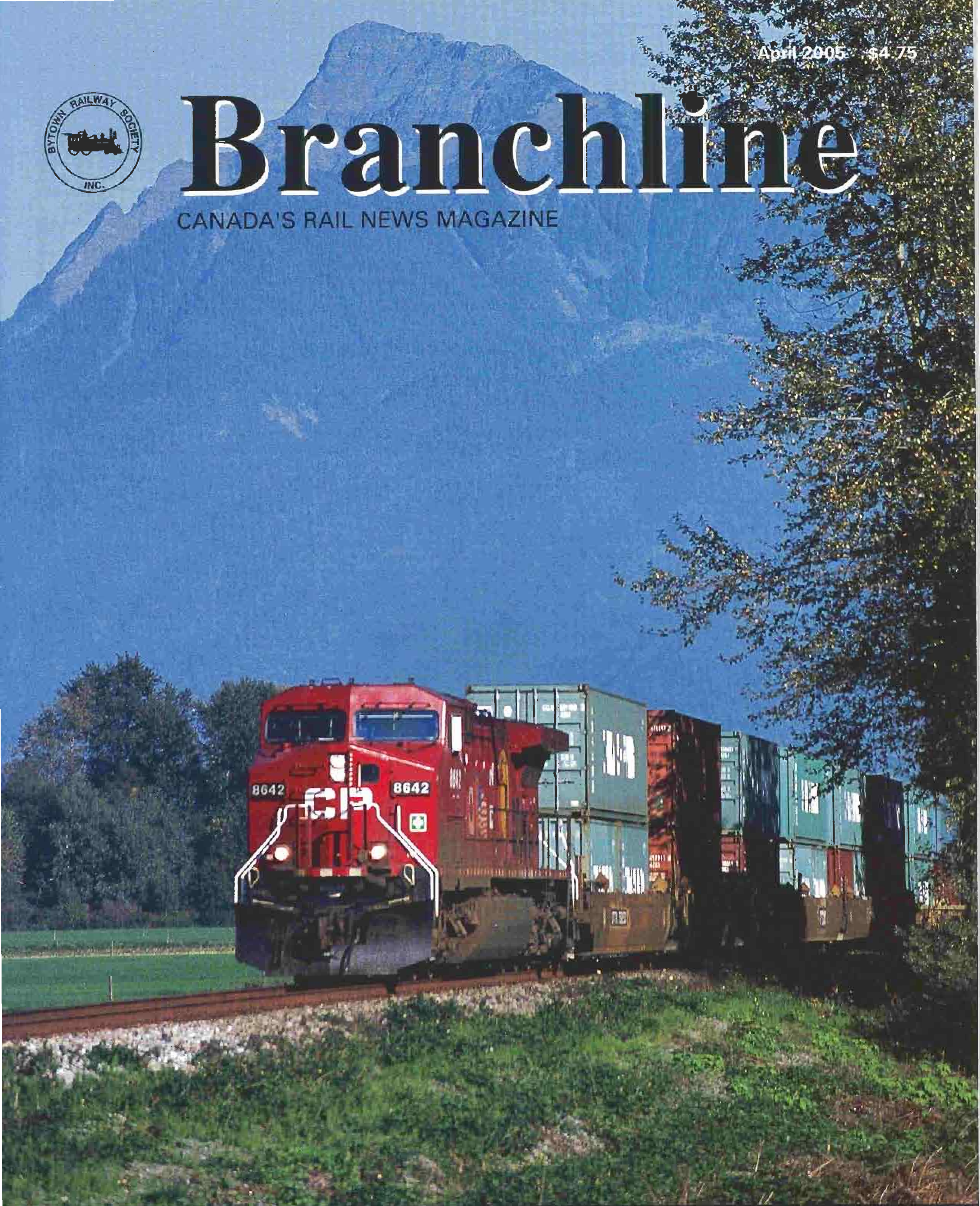




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Branchline

CANADA'S RAIL NEWS MAGAZINE



Change of Gauge on the CCR • CPR Waltham Sub. • Another Fine Mess

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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A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. At the **April 5** meeting, Barry Thomas from OC Transpo in Ottawa will give us an illustrated talk on the restoration of Ottawa Transportation Commission streetcar 696, built in 1917.

An **informal slide and video night** is held on the third Tuesday of each month, except July and August, at the Canada Science and Technology Museum. The next informal slide and video night will be **April 19**.

Equipment Restoration takes place every Saturday at the rear of the Canada Science and Technology Museum in Ottawa year round. Members are welcome to come out and lend a hand.

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

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.

Can you spare A ...? Canadian Tire money is eagerly sought to help defray the Society's restoration expenses. Kindly forward to our address.

Correction: Re John's Thompson's article in the March issue, all photos should have been credited to Charles Cooper.

Ten Years Ago in Branchline:

* The Federal government has announced that Canadian National will be privatized, possibly as early as fall 1995. A public share issue is envisaged. Already Canadian Pacific has indicated that it will fight any privatization moves if they require Ottawa to assume or recapitalize some of CN's 2.5 billion-plus debt.

* CP Rail System will not pursue further merger talks with Canadian National. CN's Paul Tellier talked about re-opening the venture which came apart last summer after neither side could agree on a transfer price.

* CN North America and four of its unions have reached an agreement on establishing a company-owned or so-called internal shortline for a 1,065-mile network of rail lines north of Montreal.

* The new commuter rail service between Vancouver and Mission, British Columbia, will be called "West Coast Express". Shannon O'Hara of Burnaby came up with the winning name from over 8,000 entries in a name-the-train contest. Eight stations will be on the 65-km route, to operate in rush hours commencing in November 1995.

Twenty Years Ago in "Branchline":

* The Railway Transport Committee has given CN and VIA permission to discontinue operation of Mixed Trains M277 and M278 between Thunder Bay and Sioux Lookout, Ontario, effective November 30, 1985.

Thirty Years Ago in "Branchline":

* Bombardier has purchased Studebaker-Worthington's shares in MLW-Industries and announced that MLW would continue to build locomotives.

* The flues for the rebuild of the National Museum of Science and Technology's ex-CP 4-6-2 1201 have arrived from Africa and are being installed in Toronto.

Cover Photo: CP AC4400CW 8642 powers 91 platforms in directional running territory at mile 69.3 of CN's Yale Sub., two miles east of Chilliwack, BC, on September 25, 2004. Photo by Tom Newton.

Press date for this issue was March 14
Deadline for the May issue is April 11

The Change of Gauge on the Canada Central Railway

By Colin J. Churcher

April 2005 marks the 125th anniversary of the change of gauge of the Canada Central Railway from 5 feet 6 inches (referred to here as "broad gauge") to standard gauge (4 feet 8½ inches [at the time this was sometimes referred to as "narrow gauge"]).

