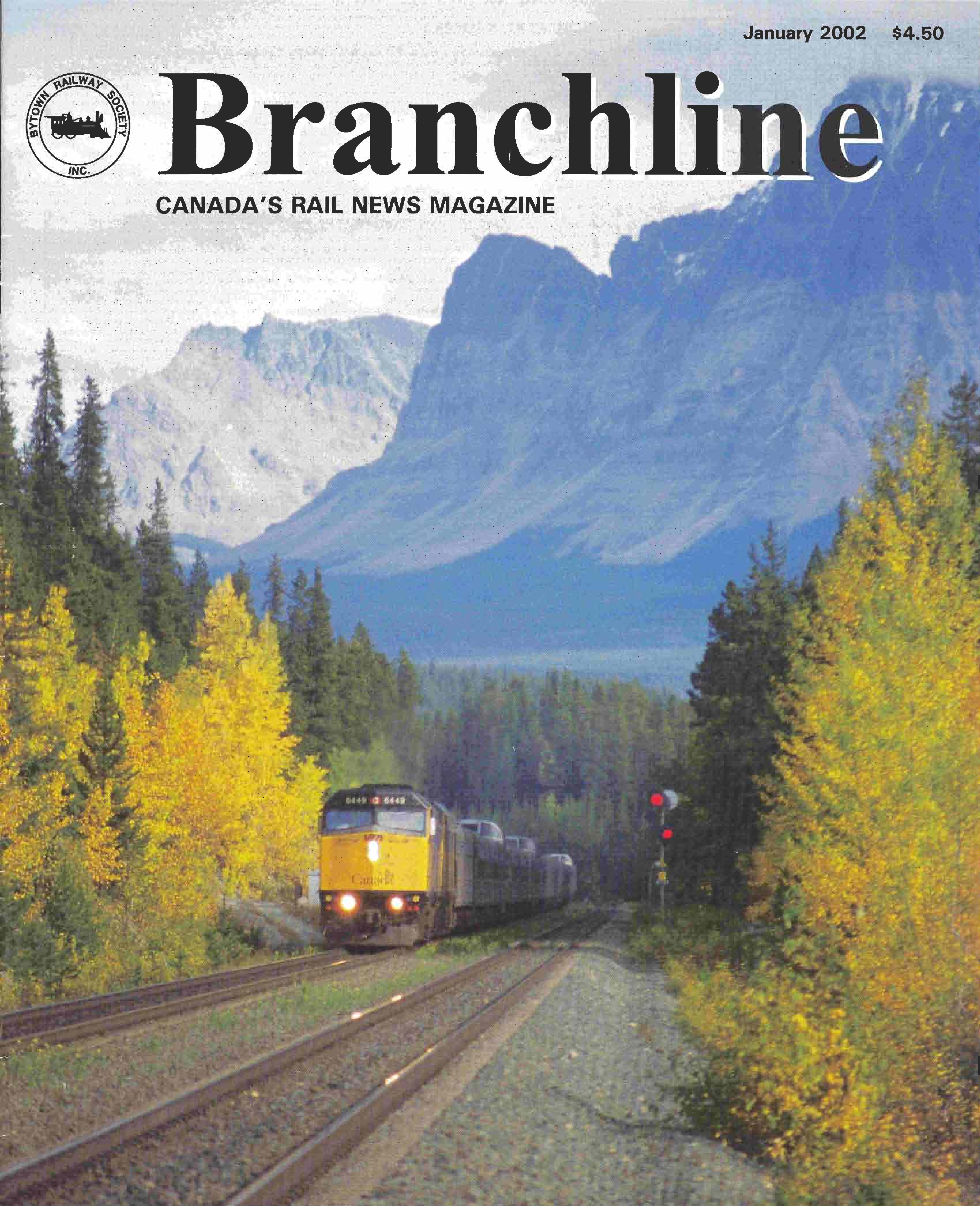


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Branchline

CANADA'S RAIL NEWS MAGAZINE



Athabasca Northern • CPR's Class F1 Atlantics • Semaphores in the 21st Century

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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Editor: Earl W. Roberts,
33 Eastpark Drive, Gloucester, ON K1B 3Z6
Internet: earl.roberts@sympatico.ca

Features Editor: Philip B. Jago,
1133 Elmlea Drive, Gloucester, ON K1J 6W1
Internet: diane.jago.is@rogers.com

News Editor: David P. Stremes,
214 Belford Crescent, Ottawa, ON K1Z 7B1
Internet: dave.stremes@sympatico.ca

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The expiry date of your membership appears on your mailing label (eg. 200210 = expiry with the October 2002 issue). Notice of expiry will be mailed prior to mailing the second to last issue.

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ON SHEET

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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. 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 **Annual General Meeting** will be held on **January 15, 2002**. Note that the AGM will be held on the third Tuesday rather than the first Tuesday of January, due to New Year's Day falling on the first Tuesday. The AGM, followed by a presentation "A Brief Introduction to the History of the Railways of Ottawa" by Colin Churcher, will replace the informal slide night. Coffee, juice and donuts will be available for a small fee. If you wish to nominate a member for an executive position, or wish to help in a non-executive capacity, please contact nominating chairman Earl Roberts at (613) 824-8203 or e-mail: earl.roberts@sympatico.ca

Membership Increase: Notice is hereby given that those attending the Annual General Meeting on January 15, 2002, will be asked to approve a membership rate increase of \$2.00 for a one year membership for addresses in Canada (increased from \$36 to \$38 - 5.5%), as well as for one year International Air Mail memberships (increased from \$80 to \$82). This is the first increase for members in Canada since January 2000, to compensate for increased production and postage costs. Rates for US and International Surface Mail memberships will not be increased at this time.

The production of **Branchline** is intended as a break even operation, funded by membership fees and hobby/retail outlet sales. Other Society operating expenses are covered by various sales activities and investments.

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 Tender 4264 and Business Car #27. Come out and lend a hand.

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: lvgoodwin@cyberus.ca

Corrections:

- * Re "A Selection of Passenger Consists", Page 19 of the November 2001 **Branchline**, Diner *Acadian* was omitted from the 19 September 2001 consist of VIA #14/16. Diner *Acadian* was immediately behind Skyline 8505. (André St-Amant)
- * The caption for the top photo on Page 25 of the December 2001 **Branchline** indicates that CN GP9 4506 is assisting 4-8-2 6189. Roger Boisvert advises that the steam locomotive can be numbered no higher than 6159 as a result of the overhanging feedwater heater.
- * Re the photo of the Dakota, Minnesota & Eastern freight train on Page 22 of the June 2001 **Branchline**, the train was at Belle Fourche (not Forche), South Dakota (not North Dakota). (John Peakman)

On the Cover: VIA F40PH-2 6449 and a sister lead the 22-car westbound "Canadian" at Fitzwilliam, BC, at 16:15 on September 22, 2001. Photo by Barry Williams.

Press date for this issue was December 10
Deadline for the February issue is January 14

Railway on the Frontier: Athabasca Northern

Article and Photographs by Timothy C. Green

One of the benefits of being a railway journalist is getting to meet people involved in the railway industry. Earlier in 2001, in the normal course of preparing articles and chasing down news for Train Scan Canadian Railway News (online on the TrainsCan.com website), I encountered Don Barr. He's Cando Contracting's man in Western Canada, the head of their Alberta Regional office in St. Albert, Alberta. He's also the general manager of both the Central Manitoba Railway and the Athabasca Northern Railway.

When I spoke to Don about me doing an article on the Athabasca Northern, he was quite enthusiastic. It wasn't until late October 2001 that schedules came together to make this happen. On a snowy Tuesday afternoon, I headed north from Edmonton towards Lac La Biche Alberta.

The Athabasca Northern Railway came into being in late 2000 when Cando Contracting, headquartered in Brandon, Manitoba, purchased about 200 miles of track in northeastern Alberta from CN. Actually, the name "Athabasca Northern" is a lot older, and was first applied to a proposed Edmonton-Athabasca railway in 1905 that never actually materialized.

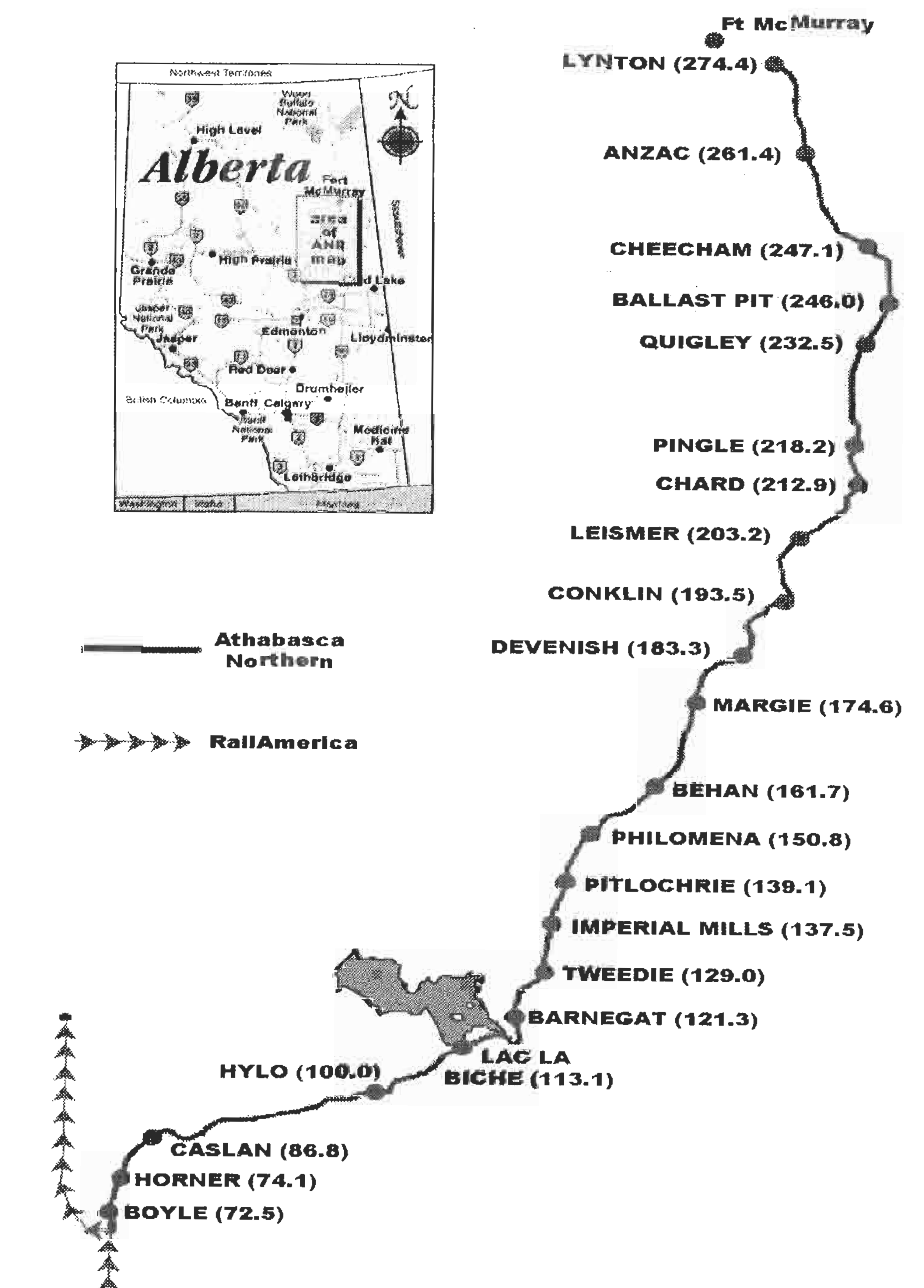
The existing Athabasca Northern started out as the Alberta and Great Waterways Railway. The charter was issued in 1909 but construction started only five years later from a junction on the Edmonton Dunvegan and British Columbia Railway just north of Edmonton. It reached Lac La Biche in 1915 and then Waterways (near Fort McMurray) in 1925. In 1929, the line was grouped with others as part of the Northern Alberta Railways (NAR), owned and operated jointly by CN and the CPR. The line was an important one during WWII as material flowed between Edmonton and Waterways which was a major supply point for the North.

In 1981, CN, bought out CPR's share of the NAR and the line through Lac La Biche became just another part of CN. In 1989 the last run of the "Muskeg Mixed" passenger/freight train took place. By the mid-1990s, freight traffic had dropped off and CN ceased operations on the track. In 1997, after several years without a train, RailLink (now RailAmerica) leased the portion from Boyle to Lynton, and later, the line all the way to Edmonton. Despite having some important loads of pipe northward and petroleum coke southward, RailAmerica could get no long term commitments from customers, and so ceased operations north of Boyle in mid-2000.

In early October 2000, Cando stepped in, purchasing the track from Boyle to Lynton (near Fort McMurray, short of the original northern terminus of Waterways) from CN for \$6.2 million. They had considered tearing up the track for salvage, but wanted first to try to operate the line to see if it was profitable. Luck was with them. They took over just as the activity in the oil sands development area around Fort McMurray was taking off. And CN, wanting to get something for the line after RailAmerica had given up, struck a deal with Cando that was very much in Cando's favour. With a couple of leased CN locomotives, the Athabasca Northern was up and running!

I arrived in Lac La Biche early in the evening and tracked down a cheerful group at the local hotel restaurant. Gordon Peters, president of Cando, was visiting from Brandon and I had a fascinating discussion with him. It was interesting to hear his perspectives on the future of shortlines, relationships with the larger railways, and the shifting of the intermodal balance. Cando seems like a company with interesting prospects under imaginative management.

Along with Don Barr up from St. Albert, around the table I met François de Vry, the Manager of Train Operations with whom I was to spend the next two days, and Richard Quintal, Manager Maintenance of Way. After we all retired to the Lac La Biche Station, now the Athabasca Northern headquarters, Richard was quite willing to chat about the challenges of fighting with beavers, muskeg, and the weather to keep the track in operating condition. Over the next two days, everyone I met seemed very upbeat and



enthusiastic about working for the company. It was clear that the railway's biggest asset was its people!

To operate the 200 miles of railway, the company has about 10 employees. The number tends to fluctuate up and down with traffic levels and summer work periods. Essential in any shortline operation, the people are multi-skilled to some extent. Richard Quintal has a crew of six track maintainers, at least one of which is training to be train crew. François de Vry as Manager of Train Operations, also does some marketing, public and customer relations, and often works as part of the train crew. There is one mechanical supervisor, Dave Muma, absent during my visit repairing a locomotive in Edmonton -- he also serves as the de facto local computer expert. Two train crew members round out the team, coming in to work as train schedules required. Cando head office in Brandon does most of the higher order administrative functions such as payroll and car control, and Don Barr in the regional office in St. Albert shares the marketing and longer range planning functions.

I settled into the well-equipped bunkhouse connected to the station. A complete kitchen, lounge with satellite TV, clean washrooms and individual bedrooms compared favourably to some hotels I've stayed in. I spent a good while talking with Zak, a tamper operator on an several week exchange from the Central Manitoba Railway, another Cando property.

After a quick breakfast at the hotel the next morning, I was back at the station to watch things unfold. The track crew were in and out again fairly early, off in their hi-rail vehicles. Al Hume, one of the train crew, had driven in from Edmonton that morning,

and we were ready to go about 09:00. There was initially some confusion about clearances with the track crew. Athabasca Northern has contracted its dispatching out to the RailAmerica dispatch centre in North Bay, Ontario, and all contact is by phone. I was impressed that despite the fact that there was only one train on the track, and the track crew was miles away, not a wheel turned until the proper clearances had been sorted out. François explained to me that since they hoped to be a lot busier in the future, it was only prudent to start out with a very healthy respect for the safety rules right from the first, and maintain that posture into the future.



Athabasca Northern GP9RMs 4004 and 4006 in front of the Lac la Biche station, Athabasca Northern headquarters, on October 24, 2001.

By 09:30, with proper clearance finally in hand, François, Al, and I boarded the two rebuilt GP9s (see sidebar) idling in front of the station and backed toward the cars that had been brought up from Boyle the day before. Athabasca Northern is perhaps unique in the fact that its sole interchange (in Boyle) is with another shortline, in this case RailAmerica's Lakeland and Waterways Railway, who in turn interchanges with CN in Edmonton. The normal train cycle is, starting from Lac La Biche, go to Boyle (about 40 miles) to interchange cars and return the first day, then go to Lynton (160 miles) the second day, and return the third day. We coupled onto five full ballast cars, one empty coal gondola used as a buffer, and 24 flats of large diameter pipe used for pipelines, and headed north. GP9RM 4006 lead 4004 into the dull gray morning, while the occasional snowflake drifting past us.

Athabasca Northern Railway at a glance

Locomotives: modified chop-nosed GP9s

* 4004 -- ex-CN 4113, nee CN 4147

* 4005 -- ex-CN 4103, nee CN 4295

* 4006 -- ex-CN 4120, exx-CN 4421, nee CN 1745

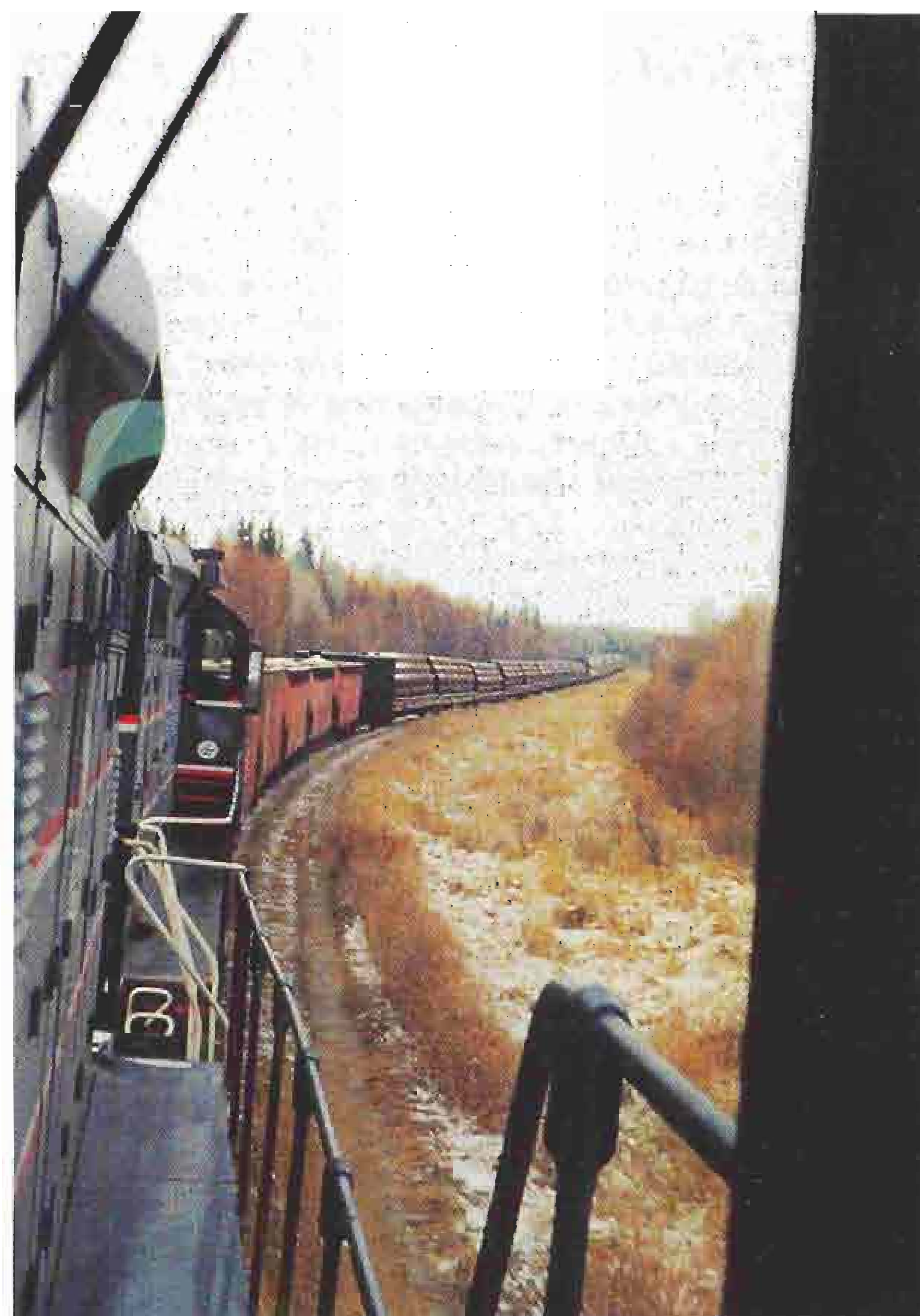
Rolling stock: none (work service cars leased as required)

Track: Boyle-Lynton AB, 202 miles (325 km)

Employees: 10

Reporting Mark: ANY

Not far out of Lac La Biche, we saw a number of deer crossing the tracks in front of us. Before the trip was out, we had seen some moose, a caribou, and some coyotes as well. There was no sign of wolves this trip, despite the striking Athabasca Northern Railway crest on the locomotives. We also passed by the site of a derailment earlier in the year, empty coal gondola bodies on one side of the track with their trucks on the other. Once the ground had frozen solidly, the intention was to bring in some heavy



Northbound ballast and pipe on October 24, 2001. A lot of the traffic going north consists of large diameter pipe for pipelines in the Fort McMurray area. The pipe comes from Japan, and some from Ipsco in Regina, Saskatchewan.

equipment, cannibalize what was usable, and cut up the rest.

The ANR track is 100 or 110 pound jointed rail throughout, with frequent short timber trestles and one steel bridge. The tight curves mean that this not a candidate for high speed operation. Posted speed on much of the track is 20 miles per hour, although we occasionally went a bit faster, and often went a bit slower. No matter... this gave me lots of time to see the country, and learn more about the company from François and Al.

While the beavers and muskeg do their best to reclaim the right of way, another threat to operations is human activities. There were very few places along the 160 miles to Lynton where we did not see the tracks of all terrain vehicles or dirt bikes on the right of way. While this tends to speed up erosion, the bigger concern is that there would be a serious collision some day. There have been a number of close calls, and one level crossing accident. After long periods of no rail activity at all, and now with only irregular and infrequent trains on the track, many of the local people have become insensitive to the dangers the railway presents. Public education is a big priority, and Operation Lifesaver plays an increasingly important part.

