SOO SD39 6240.
- CP [SOO] SD40 6404*, 6405*.
- CP [SOO] SD40A 6406*, 6407*, 6408, 6410*.
- CP SW1200RS 8134, 8139, 8158*, 8162, 8166.
- CP GP9u 8236.
- CP (SOO) GP9 8264*.
- CP AC4400CW 9523, 9624.

NUMBERS SELECTED: The 51 AC4400CW units scheduled to be delivered in the fall of 2001 are to be numbered 8600 to 8650.

UNITS LEASED: The lease of CEFX SD90MAC (4300 hp) 120-139 has been extended to June. All other leased units have been returned.

TO THE SCRAPPER: CP American 150-Ton crane 414401 was shipped to Mandak Metals in Selkirk, Manitoba, in early-April.

TO MUSEUM: CP 40-foot Box Car 257380, Gondola 348551 and Caboose 434395 have been shipped to Great Plains Railway Museum in Stirling, Alberta.

ALSTOM

RELEASED:

- Connell (GCFX) SD40-3 6040, 6054 and 6075 from repairs.
- New Brunswick East Coast SD40 6900 from repairs.
- Kansas City Southern SD40-3 6611 and 6630 from repairs.
- Caltrain (California) Bi-Level coaches 3802 and 4009 from overhaul.
- AMT leased former Metra (Chicago) gallery cab coach 8706 from various repairs.

WORK IN PROGRESS:

- Massachusetts Bay Transit Authority GP40-2L(W)m 1123 and 1135 for repairs.
- Quebec-Gatineau Railway SW1500 1507 for repairs.
- SOO SD60 6051 for wreck repairs.
- The following Agence métropolitaine de transport (AMT) former GO Transit coaches for various repairs and modifications for Montreal-McMasterville service:
 - ex-GO cab-coach 200 (ex-AMT/GO 106; exx-GO 9856, nee GO C756); 7850 (ex-MARC 7850, exx-GO 9828, nee D703) - to be renumbered 203; and ex-MARC 7851 (exx-GO 9831, nee D706) to be renumbered 204.
 - ex-GO coaches 1035, 1037, 1040, 1042, 1045, 1049, 1055,

1068, 1087, 1100, 1102, 1104, 9971 and 9973 - to be renumbered 1246-1249, 1251, 1252, 1201, 1254, 1205-1208, 1255 and 1256 respectively.

- AMT Gallery Coach (nee CP) 920 for repairs.
- Caltrain (California) Bi-Level coaches 3803, 3804, 3819 and 4007 for overhaul.
- Caltrain (California) Bi-Level coach 4008 for repair of derailment damage at Nodaway, Iowa, when returning home after overhaul at AMF.

LOCOMOTIVES AWAITING REPAIR OR STORED:

- ex-CN GP40-2L(W) 9428 (purchased by Alstom).
- ex-HLCX SD40 5035 (CR 0801, CR 6242, PC 6242).
- ex-MKCX SD45 9530 (BN 6516).
- ex-PNC SD40 3011 (UP 3011); 3013 (UP 3013); 3021 (MP 3021, 721); 3026 (UP 3026); 3064 (UP 3064).
- ex-SP SD40E 7343 (SP 8452); 7353 (SP 8449); 7368 (SP 8486).
- ex-SP SD45E 7402 (SP 8803); 7411 (SP 8835); 7417 (SP 8846); 7422 (SP 8856); 7423 (SP 8858); 7425 (SP 8865); 7431 (SP 8804); 7436 (SP 8819); 7438 (SP 8801); 7441 (SP 8873); 7476 (SP 8924); 7512 (SP 8903); 7518 (SP 8916); 7531 (SP 8987); 7534 (SP 9004).
- HATX GP40 403 and 404, HLCX GP38 3616, and BAR (Helm-owned) GP38 303.

BCRAIL

OUT OF SERVICE: RDC-3 BC-31 collided with a rockslide near Birken, BC, on Friday, the 13th of April. At press time, BC-31 was stored unserviceable.

OFF LEASE: The lease of HLCX GP38M-3 3876 and 3878 ended in early-May. Both units were shipped to Chicago.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

ROCKY MOUNTAINEER RAILTOURS: In late-April, RMR took delivery of Bi-Level Dome Coaches 9506 and 9508 built by Colorado Railcar. They have joined eight sister cars. The roster now includes Dome Coaches 9501-9509 and 9511.