Conversion from one gauge to another is carried out in two parts:

- Preparing the track, in this case by moving of one rail inwards.

- Building new locomotives and equipment or converting existing rolling stock to the new gauge.

At the same time, provision must be made to ensure that service is interrupted for as short a period as possible.

Background

Although the track work was actually carried out over one weekend in April 1880, the story starts several years earlier. The Canada Central Railway was constructed (originally as the Brockville and Ottawa Railway) from Brockville, through Smiths Falls, Arnprior and Renfrew to Pembroke with branches to Ottawa and Perth, Ontario. The dates on the accompanying map show the years in which the various segments were opened. The line was built to the broad gauge and the only connection with the rest of the railway network was at Brockville with the broad gauge Grand Trunk Railway. The line was built to the broad gauge in order to be eligible for a subsidy which was not payable on lines built to the standard gauge.

Most of the line is in operation today, Smiths Falls northwards being the Chalk River subdivision (operated by the Ottawa Valley Railway) while Smiths Falls south to Brockville is used by VIA Rail Canada's passenger trains, (the Canadian Pacific Brockville

subdivision). The branch to Perth is part of the Canadian Pacific Belleville subdivision. The section from Carleton Place to Ottawa has been abandoned.

With a connection at Brockville, the Canada Central had quite an advantage over the St. Lawrence and Ottawa Railway, which was standard gauge and was faced with costly transshipment between gauges at Prescott, although this was minimized to some extent by the change-of-gauge cars (see **Branchline** June 2003). However, this state of affairs was reversed on October 4, 1873, when the Grand Trunk Railway converted its Montreal to Toronto line to standard gauge. Not only did this leave the Canada Central as the last major line in Canada running on the broad gauge, but also it exposed it to severe competition from the St. Lawrence and Ottawa, which now had direct standard gauge interchange at Prescott.

In many minds the Canada Central was a part of the transcontinental railway scheme, which would need to be standard gauge and which would come to fruition in 1885. Indeed, as early as 1875, there were announcements that the company intended to change the gauge even though it was still extending its line on the broad gauge, reaching Pembroke in 1876.

Preparation

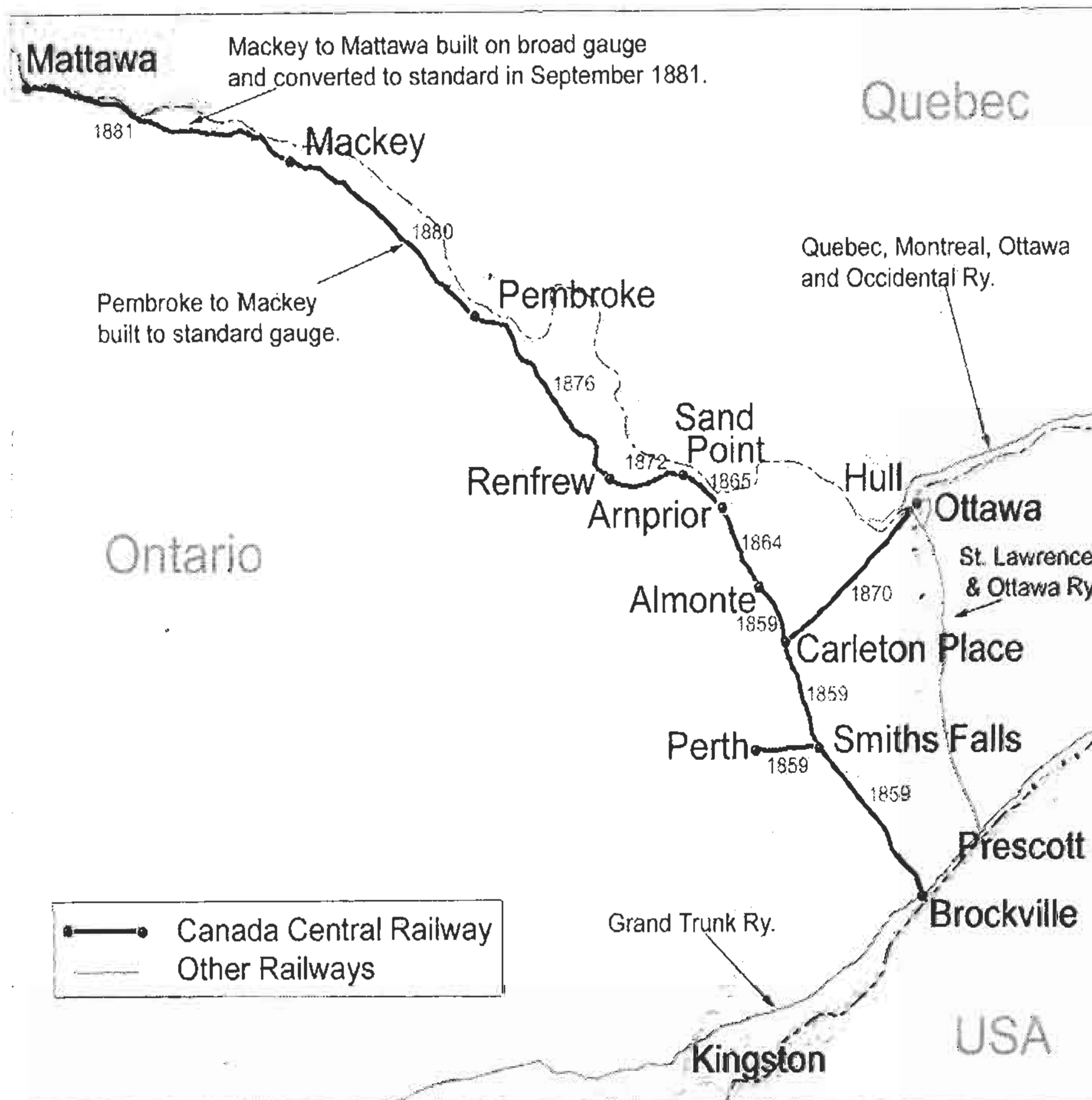
Work on the Western Extension from Pembroke started in November 1878 and this time it was done on standard gauge. In Pembroke itself, a third rail was laid so that trains of both gauges could be run. Tracklaying on the Western Extension started in April 1879 and a new, standard gauge, locomotive named "Nipissing" was used. A second locomotive joined the "Nipissing"

and work continued towards Mackey's Station through the summer of 1879. However, there was a hiatus in the gauge conversion while the Canada Central came under new management which process was finally completed in October 1879.