The railway tries to stay close to the community, and prefers to train and hire local people rather than bringing in people from the outside. All of the track crew is connected by family ties, and this contributes to the community nature of the railway. Floats in local parades, Christmas parties for children, and train rides on special occasions also help to draw the railway and the community together. This is a much different attitude than that engendered by the large railways which often seem to have little, if any, positive contact with the communities through which they pass.

By 12:15, we had reached Behan (named for a cook on a 1912 survey party) and stopped to do a roll-by inspection. Not long after, near Edwards Lake (near the cross in memory of Edwards who had disappeared into the Lake in the early-1900s) just north of Margie, we had a "kicker", an unscheduled release of air in the brakeline. An inspection revealed no problems and the air pressure built back to normal so we continued on our way. A short distance

later, an electrical problem (possibly a voltage regulator) brought us to a halt. The speedometer in the lead locomotive stopped working and things "smelled hot". Hurried consultations by cell phone with the mechanical supervisor took place -- he was working on the traction motor of the third locomotive in the workshop of the Alberta Railway Museum down in Edmonton. After about 20 minutes of poking, prodding and fiddling, things were back to normal, and on we went to Devenish where we set off the five ballast cars.

Continuing north, we stopped and did another roll by inspection at Chard, where a lot of the maintenance of way equipment was stored on the siding. By the time we got to the yard in Lynton it was dark, and we spent a fair bit of time switching. First we dropped our 24 flats of pipe and the buffer car in two cuts on the passing tracks outside the yard. Then, proceeding through the coke loading dock, we picked up five cuts of empty pipe flats in the Lynton yard and assembled them on the old main track going down towards Waterways. There's less than a mile of track left there, so Lynton is essentially the end of the line. Next we picked up the full flats of pipe and spotted them in four cuts on the Lynton yard tracks. We parked the locomotives, locked them and left them running -- the Smartstart® circuitry would shut them off and start them up again to keep them from getting cold.

The taxi we had summoned by cell phone couldn't find us in the pitch black yard, and was almost chased away by an overzealous security guard who told him there was no train around. Repeated blasts on the locomotive horn and the flashing locomotive headlights convinced them otherwise, and we were soon on our way by road, ten miles to our hotel in Fort McMurray. It was almost 23:00 by the time we settled in... a fairly long day by any measure.

Many of the current or potential customers for the railway are in the centre of the oilsands exploration area north of Fort McMurray, at least 40 km from Lynton. Having to unload from the train in Lynton and arrange for truck transport is a major hassle, and in some cases an impediment that discourages some shippers from using the train. It's interesting to note that while many railways are looking at abandoning tracks, Cando is actively pursuing building new ones, north across the river (a significant bridging effort) and into the main area of its customers' activity. This is a major undertaking and financing is a challenge. In the much shorter term, the company is looking at something simpler, a bunkhouse at Lynton to avoid the not inconsiderable hotel bills run up by frequent visits of train crews, track crews, and Cando people on marketing missions.

I met François and Al in the hotel restaurant for breakfast, and by 08:30 we were back in Lynton yard. Several of the pipe flats had already been unloaded and we saw the pipe heading north by truck. A contractor had already fuelled the locomotives -- diesel fuel is cheaper in Fort McMurray than in Lac La Biche and a complete tankful is more than sufficient to keep the locomotives running through a complete traffic cycle. We picked up the 28 empty pipe flats we had spotted on the old main track the night before along with the empty buffer car, then obtained track clearance, and headed south. Again it was a very gray day with a hint of light snow. This time, ARN 4004 was leading.

We pulled right through Chard where part of the track crew was out to give us a roll by inspection, and then picked up the ballast cars we had set off in Devenish. We also picked up three members of the track crew and proceeded to pre-determined spots to dump the ballast. Darren Quintal, Jack Boucher and Dario Castor banged away with enthusiasm on the chutes to dislodge the frozen rock, and in some cases had to wrestle with the doors to get them shut again. We then ferried them to their waiting hi-rail, and continued on our way.

The multi-skill nature of shortline operations came home to me on the way back to Lac La Biche. François, part of the train crew for this trip, also continued in his role of operational planning. He talked to the mechanical supervisor to find out when the third locomotive would be back in operation, and then made contingency plans for a short term lease from CN or RailAmerica. He also checked on the incoming pipe shipments, and planned train dates and crew assignments, working from the cab of the locomotive. Luckily, most of the track is within cell phone range, and there is a cell phone mounted in each locomotive. The track crews' hi-rails have cell phones too, and



GP9RM 4004 and 4006 on one of the many small timber bridges on the line. The crew is preparing to dump ballast in a low spot on the approach to the bridge near Devenish on October 25, 2001.

these are used for long distance communications, internally, with the RTC in North Bay, and to talk to the outside world. Everyone uses standard railway VHF radio for internal short range communication.

Lately ANR has been running about one train per week north and south. Deciding the train frequency is a juggling act between providing reasonably rapid service to customers, and sufficiently long and efficient trains. There has been a lot of pipe going north; the pipe flats come back empty. There are periodic large southbound shipments of petroleum coke, a by-product of the oil sands extraction process. A new sulphur loading terminal has just been completed at Lynton in preparation for sizeable southbound sulphur movements. There doesn't seem to be any traffic at all for points between Boyle and Lynton, although the railway is pursuing new ideas such as hauling logs to a pulp mill.

It would seem to make sense for Athabasca Northern to operate the line south of Boyle as well, right into Edmonton. RailAmerica is probably not too enthusiastic about giving this up, however, since every bit of the increasing amount of business that ANR generates has to travel over RailAmerica tracks on its way to or from Boyle, generating revenue for them. The RailAmerica track is mostly 85-pound rail, and none of the ANR/RailAmerica network is well-positioned for 286,000 pound cars.

We stopped for another roll by inspection in the dark at Barnegat, and arrived in Lac La Biche without incident despite the frequent deer crossing in front of us. We cut off all the cars on the main track and parked the two locomotives in front of the station where we had started the previous morning. I had a brief talk with Richard Quintal, and thanked François and Al for patiently answering all my questions, and for sharing their knowledge and experience with me. The next morning, after another comfortable evening in the bunkhouse, breakfast in the hotel, and scraping a considerable accumulation of frost off my windshield, I headed back to Edmonton.

Compared to operations on CN or the CPR, operations on the Athabasca Northern might seem pretty small and slow. However, like the other shortlines that run on lines that the larger railways have cast off, the ANR by necessity operates as efficiently as possible. Operational decisions get made locally, and every expenditure is scrutinized carefully. Since the operation is small, everyone knows all the others, and the company is entrenched in the local community. Unlike some shortlines who simply carry existing traffic as efficiently as possible, ANR and parent Cando are actively pushing the limits. As they look towards extending their trackage into new areas, and a diversification of their traffic into

new commodities, they have the advantage, perhaps, of a unique economic situation in the oil sands region of north-eastern Alberta. More importantly, they have the added advantage of imaginative leadership and excellent people. It will be interesting in the next few years to watch ANR, a company on the frontiers of Canadian railroading in more ways than one, as they push those frontiers forward. ■



The Legendary F1 Class Atlantics of the CPR

by Newton Rossiter

The Atlantic 4-4-2 type engine made its first appearance in 1887 when one was built to the design of a Philadelphia mechanical engineer, George S. Strong. The sobriquet "Atlantic" was derived from the fact that a number of engines of the 4-4-2 wheel arrangement were built by Baldwin in late-1894 for fast passenger service on the Atlantic Coast Line Railroad. During July 1899, the Canadian Pacific built three Vaclain Compound Atlantics for the fast Montreal-Ottawa service. There was stiff competition on this route with the neighbouring Canada Atlantic, which countered with three similar engines.

The CPR Atlantics were originally classified S.T.4 and numbered 209-211. In 1905, these engines were reclassified to F1a and renumbered 1000-1002. Shortly after, the 1000 and 1001 were rebuilt to simple engines and remained F1a. The lone compound was reclassified F1b. They were renumbered again in 1910 to 950-952. When the final 1912 renumber system was implemented they became 2150-2152.

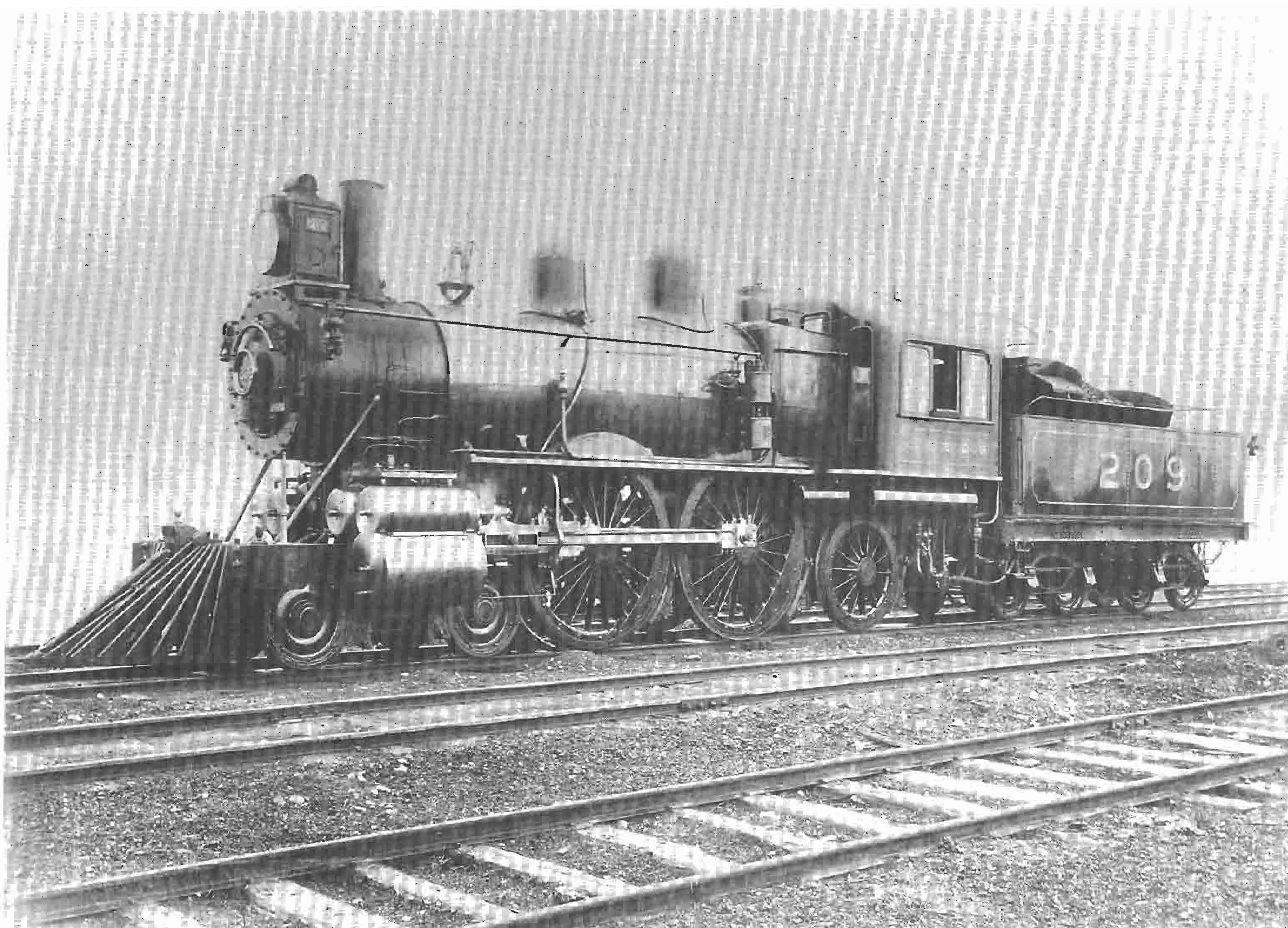
Just how long these engines remained on the Montreal-Ottawa run is unknown, but probably until 1910 or so. No doubt as the trains grew heavier the light Atlantics were not found adequate to handle the heavier trains. In Omer Lavallée's great work **Canadian Pacific Steam Locomotives** there appears a photo of 952 at the old Toronto Union Station about 1910, proving at least one of these engines was not on the Ottawa run at the time. Another indication that they were reassigned to other runs was a

brief letter in a 1934 issue of an old **Railroad Stories** magazine. It stated one of the 4-4-2s (no number given) was observed on a Toronto-Havelock local between 1912 and 1915. It was reported to be a simple engine, therefore it must have been one of the F1a class.

The first substantial information I have acquired pin pointing one of these engines to a particular run is from an old Board of Transport Commissioners accident report of 1911. This was a rather odd report in a sense because no wreck occurred. The report was classified as a "near accident" and is nearly 100 pages long, far more pages than a lot of more serious accident reports. This incident probably wouldn't have reached official notice if it had not been for a BTC inspector riding in one of the passenger trains involved.

It all took place on February 8, 1911, at Clarkson, Ontario, then known as Clarkson's in the Grand Trunk timetables. Three trains were involved in the incident, the Grand Trunk's 1st #1, the "Chicago Express", Grand Trunk's westbound Niagara Falls wayfreight, and Canadian Pacific train #30, a fast Hamilton-Toronto non-stop passenger. This section of the Grand Trunk's double track Middle Division was known as the 16th District joint line because of Canadian Pacific's running rights between Toronto and Hamilton. Later under Canadian National it was named the Oakville Subdivision.

The plot for this near accident starred the wayfreight engine, a nearly new 2-6-0 number 1009, preserved to this day in



CPR Atkinson Class S.T.4 209, a Vaclain compound locomotive with 84-inch drivers, built in July 1899. CPR Photograph, collection of the author.

Hillsborough, New Brunswick. It was working the Clarkson station yard en route to Niagara Falls. Train 1st #1, engine 544 with three cars, had developed steam problems at Port Credit, three miles to the east. The operator there was informed of the situation. A message was received for 1st #1 to proceed as best they could to Clarkson and arrangements were made for them to exchange engines with the wayfreight. Arriving at Clarkson, the 544 pulled its three-car train west of the station to the crossover where it was cut off ready to receive the 1009. During the procedure the 1009 was standing on a spur track south of the eastbound main line ready to cross over to the westbound track and couple onto 1st #1. At this moment CPR #30, the high-speed Hamilton-Toronto train was due.

During the interlude of uncoupling 544 from its train, the headend brakeman of 1009 decided to have his engine move up a few feet closer to the eastbound main line so as they wouldn't lose any time going over the crossover to 1st #1 as soon as CPR #30 cleared. A BTC inspector sitting in the coach of the stopped Grand Trunk train noticed this manoeuver and knowing #30 was due, became alarmed that maybe the crew of 1009 may have forgotten the CPR fast train and were going to proceed to use the crossover. He immediately jumped from his seat and ran down the aisle to the vestibule where he stepped down on the tracks to observe movements he thought would ensue in a catastrophe.

Meanwhile roaring along at high speed, three minutes late, was engineer Thomas A. Tutty at the throttle of the 84-inch driver Atlantic greyhound 951 on the two-car train #30. As he swung out of the curve about three quarters of a mile west of the Clarkson station, he saw the situation noticing the wayfreight engine in the clear, but was concerned about the standing passenger train.

He closed the throttle and made a brake reduction of 8 or 10 pounds. As he was doing that a trainman standing near the spur switch swung a highball. Tutty noticed the passenger train was standing clear of the station platform and no passengers about. The Grand Trunk passenger train did not have a scheduled stop at Clarkson in any event. Seeing the way was clear and receiving the highball signal, Tutty stated, "I opened up my engine and let her go. I was prepared to stop clear of the station had I not got a signal to come ahead."

Nothing happened, but a great amount of concern was generated, much correspondence, several informal hearings, and a formal hearing was held at the Prince George Hotel in Toronto on May 26, 1911. During the hearings, several ambiguous statements were made. Some said the spur track switch on the eastbound main line was momentarily opened and closed previous to #30's appearance. This was denied by the wayfreight crew. Thomas Tutty stated that the switch was closed when he went through. There was a dispute as to engine 951's speed through Clarkson. Engineer Tutty claimed at first the speed wasn't much over 10 mph but later stated it may have been greater. The BTC inspector said he must have been going 65 at the time.

Thomas Tutty had been a engineer for 10 years and was 126 on the 338-man seniority list of 1912. He wasn't steady on the Hamilton run at the time but was filling in, and stated he may not be back on that run until the next winter.

A letter to U.E. Gillen, Grand Trunk Superintendent at Toronto from C.G. Bowker,

| TRAIN REGISTER - TILBURY STATION AUG. 6, 1915 TO FEB. 10, 1916 | | | | | | | | | |
|--|-------|-------------|-----------------|--------------|------------|-----------|------------|-------------|---------|
| TRIPS RECORDED OF ENGINES 2151-2152 | | | | | | | | | |
| CLASS F-1, 4-4-2 ATLANTIC TYPE BUILT BY C.P.R. JULY 1899 | | | | | | | | | |
| THESE TRIPS ARE ASSUMED TO BE THE LAST ASSIGNMENT OF THESE HIGH SPEED ENGINES | | | | | | | | | |
| DATE | TRAIN | ENGINE NO. | DIRECTION | TIME ARRIVED | SIGNALS IN | CONDUCTOR | TIME LEFT | SIGNALS OUT | REMARKS |
| AUG. 9 1915 | 671 | 2151 | W | 10:24 A.M. | NIL | JOE FITZ | 10:26 A.M. | NIL | |
| | 672 | 2553 | E | 4:09 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| AUG. 10 | 671 | 2553 | W | 10:40 A.M. | NIL | JOE FITZ | 10:51 A.M. | NIL | |
| | 672 | 2151 | E | 4:09 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| AUG. 23 | 671 | 2152 | W | 10:36 A.M. | NIL | JOE FITZ | 10:38 A.M. | NIL | |
| | 672 | | E | 4:10 P.M. | NIL | JOE FITZ | | NIL | |
| AUG. 24 | 671 | 2553 | W | 10:29 A.M. | NIL | JOE FITZ | 10:30 A.M. | NIL | |
| | 672 | 2152 | E | 4:09 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| AUG. 26 | 671 | 2152 | W | 10:54 A.M. | NIL | JOE FITZ | 10:59 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| AUG. 30 | 671 | 2152 | W | 10:33 A.M. | NIL | JOE FITZ | 10:35 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| AUG. 31 | 671 | 2152 | W | 10:24 A.M. | NIL | JOE FITZ | 10:26 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| SEPT. 1 | 671 | 2152 | W | 10:24 A.M. | NIL | JOE FITZ | 10:26 A.M. | NIL | |
| | 672 | 2152 | E | 4:37 P.M. | NIL | JOE FITZ | 4:39 P.M. | NIL | |
| SEPT. 2 | 671 | 2152 | W | 10:24 A.M. | NIL | JOE FITZ | 10:26 A.M. | NIL | |
| | 672 | | E | 4:09 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| SEPT. 4 | 671 | 2152 | W | 10:45 A.M. | NIL | JOE FITZ | 10:52 A.M. | NIL | |
| | 672 | | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| SEPT. 27 | 671 | 2152 | W | 10:22 A.M. | NIL | JOE FITZ | 10:24 A.M. | NIL | |
| | 672 | | E | 4:12 P.M. | NIL | JOE FITZ | 4:14 P.M. | NIL | |
| SEPT. 28 | 671 | 2152 | W | 10:39 A.M. | NIL | JOE FITZ | 10:54 A.M. | NIL | |
| | 672 | | E | 4:09 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| SEPT. 29 | 671 | 2152 | W | 10:26 A.M. | NIL | JOE FITZ | 10:28 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| SEPT. 30 | 671 | 2152 | W | 10:30 A.M. | NIL | JOE FITZ | 10:32 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:13 P.M. | NIL | |
| OCT. 4 | 671 | 2152 | W | 10:21 A.M. | NIL | JOE FITZ | 10:24 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| OCT. 5 | 671 | 2152 | W | 10:22 A.M. | NIL | JOE FITZ | 10:24 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:13 P.M. | NIL | |
| OCT. 6 | 671 | 2152 | W | 10:23 A.M. | NIL | JOE FITZ | 10:25 A.M. | NIL | |
| | 672 | 2152 | E | 6:09 P.M. | NIL | JOE FITZ | 6:11 P.M. | NIL | |
| OCT. 7 | 671 | 2152 | W | 10:25 A.M. | NIL | JOE FITZ | 10:27 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| OCT. 8 | 671 | 2152 | W | 10:26 A.M. | NIL | JOE FITZ | 10:28 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| OCT. 9 | 671 | 2152 | W | 10:24 A.M. | NIL | JOE FITZ | 10:26 A.M. | NIL | |
| | 672 | 2152 | E | 4:09 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| OCT. 11 | 671 | 2152 | W | 10:23 A.M. | NIL | JOE FITZ | 10:25 A.M. | NIL | |
| | 672 | NOT ENTERED | IN THE REGISTER | | | | | | |
| OCT. 12 | 671 | 2152 | W | 10:22 A.M. | NIL | JOE FITZ | 10:24 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:13 P.M. | NIL | |
| OCT. 13 | 671 | 2152 | W | 10:24 A.M. | NIL | JOE FITZ | 10:26 A.M. | NIL | |
| | 672 | 2152 | E | 4:09 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| OCT. 14 | 671 | 2152 | W | 10:23 A.M. | NIL | JOE FITZ | 10:25 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:13 P.M. | NIL | |
| OCT. 15 | 671 | 2152 | W | 10:22 A.M. | NIL | JOE FITZ | 10:24 A.M. | NIL | |
| | 672 | NOT ENTERED | IN THE REGISTER | | | | | | |
| OCT. 16 | 671 | 2152 | W | 10:22 A.M. | NIL | JOE FITZ | 10:24 A.M. | NIL | |
| | 672 | 2152 | E | 4:11 P.M. | NIL | JOE FITZ | 4:13 P.M. | NIL | |
| OCT. 18 | 671 | 2152 | W | 10:22 A.M. | NIL | JOE FITZ | 10:25 A.M. | NIL | |
| | 672 | 2152 | E | 4:09 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| OCT. 19 | 671 | 2152 | W | 10:22 A.M. | NIL | JOE FITZ | 10:25 A.M. | NIL | |
| | 672 | 2152 | E | 4:11 P.M. | NIL | JOE FITZ | 4:13 P.M. | NIL | |
| OCT. 20 | 671 | 2152 | W | 10:23 A.M. | NIL | J.J. FITZ | 10:24 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | J.J. FITZ | 4:13 P.M. | NIL | |
| OCT. 21 | 671 | 2152 | W | 10:45 A.M. | NIL | SHORTHILL | 10:47 A.M. | NIL | |
| | 672 | 2152 | E | 4:09 P.M. | NIL | SHORTHILL | 4:12 P.M. | NIL | |
| OCT. 22 | 671 | 2152 | W | 10:23 A.M. | NIL | JOE FITZ | 10:25 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:13 P.M. | NIL | |
| OCT. 23 | 671 | 2151 | W | 10:23 A.M. | NIL | JOE FITZ | 10:25 A.M. | NIL | |
| | 672 | 2151 | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| OCT. 25 | 671 | | W | 10:23 A.M. | NIL | JOE FITZ | 10:26 A.M. | NIL | |
| | 672 | | E | 4:09 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| OCT. 26 | 671 | 2152 | W | 10:30 A.M. | NIL | JOE FITZ | 10:32 A.M. | NIL | |
| | 672 | 2152 | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| OCT. 27 | 671 | 2152 | W | 10:25 A.M. | NIL | JOE FITZ | 10:27 A.M. | NIL | |
| | 672 | 741 | E | 4:10 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| OCT. 28 | 671 | 741 | W | 10:24 A.M. | NIL | JOE FITZ | 10:26 A.M. | NIL | |
| | 672 | 2152 | E | 4:09 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| OCT. 29 | 671 | 2152 | W | 10:22 A.M. | NIL | JOE FITZ | 10:24 A.M. | NIL | |
| | 672 | | E | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| OCT. 30 | 671 | | W | 10:24 A.M. | NIL | | 10:26 A.M. | NIL | |
| | 672 | | E | 4:13 P.M. | NIL | | 4:15 P.M. | NIL | |
| NOV. 1 | 671 | 2152 | W | 11:34 A.M. | NIL | | 11:35 A.M. | NIL | |
| | 672 | 2152 | E | 4:11 P.M. | NIL | | 4:13 P.M. | NIL | |
| NOV. 2 | 671 | 2152 | W | 11:33 A.M. | NIL | JOE FITZ | 11:34 A.M. | NIL | |
| | 672 | 2152 | E | 4:08 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| NOV. 3 | 671 | 894 | W | 11:32 A.M. | NIL | JOE FITZ | 11:34 A.M. | NIL | |
| | 672 | | IE | 4:09 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| NOV. 4 | 671 | 2152 | W | 11:33 A.M. | NIL | JOE FITZ | 11:35 A.M. | NIL | |
| | 672 | 2152 | IE | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| NOV. 5 | 671 | 2152 | W | 11:35 A.M. | NIL | JOE FITZ | 11:37 A.M. | NIL | |
| | 672 | 2152 | IE | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| NOV. 6 | 671 | 2152 | W | 11:33 A.M. | NIL | JOE FITZ | 11:35 A.M. | NIL | |
| | 672 | | IE | 4:11 P.M. | NIL | JOE FITZ | 4:13 P.M. | NIL | |
| NOV. 8 | 671 | | W | 11:34 A.M. | NIL | JOE FITZ | 11:36 A.M. | NIL | |
| | 672 | 871 | IE | 4:10 P.M. | NIL | JOE FITZ | 4:12 P.M. | NIL | |
| FROM NOV. 9TH TO 15TH ENGINE 871 USED ON TRAINS 671 & 672 | | | | | | | | | |
| NOV. 16 | 671 | 2152 | W | 11:33 A.M. | NIL | JOE FITZ | 11:35 A.M. | NIL | |
| | 672 | | IE | 4:08 P.M. | NIL | JOE FITZ | 4:11 P.M. | NIL | |
| FROM NOV. 17TH TO THE END OF THE REGISTER TWO MORE ENTRIES APPEAR, 2151 SHOWN AS BEING ON NO. 672 ON DEC. 1ST AND 2151 SUPPOSEDLY ON NO. 671 ON DEC. 6TH. THE REGISTER WAS COMPILED IN A VERY SLIPSHOD MANNER MANY BLANKS AND ALMOST UNREADABLE WRITING SO THE LAST TWO ENTRIES MAY NOT BE ACCURATE. AFTER NOV. 18TH ENGINES 871 AND 1047 COVERED MOST OF NO. 671-672 RUNS. THESE TWO TRAINS RAN BETWEEN LONDON AND WINDSOR AT THE TIME. | | | | | | | | | |