OKANAGAN VALLEY RAILWAY (OmniTRAX): Former New Brunswick Southern GP9E 3735 and 3764, destined for the Okanagan Valley, were rejected. No. 3764 was redirected to the Carlton Trail Railway in Prince Albert, Saskatchewan.

MACKENZIE NORTHERN RAILWAY (RailAmerica): In late-April HLCX SD40-3 6061 and HLCX SD40M-2 6522 were leased. In mid-May, LLPX GP38-2 2210 and 2221 were leased. In late-May, the lease of HATX SD45-2 904 was terminated.

GREAT WESTERN RAIL: Recently-delivered M-420(W) 2000 and 2001 were ex-Cape Cod Central 2000 and 2001, not Quincy Bay 2000 and 2001 as reported last month. They were built by MLW in 1973 as CN 2522 and 2514 respectively.

HUDSON BAY RAILWAY (OmniTRAX): In late-May, HBRY took delivery of OmniTRAX GP38-2 2000 and 2001 (ex-Central Kansas 383, 381; exx-Georgetown 4162, 4160; exxx-NS 4162, 4160; exxxx-N&W 4162, 4160; nee Illinois Terminal 2003, 2001).

GODERICH-EXETER RAILWAY (RailAmerica): GP7 700 was transferred to the Cape Breton & Central Nova Scotia Railway in mid-April.

QUEBEC-GATINEAU RAILWAY: In May, retired RS-18u 1846 was shipped to CAD Railway Services in Lachine, Quebec. No. 1846 has been acquired by the Ottawa Central Railway.

NEW BRUNSWICK EAST COAST RAILWAY: The lease of LLPX GP38-3 2239 and 2240, and LLPX GP39-2 2901 and 2902 ended in April. NBEC RS-18u 1816 (ex-QGRY 1816, exx-CP 1816) has returned to service for the first time since being acquired from the Quebec-Gatineau Railway in 1999.

CANADIAN AMERICAN RAILROAD: In mid-May, LLPX GP38-3 2242 and 2243 were leased.

ON THE INDUSTRIAL SCENE

RE-ENGINEED: Canadian Forest Products (Englewood Logging Division in Nimpkish Valley on Vancouver Island) SW1200RS 302 has been re-engined with a Caterpillar 3512 engine and was returned to service on April 20. SW1200RS 301 and SW1200u 304 were similarly converted in 1998 and 1997 respectively. At present there are no plans to convert SW1200RS 303.

ADDED SWITCHER: In April, Railserve SW1200 353 (nee SP 2292) was delivered to the Union Carbide Canada plant in Prentiss, Alberta, for the Procor-Railserve joint venture switching contract.

RENUMBERED: Luscar Coal (Coronach, Saskatchewan) SW1001 84160 has been renumbered 6901. Neither sister 84161 or SW1500 92140 had been renumbered at press time.

ADDITIONS TO ROSTER: In early-May, INCO in Copper Cliff, Ontario, took delivery of GP38M-4 2005-2008 (lettered INCX), rebuilt from former Chicago & Northwestern GP35 836, 841, 864 and 843 respectively at MPI de Mexico's San Luis Potosi plant. In late-April, the lease of the

Taylor Group's ex-CN GMD1 1116, 1153, 1169, 1170 and 1910 was terminated. In mid-May, INCO ended electric railway operations.

RARE UNIT GONE STATESIDE: In late-April, former Squaw Creek U33C 5752 was moved from NRE-ALCO Loco (previously CLN Industries) in Capreol, Ontario, to David J. Joseph Co., Connersville, Indiana. The rare units moved as DJPX 5752.

CANAC CHANGES:

- Ex-CN SW1200RS 1206 has moved to Cargill in Dayton, Ohio, and joins sister 1236. No. 1206 had previously been leased to Sunoco in Toledo, Ohio.
- Ex-CN SW1200RS 1308 and 1389 have been leased to BP-Amoco in Whiting, Indiana.
- Ex-CN SW1200RS 1338 and 1353 have been assigned to Monsanto in Luling, Louisiana.
- Ex-CN SW1200RS 1344 and 1349 have been assigned to Riverwood in Macon, Georgia.
- Ex-CN SW1200RS 1343 has returned from lease to Ottawa Central Railway.
- The lease of ex-CN S-13m 8711 by New Boston Coke in New Boston, Ohio, has ended. 8711 remains stored there pending reassignment.
- Former IC GP10 8057, 8295 and 8465, and GP11 8719 and 8737 have been returned to CN for disposition.
- Canac has acquired retired CN SW1200RM 7100, 7101, 7102, 7105, 7302, 7307, 7308, 7310 and 7317.