The new management planned to change the gauge as soon as possible. Bearing in mind that standard gauge track was being built west of Pembroke, the plan was to narrow the gauge of the segment between Pembroke and Renfrew in November 1879. This would allow the two standard gauge engines to be used in revenue service between Pembroke and Renfrew during the winter. Otherwise these engines would have been very little used during this period because little construction work would be carried out in winter. To this end, the company commenced to erect a three stall round house and a turntable at Renfrew in early November 1879. Although accounts do not mention it, this engine terminal must have been constructed with dual gauge trackage. As soon as the terminal had been constructed the gauge would be changed – in late November. As an aside, local residents were delighted to get a new turntable as there had been much displeasure when the original one had been moved to Pembroke with the opening of the line to that point.

Then disaster struck, as recorded in the **Renfrew Mercury** of Friday, December 5th 1879.

"We learn from a private correspondent that on Thursday of last week one of the engines used on the ballasting train of the Western Extension, being without either the engineer or fireman in charge of it, by some as yet unexplained cause, was started



off. The engine ran with great speed about two miles into the gravel pit where several of the men narrowly escaped injury. The locomotive dashed into the cars on the track, damaging them, and then running into the bank, upset. The engine will have to be sent to the locomotive works for repairs."

The Canada Central locomotive shop was located at Carleton Place but, because of the difference in gauge, the damaged standard gauge locomotive could not easily be brought down there for repair. Because there would now be insufficient standard gauge locomotives available to work between Pembroke and Renfrew, the planned gauge conversion on that section was postponed. Instead, it was decided to convert the entire line over one weekend in the spring of 1880.

Preparations for conversion went ahead during the winter of 1879-1880. A number of locomotives were sent to Kingston for conversion, No. 11 going in the middle of November and No. 1 in late November. Additional spikes were driven in the ties at the standard gauge width to make the slewing of the rail a simpler task. Some culvert work was also carried out.

Two new standard gauge locomotives arrived at Ottawa and Renfrew in early April 1880. No. 12, arrived at the Renfrew round house on April 6th 1880, and was prepared for the gauge change which was set for the weekend of 24-25 April. New standard gauge rolling stock was also acquired, including about 20 box cars from the Cobourg Car Works which were stored in the Grand Trunk yard at Brockville. Two first class and two second class coaches, baggage, express and mail cars were also acquired in anticipation of the big weekend.

Changing the Gauge

The fullest account of the weekend appears in the **Renfrew Mercury** of 30th April 1880.

"The change of gauge of the C.C. Railway is now accomplished - the road throughout having been ready to run trains of the National gauge by Monday morning, the 26th inst., starting from all points at the usual time.

"The work of changing the gauge was commenced on Saturday morning at eight o'clock at Pembroke immediately after the morning express left town. A train with a hundred men from the Western Extension had left Pembroke earlier in the morning and these men were distributed along the "line" to Renfrew in gangs of six for every two miles. These gangs were supposed to commence work immediately after the express passed their sections. Thus by ten o'clock the whole line from Pembroke to Renfrew was on the move. At Renfrew many villagers had collected to see "how it was done." The line from the West to Renfrew was all changed early in the afternoon, and a narrow gauge train from Pembroke arrived in Renfrew at six o'clock p.m. with the workmen on board. The 3.30 express south was detained at Renfrew, in order to distribute these men again along the line from Renfrew to Arnprior. Unexpected delays having occurred on some sections west of this place, it was considered necessary to allow the evening express from Brockville and Ottawa on the wide gauge, to proceed on to Renfrew, instead of, as originally intended, changing over at Arnprior, thereby causing no delay to passengers but a standstill of over four hours to the workmen. Otherwise passengers would have been delayed at Arnprior some hours. However, on the arrival of the evening train somewhat behind

the usual time at this place, passengers changed cars and proceeded to Pembroke without delay, on a narrow gauge train made up of some eight cars; and about nine o'clock the men went to work again, changing the track from this place to Arnprior, which was accomplished early on Sunday. The same men were then distributed in sections to Carleton Place.

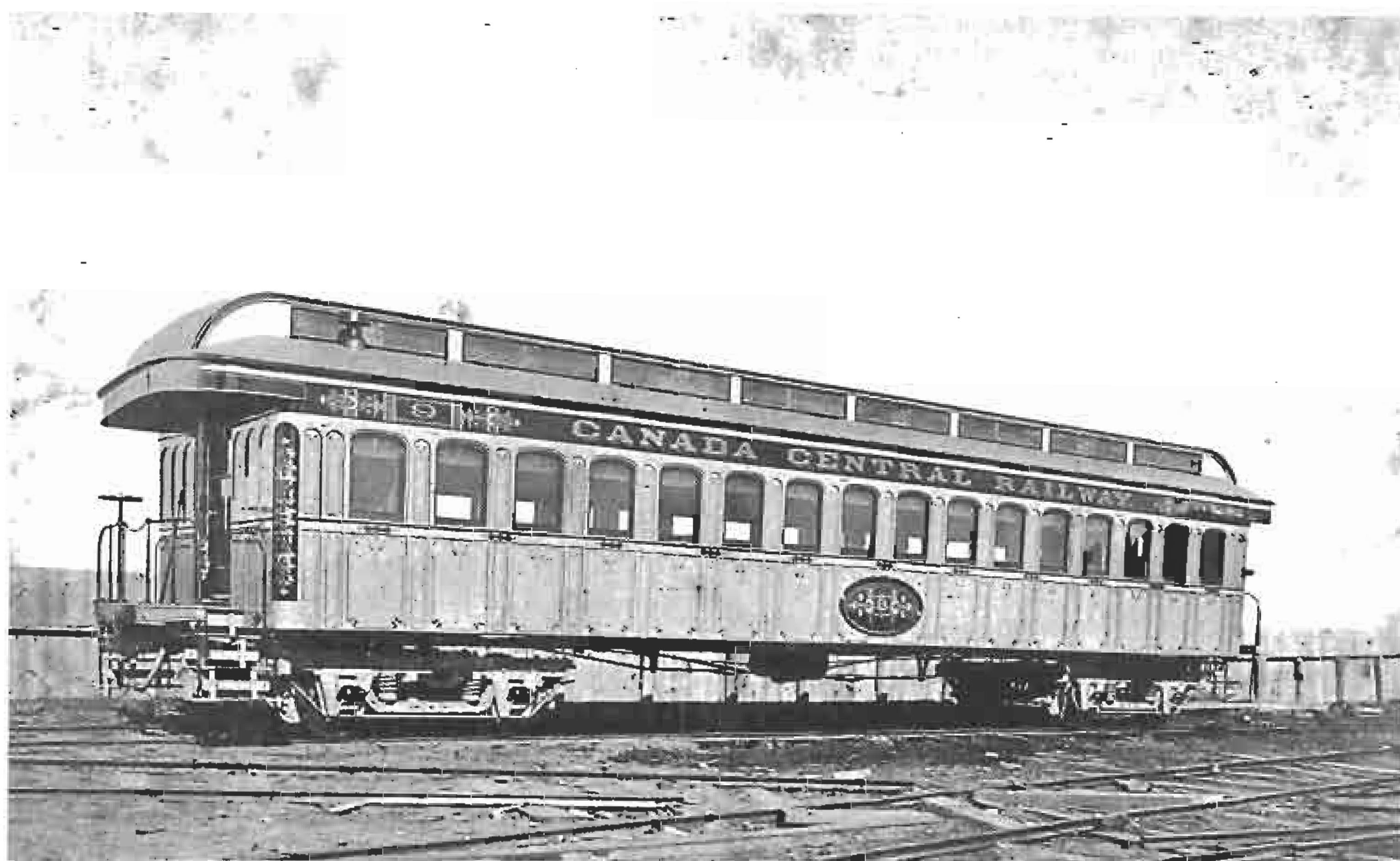
"The change from Ottawa and also from Brockville to Carleton Place was commenced on Sunday morning, all being completed by Sunday evening.