Assistant Superintendent at London, found no fault with the CPR engineer's actions in passing Clarkson at speed. The letter of July 26, 1911, from Mr. Gillen to Mr. C. Murphy, General Superintendent of Transportation CPR read in part, "... further we had a special train made up with the same number of cars and in charge of the same conductor who was in charge of 1st #1, Feb 8th. We stopped at Clarkson's and had the conductor endeavour to place the train where 1st #1 stood when your #30 passed Clarkson's on Feb 8th, and after considering the position of the train and all that had been said in connection with the matter we were convinced that there was nothing in the story that an accident was narrowly averted."

E.W. Beatty, CPR General Solicitor in a letter to A.J. Nixon, Chief Operating Officer BTC, stated he had no confidence whatever in the reports made by the BTC Inspector.

Nothing in the final hearing indicated any disciplinary action being taken to anyone involved. So much for the near accident and the appearance on the scene of a CPR Atlantic engine on the Hamiltons.

While shooting photos of the CPR Hamilton trains when living on the old farm at Oakville in the late-1940s, little did I realize 35 years earlier these same trains were hauled by Atlantics. I shot their later counterparts, the F2a 3000-series 4-4-4, and the F1a 2910-series 4-4-4 making the same scheduled time of one hour flat. This time varied through the years by five minutes but when I was shooting it was the hour, same as 1911. The photo of 3000 on #732, which was #30 back in 1911, shows a similar train except for the steel cars.

When the five 3000-series 4-4-4 type were built in July 1936, their classification of F2a followed the Atlantic F1 after a 19 year hiatus. Why the 2910-series 4-4-4 type built in 1937-38 were classified F1a we will never know. It would seem more logical to have classed them F3, lower number series to the contrary.

The Atlantic saga on the Hamilton run was not entirely the domain of the CPR. During 1913 for a short time some Michigan Central 4-4-2s of the 8078-8081 series were in service on the TH&B through runs, Buffalo to Toronto.

A short time ago, I was leafing through a CPR Tilbury (Ontario) train register of August 6, 1915 to February 10, 1916. The register was given to me many years ago through the

generosity of my friend, the late Dick George. I was browsing for anything unusual when I spotted the engine number 2152. I couldn't believe my eyes but here was a number of entries concerning the F1 engines 2151 and 2152 assigned to the London-Windsor passenger trains 671 and 672, which ran a round trip daily except Sunday. It would seem that at least two of the Atlantics, an F1a and the lone F1b compound, had been transferred to London's Quebec Street roundhouse for service over the flatlands west to Windsor, ideal territory for these high-speed engines. A similar setup was to be seen some 40 years later when F2a 3000 and 3002 were assigned to trains 634 and 635, London to Windsor.

I compiled a list of these elusive Atlantic engines, which span the pages of the register from August 9 to December 6, 1915. The 2151 is shown only six times, but the 2152 is entered 65 times. There may have been more but the register was an example of sloppy bookkeeping. There were a number of blanks where engine numbers should have been, sometimes the train not entered at all.

In the book **Canadian Pacific Steam Locomotives**, the engine assignment sheet for January 1916 shows engines 2150 and 2151 listed at Lambton. I would hazard a guess that they were in storage as they would be of little use in freight service or even as assist power. There is a slim possibility they may have been used later that year on passenger trains out of the new North Toronto station, which opened in June 1916. I understand the power for the trains out of that station was assigned to Lambton. The 2152 probably went directly to Angus Shops in Montreal from London after finishing her service on trains 671 and 672. She is listed in the January assignment sheet as being at Angus Shops.

The three Atlantics were scrapped at Angus in June 1917. The boilers were retained and used for stationary service at the Outremont roundhouse in Montreal. When the new St. Luc yard and roundhouse was opened in 1950, Outremont was closed and the three boilers were scrapped. At least two of their rare builders plates still exist in private collections.

The complete log of Atlantic engine operations as recorded in the Tilbury train register is herewith included. It is interesting to note the variations in the arrival times. The timetable times for

Tilbury showed 10:24 am for #671 and 4:11 pm for #672. In one instance, #672 was two hours late. There was a change of timetable on October 31, affecting #671's arrival time at Tilbury by one hour, ten minutes. There was no change to the eastbound train. You will note at times there must have been an engine failure at Windsor of London and other power substituted.

Perhaps some one out there can throw a light on when the Atlantics were first assigned to the London-Windsor, Toronto-Hamilton, and Havelock runs, and what other assignments they may have had, other than the Ottawa run, and those mentioned here.

I wish to express my thanks to Ray Corley and Ray Kennedy for their valued help. ■



CPR 4-4-4 3000 scorches the ballast with Train 732 just east of 8th line crossing (now Chartwell Road) in Oakville, Ontario, in June 1947. Photo by the author.

Tid Bits *by Duncan du Fresne*

A Moment in Time - 1949 and the C.P.R.

1949 was a banner year for the Canadian Pacific Railway. Not only was 2-10-4 "Selkirk" No. 5935 "officially" rolled out of the Montreal Locomotive Works plant in east end Montreal on March 15th, the last steam locomotive to be purchased by the company, but also the year that marked the introduction of C.P.'s first mainline diesel-electric power. The 5935, the last of six identical machines, class T1c, were the last, new, mainline, standard gauge, steam locomotives ever constructed in Canada for a Canadian railway. They were also the largest and most powerful steam locomotives ever to operate in the British Commonwealth (despite the fact that CN's biggest 2-10-2 Santa Fe's edged them out of the highest tractive effort department by a couple of thousand pounds). And on September 13 of that year Canadian Pacific's first ever diesel-electric powered passenger train, local train No. 213 from Newport, Vermont, rolled into Windsor Station, the company's headquarters in Montreal, behind one their new ALCO RS-2, 8400-8404 series units (probably the 8404).

Now, some might argue that CP's 65 P1n class 2-8-2 Mikados, 20 of which were built later that same year at the company's Angus Shops in Montreal, were the last. But, alas, not so. These engines were not considered new as they were rebuilt from old 2-8-0s, although you'd have a hard time finding very much of an old 2-8-0 on any one of the P1n's.

In any event the rolling out of 5935 was a major event and milestone in Canadian Pacific's motive power history. Actually, she was outside the plant the day before the "official" ceremony. She stood exactly where you see her in the accompanying Canadian Pacific photograph and standing beside her was MLW built diesel-electric (1000 hp) S-2 yard engine No. 7093. The builders date for the 7093 was March 11, 1949. A photograph of the two engines was taken side by side and there was quite a contrast, the 7093 was barely the size of 5935's tender.

The writing was not "on the wall", but on paper. Mr. Norris

Roy "Buck" Crump, then Vice President, Operations, and a man who had risen through the ranks of CP's corporate hierarchy to this position from working in a roundhouse "on the greasy end of a wrench" on steam power, had decided to dieselize CP.

One cannot look at this photograph without wondering what was going through his mind at this time. He was well aware of what steam power could and could not do, largely from the "school of hard knocks" after serving an apprenticeship in CP roundhouses. He attended Purdue University at Lafayette, Indiana, where he saw his first diesel engines - Purdue was a railroader's university as the Association of American Railroads did much of their testing of new equipment there. His mind was made up but it took him 20 years after graduating from the university to where you see him in the 1949 photograph. That's N. R. Crump, second from the left in the photograph. Also in the photograph, in the centre, is a man with a cane. He is Henry Blaine Bowen C.B.E., CP's Chief of Motive Power and Rolling Stock for the past 20 years. He was a steam man to the core, although even he must have realized that the end of steam was near. And it was during his "reign" that CP got into diesel-electric yard engines. One has to wonder what he was thinking about at this moment in time! In any event H.B. Bowen retired just two months later.

Others in the photograph are, left to right; H.H. Boyd, CP Motive Power department; Sir Frederick Carson, Vice President, Montreal Locomotive Works; Rolly Taylor, CP's General Superintendent of Transportation; Lawrence (Larry) B. Unwin, CP's Vice President of Finance; Fred. Bengier, CP's Assistant Chief of Motive Power and Rolling Stock, and B.W. Roberts O.B.E., CP's Vice President Purchases and Stores.

Many thanks to Canadian Pacific for this splendid photograph and its historic significance to Canadian railways. And, perhaps even more important, are those senior officials present who had so much to do with the past, and the future, at that time of great change. ■



CPR and MLW officials assemble for the delivery of 2-10-4 5935, CPR's last new steam locomotive, at the Montreal Locomotive Works plant in east-end Montreal. CPR photo B-1208-15.

Information Line



CN PONDERING SYMINGTON YARD LAYOFFS: CN is considering layoffs at the Symington yards in Winnipeg. CN spokesman Jim Feeny says it's not the result of any economic slowdown across North America. He says the company is constantly looking at operations and ways to make it more efficient and customer-focussed. Feeny adds discussions with the union, representing the employees, are in the very preliminary stages. There is no word on how many people would be affected or when it would happen. CN is apparently looking at changing how they handle trains in the yard. The Symington Yards employs about 1,000 people. (*Canadian Press*, Nov. 22)

ACL'S HALIFAX CALLS IMPERILED BY RAIL TIFF: A *Journal of Commerce's* article on CN's hardline negotiations on freight rates with one of the Port of Halifax's major customers, the Atlantic Container Line, reports that politicians and port interests in Halifax are expressing concern that ACL may end calls there if it cannot renew its contract under satisfactory terms with CN. ACL might move more of its containers into the US Midwest through US ports like New York-New Jersey, Baltimore or Norfolk if it cannot reach a satisfactory agreement with CN, said William Kearns, a senior vice president at ACL. Kearns added that he didn't want to "negotiate in the press" with the railway. "We are in negotiation with CN and we have been for several months. We continue to talk with them." He added that CN's offer had improved during the course of negotiations. CN spokesman Mark Hallman also declined to give details of the negotiations with ACL, citing "commercial confidentiality." But he said the railroad felt that it was providing ACL with "a good competitive service" both into Canada and the US Midwest. (*Journal of Commerce*, Nov. 19)

CN WORKERS GIVE UNION OVERWHELMING STRIKE MANDATE: The union representing 2,700 train conductors and yard switchers at CN in Canada is armed with a strike mandate that could cripple operations at the country's largest rail operator. With its contract expired since last December 31, the United Transportation Union got a strike mandate of more than 90 per cent from its members and says the railway is stalling on a side issue over how to ensure essential services if there's a strike.

"Union members have given us a strong mandate to take strike action if negotiations with CN Rail do not soon show some results," said Guy Scarrow, vice-president of the UTU. CN, however, questions the validity of the strike vote and claims there won't be any work stoppage any time soon, and says the union first must get the approval of the Canada Industrial Relations Board over the level of rail services that would be maintained in case of a work stoppage. The main issues in the dispute are retroactive pay and a "compliance incentive clause" that would set fines for management if it violates the agreement, said Scarrow. The union said it has proposed maintaining passenger rail services in Toronto, Montreal and in remote areas of the country. Only freight traffic would be affected, it said. The last strike at CN was in 1995 and was ended by back-to-work legislation. (*Globe and Mail*, Nov. 24 and 26)

HALTON, MILTON JOIN TO FIGHT MAJOR RAIL PROPOSAL: Nine months after surprising municipal officials with the announcement of a \$40-million rail and truck terminal in Milton, Ontario, CN still has not made an application to the federal body that must give the project the go-ahead. "We are still in our data-gathering and research gathering mode," said CN spokesman Ian Thomson. "We are still in that process, we are still moving forward, but we do not have a date." Thomson said the rail company will not submit its application until "we have the material we need in order to make a very detailed, very precise

application." The region has been working behind the scenes, hiring outside lawyers and consultants, to prepare for what is sure to be a controversial application, an application that has garnered substantial opposition from residents even before it's been made. A citizens group opposed to the facility, Residents Affected by Intermodal Lines (RAIL), mobilized quickly after CN's February announcement, concerned about the impacts the facility will have on the environment, traffic safety and volumes and the quality of life of area residents. (*Hamilton Spectator*, Nov. 28)

MORE TRAINS THROUGH FORT ERIE: CN and CPR have reached a deal that will see CP trains travel on CN's route through Fort Erie instead of using CP's track through Niagara Falls, Ontario. This could mean up to 26 trains a day on the line from Welland to Fort Erie. The CP trackage in downtown Niagara Falls is in the process of being sold. (*Niagara Falls Review*, Dec. 2; thanks to Dan Learn)



**CANADIAN
PACIFIC
RAILWAY**

CPR'S POWERFUL TECHNOLOGY INSPECTS STEEL DOWN TO 1/15,000TH OF AN INCH: CPR's track evaluation trains, which use state-of-the-art technology to test some 22,540 kilometres of track all year round, are the only ones in North America now using computers, cameras, and lasers to test track, all while rolling along at speeds up to nearly 100 kilometres per hour. The technology is capable of taking a picture of the rail every 15 feet and can measure its profile down to an astonishing 1/15,000th of an inch. "This can detect one single weak tie," says Ron Gagné, manager of the track evaluation program. Other railways, even rival CN, hire the evaluation trains to test their own track on occasion.

The system - which CPR credits for reducing its accident rate - tells the railway what must be fixed immediately, and just as important, which repairs can wait, and for how long. "Everything we do here is directly related to safety. We know we're the first line of defence," Gagné says. To measure the rail itself, lasers shoot a band of light - invisible to the eye - on each individual steel rail. Special cameras pick up the image and computers graph the results to determine the wear and tear from normal daily use. The wear on rails is notoriously tricky to measure. "It can look perfectly fine from above but be all worn down," Gagné says. CPR has reduced accidents by 60% since 1995, to 2.02 accidents per million train miles from 5.1 accidents. It's difficult to say how many accidents the track evaluation program prevents, CPR spokesperson Paul Thurston says. Officials are hoping to add a global positioning system to the train in the near future. Other than that, the program isn't due for a major leap in technology any time soon. (*Toronto Star*, Nov. 12)

CPR AND CP SHIPS SECURE LONG-TERM AGREEMENT: CPR and CP Ships have reached a long-term agreement that will see CPR continue as the shipping company's exclusive Montreal Gateway rail carrier well into the future. The two companies have extended their existing agreement, originally due to run until 2004, for another ten years to 2014. The new agreement secures CPR's position as the leading rail service provider in the Port of Montreal, handling the majority of the port's containerized rail traffic. The two companies noted that CPR's Montreal-Chicago-Detroit corridor "is part of the most direct route between Europe and the US Midwest. More trans-Atlantic container traffic moves through this corridor than (through) any other rail-to-port routing in North America." (CPR/CP Ships news release, *Journal of Commerce*, *Trains.com* Nov. 15, *Globe and Mail*, *Montreal Gazette*, Nov. 16)

CPR SIGNS MAJOR UPGRADE AGREEMENT FOR 40 BELTPACK(R) SYSTEMS: On November 20, CANAC announced that CPR has signed an agreement to upgrade its fleet of 40 BELTPACK® locomotive remote control systems with the most advanced technology available in the railroad industry today. Over the next two months CANAC will upgrade 24 of CPR's BELTPACK® Version I systems to Version II, including the supply of 60 new ergonomic operator control units (OCU IIs) and eight repeaters. As well, 16 Version II systems that CPR already owns will be upgraded with the addition of 40 new state-of-the-art OCU IIs. (PR Newswire, Nov. 21)

STAFF CUTS AT WINNIPEG SHOP: Progress Rail, which manages the Weston Shops in Winnipeg, Manitoba, for CPR, said permanent layoffs were issued to 14 salaried staff, direct employees of Progress Rail, and 45 unionized staff, who remain CPR employees. The layoffs, due to a general downturn in the need for wheel and trackwork, will reduce the workforce to 290, Allen Phillips said. CPR spokesman Len Cocolicchio said 43 unionized workers have been offered early retirement or bridging to retirement. (Winnipeg Sun, Nov. 24)

GLITCH DERAILS CITY'S PLAN TO BUY CPR LAND: A \$40-million deal to buy the CPR rail corridor through Niagara Falls, Ontario, could be "dead" unless a "very serious" glitch is resolved within a week. In a startling move on December 3, council voted down a proposed bylaw that would have authorized city officials to borrow up to \$18.2 million to take part in the deal. After more than three years of talks, the city was prepared to join a partnership with the Ontario Lottery and Gaming Corp., and Falls Management Co., to buy the 10-km railway corridor that runs through the tourism area. The city committed up to \$17.5 million toward the total \$39.5 million cost. But city officials discovered a "very serious concern" while conducting due diligence prior to the closing date of the deal, Campbell said. The problem didn't become apparent until this week, he said. The deal was expected to close on December 14, but the city has asked for an extension of a couple of days, Mayor Wayne Thomson said. Negotiations will take place this week to resolve the concern, but if it's not fixed, "it's dead," Campbell said. He also added that the reversal had nothing to do with financing or the condition of the railroad. (Niagara Falls Review, Dec. 4, thanks to Dan Learn)

CONSORTIUM TOUTS BENEFITS OF TRUCK TOLL BRIDGE OVER NIAGARA RIVER: The conversion of a Niagara River rail bridge into a toll bridge serving only trucks will relieve congestion at Ontario's border crossings and unplug local bottlenecks, say members of the Canada-US consortium behind the project. The \$1-billion truck corridor plan by Whirlpool International Truck Bridge, received unanimous support from Niagara Falls city council in November after the company said it would cover all costs, and have it operating in four years, compared to at least eight years to revitalize Fort Erie's Peace Bridge.