ON THE PRESERVED SCENE

ADDITION TO MUSEUM: In April, the Alberta Railway Museum in Edmonton, Alberta, acquired retired CN Wreck Dozer Accommodation Car 54957 from the disbanded Edmonton auxiliary. No. 54957 was built as CN '12-1' Sleeper 1579 - *Regina* in 1923.

DONATED: Privately-owned RS-1 182 at Luscar Coal in Bienfait, Saskatchewan, has been donated to Estevan Tourism and will be displayed at the Souris Valley Museum at the west end of Estevan, Saskatchewan.

ON THE TRANSIT SCENE

MORE T-1 SUBWAY CARS DELIVERED TO TTC: The second order for Toronto Transit Commission Class T-1 subway cars includes 156 cars (5216-5371). As of April 16, Bombardier had delivered cars 5216-5339.

BILLBOARD CHANGE: As of April 9, TTC CLRV 4134, previously "shrink wrapped" to advertise CHUM Radio, displays advertising for Ontario Power Generation. Sisters 4052 and 4149 have displayed advertising for Guinness since October and September 2000 respectively.

ROLLING BILLBOARDS: STCUM (Montreal) have 'wall-papered' nine Metro (subway) cars for Michelin in a striking yellow. The three sets are 79-739/78-120/79-740; 79-575/78-038/79-576; and 79-637/78-069/79-638.

Thanks to Justin Babcock, Bruce Chapman, Ray Corley, John Cowan, Doug Cummings, Herb Dixon, John Godfrey, Ross Harrison, Patrick Hind, Roland Legault, Iain Neighbour and Mark Perry. ■

Coming Events

KOMOKA, ONTARIO: The Komoka Railway Museum will present its Pancake Breakfast (08:30 to 10:30) and Railway Show (10:00 to 16:00) on Father's Day, **June 17**, at the Komoka Community Centre on Queen Street. Breakfast: Adults \$5, Children \$2. Railway Show: Adults \$3; Children \$1. Information at (519) 657-1912; e-mail: pierre.ozorak@sympatico.ca; or web site at komokarail.ca

KENTVILLE, NOVA SCOTIA: The Annapolis Valley Model Railway Club will hold its Maritime Federation of Model Railroaders Annual Convention from **June 22 to 24** in the Kentville Centennial Areen. Public show on **June 23** from 0900 to 1600. Admission \$3 per person; \$8 family. Information from Ric Hamilton, 5218 Brooklyn Street, Berwick, NS B0P 1E0; tel (902) 538-7783; e-mail: ricandbeth@yahoo.ca; Web page: www.mfmr.homestead.com

KELOWNA, BRITISH COLUMBIA: The PNR/NMRA Annual convention will be held from **August 7 to 12** at the Okanagan University College, North Campus, Highway 97. The meet features two major bus railfan trips covering CP, CN and BC Rail and two live steam events including ex-CN 2-8-0 2141. Visit our website at www.okanaganrailwaygroup.com for all details including accommodation.

RUTLAND, VERMONT: The 17th Annual Train Fair will be held at the Vermont State Fairgrounds on September 29 from 10:00 to 16:00. Vendors from New England and beyond with railroad supplies, videos, collectibles and more. Adults \$4; children 6-12 \$1, under 6 free. Information from Niilo Korpi at (802) 862-6296 or (802) 893-4157.


LONDON, ONTARIO: The London Model Railroad Group Annual Model Railroad Exchange will be held on **September 30** in the Lambeth Community Centre, Beattie Street West, from 10:00 to 16:00. Admission \$3. Information from Jim Liggett, 598 Mapledale Avenue, London, ON N5X 2B8; tel (519) 672-7953; fax (519) 679-9258; e-mail: dmcaulay@oddysey.on.ca



NEW POWER: Rocky Mountaineer Railtours recently-acquired GP40-2(W) 8014 (nee CN 9633) and GP40-2L(W) 8013 (nee CN 9621) lead a train from Calgary at Three Valley, British Columbia (mile 15.5 of CPR's Shuswap Subdivision), on April 19, 2001. Photo by David Meridew.

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