"The work from Pembroke to Carleton Place was under the supervision of Messrs. James Worthington and Wm. Stephenson; from Ottawa to Carleton Place, under that of Mr. T.A. McKinnon; and from Brockville to Carleton Place, of Mr. Baker. So far as we have heard everything passed off satisfactorily, the previous arrangements having been thoroughly complete. Gangs of men were procured from the Q.M.O. & O. and Grand Trunk roads, in addition to those taken off the Western Extension for the occasion.

In expectation of the change of gauge, there were more than the usual number of spectators who on fine days proceed to the Renfrew station to witness the arrival and departure of the morning train; and their curiosity on the point was gratified by the instantaneous commencement of the work as soon as the train from Pembroke drew up at the station. The track shifters at once sprang to their task, and proceeded to carry it out with a degree of vigour and speed which elicited the approval of the bystanders. There was also a considerable number of spectators to see the start of the first narrow gauge train carrying passengers for Pembroke, on Saturday evening, and notwithstanding, as before mentioned, the train from the south was somewhat behind time, many of them remained till after the change of cars had taken place and the train started northwards.

On Sunday night the workmen employed from Pembroke to Carleton Place returned to Pembroke, the train being made up of a G.T. first class car, and a second of the C.C., together with the cars used in conveying the men south.

"On Monday morning the train was on time at this place, and the new cars were much admired. One person describing the grandeur of the cars, declared the light was greater inside than outside of the car. The cars are fine, surpassing any we have seen even on the American roads.



Canada Central car No. 9 was built by Crossen in 1882, just after the gauge change. National Archives of Canada photo PA 206145.

engine house. *This, we believe, is to be placed on trucks and taken to Mackey's Station, it being the company's intention to run a temporary broad gauge track in constructing the Extension to Mattawa, which place they expect to reach before winter."*

The **Carleton Place Herald** of April 28th, 1880, described the scene at that point.

"On Saturday evening last, after the trains came to the junction, a great number of men also came on the train from Brockville, as soon as the track was clear, the men commenced to change the gauge along the track in each direction. They worked all night and the next day until they got it completed. A great crowd of men went up to see them commence work, some of whom remained with them until near midnight. On Sunday three express trains came to Junction from Ottawa, Brockville and Pembroke, all of which were new cars and Engines, that were built lately. They came to the junction about three o'clock, and remained until about eight, during which time the platform was crowded with people."

The Perth branch changeover was recorded in the **Perth Courier** of April 30th, 1880.

"On Saturday night and Sunday last the gauge of the C.C. Railway track was changed to the 4 ft. 8½ in. width. A large crowd had assembled at the Perth station to see the 'new departure' and criticize the appearance of the new train. A new and well finished engine and two Grand Trunk cars are used at present until the old cars are changed. Mr. P. Donegan, engine driver, had taken charge of the new engine, and on the signal being given, sent her off with as much ease as if it had been 'The Tay', which had run so long and to which he had become very much attached."

Conclusion

The account in the **Renfrew Mercury** indicates that the broad gauge engine at Renfrew was sent up the line to Mackey's to work on the Western Extension to Mattawa. Further broad gauge locomotives were sent up in mid-May and mid-June. The extension to Mattawa was changed to standard gauge on Saturday, September 26th, 1881, and the locomotives were sent to Carleton Place shops, presumably for repair and re-gauging. With this, the broad gauge on the Canada Central was no more.

On June 9, 1881, the Canada Central Railway was amalgamated into the Canadian Pacific Railway and eventually became part of the transcontinental main line.

Postscript

From the **Renfrew Mercury** of May 7th, 1880.

"The corpse of the engine that ran away and smashed itself up on the Western Extension some time ago, was brought down to Renfrew on Monday and remained over night. It has since been taken further down the line."

Sources

Carleton Place, The Herald: 4/28/1880.
Ottawa, The Citizen: 10/4/1879; 12/6/1879; 12/10/1879;
2/24/1880; 4/14/1880; 4/26/1880; 4/27/1880.
Ottawa, Free Press: 3/9/1876; 10/9/1879; 4/6/1880;
4/17/1880; 4/23/1880; 4/26/1880; 5/17/1880; 6/14/1880.
Ottawa, The Times: 2/15/1875.
Perth, The Courier: 4/23/1880; 4/30/1880.
Renfrew, The Mercury: 11/15/1878; 4/18/1879; 10/10/1879;
10/24/1879; 11/14/1879; 11/21/1879; 12/5/1879;
12/12/1879; 2/27/1880; 4/9/1880; 4/30/1880; 5/7/1880;
6/18/1880; 9/30/1881. ■

Train Wreck at Drocourt

Come all of you good people, and listen while I relate,
How two fast trains of the C.N.R. met with an awful fate.
'Twas on a Wednesday morning, the time was half past three.
When Number Four from Winnipeg crashed into Number Three.
Waubamik was their passing place, but Number Four was late.
So Number Three got orders at Drocourt to wait.
The engineer from Parry Sound, Alexander was his name.
Climbed in beside his Fireman to guide the speeding train.
They sped along quite merrily, through Waubamit they did go,
And did not stop at Drocourt, which proved their overthrow.