Under the plan, the old rail bridge south of the Whirlpool Bridge will be converted into three lanes of highway for truck use only. *The rail bridge is no longer needed as CP freights now use CN's line through Fort Erie.* Toll roads will extend from the bridge and connect with Highway 405 on the Canadian side and Interstate 190 in New York. The bridge will be able to handle 300 trucks an hour when it opens in about four years, the consortium said, but the city has to finalize its deal with CPR before it could put an offer on the bridge. They had expected CPR to consider the group's offer to buy the bridge on December 15, the day after the city's deal with the railway was expected to close (see item above). (St. Catharines Standard, Niagara Falls Review; Nov. 13)

CPR AND CONSOLIDATED FASTFRATE SIGN CONTRACT: CPR and Consolidated Fastfrate announced the signing of a 10-year, \$400-million contract that will formally link the two transportation giants in a partnership designed to set a new industry standard for the movement of less-than-truckload (LTL) freight. CPR and Consolidated Fastfrate now offer combined rail and truck service for LTL freight throughout Canada, the United States and Mexico,

using intermodal containers for the rail haul. "Under this contract, we will give North American shippers a level of intermodal transportation with trains and trucks so closely linked that it will be hard to tell where one leaves off and the other begins," said CPR president Rob Ritchie. Consolidated Fastfrate will provide seamless LTL service for the CPR intermodal group, and the CPR will be Consolidated Fastfrate's exclusive provider of rail-based intermodal service. (CPR press release, Canadian Press, Dec. 5)



TRAIN IS PLAINLY THE ONLY WAY TO FLY TO DOWNTOWN TORONTO: Ottawa Citizen reporter Michael Prentice reports that even though it may be faster to travel by plane, you get a lot more for your money with VIA Rail's first-class service. He says the biggest difference between the train and the plane may not be the fare, the meal or the degree of comfort. By plane, it's go-go-go. By train, all you do is board and relax. (Ottawa Citizen, Nov. 27)

SPEEDY TRAINS WILL RIVAL PLANES: After decades of decline, the train is making a comeback in the Ottawa-Montreal-Toronto triangle, and may soon challenge the plane as the fastest means of travel between Ottawa and Toronto. VIA Rail has announced it plans to improve its competitive position by offering faster, more frequent service on the Ottawa-Montreal and Ottawa-Toronto runs. Within two years, VIA aims to cut the fastest Ottawa-Montreal trip time to 90 minutes once it completes \$25 million of improvements to track between Ottawa and the Quebec border, a saving of 25 minutes on the current fastest journey time. Also by 2003, VIA aims to cut the fastest Toronto-Ottawa run to about three hours and 30 minutes, 23 minutes quicker than the fastest service now. VIA Rail now operates five daily round trips on both the Ottawa-Montreal and Ottawa-Toronto runs, and plans to add two round trips daily on each run as it acquires more locomotives and passenger cars. One round trip on each run should be added by 2003, and a second round trip added on each run by 2005, VIA Rail spokesman Malcolm Andrews said. (Ottawa Citizen, Nov. 21)

NEW LOCOMOTIVES, CARS AND STATIONS HERALD THE FUTURE OF PASSENGER RAIL: On November 16, Transport Minister David Collenette and VIA Rail Canada chairman Jean Pelletier delivered the first of VIA's new high-speed locomotives (P42DC 900), driving it into Toronto's Union Station, where they unveiled a \$10 million, four-year renovation of passenger rail facilities at Union Station. VIA also unveiled the bold, new exterior look of its 139 new Renaissance passenger cars, which will expand the total passenger rail fleet by one third. The new equipment and station project are part of the federal government's \$402 million capital investment in passenger rail. The capital investment will provide VIA with the modern equipment, tracks, signalling, and facilities it needs to meet growing demand, while ensuring safe, efficient operations.

Still to come are improvements to GO Transit facilities, Union Station's largest tenant, and a private sector-funded overhaul to add shops and restaurants that could cost as much as \$200 million. Transport Minister David Collenette told the gathering in the station's Great Hall, "What this means is Union Station is going to become one of the finest intermodal transportation terminals not just in North America but in the world. You're going to have mainline rail, commuter rail, local transit and intercity buses." (Canada Newswire, Nov. 16, Toronto Star, Nov. 19)

HIGH DEMAND FOR PASSENGER RAIL CONTINUES: Many people who normally travel by air have opted in large numbers for the train since the September 11 terrorist attacks in the United States, announced VIA Rail Canada. In a business update, VIA said that following the dramatic events of September 11 and the temporary shutdown of airports, there was a surge in demand for

train tickets. Ten weeks later, that demand is still strong, VIA said. The first week after the attacks, VIA carried up to 40% more passengers in Central and Western Canada, and up to 70% more in Atlantic Canada than the same period last year. "While traffic has declined from these extraordinary peaks, demand remains well above the company's pre-September 11 projections, which were already aggressive in comparison to the industry as a whole," said VIA. In Eastern Canada, where ridership normally drops during the fall season, demand has remained at close to peak levels. On the western transcontinental route, ridership is up some 15% over last year as Canadian and American travellers replace tourists from Europe and Asia who come mostly in summer. In the Quebec City-Windsor corridor, the most profitable for VIA, ridership has stabilized at levels 15 to 20% higher than last year. Trains on the Toronto-Ottawa and Toronto-Montreal routes are often sold out, particularly first-class cars, forcing the Crown corporation to add more equipment. "While demand for passenger rail has been influenced by recent events, it also reflects a long-term upward trend in Canada," says the passenger rail service, noting that annual revenues have grown by \$20 million over the last two years. Over the past decade, VIA's operating expenses have dropped almost \$150 million while revenues have increased by almost \$100 million. (**Canadian Press, Canada Newswire**; Nov. 21)

VIA ANNOUNCES MAJOR INVESTMENT IN DOWNTOWN MONCTON: Transport Canada and VIA have announced a \$900,000 investment in VIA's Moncton, NB, passenger station, the second phase of a \$1.5 million project to upgrade and modernize the downtown facility. Industrial Rail Services of Moncton also delivered RDC-2 6205, the first of five Rail Diesel Cars to be refurbished under a \$2.4 million contract with VIA. The refurbished equipment and the station project are part of the federal government's five year capital investment in passenger rail, announced in April 2000. (**CCN Newswire**, Nov. 15)

SUBURBAN OTTAWA STATION WILL CUT VIA RAIL'S TIME TO TORONTO: VIA Rail said it plans to run trains between Barrhaven and Montreal once it has a station in the south-west Ottawa suburb, perhaps starting early in 2003. The passenger rail company also said it expects to run express trains between Barrhaven and Toronto in three hours and 20 minutes, perhaps also starting in 2003. This would enable residents of west-end Ottawa to get to and from Toronto almost as fast by train as by plane, VIA Rail officials believe.

Some Montreal-bound trains will begin their run in a new station beside the Fallowfield bus station in Barrhaven, then make a stop at the Ottawa Station en route to Montreal, VIA Rail spokesman Malcolm Andrews said. Morning trains would be most likely to begin their journey in Barrhaven, he said. Trains returning from Montreal in late afternoon or in the evening would drop off passengers in Ottawa, then continue to Barrhaven, he added.

No date has been set for establishing a main-line train station in Barrhaven, plans for which were announced by federal Transport Minister David Collenette in June 2001. Planning for the station is complicated by the fact the City of Ottawa is considering running commuter trains from central Ottawa to Barrhaven and Kanata, using existing railroad tracks, Mr. Andrews said. A VIA Rail station in Barrhaven would likely also serve as a station for commuter trains, Mr. Andrews said. That is, if Ottawa opts for commuter rail service to Barrhaven. Mr. Andrews said VIA Rail is now in discussions with the city and OC Transpo on how to establish a Barrhaven train station. Once detailed plans for the station are approved, construction would probably take 12 to 18 months, Mr. Andrews said. (**Ottawa Citizen**, Dec. 7)

VIA'S FIRST REFURBISHED RAIL DIESEL CAR MADE INAUGURAL RUN FROM SUDBURY: VIA Rail's first refurbished Rail Diesel Car (RDC-2 6205) made its inaugural run on November 27, delivering more reliable and comfortable service for passengers on VIA Rail's Sudbury-Chapleau-White River train. VIA uses five self-propelled RDCs to provide passenger service on the Sudbury line and on the Victoria-Courtenay line in British Columbia. VIA's \$2.4 million project to refurbish the cars, originally built between 1955 and

1958, includes a complete overhaul of all mechanical systems and car trucks, which will increase reliability and on-time performance dramatically. Car interiors are also being completely refurbished to provide better comfort and service to customers. No. 6205 is first to be completed. A second car (RDC-1 6148) will be ready in February, 2002. The last three cars will be completed by the end of 2002. (VIA release, Nov. 26.)

GROUP SEEKS DAILY SERVICE TO VANCOUVER: The Winnipeg chapter of Transport 2000 is hoping to convince VIA Rail to reinstate a daily Winnipeg to Vancouver service through Regina and Calgary. VIA spokeswoman Catherine Kaloutsky says while their primary routes are in Eastern Canada, the new investment money might allow for resumption of services in Western Canada. (**Winnipeg Free Press**, Nov. 29; thanks to Jim Lewis)

REGIONAL / SHORTLINE NEWS

BC RAIL LOOKING AT ROLLING STOCK CUTS: Bob Phillips, head of BC Rail, says that although the railway is feeling the crunch from reduced lumber shipments during the softwood lumber crisis, none of the Crown Corporation's 2,000 employees will be laid off. He says the company is looking at reducing its rolling stock instead. (**Canadian Press**, Nov. 19)

ST. LAWRENCE & ATLANTIC IS BEING SOLD: Genesee & Wyoming Inc. has announced plans to pay \$18.5 million and assume \$10.9 million in debt to acquire Pennsylvania-based Emons Transportation Group, which owns the St. Lawrence & Atlantic Railroad. The St. Lawrence & Atlantic, which owns and operates 275 miles of track from Maine to Montreal, employs about 100 people in Maine and Canada. Directors of both Genesee & Wyoming and Emons have approved the merger, which is subject to approval by Emons' stockholders and regulatory approval. The closing is expected in the first quarter of 2002. (**Boston Globe**, Dec. 4)

RUNNING RIGHTS CASE CLEARS FIRST HURDLE: Last spring Ferroequus and OmniTRAX Canada applied for running rights on CN lines, but the Canadian Transportation Agency (CTA) dismissed the case on a legal technicality without hearing arguments on its merits. In that instance, the railways wanted to pick up freight on CN lines, but the CTA said that running rights as defined in the Canada Transportation Act allow a railway only to traverse the track of another railway from one point to another, without stopping to solicit traffic. This time around, Ferroequus has asked only for "transit rights" on CN lines running from Lloydminster (Saskatchewan) and Camrose (Alberta), to Prince Rupert (British Columbia). The CTA's decision to consider the application marks the first time the agency has allowed a running rights case involving the prairie grain network to proceed that far. Ferroequus president Tom Payne said the CTA's decision to consider arguments on the application is significant. Ferroequus had to send to the agency by November 26 answers to a series of detailed questions about its plans, including financial projections, proposed freight rates, the impact on Prince Rupert and Vancouver, projected grain volumes, fuel consumption, train crews and equipment plans. CN, which is opposing the application, has until December 27 to file a response. Ferroequus then has until January 7 to answer CN's comments. Those documents will be available to the public. (**Western Producer**, Nov. 29)

REGION PAYS \$1.1 MILLION FOR RAIL LINE: The Waterloo Region, in Ontario, will spend \$1.1 million to acquire land that may form a transportation corridor from Cambridge to Elmira. The region, at a meeting on November 28, approved the purchase of the 19-kilometre stretch of railway, known as the Waterloo Spur, from Waterloo-St. Jacobs Railway Company and CN for \$1.1 million. The spur runs from Woolwich Township through Waterloo and part of Kitchener. The transportation corridor will eventually link Cambridge, Kitchener, Waterloo and Elmira. (**Kitchener-Waterloo Record**, Nov. 29)

RAILAMERICA CUTS VANCOUVER ISLAND FREIGHT SERVICE:

RailAmerica announced it is suspending regular freight service on Vancouver Island early in 2002 because major shippers on the island have been lost, making the freight service uneconomical. The company blamed a Powell River pulp mill that closed recently, and "a major shipper" from Port Alberni that has started shipping by truck. RailAmerica said it will continue to provide tracks and crews to operate VIA Rail's passenger service between Victoria and Courtenay, but would be talking with VIA about future passenger service beyond the end of March. Meanwhile, CPR, which still owns some of the track and right-of-way north and south of Nanaimo, said it doesn't want to return to running an Island railway. CPR still has a valid agreement with RailAmerica, which owns the track from Nanaimo to Parksville and over to Port Alberni, but leases the 72 kilometres north and south. RailAmerica maintains the entire line. The provincial government has indicated that it will make no efforts to maintain rail freight traffic on Vancouver Island. (**Victoria Times-Colonist**, Nov. 29; **Nanaimo Daily News**, Nov. 30, Dec. 1 and 6)

FUNDING PROBLEMS STOP RAILWAY PROPOSAL: The Prairie Alliance for the Future's co-operative-style railway proposal for Saskatchewan and Manitoba is in serious danger of being derailed after the Saskatchewan government turned down funding for the project. Members of the group were to meet with government officials early in December in an attempt to change their minds. But in an interview, Saskatchewan transportation minister Mark Wartman was not optimistic about the possibility of funding for the project, which needs government money for start-up costs. Wartman said the province has refused the funding request so far because government analysts are not satisfied with the group's business plan. (**Saskatoon Star Phoenix**, Dec. 4)

BANGOR AND AROOSTOOK RAILROAD ENTERS BANKRUPTCY:

Debt-ridden Bangor and Aroostook Railroad officially is under federal bankruptcy protection, a place where it did not want to end up. Now a pending \$62 million sale of the railroad system is on hold. In two separate court proceedings on December 4, a U.S. Bankruptcy Court judge first involuntarily placed B&A in Chapter 11 reorganization, and later agreed to allow the railroad to keep running under certain financial conditions while a trustee is appointed to oversee its operations. Under federal bankruptcy laws pertaining to railroads, a judge is required to put the "needs and necessities" of the public before those of the creditors. The priority becomes that B&A remain a viable operation and that customers continue to get their products shipped over its rails. A trustee will be named sometime before the end of December, and it will be up to the trustee to decide whether the railroad should reorganize its finances or sell all or parts of its operations. Larry Parsons, one of the interested buyers of Bangor and Aroostook System, the railroad's parent company, confirmed that his pending \$62 million purchase has been halted by the bankruptcy. He said he still is interested in buying B&A System, but mentioned that it's just going to take longer than he had hoped. In a related note, the Québec Southern Railway, suffering from its own financial situation and that of its American owner, Iron Road Railways (parent of the B&A), was placed under bankruptcy protection on Nov. 29. (**Bangor Daily News, Journal de Montréal**; Dec. 5)

OTHER INDUSTRY NEWS

TIMBER TRAIN ASSETS SEIZED: The Royal Bank has "blindsided" the Timber Train by seizing its assets, according to ownership board chairman Dean Backer, who confirmed the bank had given the Mattawa Temiscaming Excursion Company's board a notice of seizure on November 14. This, after the bank had granted MTEC an extension until November 2002 to turn the Timber Train — which owes more than \$1.5 million in short- and long-term debt — into a profitable operation. An injunction obtained late in October 2001 by Timber Train creditor Ben Farella prevented the bank from seizing and selling assets, and knocked it from first to third in the line of creditors, even though the tourist attraction

owes it the most money. The bank, which is owed \$400,000, had made similar supportive statements prior to the injunction being granted, said Timber Train general manager Ralph Medaglia, and had agreed to provide ongoing credit and consulting services to help the train become profitable. Medaglia said the MTEC board and its creditors, but excluding the bank, remain optimistic about the Timber Train's future. Medaglia said the Timber Train had a good year in 2001, carrying 9,725 passengers and losing \$45,000, compared to a loss of \$400,000 the previous year. "We have paid a lot of our creditors, reduced our internal overhead, and improved customer service," he said. (**North Bay Nugget**, Nov. 16, thanks to Kevin Hann)

NEED NEW TRANSPORT POLICY, NOT MORE REGULATION :

The Railway Association of Canada's 40 short line and regional railway members told the federal government on November 9 that Canada's deregulation agenda has been a success, the rail transport system is working well, and there is no need for regulatory intervention, especially during an economic downturn. The Minister of Transport is developing a new blueprint for the future and his supporting policy process is incorporating stakeholder feedback on the Canada Transportation Act Review Panel Report and is conducting additional studies. "The focus of transportation policy in future, however, should be on increased modal balance," said RAC president and ceo Bill Rowat. He said it should include greater use of intermodal technology and services; encourage social, financial and environmental sustainability, and allow carriers to attract investment and recover their costs. Additionally, he said RAC's short line and regional railways were pleased that the CTA Review Panel's report rejected the OmniTRAX proposal for special track access. The Panel recommended granting access only in exceptional circumstances that are in the public interest. Rowat said: "Our short line members are concerned, though, that the criteria for developing the public interest test may not be included in final legislation. (**Canada Newswire**, Nov. 9)

TORONTO GARBAGE TO BE TRUCKED TO MICHIGAN:

The City of Toronto has decided to truck its garbage to Michigan. This despite the fact Toronto will have no alternate site when the city's Keele Valley landfill closes in January 2003., and there have been calls to close the border to Canadian garbage. News of the contract is a blow to the Rail Cycle North plan to send Toronto's waste to the Adams Mine, near Kirkland Lake; a plan that would have been a net economic impact to Toronto and Ontario of more than \$600 million. However, if the garbage ends up in Michigan, it will result in a half-billion-dollar economic loss to the province, including \$140 million to the Ontario Northland Railway. In spite of a report from Toronto city staff, which favoured Rail Cycle North over Michigan, city council voted 38-2 to sign a deal with Republic Services Inc. that would see the Detroit-area landfill operator receive up to 1.25 million tonnes of Toronto trash in 2003 and in subsequent years as needed. At that rate, about 137 trucks per day would be trundling down Highway 401. It won't be cheap. The city will be paying about \$50 a tonne, or \$62.5 million a year. (**North Bay Nugget**, Nov. 13; **Toronto Star**, Dec. 5)

TOURIST RAILWAY PROPOSED IN TRENTON, ON AREA:

A proposed plan by the Prince Edward County Tourist Railway Company to have steam and diesel engines pulling trains between Trenton and Carrying Place has been met with opposition by residents who say they do not want the noise. At a community meeting in mid-November, Quinte West Planning Advisory Committee rejected rezoning land for the rail line. The Quinte West city council will make a final decision on the rezoning in December 2001. (**Canadian Press**, Nov. 16)

PITCH FOR ALASKA RAIL RATED 'FRAIL':

A federal government report has slammed the idea of a railway linking Alaska with the continental US through the Yukon. The 26-page report, done for Transport Canada by the IBI Group and dated August 20, 2001, concludes "the business case is frail." The report states there are already other modes of transportation available for shipping those

goods which have been suggested as possible products to be hauled on the railway. "Furthermore, in almost all of the cases, transportation alternatives exist today at market rates lower than the level required to sustain a newly built rail line," the report reads. "In our opinion, it is unlikely that the Alaska-Canada rail link would ever achieve financial self-sufficiency, even with the very aggressive revenue assumptions that are being advanced in its favour." (*Calgary Herald*, Nov. 22)

HIGH-SPEED RAIL LINK HIGHLY UNLIKELY: High-speed rail service in Canada would be a viable proposition for a private company if the federal government built the tracks, Bombardier chairman Laurent Beaudoin said in Edmonton. "But there is no political will to attack the issue. There have been at least three studies over the last 10 or 15 years, but the federal government has done nothing. When they ask us to do another study, that means they don't want to do it." A Calgary-Edmonton link may not be viable, anyway. Beaudoin looked at the possibility 20 years ago and he's still not sure the cities are big enough yet to support it. However, high-speed service would work now in the Toronto-Montreal-Ottawa corridor. "The big issue is the tracks. A private corporation could justify the investment in the trains, the electrical power and the stations, but not new tracks." Beaudoin said the existing tracks, designed for heavy freight, are not good enough for passenger trains travelling at up to 200 kilometres an hour. In Europe and Japan, passenger trains have dedicated tracks unhindered by slower freight traffic. One solution would be for CPR and CN to share one line for freight so the other could be upgraded for passenger traffic, he said. (*Edmonton Journal*, Nov. 23)

N.S. TRENTONWORKS RAIL-CAR PLANT SET TO LAY OFF HUNDREDS: About 600 employees at the TrentonWorks rail-car plant will be laid off, starting in December, as work winds down. Workers are expected to complete a current order by January 18 and the company says with no new orders on the books, production will then cease for an indefinite period. The rail-car maker says the outlook for the first half of next year doesn't look promising and adds the longer the plant is closed, the more difficult it will be to maintain. The economic slowdown has resulted in a major downturn in demand for new rail cars across North America. TrentonWorks spokesman Sandy Stephenson says the plant's U.S. parent company, Greenbrier, faces an enormous challenge because work is scarce for its other plants as well. (*Canadian Press*, Nov. 22)

MAYOR WANTS TO FAST-TRACK 'O-TRAIN' EXPANSION: One month after the beginning of a two-year pilot light rail project linking the north and south of Ottawa, the city's mayor Bob Chiarelli said he wants to "fast-track" expansion plans of O-Train service and hopes it could be done within four years. Chiarelli said the city's transportation committee agreed on expanding transit services in the Ottawa area, including other light-rail routes. Consultants will soon be hired to study light-rail options. Council is expected to vote on recommendations in about a year, he said. The province plans to invest \$300 million a year in transit programs in Ontario. Chiarelli hopes the federal government will also kick in money. (*Ottawa Citizen*, *Le Droit*; Nov. 24)

CANAC WILL PROVIDE MAJOR TRACK UPGRADE SERVICES TO GO TRANSIT: CANAC has begun a major track upgrade program for GO Transit under a \$3.6 million contract awarded in September. The rail, tie and ballast program will take place over a total of 21 miles of track on GO's Uxbridge and Newmarket subdivisions, east and north of Toronto. Seven miles of the Uxbridge subdivision will receive the new rail and ballast as well as half of the ties, while the remaining new ties will be installed on 13 miles of the Newmarket subdivision. CANAC will provide all labour, equipment and materials including 15,000 new wood ties, 14 miles of continuous welded rail and 9,450 tons (7,000 cubic yards) of ballast. Work started in early October and is scheduled to be completed by June 2002. (*Canada NewsWire*, Nov. 26)

TRUCKS MORE GREEN THAN RAIL: TRUCKERS; RAILWAYS: TRUCKERS MISINTERPRETED RESULTS: A new Environment Canada study shows that trucks are more environmentally friendly than railway locomotives, says the Canadian Trucking Alliance. The CTA says that the scientific evidence in the report helps continue to dispel the negative myths surrounding the impact of trucks on the environment. This latest study, entitled Trucks and Air Emissions, shows that on a per unit basis, truck emission rates are lower than locomotive emission rates for particulate matter (PM) and nitrous oxides (NOx). The study also found that trucks have reduced their emissions by over 80% since the 1970s, decreased their fuel consumption rate by 50%, and increased their payload efficiency by 300%. The CTA also says that about 50% of Canadian long-haul trucking fleets are made up of trucks less than four years old.

The Railway Association of Canada (RAC), however, says the Canadian Trucking Alliance has misinterpreted, by accident or design, a consultant's report for Environment Canada to suggest truck emissions rates are lower than locomotives. The report prepared for Environment Canada shows that under laboratory conditions truck engines emit three times as much hydrocarbons as rail, 12 times as much carbon monoxide, one-half as much NOx and one-third as much per particulate matter per horsepower hour. "They have confused theoretical engine standards and actual performance results," said Bill Rowat, RAC president and ceo. "The reality is that rail is more fuel efficient than truck because of lower rolling friction from steel wheel on steel rail. That is why rail is less polluting than truck. Trucks have other benefits for society, but this isn't it." (*Canadian Trucking Alliance*, Nov. 20; *RAC*, Nov. 28)

NEW RULE FOR RAIL OPERATIONS IN NON-SIGNALLED TERRITORY: The Federal transport minister has announced implementation of a revised rule that will improve the safety of rail operations in non-signalled territory, areas that do not use automated devices or signals to control train operations. "This rule will improve rail safety in Canada by requiring speed reductions, better employee communication protocols, and clear and distinct operating procedures for rail operations in non-signalled territory," said Collenette. The rule (Rule 104 of the Canadian Rail Operating Rules) was revised by the Railway Association of Canada and approved by Transport Canada for implementation on December 1, 2001. In November 2000, the department issued an Emergency Directive under the Railway Safety Act to federally regulated railways which required special operating procedures in non-signalled territory. In the year since the directive was issued, there have been no accidents in non-signalled territory, and a 60% decrease in the number of incidents. Implementation of the revised Rule 104 makes the procedures set out in the Emergency Directive permanent. (*Transport Canada*, Dec. 4)

THREE STATES STUDY RAIL SERVICE BETWEEN BOSTON AND MONTREAL: Vermont, New Hampshire and Massachusetts officials will study whether to start high-speed rail service between Boston and Montreal. The first phase of the three-year study will look at potential ridership and the time needed to restore the northern New England service; the second phase will review engineering and design. The study will look at the rail corridor from Boston to Montreal. The "high-speed" trains would run up to an average of 90 mph. The new train would run through New Hampshire in Nashua, Concord and Manchester. From White River Junction, it would follow the existing rail corridor along Interstate 89 to St. Albans and Alburg, where it would connect with CN. There would have to be significant upgrades to the tracks, and in one section, from Concord to White River Jct., there is no track. The \$400,000 study will be funded by a \$200,000 grant from the Federal Railroad Administration and equal amounts of matching funds from the three states. (*Boston Globe*, Dec. 8)

(Ed. note: A news item in the December 2001 BRANCHLINE on the Quebec Central Railway was incorrectly attributed to "Internet", and should have been properly credited to "Train Scan Canadian Railway News November 2001") ■

A SELECTION OF PASSENGER CONSISTS

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|---|---|--|---|--|
| 11 November 2001 VIA/AMTK #88 - “International” at Kitchener, Ontario | 4 October 2001 GO Transit at Scarborough, Ontario | 18 November 2001 VIA #14/16 - “Ocean/ Chaleur” at Montreal, Que. | 26 November 2001 AMT #178 at Montreal West, Quebec | 3 December 2001 VIA #72 at Windsor, Ontario |
| P42DC 34 Superliner Coach 34001 Superliner Coach 34095 Superliner Diner 35001 ----- | Tri-Rail F40PH 811 Tri-Rail Coach 1009 Tri-Rail Coach 1008 WCE Coach 307 WCE Coach 306 WCE Coach 304 Tri-Rail Cab Coach 504 ----- | F40PH-2 6455 F40PH-2 6413 Baggage 8622 Sleeper <i>Chateau Lasalle</i> Sleeper <i>Chateau Closse</i> Diner <i>Emerald</i> Coach 8133 Coach 8130 Coach 8119 Skyline 8515 Diner <i>Louise</i> Sleeper <i>Chateau Argenson</i> Sleeper <i>Chateau Richelieu</i> Sleeper <i>Chateau Maisonneuve</i> Sleeper <i>Chateau Dollard</i> Dome-Sleeper-Observation <i>Evangeline Park</i> ----- | F59PHI 1325 Coaches 1093, 1036, 1099, 1082, 1091, 1098, 1103 Cab Coach 104 ----- | F40PH-2 6432 F40PH-2 6416 HEP-II Club 4007 LRC Coaches 3326, 3305, 3306, 3359, 3315, 3355, 3328 LRC Club 3468 P42DC 901 ----- |
| 16 November 2001 VIA #68 at Toronto, Ontario | 22 November 2001 VIA #692 - “Hudson Bay” at Winnipeg, Manitoba | 24 November 2001 ONT “Santa Express” at North Bay, Ontario | 26 November 2001 VIA #57 at Dorval, Quebec | 6 December 2001 VIA #14 - “Ocean” at Truro, Nova Scotia |
| F40PH-2 6410 HEP-II Coaches 4115, 4102, 4106 HEP-II Club 4000 P42DC 900 Renaissance Coach 7200 Renaissance Service Car 7300 Renaissance Sleeper 7500 ----- | FP9Au 6307 FP9Au 6304 FP9Au 6308 Baggage 8602 Coach 8116 Coach 8101 Diner/Lounge <i>York</i> Amtrak Sleeper 2448 Amtrak Sleeper 2463 ----- | SD75I 2105 EGU 204 Coaches (ex-GO) 602, 615, 604, 603, 601 Coaches (ex-VIA Daynitters) 852, 855, 850 SD75I 2101 ----- | F40PH-2 6426 HEP-I Baggage 8623 HEP-II Club 4004 HEP-II Coaches 4111, 4117, 4101, 4120 HEP-I Coach 8136 HEP-II Club 4003 ----- | F40PH-2 6405 F40PH-2 6420 Baggage 8619 Coach 8108 Coach 8140 Skyline 8506 Diner <i>Acadian</i> Sleeper <i>Chateau Salaberry</i> Sleeper <i>Chateau Vercheres</i> Sleeper <i>Chateau Lauzon</i> Sleeper <i>Chateau Viger</i> Sleeper <i>Chateau Jolliet</i> Dome-Sleeper-Observation <i>Revelstoke Park</i> ----- |
| 17 November 2001 VIA #1 - “Canadian” at Falding, Ontario | 26 November 2001 VIA #20 at Montreal, Que. | 27 November 2001 VIA #88 - “International” at Sarnia, Ontario | 24 November 2001 VIA #1 - “Canadian” at Ardrossan, Alberta | 4 December 2001 VIA #695 - “Adirondack” at Montreal, Quebec |
| F40PH-2 6440 F40PH-2 6446 Baggage 8610 Coach 8117 Coach 8106 Skyline 8512 Sleeper <i>Bliss Manor</i> Diner <i>Alexandra</i> Sleeper <i>Laird Manor</i> Sleeper <i>Bell Manor</i> Sleeper <i>Fraser Manor</i> Dome-Sleeper-Observation <i>Assiniboine Park</i> | P42DC 902 * LRC Club 3464 LRC Coach 3329 LRC Coach 3336 * first revenue run of a VIA P42DC | AMTK B32-8WH 519 AMTK Coaches 34055, 34031, 34095 AMTK Café-Coach 35001 | F40PH-2 6448 F40PH-2 6441 Baggage 8604 Coach 8129 Coach 8102 Skyline 8502 Diner <i>Empress</i> Sleeper <i>Carleton Manor</i> Sleeper <i>Dunsmuir Manor</i> Sleeper <i>Cabot Manor</i> Dome-Sleeper-Observation <i>Glacier Park</i> | AMTK B40-8PH 816 AMTK Baggage 1851 AMTK Coach 7606 - <i>Schenectady</i> AMTK Coach 7005 AMTK Café/Dinette 28353 AMTK Coach 7000 - <i>Saratoga Springs</i> |

(Thanks to Martin Boston, John Bruketa, Tim Bruno, Doug Cameron, Charls Gendron, Don Kew, Brian Kimmons, Harm Landsman and John Peakman)

SAMPLES OF DIESEL LASHUPS

| | |
|---|---|
| Nov 8 - CN eastbound at Strathroy, ON: GCFX SD40-3 6070, CN SD40-2(W) 5247, CN SD60F 5516 and CN SD40-2(W) 5335. | Nov 17 - CP 252-2 at Windsor, ON: CP SD40-2s 5976 and 6064, CSXT SD40-2 8196 and HLGX C36-7E 6805. |
| Nov 9 - BCOL southbound at Summit Lake, BC, B36-8s 3624, 3623 and 3626. | Nov 17 - CP 260 at Windsor, ON: CSXT SD70MAC 743 and CP AC4400CW 9551. |
| Nov 10 - CP at Guelph Jct., ON: GP38-2 3134, Control Cab 1102 and GP38-2 3096. | Nov 17 - CN 201 at Falding, ON: SD75I 5705, Dash 9-44CWL 2604, SD75I 5710 and GP40-2L(W) 9440. |
| Nov 12 - CN 274 at Sarnia, ON: CN Dash 9-44CWL 2602, NS C41-9W 9121, and BNSF SD40-2 7900. | Nov 17 - CP northbound at Dockmure, ON: SD90MAC 9117, AC4400CW 8616 and SD40-2 5606. |
| Nov 13 - CP westbound at Komoka, ON: AC4400CW 8505, SD90MAC 9158, and GP9u 8248. | Nov 17 - CN 434 at London, ON: SD60F 5526, SD40-2(W) 5249, SD60F 5549 and GO F59PH 553. |
| Nov 13 - CN 551 at New Serepta, AB: GP38-2(W) 4761, GP38-2 4700 and SD38-2 1652. | Nov 17 - CN 308 at Cornwall, ON: SD40-2(W)s 5249, 5275 and 5296. |
| Nov 14 - NBSR N901 at McAdam, NB: NBSR GP38-3 9802, NBSR GP9E 3760, NBSR GP9 3700, HLCX GP38s 3662 and 3668, and NBSR GP38-3 9801. | Nov 18 - NS 328 at Hamilton, ON: NS C40-9W 9490 and NS (SQU) GP38-2 5001. |
| Nov 16 - CN 150 at London, ON: CN SD40-2(W) 5353, BNSF SD75M 8266, and BNSF C44-9W 4717. | Nov 19 - WHRC gypsum train at Windsor, NS: RS-23s 8038, 8036 and 8037. |
| Nov 16 - CN 216 at London, ON: CN SD50F 5448, IC SD40-2 6142, and BNSF SD40-2s 6716 and 8064. | Nov 19 - CBNS at Truro, NS: HATX SD45-2 914, GEXR GP40 4022, and LLPX GP15-1s 1506 and 1504. |
| Nov 19 - CN westbound at Brighton, ON: CN Dash 8-40CM 2418, ONT SD40-2 1734, and CN GP9RM 4110. | Nov 22 - NBSR 904 at McAdam, NB: NBSR GP38-3 9803, HATX GP38 175, NBSR GP38-3 9801, CDAC (Helm) GP40 40, ad NBSR GP38-3 9802. |
| Nov 20 - OCRR at Ottawa, ON: NBEC C-424 4214, and OCRR RS-18u's 1815 and 1824. | Nov 23 - CN 148 at Paris, ON: SD50F 5418, Dash 9-44CWLs 2549 and 2611, and SD70I 5610. |
| Nov 21 - CN 307 at St-Lambert, QC: CN SD75Is 5775 and 5661, CBNS GP50 5004 (enroute to Indiana & Ohio Railway), and GCFX SD40-3 6040. | Nov 24 - CN 512 at North Edmonton, AB: GP40-2(W) 9673, and SD40s 5030 and 5051. |
| Nov 22 - CN 418 at Smith, AB: SD40u 6002, GP38-2(W) 4767 and SD40u 6003, hauling HLCX SD40-3s 6091 and 6061, SD40M-3 6522 and SD40-3 6058 (HLCX units en route to RailAmerica in Eugene, Oregon after lease to Mackenzie Northern). | Nov 25 - CN 444 at North Edmonton, AB: SD50F 5410, SD40-2s 5367 and 5370, and SD70I 5605. |
| Nov 22 - NBSR 904 at McAdam, NB: NBSR GP38-3 9803, HATX GP38 175, NBSR GP38-3 9801, CDAC (Helm) GP40 40, ad NBSR GP38-3 9802. | Nov 26 - CN 305 at Brighton, ON: SD75I 5628, SD50F 5420, SD75I 5626 and SD40-2 5385, with NBSR GP9Es 3744 and 3760 dead-in-tow. |
| Nov 23 - CN 148 at Paris, ON: SD50F 5418, Dash 9-44CWLs 2549 and 2611, and SD70I 5610. | Dec 1 - CP 226 at Smiths Falls, ON: SD40-2s 5576, 6074 and 5755. |
| Nov 24 - CN 512 at North Edmonton, AB: GP40-2(W) 9673, and SD40s 5030 and 5051. | Dec 2 - CP 261 at Winchester, ON: CP SD90MAC 9149, SOO SD60 6012, and CP AC4400CWs 8645, 8516 and 9580. |
| Nov 25 - CN 444 at North Edmonton, AB: SD50F 5410, SD40-2s 5367 and 5370, and SD70I 5605. | Dec 5 - CSXT Transfer at Windsor, ON: CSXT SD40-2 8465, CSXT GP38-2 2653 and HLGX C30-7u 6828. |
| Nov 26 - CN 305 at Brighton, ON: SD75I 5628, SD50F 5420, SD75I 5626 and SD40-2 5385, with NBSR GP9Es 3744 and 3760 dead-in-tow. | Dec 6 - CN 137 at Truro, NS: Dash 8-40CM 2435 and SD40-2s 5364 and 5370. |
| Dec 1 - CP 226 at Smiths Falls, ON: SD40-2s 5576, 6074 and 5755. | Dec 6 - CN 750 at London, ON: CN Dash 9-44CWL 2596, UP B40-8 1874, and SSW GP60 9632 |
| Dec 2 - CP 261 at Winchester, ON: CP SD90MAC 9149, SOO SD60 6012, and CP AC4400CWs 8645, 8516 and 9580. | Dec 7 - NBSR 901 at McAdam, NB: NBSR GP38-3s 9802 and 9803, HLCX GP38s 3669, 3668 and 3662, and ST GP35s 203 and 209. |
| Dec 5 - CSXT Transfer at Windsor, ON: CSXT SD40-2 8465, CSXT GP38-2 2653 and HLGX C30-7u 6828. | Dec 7 - CN westbound at Brighton, ON: CN Dash 9-44CWL 2608, CSXT SD50 8663, and CN SD60F 5539. |
| Dec 6 - CN 137 at Truro, NS: Dash 8-40CM 2435 and SD40-2s 5364 and 5370. | Dec 8 - CN 444 at Edmonton, AB: GP40-2(W)s 9673, 9676 and 9675. |
| Dec 6 - CN 750 at London, ON: CN Dash 9-44CWL 2596, UP B40-8 1874, and SSW GP60 9632 | Dec 9 - CN 303 at Edmonton, AB: SD50F 5441, GCFX SD40-3 6039, SD40-2(W) 5298 and SW1200RM 7303. |
| Dec 7 - NBSR 901 at McAdam, NB: NBSR GP38-3s 9802 and 9803, HLCX GP38s 3669, 3668 and 3662, and ST GP35s 203 and 209. | |
| Dec 7 - CN westbound at Brighton, ON: CN Dash 9-44CWL 2608, CSXT SD50 8663, and CN SD60F 5539. | |
| Dec 8 - CN 444 at Edmonton, AB: GP40-2(W)s 9673, 9676 and 9675. | |
| Dec 9 - CN 303 at Edmonton, AB: SD50F 5441, GCFX SD40-3 6039, SD40-2(W) 5298 and SW1200RM 7303. | |

(Thanks to Steve Adamson, Martin Boston, Pierre Bouvier, Doug Cameron, John Eull, Ken Garber, Jeff Keddy, Brian Kimmons, Harm Landsman, Steve Lucas, Tim Mayhew, Mark Patterson, Peter Phillips, Bill Rood, Stan Smith, David Stalford and Joe Zika)

LEGEND: **AMT** = Agence metropolitaine de transport; **AMTK** = Amtrak; **BCOL** = BC Rail; BNSF = Burlington Northern & Santa Fe; **CBNS** = Cape Breton & Central Nova Scotia; **CDAC** = Canadian America; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSXT** = CSX Transportation; **GCFX** = Connell Finance (lettered GEC-Alsthom); **GEXR** = Goderich-Exeter; **GO** = GO Transit; **HATX/HLCX/HLGX** = Helm Financial; **IC** = Illinois Central; **LLPX** = Locomotive Leasing Partners; **NBSR** = New Brunswick Southern; **NS** = Norfolk Southern; **OCRR** = Ottawa Central; **ONT** = Ontario Northland; **SOO** = Soo Line; **ST** = Springfield Terminal; **SSW** = Union Pacific; **UP** = Union Pacific; **VIA** = VIA Rail, **WCE** = West Coast Express.; **WHRC** = Windsor & Hantsport.

Selected Stories

"The Volunteer Fire Department"

By Bill Cole

This is a story about an unfortunate happening one warm, sunny day in northern Ontario. It took place sometime in June of July of 1961. The exact date is unknown. I recall that I was firing a regular passenger assignment on CN Train Nos 1 and 2, the "Super Continental", between Hornepayne and Nakina (132 miles). My regular engineer was Bill Graham.

On this particular day, we arrived in Nakina on the advertised as usual - at 11:30. We were then due out at 20:30 to go back to Hornepayne. Our assignment had us working every second day with another crew working the opposite days. This made a very good assignment and also guaranteed that one was at home every night in one's own bed, as long as No. 2 was on time.

On arrival at Nakina, we exchanged pleasantries with the outgoing crew who would be taking the train to Armstrong and then bring our train back later in the day. We then headed back down the platform to the station where we would book in prior to heading over to the bunk house for a snack and possibly a nap.

There were lots of people on the platform. As we got closer to the station, we noticed that the crowd was quite agitated. What was the reason for the excitement? Then we spotted black smoke coming from the canvas covering on the top of the vestibule of the dining car. We realized that the material was on fire.

Just then, a yard clerk rushed out of the station. He was carrying a long lightweight extension ladder which he promptly put up against the side of the dining car. My engineer and I were now along side the inferno and, for a brief moment, we wondered out loud how the railway staff would handle the situation. We put our grips down on the ground and stood back against the main station door to watch the outcome of this performance.

Suddenly, out the station door rushes the new Nakina trainmaster, complete with fire extinguisher. I no longer remember his name but I recall that he had just been transferred to Nakina from either the Quebec or Maritime region. He quickly looked around, immediately spotted me in my blue and white striped overalls and cap and rushed over to me, shoving the fire extinguisher into my hands. "Quick", he said, "put out that fire before it spreads."

What was I to do? There was nowhere to go except up the ladder to battle the fast-growing fire. Being the faithful CN employee that I was, I headed up the ladder with my trusty fire extinguisher and proceeded to douse the flames as any good fireman would do. I was not a firefighter but a fireman.

Nearly all the passengers from the train were milling about the station platform watching every exciting moment and our hero doing his thing. The smoke and flames extinguished, I came down the ladder to the cheers and congratulations of everyone present. It was a proud moment as I triumphantly dumped the empty extinguisher in the station and accepted the thanks of the grateful trainmaster. My remarks to him were something like this: "Just make sure that the company gets wind of this escapade and maybe I'll get rewarded in some way."

At that time in history, the company would reward employees for some outstanding achievement with 'merit marks', the direct opposite to 'demerit marks' which were assessed for doing something wrong such as a rule violation or other seemingly wicked things.

I figured that this stunning performance in front of a grateful audience would earn me the maximum reward. What a stupid thought! Here it is, 2002, and I'm still waiting for even a 'thank you' from Canadian National for saving their dining car, other than the humble thanks of a totally confused trainmaster. What else is new? At least I have the satisfaction of having answered the call when the chips were down and the game was on the line. This was the one time that the Nakina volunteer fire department stood out in shining glory.

The Life of a New York Central Towerman

and a Day at BX Tower in 1943

by Howard C. Bennett

BX Tower is a railway interlocking switching point on Moore Street in St. Thomas, Ontario. An attempt is being made to restore the tower to conditions similar to that found in 1943.

In 1943, there were 11 interlocking towers on the Canada Division of the New York Central between Windsor and Welland. BX Tower is the only one left to illustrate the meaning and operation of such a structure.

When I started in 1943, the towerman worked eight hour shifts six days a week, and the rate of pay was about 85 cents per hour. There were no paid vacations, health, or welfare benefits. Pay was made by the company to the employee by cheque in Canadian funds about two weeks after the work was performed. The day shift towerman was the only one to get Sunday as his day of rest. The other shifts got whatever day the company assigned to them, although it was the same day every week. A "swing" man filled in for all shifts, working three days at BX Tower and three days at the "ball" switch shanty at the east end of the St. Thomas yards, which was located about 100 feet west of the overhead bridge on Fairview Avenue. The swing man worked a different shift each day at either place until he had worked six days to give the regular man a "day off" and then he took one day off himself.

In 1943, World War II was in full operation and the railways in general in St. Thomas were very busy. At this time at BX Tower an average of one through train every 20 minutes passed the tower 24 hours per day, 7 days per week. In addition to this, there were two yard engines on duty servicing local industry and changing train crew cabooses on all through freight trains that passed through St. Thomas. The London & Port Stanley (L&PS) also operated 54 passenger trains per day crossing the "diamond" at the New York Central L&PS crossing on Centre Street. The L&PS also operated several freight trains from London to Port Stanley, day and night. The Pere Marquette (PM, later C&O) operated on L&PS tracks and NYC tracks from Chester Street to NYC St. Thomas Yards at Ross Street, then east on the NYC tracks to Buffalo. The PM usually ran about two trains each way every towerman shift. They used large Berkshire (2-8-4) steam locomotives as they were the only PM locomotive equipped with automatic train control equipment and a water scoop on the tender, as was required by the NYC for east of St. Thomas operation.



New York Central track pans at West Lorne, Ontario, in 1943. The pans allowed steam locomotives to replenish their tender with water at speed. Photo by Howard Bennett.

Opposite the tower on the west side of Moore Street was a signalman's shanty, which housed the signalman and his equipment. His duty was to keep all mechanical parts of the tower and the switches in good working order. He also had to make sure all crossing lights, bells and gates from Moore Street to Kettle Creek Bridge were in good working order. This also included the L&PS crossing on Talbot Street.