At Waubamik, Alexander, always met Number Four,
But for an instance he forgot and sped on as before.
The engineer on Number Four sped on through sleet and snow,
All innocent of danger till he saw the light aglow.
And in that awful moment, what could his feelings be,
When he to his fireman gasped, "Oh God, there's Number Three."

There was an awful crash when those two big engines met.
All all on board who did survive, I'm sure they'll n'er forget.
For two cars they caught afire as they lay there in the snow,
How many perished in the flames, perhaps no one will know.
So let this be a warning to people old and young,
And get right with your maker, for your time soon may soon come,
When you'll be called in a moments time like the ones who've
gone before,
On two trains of the C.N.R. the Numbers Three and Four.

(This song was written by Ida and George Quackenbush of Hurdville, Ontario)

CN passenger train Nos. 3 and 4 met head on at Drocourt, Ontario, on March 20, 1929. Train No. 3 (with 4-8-2 6029) overlooked a meet order and collided with Train No. 4 (with 4-8-2 6032). No. 4 was running late and the normal meet of Waubamik (mile 158.5, Bala Sub.) was changed to Drocourt (mile 190.1, Bala Sub.) Both locomotives were built in 1924 and were repaired. They were retired in 1961 and 1959 respectively.

No passengers on Train No. 4 were injured, nor were any of the passengers in the sleeping cars of No. 3. However, four C.N.R. employees were killed and four were injured, and at least 15 passengers perished in the colonist car on No. 3 which burst into flames. The engineer and fireman on No. 3 testified that they were having a problem with the engine and trying to clear water from the cylinders. The conductor was in the colonist car talking to passengers and was one who died. The rear brakeman noticed they had not taken the siding at Drocourt, but just as he went to pull the emergency cord he felt the brakes being applied.

A memorial stone erected in the Parry Sound Cemetery by the C.N.R. bears the names of 15 of the dead. The four crew members were buried separately. A special train brought friends and relatives to a mass burial service which took place there one week after the wreck. Some European immigrants who died in the colonist car had no family members at the graveside. The names on the stone represent only those to whom names could be assigned. Trains carried no passengers lists, and the remains of people from as far away as eastern Europe were never identified.

(Thanks to George Horner and the Barrie Newsletter of the Canadian National Pensioners Association)

Another Fine Mess...

by George W. Pearce

In our modern times the transportation of Heads of State over long distances is a serious matter. Since the airplane became the common means of travel, most countries have created books full of rules and procedures to be followed whenever their leader travels. As a result, the chance of a Head of State being involved in an "incident" in a plane as a result of negligence or carelessness is practically nil. Since the terrible events of 2001, when terrorists made the plane their weapon of choice, even more procedures have been implemented to ensure safe air travel for all people. Some travellers complain about these regulations.

Before planes became the dominant mode of travel, most Heads of State utilized the train for medium and long distance land travel. Again, strict procedures existed for each situation and were put into play days before the actual journey occurred. Heads of State could travel by train secure in the knowledge that every step had been taken to ensure their safety and comfort. One famous example involved the cross-continent tour of King George and Queen Elizabeth that took place in North America in 1939. Not only was the motive power and rolling stock cleaned and painted for the trip, it was shopped to ensure that no chance of mechanical breakdown existed. Other procedures to guarantee the safety and well-being of the Royal couple involved sending a pilot train ahead of the Royal train; having all bridges inspected; switches spiked; cars removed from adjacent sidings; and other trains clear of the Royal train by an hour or more.

Because of these rules and procedures that have been created over the years, world leaders have travelled safely over millions of kilometers without incident. Can you recall reading/hearing about an incident where a world leader was seriously injured, or loss of life occurred, while in a plane or train? The only one that comes to mind is the tragic loss of Dag Hammarskjöld, the Secretary-General of the United Nations, who perished in a plane crash in Africa in 1961.

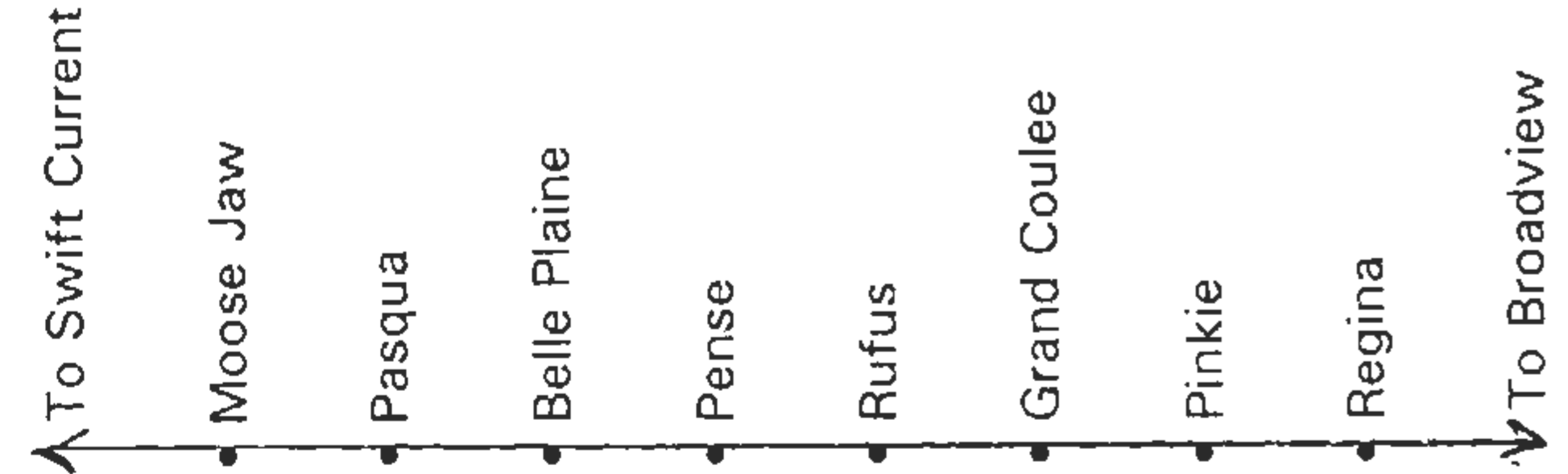
In the 137 years that Canada has existed, our Prime Ministers have travelled thousands of kilometres by air and rail. Not once has a Prime Minister found himself in the middle of an "incident" when traveling by train, right? Wrong!!!! In fact, we Canadians came perilously close to losing one of our most famous Prime Ministers in a train wreck. All that prevented a bad situation from being a catastrophic one was the location and time of day.

Here's the story! In 1896, Canadians elected Wilfrid Laurier to be the Prime Minister of Canada. His political accomplishments to then had been so great that he was knighted by Queen Victoria in 1897, becoming Sir Wilfrid Laurier. For the next 14 years he led Canada through an unprecedented time of expansion and accomplishment. However, by 1910, the fortunes of Laurier and his Liberal party were on the decline. Having angered many Canadians by establishing a navy to help the British, and many more Canadians by signing a limited reciprocal trade treaty with the United States, he realized that it would not be wise to put off an election until 1912. He thus decided in 1910 to make a tour of Western Canada in order to promote both his own popularity and that of the Liberal party, in preparation for an election in 1911.

On Friday, August 5, 1910, Laurier and his group were riding in the rear car of his private train heading east from Moose Jaw to Regina, Saskatchewan. Included in the group were the Hon. G.P. Graham, Minister of Railways, and the Hon. Walter Scott, Premier of Saskatchewan. The evening was quite cloudy and rain had been falling. At approximately 8:45 pm, his train collided head-on with a westbound freight about three miles west of Pense, Saskatchewan. Amazingly, no one was killed. One crew member suffered fractured ribs and bruising. Sir Wilfrid was tossed about in his car at the rear end of the train, and suffered some minor cuts from broken glass, but this did not deter him from keeping his schedule upon arriving at Regina. Had this event occurred almost anywhere else in this country beyond the prairies, chances are that the crews involved would not have seen each other as far away as they did, and the results would have indeed been quite

tragic. How could an incident involving the train of the Prime Minister happen?

The inquiry that followed showed just how easily a few acts of irresponsibility could create chaos. It also resulted in more rules for the operation of trains being introduced.



Sir Wilfrid's special train was running that day as Second #96 and consisted of CP locomotive #364, two baggage cars, Canadian Northern car "Balmoral" and two Government of Canada cars. Engine 364 was a D2a ten-wheeler, built by CPR in 1891 as #475. It was renumbered 364 in October 1906, then renumbered again to 264 in December 1913. It kept this number until it was scrapped in 1928. On this day, 364 was operated by G. F. Burgess – an engineman with six years of experience as an engineman, and a further four years experience as a fireman – all with CPR. The conductor, Edgar Cook, was the only crewman to receive serious injuries. The First 96 was the regular passenger eastbound out of Moose Jaw. That day, it was carrying green flags as far as Regina, as that was the destination of Laurier's train. Leaving Regina, it would revert to regular #96. First 96 was pulled that day by locomotive #1222, a G2d Pacific built by Montreal Locomotive Works in June of the previous year. In December 1910, it was renumbered to 1172, and in January 1912 it became 2572. Rebuilt in 1929 as a G2s with the same number, it continued in service until 1958. The name of the engineman has not been discovered, but the conductor of First 96 was George M. Hayes, an employee with seven years experience as a conductor with CPR. (As far as is known, his nickname wasn't "Gabby" either!)

Also on the line that day, heading east, were two freights, First and Second 72. First 72 was being pulled by engine #660, a D10d ten-wheeler built by MLW in February 1907. It would carry this number until its retirement in 1952. Second 72 did not figure into the action that day. Heading west was freight #71, being pulled by engine #2626 – a D10e ten-wheeler built in August of the previous year by CPR. It would become #826 in 1913 and survive until 1950. On board 2626 that day were engineman James Humble, with seven years running experience; fireman Clappworth and head brakeman Kelly. In the caboose were rear brakeman Savage and conductor Francis Kemp. Following #71 was passenger #11, pulled by engine #1225 – a G2d Pacific built by MLW, also in 1909. It would become 1175 in December 1910, then 2575 in 1913; G2s 2575 in 1929, and be retired in 1958.

The train orders issued that day for the trains concerned were as follows:

To First 96 and to Second 96

- Order No. 67:
To engines 1222 and 364 Moose Jaw.
Engines 1222 and 364 run as First and Second No. 96 Moose Jaw to Regina. Engine 1222 run as No. 96 Regina to Broadview.
- Order No. 68:
To all trains Regina.
To Second No. 96 Moose Jaw.
Second No. 96 engine 364 run two hours and forty minutes late Moose Jaw to Regina
- Order No. 84:

To Second No. 96 Moose Jaw.
No. 11 engine 1225 hold main track and meet Second 96 engine 364 at Rufus.

To #71

- Order No. 82;
To No. 71 Regina.
First No. 72 engine 660 meet No. 71 engine 2626 at Grand Coulee.

Order No. 83;
To No. 71 Grand Coulee.
First No. 72 engine 660 meet No. 71 engine 2626 at Rufus instead of Grand Coulee.

Those readers who have spent any time in southern Saskatchewan will know what the terms "big sky country" and "wide open spaces" really mean. The prairie is not flat as a platter as many in the east have been led to believe, but is a continuous series of low rolling hills. Anyone who has been railfanning out on the prairie will have probably experienced the sensation of seeing an entire train disappear before your eyes, only to reappear at a much closer location. Judging distances is also another activity at which one can be made to look rather naïve. An object that is guessed to be "only a couple of miles away" will turn out to be several times that when measured.

Thus it was as freight #71 rolled off the miles westward toward Moose Jaw that night. In 1910, few lights existed on the prairie, and those that did were not anywhere as bright as the nightlights that most farmsteads have today. The brightest light would likely be that of a locomotive. No. 71 was a second class train, whereas No. 72 was a third class train, thus No. 71 had right-of-way over No. 72. The meet between No. 71 and First 72 took place at Rufus as planned. The crew of No. 71 would notice the green flags on engine 660, thus be looking up the line for the light of Second 72. Just past Pense, they saw a light and thought that it was Second 72 waiting for them at Belle Plaine, 7.7 miles west of Pense. Little attention was paid to the light until a spot about three miles west of Pense. There, the crew of No. 71 realized there was a train coming at them less than half a mile away. Emergency brakes were applied, but it was too late. The two trains collided!

As these events were happening, Sir Wilfrid's special was rolling along at 60 miles per hour. The crew saw a light off in the distance and took it to be No. 11, which they were to meet at Rufus. At this point they were about seven miles from Rufus, and had lots of time to slow down to enter the siding to clear No. 11.

When they realized that the light was moving between them and Pense, emergency brakes were applied, but a collision occurred. One can only imagine the thoughts that engineman Burgess experienced at that moment, (or the words that he uttered), knowing who was in his train. At the moment of impact, it was estimated that neither train was travelling much faster than 20 miles per hour. The time was 8:45 pm.