Across to the south on Centre Street, where the PUC transformer station now stands, was his "oil house", which housed all flammable material that he might use, and it was kept alone at a distance to the other buildings so that in the event of a fire in the building it would not spread to any other railway building.

The L&PS ran several passenger coaches to the NYC Depot each day. Passengers were connecting to NYC trains going through St. Thomas on a daily basis. The NYC had eight passenger trains each way daily, operating as part of service from Chicago to New York. The CPR ran a local each morning from Woodstock to St. Thomas that had cars to be interchanged with the NYC, and it would run again in the afternoon arriving about 1 pm. All of these trains had to go through the tower limits and were governed by the towerman. As the RCAF had a ground crew training school where the St. Thomas Psychiatric Hospital now stands, the L&PS ran a passenger coach from St. Thomas to this station about every 20 minutes during the time of day when most of the airmen were on time off or leave. All of these trains had to cross the NYC tracks at Centre Street, thus the towerman was involved in every train movement.



London & Port Stanley Coach No. 1 pauses at Port Stanley, Ontario, in June 1950. Photo by Lloyd Baxter.

The towerman also worked in close conjunction with the switchtender at Ross Street as the NYC switch engines never ceased shunting cars or changing cabooses on freight trains passing through St. Thomas. Sectionmen who maintained the track through the tower limits had a shanty across from the signalman's shanty on Moore Street, where they kept their working equipment and material. In the winter these sectionmen would keep their working equipment and material. In the winter these sectionmen would keep the tower switches clean of snow using brooms, shovels, and burners placed between the ties under the switches. These burners were like a big steel pan with wicks such as in an oil lamp, and these wicks were lighted so that the heat and flames given off would melt the snow in the switches. This was the only way the towerman could move the switches when snow was on the ground. The towerman moved these switches manually with levers in the tower of which there were 40. The burners were fuelled by a low grade of coal oil or kerosene. Much smoke would arise from the burners due to the poor grade of fuel but, in any event, they burned quite well in all

weather. Sometimes the burners would stay on for days at a time depending upon how much and how long it snowed.

In September 1949, the union achieved the 40-hour, five-day work week. This meant hiring more men. The new 40-hour week paid the same as the previous 48-hour week. Also included in the new changes was one week paid vacation after working two years, two weeks vacation after ten years, and three weeks after fifteen years. There was still no paid sick time or other medical benefits. By 1957 the towerman would average \$2.06 per hour for a 40-hour week.

On the south wall of the tower was a huge "pattern" board, about three feet by six feet in size. This board had a design of all the tracks controlled by the towerman and when a train came onto the tower limits, little lights on the board would light up so that in darkness or fog or other adverse weather the towerman could tell where a certain train or engine was located. As the tower was quite high in the air, visibility of the surrounding area was good. As such, the towerman usually worked with only a small light on over his desk. By doing this he could better see what was going on outside and so developed "cat eyes" at night.

The tower was heated by hot water radiators from a coal stove in the basement. The coal was obtained from a bin across the tracks from the tower on Centre Street. Two small chains came up through the floor of the tower from the basement and these chains were hooked to the door of the stove so that the towerman could control the draft of the stove and thus control the heat in the building. Since the upper part of the tower was all windows, with no storm windows, keeping the tower warm in winter was quite a challenge. The towerman on winter days always wore a heavy plaid shirt with a thick pull over sweater in order to keep comfortable. It was an unwritten law that at change of shifts the fire was to be in good condition and two scuttles of coal would be left filled by the stove.

As the towerman had some say in every train movement that went by the tower his life, although quite busy, was never dull, and for those who liked this type of occupation, found the work enjoyable. It agreed with me very much and I kept at it for 20 years. When the age of the diesels came along, railroading changed and fewer men were needed for the work. Technology changed the way trains operated and the need for so many towers was reduced, so I, like many others, was no longer needed by the company and was furloughed from work to seek other employment and another way of life. ■

B.R.S. Introduces the First Book of a New Series on Canada's Traction Heritage



Montreal Streetcars Volume 1

by J.R. Thomas Grumley

36 pages in 8½" x 11"
landscape format, 53 photos

Canada's Traction Heritage has been sadly neglected. With this series the Bytown Railway Society hopes to remedy this omission by producing volumes covering Canada's city systems, interurbans and car builders.

The first volume covers the era from the 1940s to the 1950s in Montreal. There are detailed descriptions of the various classes of cars plus informative photo captions adding other interesting facts.

The centre pages of the volume contain a system map showing where the photos were taken. A roster of preserved cars is also included.

Send a cheque or international money order for \$16.53 CDN or \$12.50 US (postage paid, applicable taxes included) to Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1.

Lineups from 60 Years Ago

Courtesy of George Horner

The following are CPR lineups issued to Operators, Towermen, all concerned, from R.W. Scott at Park Ave. station in Montreal. Numbered 400 trains are regular ski trains.

January 4, 1942:

Ski Spcl. eng. 5192 ex St. Agathe, 10 cars due Park Ave. 735 pm, Windsor Sta. 805 pm. D.H. Equip. to Glen, engine to Outremont.
No 456 eng. 5112 Regular train, 11 cars. D.H. Equip. to Glen, engine to Outremont.
No 458 eng. 5119 Regular train, 10 cars. D.H. Equip. to Glen, engine to Outremont.
Psgr. Extra 2322 ex Montebello due Park Ave. 910 pm, Windsor Sta. 940 pm.
Psgr. Extra 2527 ex Farnham on No 211's time, Windsor Sta. 735 pm.
Psgr. Extra 2603 ex Windsor Sta. 905 pm, to Farnham, Stops at Westmount and Montreal West
Psgr. Extra 2321 ex Windsor Sta. 1020 pm, to Petawawa, Stops at Westmount and Montreal West.
First No 42 eng. 2323 ex Windsor Sta. On time. 700 pm. Coaches to Sherbrooke only.
Second No. 42 eng. 2328 ex Windsor Sta. On block. 705 pm. Regular Train.
First No 7 eng. 2823 ex Windsor Sta. On time. 800 pm.
Second No 7 eng 2858 ex Windsor Sta. On block of No. 224, 810 pm.
First No 21 eng 2811 ex Windsor Sta. On time. 1045 pm.
Second No 21 eng. 2805 ex Windsor Sta. On block. 1050 pm.
First No 358 eng. 2305 ex Windsor Sta. On time. 1055 pm.
Second No 358 eng 2813 ex Windsor Sta. On block. 1100 pm.
First No 355 eng. 2827 on time.
Second 355 eng. 2825 on block.

January 11, 1942:

Ski Spcl. eng. 5184 ex Shawbridge, 11 cars due Park Ave. 540 pm, Windsor Sta. 610 pm. D.H. Equip. to Glen, engine to Outremont.
Ski Spcl. eng. 5180 ex Piedmont, 14 cars due Park Ave. 625 pm, Windsor Sta. 655 pm. D.H. Equip. to Glen, engine to Outremont.
Ski Spcl. eng. 5189 ex Mont Rolland, 15 cars due Park Ave. 645 pm, Windsor Sta. 715 pm. D.H. Equip. to Place Viger via South Jct, engine to Outremont.
Ski Spcl. eng. 5192 ex Ste. Marguerite, due Park Ave. 715 pm, Place Viger 730 pm. D.H. Equip. to Place Viger, engine to Outremont.
Ski Spcl. eng. 5113 ex Ste. Agathe, 13 cars due Park Ave. 735 pm, Windsor Sta. 805 pm. D.H. Equip. to Place Viger via South Jct, engine to Outremont.
No 456 eng. 5112 Regular train, 11 cars, on time. D.H. Equip. and engine to Glen.
No 458 eng. 5119 Regular train, 10 cars, on time. D.H. Equip. to Glen, engine to Outremont.
No 460 eng. 5194 Regular train, 10 cars, on time. D.H. Equip. to Place Viger, engine to Hochelaga.
First No 7 eng. 2229 due to leave Windsor Sta. on time.
Second No 7 eng, 2659 due to leave Windsor Sta. 810 pm.

February 1, 1942:

Ski Spcl. eng. 5164 ex Shawbridge, 10 cars due Park Ave. 540 pm, Windsor Sta. 610 pm. D.H. Equip. to Glen, engine to Outremont.
Ski Spcl. eng. 5180 ex Piedmont, 14 cars due Park Ave. 605 pm, Place Viger 620 pm. D.H. Equip. to Place Viger, engine to Outremont.
Ski Spcl. eng. 5189 ex Piedmont, 14 cars due Park Ave. 625 pm, Windsor Sta. 655 pm. D.H. Equip. to Glen, engine to Outremont.
Ski Spcl. eng. 5184 ex Mont Rolland, 15 cars due Park Ave. 635 pm, Place Viger 650 pm. D.H. Equip. to Place Viger, engine to Outremont.

Ski Spcl. engs. 2582 & 2526 ex Mont Rolland, due Park Ave. 645 pm, Windsor Sta. 715 pm. D.H. Equip. to Place Viger via South Jct, engine 2582 to Hochelaga, 2526 to Outremont.
Ski Spcl. eng. 5119 ex Ste. Marguerite, 15 cars due Park Ave. 715 pm, Place Viger 730 pm. D.H. Equip. to Place Viger, engine to Outremont.
Ski Spcl. eng. 5192 ex Ste. Agathe, 15 cars due Park Ave. 735 pm, Windsor Sta. 805 pm. D.H. Equip. to Glen, engine to Outremont.
No 456 eng. 2603 Regular train, 14 cars due Park Ave. 750 pm, Windsor Sta. 820 pm. D.H. Equip. and engine to Glen.
No 458 eng. 5112 Regular train, 14 cars, due Park Ave. 840 pm, Windsor Sta. 910 pm. D.H. Equip. and engine to Glen.
No 460 eng. 5194 Regular train, 13 cars, due Park Ave. 1010 pm, Place Viger 1025 pm. D.H. Equip. to Place Viger, engine to Hochelaga.
First No 7 eng. 2229 due to leave Windsor Sta. 800 pm.
Second No. 7 eng. 2858 due to leave Windsor Sta. 810 pm.
First No 210 eng. 3620 due to leave Windsor Sta. 900 pm.
Second No 210 eng. 2584 due to leave Windsor Sta. 905 pm.
Psgr. Extra eng. 2810 due to leave Windsor Sta. 930 pm for Sherbrooke.
First No 21 eng 3100 due to leave Windsor Sta. 1045 pm.
Second No 21 eng. 2610 due to leave Windsor Sta. 1050 pm.

Winter! The following is a copy of a CNR Railway Service Telegram issued at Montreal on February 17, 1943, thanks to George Horner.

LCB BW JWW TORONTO

THROUGHOUT THE TERMINALS TODAY WE HAVE 630 EXTRA SNOW SHOVELLERS. SPREADER WORKING AT TURCOT AND UP TO 300PM HAD EIGHT TRACKS LEVELLED IN THE WEST YARD AND WILL CONTINUE THROUGH. IT WILL BE NECESSARY TO BLOCK ONE TRACK IN THE WEST YARD. THE EAST YARD ALSO HAS TO BE LEVELLED THROUGH. THIS WILL BE COMMENCED TOMORROW. ANOTHER SPREADER WORKING AT SOUTHWARK. PLOWS HAVE COVERED THE TERRITORY ON THE ALEXANDRIA SUBDIVN. SOUTH TO COTEAU. PLOW OPERATED BETWEEN OTTAWA AND COTEAU, THENCE CORNWALL, WILL RETURN THIS AFTERNOON. PLOW OPERATED ON THE RENFREW SUBDIVN. AND ONE LEAVING OTTAWA THIS PM OVER THE BEACHBURG. PLOW OPERATED FROM RICHMOND TO MONTREAL THIS MORNING AND WILL RETURN THIS AFTERNOON. ONE PLOW OPERATED BETWEEN MONTL AND COTEAU AND RETURNING ON THE EASTWARD TO MONTREAL. PLOW OPERATED FROM COTEAU TO BROCKVILLE ON WESTWARD AND IS RETURNING FROM BROCKVILLE TO COTEAU ON EASTWARD. AS OF 300PM ONE PORTION OF THE TRAIN WHICH WAS STALLED ON THE EASTWARD TRACK NEAR RIVER BEAUDETTE HAS BEEN MOVED, AND IS NOW AT STANNES. THE REMAINING PORTION LEFT RIVER BEAUDETTE AT 310PM AND SHOULD LEAVE COTEAU AT 400PM. TRAIN WHICH STALLED BETWEEN COTEAU AND ST ZOTIQUE HAS BEEN SHOVELLED OUT AND EXPECT TO HAVE EASTWARD MAIN TRACK CLEARED BY ABOUT 530PM.

TRAIN OF GRAIN FOR HALIFAX 33 CARS LISTED FOR 1200 NOON AND ANOTHER TRAIN OF 33 CARS LISTED FOR 100PM. THIS LEAVES 49 CARS OF HALIFAX GRAIN AND 486 OTHER LOADS FOR ICR POINTS IN THE TERMINALS. IN ADDITION WE HAVE 289 BAUXITE AND 235 CARS FOR POINTS JOLIETTE AND NORTH. ST JUDES SUBDIVN. AND HEMMINGFORD STILL BLOCKED. WE WILL HAVE PLOW ON THE HEMMINGFORD SOME TIME THIS AFTERNOON BUT PLOW WILL NOT BE AVAILABLE UNTIL TOMORROW MORNING FOR OPENING OUT OF ST JUDES. WE ARE PLOWING SIDINGS ON ALL SUBDIVNS. PASSING TRACKS ON THE CORNWALL NOT YET PLOWED OUT AND WE WILL HAVE TO RESTRICT CAR LIMIT ON FREIGHT TRAINS UNTIL THIS IS DONE. SITUATION AT TURCOT IS SUCH THAT WE WILL HAVE TO MOVE ABOUT FOUR OR FIVE HUNDRED CARS FROM THERE TO THE NEW COACH YARD IN ORDER TO MAKE ROOM FOR LEVELLING IN THE EAST YARD. UNTIL THIS IS DONE WE ARE NOT IN POSITION TO TAKE ANY TRAFFIC FROM THE WEST EXCEPT A FEW CARS OF LIVESTOCK AND PERISHABLE. JOINT FLCB WW JWW 400PM.

R C JOHNSTON 445PM

Book Reviews

THE OLD PRINCE EDWARD ISLAND RAILWAY Pen & Ink Sketches of Stanley LeClair

Nimbus Publishing Limited, 3731 Mackintosh Street, PO Box 9166, Halifax, NS B3K 5M8; tel: (902) 455-5251, fax: (902) 455-5440; hmatheson@nimbus.ns.ca \$24.95, Hardcover 9"x6", ISBN 1-55109-353-7

Our images of an artist are frequently that of individuals in their studios or sitting in the middle of a field with easel, paint and brush putting a scene on canvas. Their occupations, if not professional artists, would probably involve office work or the like and certainly not the rugged work of a railroader, particularly in the "earlier days". But there is at least one example of just such an artist who worked for a railway and found time to use his occupation, and his colleagues, as his subjects.

The artist was Stanley LeClair (1883-1953) a resident of Prince Edward Island in the late-1800s and early-1900s who worked for the Island railway as a section hand for many years. His theme was the PEI Railway and his subjects were the equipment and men who operated the line. Many of his sketches have been reproduced in a book called *The Old Prince Edward Island Railway - Pen & Ink Sketches*.

The book has 134 pages of coloured pictures ranging from scenes along the PEI Railway to portraits of the men who worked on the line: engineers, conductors, station agents, baggage handlers and yardmasters. The portraits are more sketches than true paintings but the likenesses are quite accurate. It's doubtful that any other railway has had its "rank and file" recorded in pictures to this extent. The book includes the artist's handwritten text which he included in his collection to describe some of the pictures. The book also includes his lists of employees and equipment which provide a record of who and what was on the railway in the early years before Canadian National took over.

The Old Prince Edward Island Railway - Pen & Ink Sketches provides an interest look at the early days of the railway and Stanley LeClair's pictures are an important part of the railway's historical record. As is stated in the book's preface: "...LeClair's collection supplements this handful of (pre-1900) photographs of engines and carriages, but his sketches are the sole historically accurate source we have of certain details of the trains...."

For a student of Prince Edward Island Railway history, this book is a fascinating look at the early days of operations and a unique look at the people who ran the railway before the twentieth century through the sketches of one of its own - a railway worker.

PORTER STEAM LOCOMOTIVES - Light & Heavy

National Model Railroad Association, 4121 Cromwell Road, Chattanooga, Tennessee 37421. \$76.95 (US), plus \$8.95 per volume for shipping in U.S. and \$12.95 per volume outside the U.S.. Orders can be placed by phone at: (423) 892-2846 or via Internet at: <http://www.nmra.org/library/Porterbook.html> Softbound, 8½" x 11".

A question: What steam locomotive manufacturer built more than 8,000 locomotives (primarily steam) over its 85-year history? The answer that likely comes to mind would be one of the "big guys": Baldwin, American Locomotive Company (ALCO) or Lima. No doubt they built as many or likely more, but there was another company that was as big a builder in a smaller way - the H.K. Porter & Co. of Pittsburgh, PA.

Although it may sound like an oxymoron to say this company was a big builder in a small way, it could be considered an appropriate description. For the H.K. Porter & Co. was a large operation and built a large number of small locomotives. The name is synonymous with industrial railway operations as a primary motive power supplier.

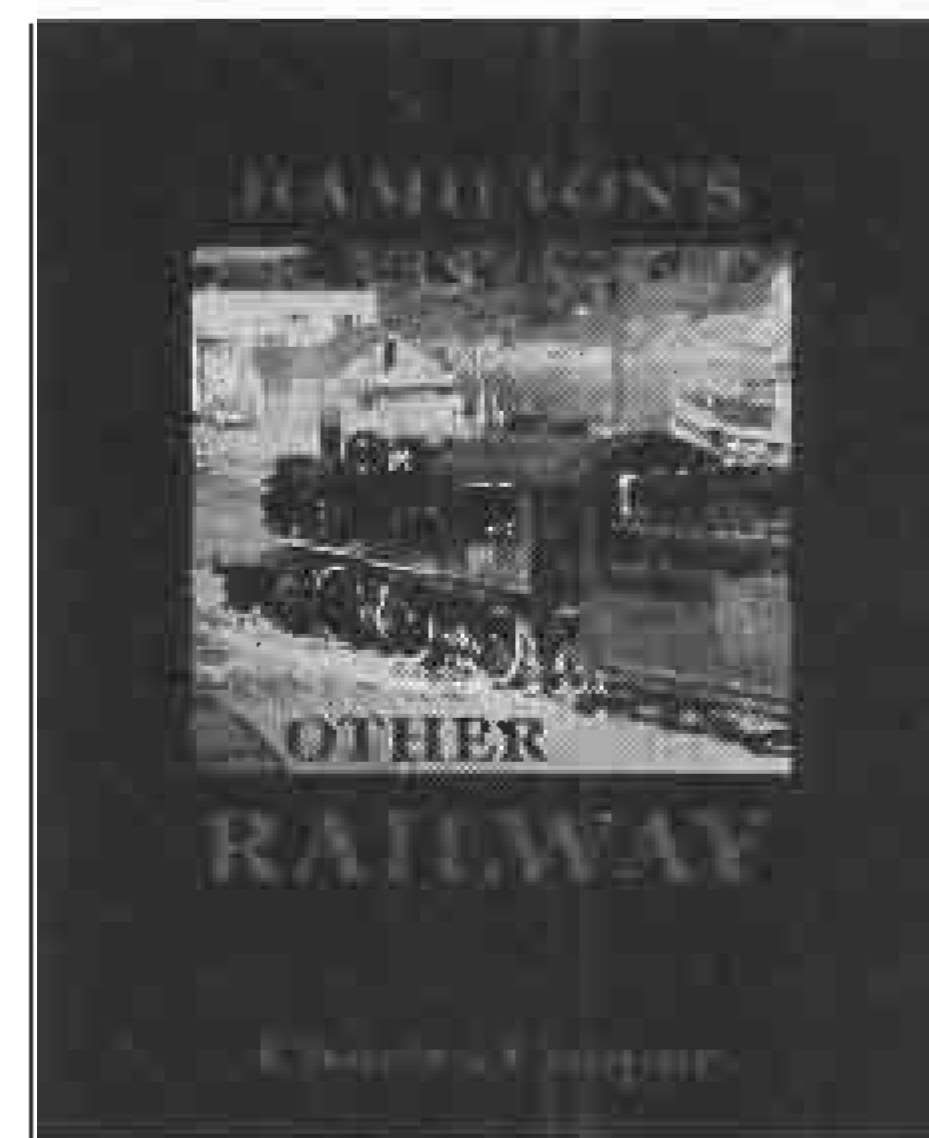
The National Model Railroad Association recently published the book *Porter Steam Locomotives - Light & Heavy* which, for the most part, is a reproduction of the company's 13th edition catalogue. However, it includes a brief history of the company (although much less than *Constructed in Kingston*) and an overview of the different types of locomotives the firm built. Included are some excellent photographs of Porter-built engines in both builder's shots and in-use poses on industrial track. Of particular interest to historians is the complete unit by unit list of

the locomotives Porter built (147 pages) and the entries include the names of the companies the engines were sold to and where these companies were located. Porter sold many locomotives overseas and in Canada. For the "techy" there are specifications taken right from the catalogue for the different types of engines and this includes some graphs and a few diagrams.

Surprisingly, despite Porter's reputation for building small industrial size locomotives (0-4-0s and 0-6-0s primarily), the company did build some larger engines, albeit not your Northern, Selkirks and the like. But they did build some small-driver ten-wheelers, 2-8-0s and 2-8-2s for foreign railways and logging operations. Their products even included fireless and compressed air engines and, in later years, some internal combustion engines.

For the historian of industrial railways and the technically inclined person, *Porter Steam Locomotives - Light & Heavy* makes interesting reading and a valuable reference for research on the industrial steam locomotive era.

Just Released



Hamilton's Other Railway

by Charles Cooper

432 pages in 8½" x 11" format, 390 black & white illustrations

The 19th century saw Toronto rapidly developing as the railway centre for the Province of Ontario, with tracks radiating out to the north, east and west. Hamilton saw this as a challenge to its position as an emerging industrial city. The arrival of the Great Western Railway in 1854 spurred promoters of the Hamilton and North Western to build a link with Lake Erie to the south, through a line to Port Dover. However, the real potential lay in developing the hinterlands to the north of the city. This the Hamilton & North Western did as it extended itself to the north, eventually reaching Collingwood on the shores of Georgian Bay.