The enquiry that followed began on August 7. The upshot of it was that three persons were to blame for the collision; conductor G.M. Hayes of First No. 96, conductor Francis Kemp of No. 71, and operator E.H. Keating of Regina.

Operator Keating realized that his career as a railroader with CPR was finished even before the enquiry began. When he failed to turn up at the enquiry, and a person was sent to locate him, it was discovered that he had left town. In fact, he had fled to the United States. His error? He had neglected to include a copy of train order No. 68 in the packet of orders delivered to No. 71, yet had written and signed a clearance stating that the orders delivered to No. 71 were complete and correct. Train First 96 had already arrived at Regina before No. 71 left. As a result of not receiving order No. 68, the crew of No. 71 was completely unaware of the existence of train Second 96. Keating had been an operator for CPR for four years, but wasn't after August 8, 1910.

Conductor Kemp attended the enquiry. He testified that on

arriving at Regina, he booked in, and inquired of operator Keating if it would be possible to get out ahead of No. 11. Keating replied that it was and gave him his orders and clearance. Kemp hurried back to his train, read the orders to engineer Jim Humble, and then caught the caboose as it came by. Even though he was missing order # 68, he still could have learned of the presence of train Second 96. In his hurry, he had neglected to follow rule 83. This states that a conductor, when passing through and registering at a register station, must read the register to see that all trains having right over his train, have arrived. Had Kemp done this, he would have learned of the existence of train Second 96, and the fact that it had not yet arrived at Regina. It was also brought out at the enquiry that Kemp had received demerit marks for performing a similar action at Moose Jaw. Although he was honest and forthright with his answers, Kemp's employment with the CPR was terminated on August 8, 1910, as well.

Conductor G.M. Hayes was also held partly to blame for the accident. In his testimony at the enquiry, he stated that, upon arriving at Regina on First 96, he booked in his signals (i.e. green flags) as First 96, and booked out as train 96. He also registered in at Regina. Upon completing these tasks, Hayes felt that he had completed the responsibilities demanded of him as a conductor, so he left for Broadview on Train 96.

At the enquiry it was brought to his attention that he had failed to follow the instructions of rule 96 while at Regina. This rule states;

"When signals are taken down at any point before that section arrives, the Conductor will, if there be no other provision, arrange in writing with the Operator, or if there be no Operator, with the Switchtender, or in the absence of both, with a flagman left there for that purpose, to notify all opposing inferior trains, or trains of the same class leaving such point, that the section for which signals was displayed has not arrived."

At that time, this was known as "obtaining an undertaking". Hayes felt that he had fulfilled rule 96 through the "if there be no other provision" part when he informed the operator that he was taking down his signals. He felt that, by correctly completing order #67, and telling the operator about the signals, it wasn't necessary to do it in writing as well. When questioned, he stated that, if he had to do it all over again, he would obtain an undertaking in writing.

Because of his honesty at the enquiry, and his exemplary record of employment with the company, Hayes was allowed to keep his position, but was assessed a penalty of 40 demerit points.

As one can ascertain from this event, a series of irresponsible actions almost cost us one of our Prime Ministers. Perhaps this is one more example of looking at the past through rose-coloured glasses and declaring that things "were better in the good old days". Were they really? To those who whine that there are far too many rules and regulations surrounding travel today, this incident is an excellent example of why such things came to be. In the past, some people in positions of responsibility proved to be quite irresponsible. Today's procedures are designed to prevent the consequences of the actions of such people.

One difference that is noted is in how the media reported the incident. It was a front page story, but a story that calmly put forth the facts about what happened, where, when, the injuries suffered, the damages incurred, and a quote from the Hon. George Graham. No sensational claims were made about the speeds the trains were travelling; no demands appeared for the resignation of the president of the railway company, or the creation of a Royal Commission to investigate rail travel. One did not read media musings about everything from the condition of the locomotives to the time of the last track inspection, or a listing of all the railway accidents that had occurred in Canada in the previous years. If our current Prime Minister were to be involved in a similar situation, can you imagine the extent and type of media coverage such an event would receive? Perhaps that represents the difference between today's generation and that of 100 years ago. ■

Canadian Pacific's former Waltham Subdivision

Continuing with the rehash of Tid Bits from past issues of **Branchline**, here we go again! I must remind the readers that this particular Tid Bit was written in February of 1991, almost exactly 14 years ago and I haven't changed it very much. The Waltham subdivision was once known as the Pontiac and Pacific Junction Railway, - its original financiers and builders had grand ideas, and not so grand pocket books. The PP&J (Push Pull and Jerk), or The Pontiac, as it was known locally, also became the Ottawa, Northern and Western Railway and was part of a private empire that also included what became CP's Maniwaki subdivision (of "Up The Gatineau" fame). Back in 1982 I wrote an article for **Branchline** about CP's Waltham subdivision, and this was before I began my regular Tid Bits column. Now, that article was written at a time when the membership in the Bytown Railway Society was something like 200! Now readership is over 2,000! In any event that article was entitled "Memories of the Pontiac", and now it, and the 1991 Tid Bit, are being re-cycled once again, and hopefully for the last time, for this writer had no great love, or any love at all, for the Pontiac.

What prompted the 1982 story was a 'phone call from my friend Colin Churcher who wanted to tell me he had some bad news: CP Rail was in the process of taking the necessary steps to close down the Waltham subdivision, west of Wyman, Quebec, mile 33.7, of the 77.5 mile subdivision. My reply was: "yeah, well what's the bad news?"

Now you might think this was a rather strange attitude to take, bearing in mind the general feeling about such matters by members of groups like the BRS. Why do I feel this way? It has everything to do with the light weight, gut shaking, steam locomotives assigned to the Waltham sub. and the fact that they paid the lowest rate per mile of any power out of the Ottawa West engine terminal at the time. Nevertheless, the thought of seeing a large part of the branch disappear got me doing some mental reminiscences about the pike. Enjoy!

..... Those wretched little machines

To begin, when someone mentions the Waltham sub, or The Pontiac, as it was known to us railroaders, I immediately relate this to those short coupled, top heavy, narrow fireboxed, jouncy, 4-6-0s of CP's 400 number series. On the Waltham sub. these wretched little machines literally bounced down the track somewhere between the right-of-way fences.

I recall all too well sitting on the fireman's seat box with my right foot against the boiler back head, and watching the brass handle on the automatic brake valve on the other side of the cab take a vertical drop of something just short of a foot. We'd hit a sag in the track, the result of spring time frost in the ground. I was thrown off my perch onto the deck. The hogger, Doug McPherson, hung onto the Johnson Bar, and the head end brakeman, sandwiched between the left cab side and the boiler, simply rolled back and forth, - you'd have to turn the 400 upside down to get him out of there. But, as usual, the old bucket stayed on the rails and continued to rock and roll her way toward Hull. It wasn't the first frost heave we were going to hit that spring, or the last.