Hamilton's Other Railway traces the H&NW from its engrossing history and pioneering construction through to its absorption into the Grand Trunk Railway and on to its takeover and eventual abandonment by Canadian National Railways. This readable, well researched and abundantly illustrated book examines the line's motive power development, the railway post office service, stations, trestles and bridges, as well as its relationship with the communities along the route. A chapter covers the current operations on the remaining sections of the lines.

Hamilton's Other Railway features unique, previously unpublished images from archival and other collections, along with great photographs from the Al Paterson, Dave Shaw and Keith Sirman collections, and many individual contributors, as well as the timeless photographs and carefully researched track diagrams by Bob Sandusky.

Order your copy today. Forward a cheque or International money order for \$88.76 Canadian funds, or \$62.00 US funds (postpaid, applicable taxes included), to Bytown Railway Society, PO Box 141, Station A, Ottawa, Ontario, K1N 8V1.

Along the Right of Way

FESTIVE CPR TRAINS: The first of CPR's festively-lite Holiday Trains departed the Fresh Pond Junction yard in Queens, NY, on December 5 after a special ceremony to honour the fallen heroes of September 11. General Electric, one of CPR's partner in the Holiday Train, supplied the 8,000 lights and other support. The train then headed north with stops in Saratoga Springs, Fort Edward, Whitehall and Plattsburg on December 6. The consist included:

- * CP AC4400CW 8638
- * CP 60-foot High Cube Box Car 220075
- * CP 50-foot Box Car 401750 (stage)
- * CP 60-foot High Cube Box Car 220074
- * CP Container Flat 506219 (with Generator CPPU 900020)
- * CP 60-foot High Cube Box Car 220090
- * AGHX (Agrium) Covered Hopper 96094
- * IMCX (IMC Global) Covered Hopper 12068
- * SOO Covered Hopper 122592
- * JACX Bathtub Gondola 2002
- * JACX Bathtub Gondola 2001
- * NYSW Observation Car 510

On arrival in Montreal, the consist was expanded for the December 7 start of its 6,000-km Canadian voyage, with stops in more than 75 towns and cities along the CPR main line, finishing at Port Coquitlam, BC, on December 21. People were invited to view the train along the route, watch a stage show featuring well-known Canadian entertainers and bring donations for local food banks. The Holiday Train's corporate sponsors include GE, Hudson's Bay Company, Canadian Tire and All Star Entertainment. Many of the unions representing CPR employees are also supporting this year's train. The 1,200-foot consist, decorated with 8,000 Christmas lights, included:

- * CP AC4400CW 8638
- * CP Well Car 523114B (with containers HBC CPPU 630137 and CPR CPPU 530073)
- * CP Well Car 523114C (with containers Fastfrate CPPU 684038 and Fastfrate CPPU 683972)
- * CP Well Car 523114A (with containers Canadian Tire CDAU 32672 and Canadian Tire CDAU 32003)
- * CP 50-foot Box Car 401750 (stage)
- * CP Well Car 523140B (with containers HBC TLAU 639070 and HBC TLAU 639049)
- * CP Well Car 523140C (with containers Yanke CPPU 630269 and Huron Carol/Royal Bank of Canada CPPU 630133)
- * CP Well Car 523140A (with containers President's Choice CPPU 630224 and Generator CPPU 900002)
- * CP Container Flat 506219 (with Generator CPPU 900020)
- * CP 60-foot High Cube Box Car 220090
- * AGHX (Agrium) Covered Hopper 96094
- * IMCX (IMC Global) Covered Hopper 12068
- * SOO Covered Hopper 122592
- * JACX Bathtub Gondola 2002
- * JACX Bathtub Gondola 2001
- * CP Business Car 82 - *Strathcona*
- * CP Business Car 71 - *Killarney*

On December 8, the second U.S. Holiday Train, decorated with thousands of red, white and blue lights, departed Chicago and visited some 15 towns and cities in the U.S. Midwest before joining the Canadian train in Moose Jaw, Saskatchewan, on December 14 for an international ceremony. The consist included:

- * CP AC4400CW 8642
- * SOO Covered Hopper 121852
- * CP Container Flat 506136 with piggyback trailers
- * CP Container Flat 506336 with generator
- * IMCX Covered Hopper 12005
- * IMCX Covered Hopper 12177
- * CP High Cube Box Car 218345
- * CP Business Car 70 - *Assiniboine*

(John Godfrey, Joe Brabec and Brian Kimmons)

FATAL HEAD-ON COLLISION: Early on November 15, Grand Trunk Western (CN) trains L53361-14 and E24361-14 collided at the siding south switch at Andersonville, Michigan (mile 38.5 Holly Sub.) The engineer and conductor on Train L53361-14 (powered by GP38-2s 4922 and 4913) were fatally injured; the engineer and conductor on Train 24361-14 (powered by GP38-2 4931 and SD40 5919) were seriously injured. Eight of the 179 cars on the two trains derailed. GP38-2s 4913 and 4922 were retired on November 23; heavily-damaged 4931 is pending retirement; and SD40 5919 will be repaired.

CTC EXTENDED ON DUNDAS SUB.: CTC was put into service October 24 on the CN Dundas subdivision between Paris West and Eastwood (mile 45.1). Eastwood is a new control point with two 45 mph crossovers. On October 29, ABS was removed from service between Eastwood and mile 52.1 while the cutover of crossing protection, new signals, and installation of another new control point progresses. A further extension of CTC on the CN Dundas subdivision was put into service November 16 between Eastwood and Carew (mile 50.8). Carew is the new station name for the diamond with the CP St. Thomas subdivision. (Doug Bardeau)

RAILWAY IDENTIFIED: Brian Kimmons in his article "*International Travel, International Trains*" in the December 2001 *Branchline* reported seeing an old centre-cab diesel lettered LIRR 5 at Lapeer, Michigan, and he was not sure what the initials stood for. The Lapeer Industrial Railroad (LIRR) is one of three very short shortlines that are former Grand Trunk Western spurs conveyed to owner Adrian & Blissfield. The LIRR is exactly two miles long. (X4466W)

TIES TO ENGLAND - A FOLLOW-UP: The June 2001 *Branchline* reported that Cando Contracting had shipped 16,000 railway ties to England for use in burning animal carcasses infected with the foot and mouth disease. The November 24 *Daily Telegraph* castigated various Government Departments on the inept handling of the foot and mouth crisis. Amongst the errors cited was the statement "... pyromaniacs could not even start their beloved fires. They had bought thousands of sleepers from Canada and France that had been treated with a fire retardant." (Ellis James-Robertson)

VIA STATION SOLD: VIA Rail has been authorized to sell its railway station in the Town of Sioux Lookout, Ontario, to Winstar Trust. Heritage Railway Stations Protection Act Order, Order-in-Council 2001-2151 dated Nov. 22, 2001.

Coming Events

TORONTO, ONTARIO: The Model Railroad Club of Toronto (4,400 sq. ft. O Scale Club depicting railway operations in central Ontario in the late-1950s and early-1960s) will hold its open house on **February 10, 17 and 24** from 12:00 to 16:30 at 37 Hanna Avenue, Door 8. Adults \$5, Seniors \$3, Children \$2. Information from Larry Barwick, 56 Pine Crest Road, Toronto, ON M6P 3G5, tel: (416) 766-6172 or e-mail: l.barwick@sympatico.ca

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

TORONTO, ONTARIO: The Toronto & York Division, CRHA, will hold its 27th Annual Toronto Model Railway Show on **March 23** (11:00 to 17:00) and **March 24** (10:00 to 17:00) at the Toronto Congress Centre, 650 Dixon Road. Adults \$9; Seniors \$6; Children 6-14 \$4; Children 5 and under free; Family Rate (maximum two adults) \$20. Operating layouts, live steam, demonstrations, vendors and more. Free parking, easily accessible by TTC bus. Information from Jack Bell at (416) 249-4563. **Please drop by the Bytown Railway Society table.**

LINDSAY, ONTARIO: The Lindsay & District Model Engineers will hold its 28th annual Lindsay Model Railway Show on **April 6** (10:00 to 17:00) and **April 7** (10:00 to 16:30) at the Victoria Park Armoury, 210 Kent Street West. Adults \$5; Seniors and Students \$4; Children \$2. Information from Wayne Lamb at (705) 324-5316, Eric Potter at (705) 328-3749 or from the L&DME, PO Box 452, Lindsay, ON K9V 4S5.

KINGSTON, ONTARIO: The Kingston Division of the CRHA will present Rail-O-Rama on **April 20** (11:00 to 17:00) and **April 21** (10:00 to 16:00) at Kingston Olympic Harbour, 53 Yonge Street. Model train layouts, railway displays, and railway vendors, Adults \$4; Seniors \$3; Children under 12 \$1. Exhibitor and dealer inquiries welcome. Information from George Dillon: tel. (613) 542-6519; fax (613) 542-5914; e-mail: dillonig@kingston.net

PORT HURON, MICHIGAN: The 20th Annual Huron Modelers 2002 Railroad Show & Swap Shop and Model Train Show will be held on **April 28** from 10:00 to 16:00 at McMorran Place, 701 McMorran Blvd. Admission \$3; kids under 5 free. An 8 foot table for swapping and exhibiting available at \$15. Information from Fred Cesefsky, 4049 Pine Grove Ave., Fort Gratiot, MI 48059, or tel. (801) 385-8815 evenings.

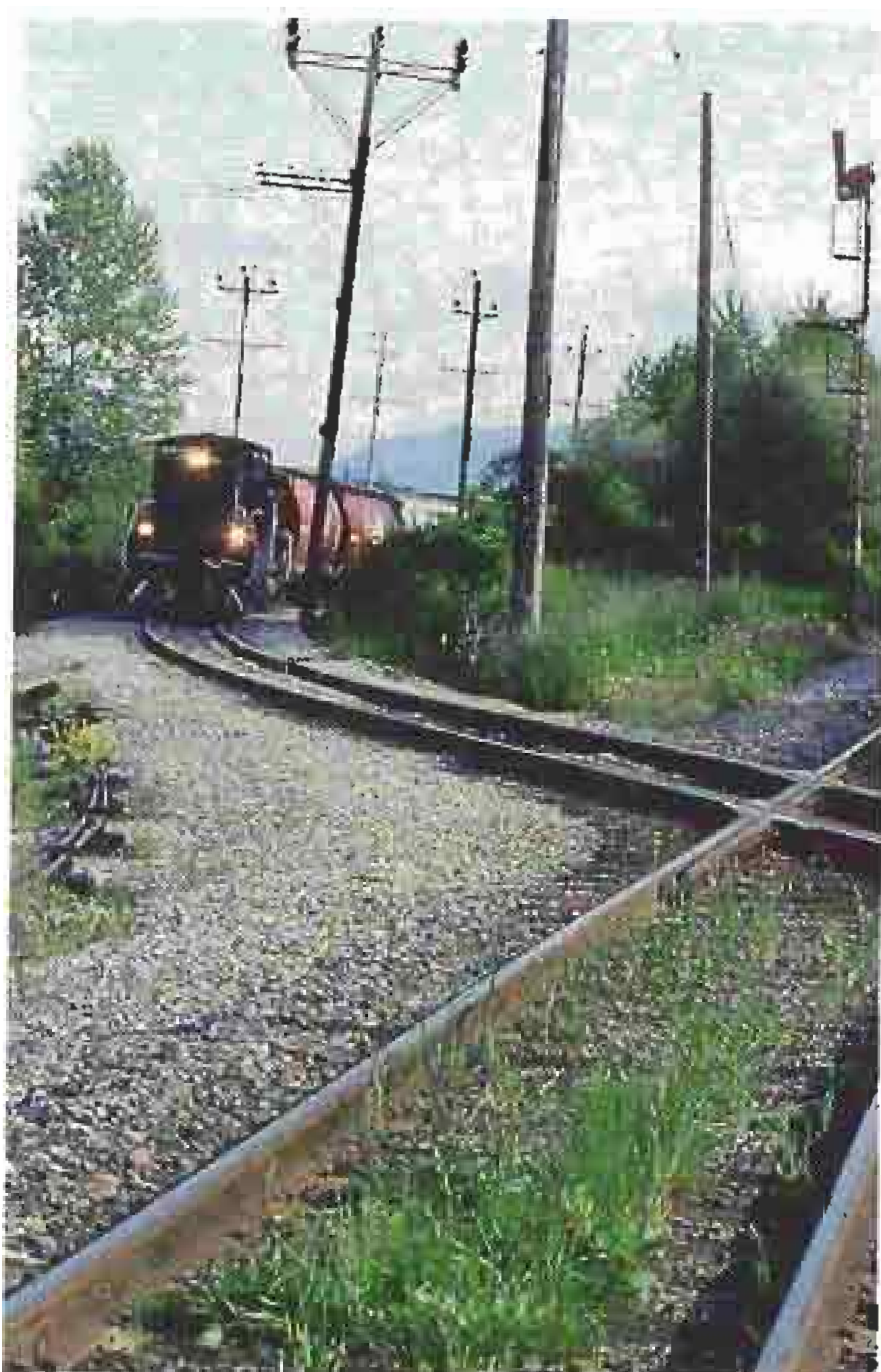
Operational Semaphores in the 21st Century

by Mike Swick

Being somewhat of a "modern" rail enthusiast I have to admit that I know very little about semaphores or their history in Canada. I do, however, know that operational semaphores, outside of those that are preserved at museums, are very rare these days and to find ones that are still standing and operational in the 21st century is indeed a treat. Luckily, for those of us too young to have witnessed semaphores in abundance in Canada, one set still exists in British Columbia and is operated on a daily basis. It is believed that these may be the last of their breed still operating in Canada and one can only hope that they do indeed last.

The location is just north of Abbotsford, BC, at Clayburn - mile 37.07 of the Southern Railway of British Columbia's (SRY) Fraser Valley subdivision. The SRY track crosses the Canadian Pacific track at mile 4.0 of the CP Mission subdivision. A pair of double arm semaphores protect the CP tracks, while a pair of GRS dwarf semaphores guard the SRY. Strong-arm levers housed in a small trackside shanty control the signals. Portions of the signal controlling pipelines are above ground and well oiled and maintained. Distant fixed position semaphore signals also guard the CP on both sides of the crossing while wooden diamond shape warning signs act as distant signals for the SRY.

This location is quite accessible and very easy to find. From the Trans Canada Highway 1, take the Sumas exit north and follow Highway 11. Eventually the highway (Highway 11) will parallel the SRY track and an observant co-pilot should be able to spot the wooden SRY warning sign. From the highway turn left (west) at the traffic lights at Clayburn Road. Within a few hundred feet, Clayburn Road crosses the CP track, basically right at the location of the interlocking. Find a safe place to park and enjoy the sights of this rare and interesting site.



TOP: The wooden warning signs on the SRY track are visible from the highway and are quite unique. This is the sign to the south/east of the actual crossing.

MIDDLE: Taken from SRY track south/east of the crossing, one of the dwarf signals, the two double arm signals on the CP track, the control shanty and a portion of the above ground pipeline are all visible.

LEFT: The westbound SRY Huntington turn is stopped at the dwarf signal. Note the position of both the dwarf and double arm signals.

RIGHT: The control shanty and a double arm semaphore.

All Kodachrome slides by the author.

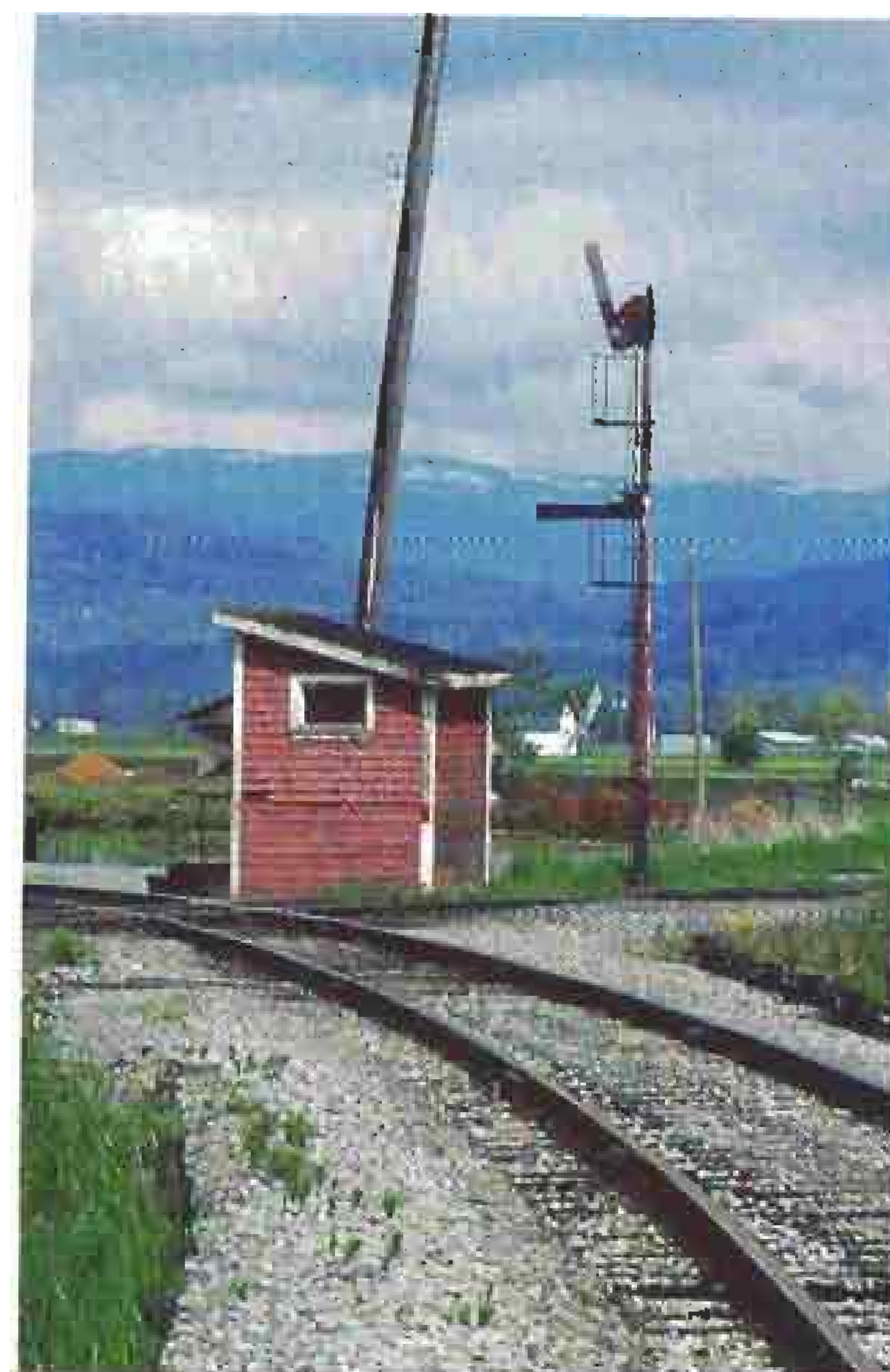


PHOTO CORNER



LEFT TOP: CP Heavy Pacific 5346 is at the head end of an extra at Fort Williams (now Thunder Bay), Ontario, circa 1956, in the waning years of steam operation. No. 5346 was removed from the roster in August 1957 at age 33. Photo by Roy Rekofski, collection of Darcy Furlonger.



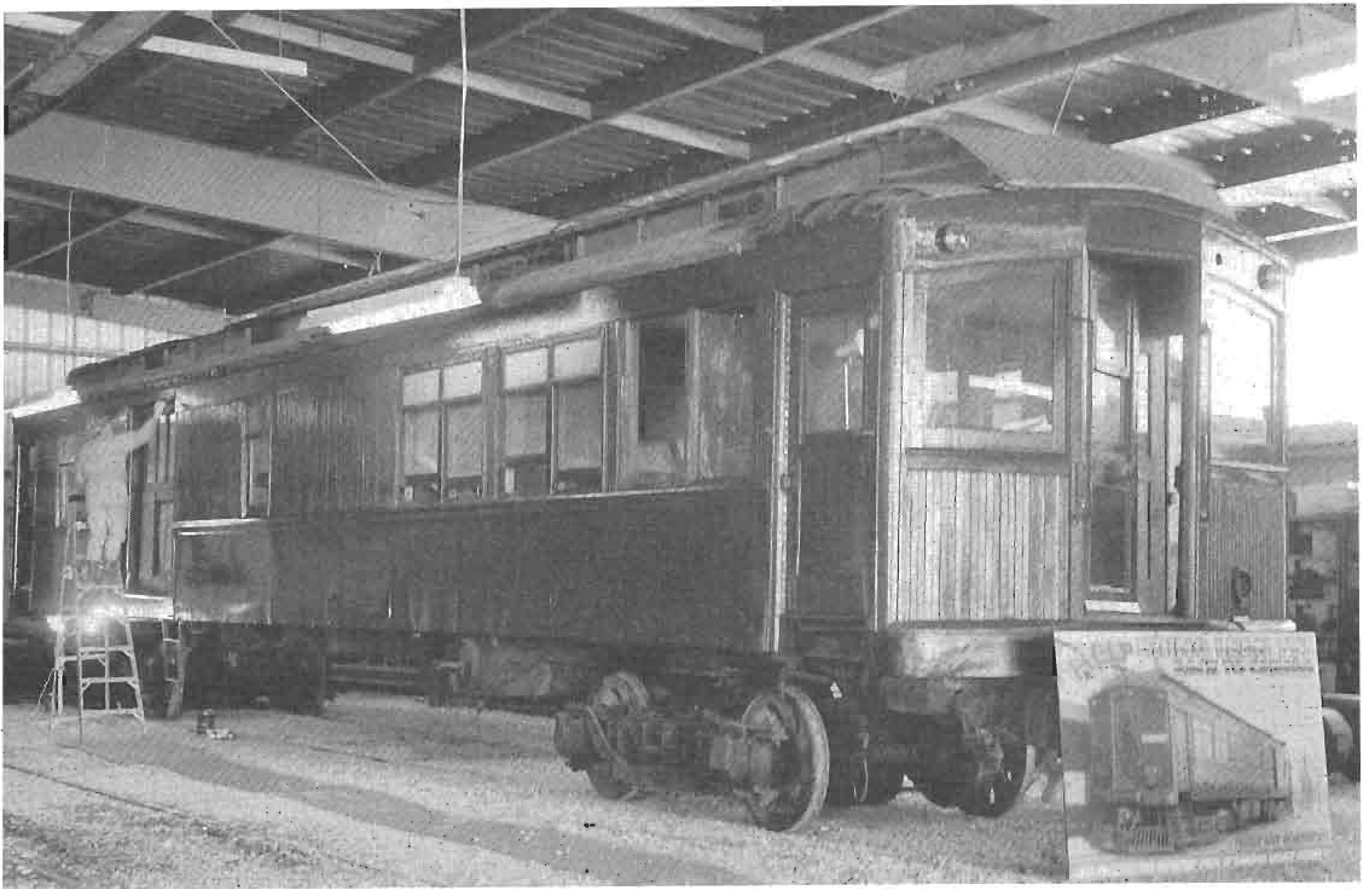
RIGHT TOP: Ollie Cooper is painting former Lake Erie & Northern Railway Interurban Combination Car 797 in the Halton County Radial Railway shop in Milton, Ontario, on September 30, 2001. The 797 resided at the Seashore Trolley Museum in Kennebunkport, Maine, from 1967 to 1999. Photo by John Thompson.

LEFT MIDDLE: Toronto Transit Commission Crane Car C-1, used on track repair jobs, at Hillcrest Shops, circa 1948. It was constructed in the shops of TTC predecessor Toronto Railway Company in 1911 and was retired in 1967. C-1 is now at the Halton County Radial railway in Milton, Ontario. Bill Bailey photo, collection of John Thompson.

RIGHT BOTTOM: Montreal Transportation Commission 1987, built by CC&F in 1929, is on route 45 - PAPINEAU at Craig Street and Papineau Avenue in Montreal in August 1959, days before the end of streetcars in Montreal. Jacques Cartier (Harbour) Bridge is in the background. The small temple-like building just ahead of 1987 is a public lavatory. Photo by Omer Lavallée, collection of the late Stuart Westland.



LEFT BOTTOM: CN GE 70-Ton Nos. 7802 and 7803 pose for the General Electric photographer on the dual-gauge track at the GE plant in Erie, Pennsylvania, on March 31, 1950. The two units and their 16 sisters spent most of their CN career on Prince Edward Island. Nos. 7802 and 7803 were renumbered 1528 and 1529 in September 1954 and 28 and 29 in June 1956. No. 28 was wrecked in February 1965 and retired in April 1965. No. 29 was acquired by the Thurso & Nation Valley Railway in April 1970 and was renumbered TNVR 11 and is still active at the company's yard in Thurso. Photo by General Electric, from the collection of the late Stuart Westland, thanks to John Thompson.





24 JANUARY 2002

RIGHT TOP: Quebec North Shore & Labrador Railway Dash 9-44CW 408 and Dash 8-40CM 403 are stopped in the siding at Bybee, Quebec (MP 72 of the Wacouana Subdivision) on October 1, 2001, with a southbound train of iron ore. The photograph was taken from the rear vestibule of the northbound passenger train. Photo by Alan Grossert.



LEFT TOP: Dome-Sleeper-Observation Kootenay Park brings up the rear of VIA's westbound detouring "Canadian" on August 31, 2001, as the head end (F40PH-2s 6439 and 6456) rounds the bend at the east end of CP's Westfort Yard in Thunder Bay, Ontario. Over halfway up the NorWester's, the Mt. McKay scenic lookout provides a scenic viewing opportunity of the City of Thunder Bay. Photo by Bryan Martyniuk.

RIGHT MIDDLE: Carlton Trail Railway Train 771 approaches West Central Road, south of Prince Albert, Saskatchewan, on November 16, 2001. The train is powered by FURX SD40-2 3051, 3052 and 3050 (nee CP 5622, 5632 and 5589) and CTRW M-420(W) 3549. The three leased FURX units arrived on the Carlton Trail Railway on November 12, 2001. Photo by George Gazuk.



LEFT BOTTOM: On infamous September 11, 2001, Illinois Central E9Ar 102 and 103 (in CN green/yellow/black livery) are eastbound through the Thompson River Canyon at Mile 77.3 of CP's Thompson Subdivision (directional running) towards the Basque CP-CN crossover connector tracks, and then over CN to Kamloops. In the background are the CN mainline Skoonka tunnels and rock sheds (mile 80.3, Ashcroft Subdivision). Kodachrome slide by David Meridew.

RIGHT BOTTOM: CP GP9u's 8239 and 8224 power the 7-car "CP Welland Yards Job 1" through the intersection of Queen and Erie Streets on the Niagara Industrial Lead in downtown Niagara Falls, Ontario, on November 30, 2001. The train is bound for the west side of Bridge Street and Victoria Avenue to interchange traffic with CN for the last time before the Hamilton Subdivision is abandoned between station name Niagara Falls and Mile 2.7. Photo by Paul Duncan.



The Motive Power and Equipment Scene



RETIRED:

- GTW GP38-2 4913, 4922 (both retired on Nov 23, the result of a head-on collision at mi. 36.94, Holly Sub. on November 15, 2001).
- WC GP30 700 (Nov 14), 711 (Nov 27) and 713 (Nov 14).
- WC SW1200 1233 (Nov 14).
- WC GP7u 1504 (Dec 5).
- WC GP35m 2051 (Nov 14), 2053 (Nov 14), 2055 (Nov 14), 2056 (Nov 14), 2057 (Dec 5), 2060 (Nov 14) and 2061 (Nov 27).
- WC GP35 2551 (Nov 27), 2552 (Nov 27), 2253 (Nov 14), 2554 (Dec 5) and 2555 (Nov 27).
- WC GP7 4119 (Nov 14).
- WC GP9R 4501 and 4505 (both Nov 14).
- DW&P SD40 5905 (Dec 5).
- WC SD45 6613, 6623, 6635, 6636, 6640 and 6642 (all Nov 27).
- WC F45 6651 and 6655 (Dec 5).
- WC SD45u 7580 (Nov 27 - dismantled as a result of a washout accident on CN's Robson Sub. on July 18, 2001).

TRANSFERRED:

- Vancouver to Fond du Lac (WC): CN HBU-4 503; GP38-2 4707.
- Edmonton to Fond du Lac: CN GP38-2 4706, 4710, 4712, 4714, 4715 and 4717.
- Winnipeg to Fond du Lac: CN GP38-2 4701, 4703, 4704, 4705; and GP38-2 7510.
- Toronto to Fond du Lac: CN HBU-4 509.
- Winnipeg to Edmonton: CN HBU-4 519 and GP38-2 7526.
- Unassigned to Fond du Lac: CN GP38-2m 7521.
- Unassigned to Toronto: CN SW1200RM 7301.
- Unassigned to Montreal: CN GP9RM 7000.
- Woodcrest (IC) to Fond du Lac: IC GP40R 3103, 3107, 3120 and 3137.

UNITS LEASED OUT:

- To Mackenzie Northern Railway: CN GP38-2(W) 4780, 4783 and 4784; SD40 5013, 5030, 5051, 5055, 5109 and 5233.
- To Alberta Railnet: CN GP40-2L(W) 9433, 9540, 9601 and 9619.
- To Athabasca Northern Railway: CN GP9RM 7001.
- To Hudson Bay Mining and Smelting, Flin Flon, Manitoba: CN SW1200RS 1375.
- To Chemin de fer Charlevoix: CN GP9RM 4104 and 4107.
- To Chemin de fer de Matapedia et du Golfe: CN GP40-2L(W) 9460.
- To Georgia Pacific, Wisconsin Rapids, Wisconsin: WC SW1200 1236.

REASSIGNED: CN SW1200RS 1363 has been renumbered MCM-1 and is utilized as a car mover at the Symington Car Shop. Retired sister 1369 is working as a shop switcher at Transcona, still numbered 1369.

DONATED: WC GP30 700, retired on November 14, has been donated to the Lake Superior Railway Museum in Duluth, Minnesota.

UNITS STORED SERVICEABLE LONG TERM: (* added since last issue)

- IC E9Ar 100-103 (all see occasional service).
- CN YBU-4 200, 201, 202, 203.
- CN GMD1m 1063, 1078, 1082, 1177.
- CN SW1200RS 1339, 1355, 1371, 1385.
- AC FP9A 1750, 1751, 1752, 1755.
- AC FP7Au 1756.
- CN SD40 5078, 5215, 5222, 5229, 5232.
- GTW (IC) SD40 5901, 5914, 5921, 5925.
- GTW (IC) SD40-2 5934.
- CN GP9RM 7003*, 7007*, 7008*, 7011*, 7012*.
- CN SW1200RM 7300*, 7303, 7304, 7309, 7311, 7313, 7314.
- GP40-2(W) 9671*, 9672*.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- IC E9Ar 104.
- CN GP9 Slug 246, 248.
- WC SW1200 1232.
- CN GMD1u 1406, 1417, 1432*, 1434*.
- CN Dash 9-44CWL 2574, 2606, 2618*.
- GTW GP9R 4601*, 4623.
- CN GP38-2(W) 4775*, 4782*.
- GTW (IC) GP38-2 4917, 4931*.
- CN SD50F 5455.
- CN GP9RM 7019*, 7041, 7043, 7046*, 7083*, 7240, 7248*, 7250*.
- CN SW1200RM 7306, 7316.
- CN GP40-2L(W) 9415.
- CN GP40-2(W) 9668, 9674.
- IC (NREX) E9Ar 9922, 9923.

UPGRADED UNITS RELEASED FROM TRANSCONA: LLPX GP38-2 2272

2273 and 2274, upgraded from Illinois Central GP40R 3122, 3121 and 3118 respectively, were released from CN's Transcona Shops in Winnipeg on November 28, November 21 and December 7.



**CANADIAN
PACIFIC
RAILWAY**

NEW ARRIVALS: (dd/mm = date added)

- AC4400CW 8646-8648 (24/11); 8649-8650 (20/11); 8651-8655 (27/11). [completion of 56 unit order]

SOLD: SOO SD10 532 was sold to the Whitewater Valley Railroad in Connorsville, Indiana, on November 23.

UNITS STORED SERVICEABLE: (* added since last issue)

- SOO SD40 738, 745.
- SOO SD40-2 763.
- CP Control Cab 1116.
- CP SW1200RSu 1241, 1245, 1248, 1249*, 1250, 1251*.
- CP GP7u 1510*.
- CP GP9u 1530, 1557, 1593, STLH 1594, 1611*, 1629*, 1645*, 1694*.
- CP 4-6-4 2816 (steam).
- CP SD40 5404, 5534, STLH 5542.
- CP SD40-2 5431, 5485, 5699, 5730, 5863, 6619, 6621, 6622.
- CP SW1200RS 8111, 8114, 8132, 8133, 8138, 8167, 8171.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- SOO GP9 402, 414.
- CP (ex-SOO) SD40-2 762, 786.
- CP SW1200RSu 1210, 1237, 1240, 1244.
- UP SW10 1212, 1213, 1217, 1220-1222, 1231, 1240 (leased).
- SOO SW1500 1400, 1401.
- CP GP7u 1507, 1508*.
- CP GP9u 1531, 1535, 1536, 1537*, 1539, 1587.
- SOO GP40 2015, 2036.
- SOO Fuel Tender 4000, 4001, 4002.
- CP SD40M-2 5495.
- CP SD40-2 5574, 5580, 5624, 5635, 5644, 5670, 5678, 5683, 5697*, 5726, 5734, 5805, 5821, 5848, 5853, 5956, 6618, 6623.
- SOO SD60 6021.
- SOO SD40-2 6611.
- CP SW1200RS 8166.
- STLH GP9u 8205.
- CP GP9u 8251.
- CP (ex-SOO) GP9 8270.
- CP SD90MAC-H 9302.
- CP AC4400CW 9523.

UNITS DECLARED SURPLUS: (* added since last issue)

- CP (ex-SOO) SD10 534.
- SOO SD10 543.
- SOO SD40 739, 741*, 746, 747, 748*, 752*, 755.
- CP SD40 (ex-SOO) 740, 749.
- SOO SD40-2 757*, 758*, 759, 761*, 764*, 765*, 770, 771, 772.
- CP SD40-2 (ex-SOO) 760*, 780, 783, 784, 785*.
- CP SD40 5410*, 5412, 5413*, 5414*, 5500, 5507, 5515, STLH 5524, 5529, 5536*, 5538, 5540, 5541*, 5546, 5547, 5550*, 5553, 5564.
- CP SD40-2 5388*, 5416, 5417, 5424, 5425, 5426, STLH 5448, 5568*, 5610, 5618*, STLH 5636*, 5689, 5705, 5706, 5718*, 5744*, 5921.
- CP SD40-3 5685 [accident at Savona, BC, on 20/08/95].
- CP SD40 (ex-SOO) 6404, 6405.
- CP SD40A (ex-SOO) 6406, 6407, 6408, 6409*, 6410.
- CP SW1200RS 8134, 8139, 8158, 8162.
- CP GP9u 8236.

UNITS LEASED: CEFX SD90MAC 120-139.

REPAYMENT FOR GE DOWNTIME: Brand-new CEFX AC4400CW 1001-1003, 1005 and 1009 were working on CP lines at press time as repayment from General Electric for downtime for CP AC4400CWs needing modifications and upgrades.



(Montreal)

RELEASED:

- IC SD40-2 6103 from rewiring and repainting into CN livery with IC subletters.

- AMT Cab-Coach 203 (ex-MARC 7850, exx-GO 9828, nee GO D703) and Coaches 1207 (nee GO 1102) and 1249 (ex-GO 1042, exx-GO 9942, nee GO 4750) from repairs and modifications for Montreal-McMasterville service.
- AMT former GO Transit coaches 1076 and 1094 from repairs.
- Caltrain (California) Bi-Level Coaches 3807, 3811, 3815 and 3821, and Bi-Level Cab Coach 4017 from overhaul.
- GO Transit Bi-Level Coaches 2043, 2244 and 2319 from painting.

WORK IN PROGRESS:

- Chemin de fer de Matapedia et du Golfe SD40 6908 for derailment repairs.
- CEFX SD40-2 3124 (ex-SP SD45E 7516, nee SP SD45 8954) for repairs.
- GCFX SD40-2 3063 (ex-NREX SD40 872) for repairs.
- IC SD40-2 6101, 6118, 6140 and 6142 for rewiring.
- Massachusetts Bay Transit Authority GP40-2L(W)m 1123 for repairs.
- New Brunswick East Coast SD40 6901 for derailment repairs.
- The following AMT former GO Transit coaches for various repairs and modifications for Montreal-McMasterville service:
 - * ex-GO Cab-Coach 101 (ex-GO 9851, nee GO C751); and ex-MARC 7851 (exx-GO 9831, nee D706) - to be numbered AMT 202 and 204 respectively.
 - * ex-GO Coaches 1044 (exx-GO 9944, nee GO 4752), 1050 (nee GO 9950), 1104 and 1105 - to be numbered AMT 1250, 1253, 1208 and 1209 respectively.
 - * Coach 1204 (nee GO 1089) for repairs.
- AMT former GO Transit Cab-Coaches for Montreal-Delton service:
 - * ex-GO Cab-Coach 9827 (nee GO D702) and 9829 (nee GO D704) - to be numbered AMT 105 and 108.
- AMT Gallery Coach (nee CP) 920 for repairs.
- AMT former GO Transit coach 1079 for repairs.
- Caltrain (California) Bi-Level Coaches 3814, 3817, 3822, 3830 and 3835, and Bi-Level Cab Coaches 4006 and 4010 for overhaul.
- GO Transit Bi-Level Coaches 2007 and 2243 for painting.

LOCOMOTIVES AWAITING REPAIR OR STORED:

- ex-CN GP40-2L(W) 9405, 9407, 9428, 9430, 9509, 9528 and 9628 (all 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 (MP 3026, 726); 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.



NEW ARRIVALS: P42DC 900-902 were delivered in mid-November and after crew training bumped LRC units off Montreal-Quebec City and Montreal-Toronto trains. Sisters 903-907 arrived in early-December (908-920 to follow).

LEASED OUT: F40PH-2 6402 and 6407 have been leased to Agence métropolitaine de transport for Montreal-McMasterville commuter service. The furlled Canadian flags and the Canada wordmarks have been removed.

RDC CHANGES: In late-November, RDC-2 6205 returned to the Sudbury-White River run after being refurbished at Industrial Rail Services in Moncton, New Brunswick. With 6205's return, RDC-1 6133 was transferred from Sudbury to Victoria for Victoria-Courtenay service.



STORED AT DECEMBER 9:

- C-420 631.
- M-420(W) 641, 644, 646, 647.
- SD40-2 743, 746-751, 754, 756, 757, 759, 764, 766.
- B36-7 3603, 3604, 3608-3610.
- C36-8 3621.
- GF60C 6001-6007.
- RDC-1 BC-11, BC-12, BC-14.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

CARLTON TRAIL RAILWAY: On November 12, leased FURX 3050-3052 (nee CP 5589, 5622, 5632) arrived on the Carlton Trail after operating on the Hudson Bay Railway. GP10 1049 was reassigned from the Carlton Trail Railway to the Okanagan Valley Railway in late-November.

HUDSON BAY RAILWAY: In late-November, OmniTRAX OMLX SD9 1752 (nee DM&IR 156) was reassigned to from the HBRY to Trans Canada Switching Services at Roberts Bank, BC where she joined SD9 1750 and 1751.

OTTAWA CENTRAL RAILWAY: In late-November, New Brunswick East Coast C-424 4214 (recently acquired from Quebec-Gatineau, nee CP 4214, and undergoing shakedown runs on the OCRR), moved to the NBEC. In early-December, former CP C-424 4234, purchased from A. Merrilees (dealer) was moved to Ottawa as a part supply.

AGENCE METROPOLITAINE DE TRANSPORT: Leased Amtrak F40PH 223, 263, 293, 311 and 319 have been removed from service, having been replaced by newly-arrived F59PH 1327-1330 and leased VIA F40PH-2 6402 and 6407.

CHEMIN DE FER CHARLEVOIX: The lease of Canac's ex-CN SW1200RS 1303, 1323 and 1330 was terminated at the end of November. CN GP9RM 4104 and 4107 have been temporarily leased.

NEW BRUNSWICK EAST COAST RAILWAY: In mid-November, NBEC leased GSCX SD40-2 7366 and 7367 (nee MP 3185 and 3191).

NEW BRUNSWICK SOUTHERN RAILWAY: GP9E 3744 has been transferred to the Northern Ohio & Western Railway in Tiffin, Ohio; GP9E 3760 has gone to the Great Western Railway Co. in Loveland, Colorado.

CAPE BRETON & CENTRAL NOVA SCOTIA: GP50 5004 and 5008 (nee BN 3104 and 3108), the last of six GP50s assigned to CBNS, have been reassigned to the Indiana & Ohio Rail Railway from which they came in 1998 and 1999 respectively. No. 5004 left CBNS rails on November 20, followed by 5008 on December 7.

ON THE INDUSTRIAL SCENE

CANAC ASSIGNMENT: Canac's former CN SW1200RM 7308 has been assigned to Cargill Grain in Blair, Nebraska.

ON THE PRESERVED SCENE

DISPLAY EXPANDED: In 2000, Ontario Northland 2-8-0 503 was moved from display in Lee Park in North Bay, Ontario, to display in front of the former CPR North Bay station. Recently, three additional pieces have been added: former Ontario Northland TEE (Trans-Europe Express) Coach-Diner 1986-3 and TEE Cab-Coach 1986-4, and CP Caboose 434623.

CN PASSENGER CARS ACQUIRED:

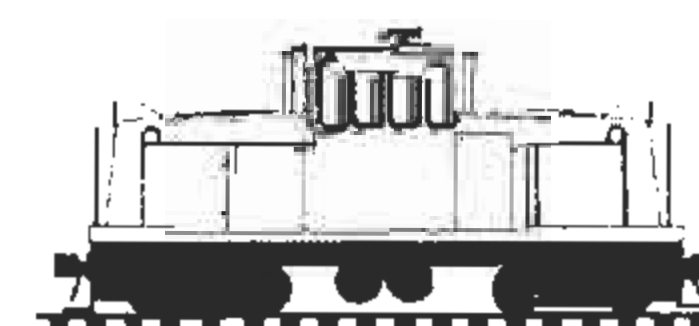
- The Sleeper Line Inc. (Richard Longpré) has purchased three CN former passenger cars last assigned to the Kamloops, BC, auxiliary: Wreck Dozer Accommodation Car 54960 (ex-Sleeper 2182 - *Beartooth Island*, nee Sleeper 1574 - *London*); Idler Car 58102 (nee CN Baggage 9105); and Sleeper 72911 (ex-CN 2241 - *Point Lance*, nee CN 2241). The 54960 has been moved to storage in Candiac, Quebec; 58102 and 72911 will be moved to the United States for storage early in 2002.
- The Sleeper Line has also acquired CN Business Car 15112 (ex-CN Business Car 53, exx-CN Sleeper Buffet Lounge 1096 - *North Wind*, nee Florida East Coast *Oleander*). The car is stored in Candiac, Quebec, and will be renumbered SLCX 1096 and renamed *North Wind* for planned service in the Quebec City-Windsor corridor.

FREIGHT CAR DONATIONS: CPR recently donated five additional freight cars to the Canadian Railway Museum in St-Constant, Quebec: 44-foot boxcar 58253 (CC&F, 9/1961); 57-foot plug-door boxcar 80821 (HS, 5/1965); 55-foot flatcar 301628 (9/1965); 44-foot quad hopper car 361176 (ECC, 11/1953); and 44-foot three-bay hopper 365855 (3/1958, built as CP 364511).

ON THE EXPORT SCENE

FROM DIESEL DIVISION - GENERAL MOTORS: In late-November, Freightliner JT42CWR 66542-66553 were moved on their own wheels from GM's plant in London, Ontario, to Halifax for shipment to England. As well, five Keretapi Tanah Melayu narrow-gauge GT18LC-2 units were moved on flat cars to Halifax for shipment to Malaysia.

Thanks Doug Cameron, Bruce Chapman, George Gazuk, John Godfrey, Ross Harrison, Patrick Hind, Roland Legault, Richard Longpré, Ian McCord, David Scott, Len Thibeault and Ken Wadden. ■






CPR used two 250-Ton Industrial Brownhoist cranes to rerail seven tank cars that left the tracks at mile 1.8 of its loco Spur in Port Moody, BC, on November 22, 2001. CP 414651 (built in 1954 as TH&B X-766) is seen on November 24, working through the night under floodlighting, with CP 414502 (built 1948) in the background to the left. (Photo by Ian Smith)

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