All too well do I remember my very first trip on "The Pontiac". I was called as fireman on Train No. 543, the afternoon passenger local for Waltham. The engineer was Alex Hamill, a friend from Montreal whom I'd fired for in the Montreal Terminals. First thing Alex said to me as I climbed aboard the 400 was: "Where's your rope?" I didn't get his meaning, so he explained. As this was my first trip on the pike and I had no idea of how rough it was going

to be, and as I only weighed about 125 pounds at the time, how was I ever going to stay on the engine if I didn't tie myself on? Well, it wasn't quite that bad, but close to it.

I fired the local many times after that, a lot of those times for Alex who was the regular hogger. Alex knew the job very well and took quite a bit of interest in the school kids who rode the train between Shawville and Waltham, and vice versa, and all points in between. Some of these intermediate "stations" were, of course, nothing more than dirt road level crossings. At the crack of dawn on one bitter cold winter morning Alex yelled across the cab to me as we approached one of these "stations": "Do you see a little girl coming along the road in a green coat?". I yelled back: "No". Alex said: "Wonder where she's at this morning?".

These kids who got on the train at Waltham were up well before the sun. They left Waltham at 06:30, got to Shawville at 07:45, spent the day in school, caught No. 543 for home at 17:40, and arrived in Waltham at 19:00, long after the sun had gone down. I don't doubt that they did their homework on the train. I also don't doubt their farm chores were done before leaving in the wee small hours of the morning and after they got home at night. Not an easy life for a kid and a far cry from what their city counterparts were doing, even at that time. One thing for sure, they didn't need an exercise program to stay fit.

Alex actually liked the job. At the time, I couldn't in my wildest dreams, imagine why. He and his wife had a cottage at Devonshire Park, two station stops east of Waltham (4.4 miles) and each evening after 543's arrival at Waltham, Alex would be met by his wife and they'd drive to the cottage and spend the evening together. The fireman got to wye the train with the watchman, Clyde Shufelt, and put the 400 on the shop track in front of, or in, the little two stall engine house. He was then left to his own devices in the thriving metropolis of Waltham and an exciting evening alone in the two room bunkhouse. No TV or even a radio then!

'Suitcase' Simpson

I will never forget stopping at Maryland (mile 37.9) on the local and watching the mail lady hand up the mail bags to the RPO clerk while a few passengers got on for Hull or Ottawa. It was a scene right out of a wild west movie and I was a bit part actor in it. There always seemed to be a lot of mail there - can't imagine where it all came from for the place was in the dead centre of nowhere.

Maryland was also the site of an old wooden octagonal water tower. I remember being on a freight job which stopped there for water. The engineer was John (Jack) Simpson. Jack was a good guy, about 5 feet 9 inches tall and about the same measurement across the shoulders. He had grown up in the Brockville (Ontario) area and spent his youth working in a stone quarry. He told me once that at age 16 he could put a 100 pound block of granite under each arm and carry them across the quarry. He was nicknamed "suitcase Simpson". In any event, while I was filling the 4,000 gallon water tank in the 400's tender, Jack climbed up on the tender to move coal ahead for me. Now this is a job usually done by climbing into the coal box and shovelling the coal ahead off the slope sheet. Jack didn't bother. While standing on the narrow ledge on the side of the tender alongside the coal box, he simply put the scoop into the coal and, like a power shovel, moved it from the back to the front of the box in one unbroken movement! I'd never seen that done before - or since! But, like most powerful men I've met, Jack was good natured and really quite gentle. Good thing too, you sure wouldn't have wanted to make him mad, especially at you!

The 'Bear' facts

I also remember a westbound trip on the Saturday afternoon passenger local, train No. 545, for the dreaded 'weekend lay-over' in Waltham. It was in the fall and one of our brakemen brought along his rifle for a little Sunday hunting expedition.

I asked him what game he was hunting. "Bear" he replied. I asked him what he'd do with one if he shot it. "Take the meat and eat it, of course" he said. "Yeah, says I, "bears are the filthiest animals around, they thrive on garbage". "No way I'd eat bear meat." The brakie then asked me what I'd had for breakfast that morning. "Bacon and eggs" says I. "Bacon" says he, "now that really comes from a clean animal, doesn't it". I had to admit that he had a point. One thing about it, he'd only have to go a few hundred yards from the bunk house to be in almost virgin forest and, presumably, bear country. I don't remember a bear however, dead or alive, on eastbound No. 542 on Monday morning.

In the late 1940s and '50s, the branch had one daily round trip passenger train on it, six days a week and a regular way freight which also operated on a six day a week basis, running westbound on Monday, eastbound on Tuesday, etc. Neither job operated on Sunday and the passenger train's crew laid over in Waltham. This meant losing the return trip each Saturday if you were on the job as regular assignment and you wanted Sunday off in Ottawa, otherwise you were never home in your own bed. Much the same as on any of the other branch lines running out of Ottawa. The wayfreight crew got to be in Ottawa every second night, so they got every second night at home in their own bed, but they reported for duty at Ottawa West before dawn for the westbound run of No. 95, so it was a short night.

The Waltham wayfreight, train No. 95 left Ottawa West yard in the pre dawn hours. The little 400 would be pulling hard (or as hard as one of those things could pull which wasn't all that hard) as it left the yard, struggling to get its consist up the grade, parallel to Scott Street, and onto the Carleton Place sub. This move was necessary so that its van (caboose) would clear the switch at the Ottawa West Station in order for it to begin its reverse movement across the Prince of Wales bridge, over to Hull West, (mile 00.0) and then, finally, forward onto the westbound beginnings of the Waltham sub. What a way to get started out!

WESTWARD TRAINS— INFERIOR DIRECTION					WALTHAM SUBDIVISION		EASTWARD TRAINS— SUPERIOR DIRECTION			
FOURTH CLASS	SECOND CLASS		Miles from Hull West	Telephone and Telegraph Office	STATIONS		Telegraph Code	Car Capacity Siding	SECOND CLASS	FOURTH CLASS
95 Freight Mon., Wed. & Fri.	543 Mixed Daily ex. Sat. & Sun.	545 Mixed Sat. only							542 Mixed Daily ex. Sun.	96 Freight Tue., Thurs. & Sat.
A.M.	P.M.	P.M.		D N	OTTAWA..... (Union Station) 2.3 HULL WEST..... 7.4		C D		A.M.	A.M.
6.00	3.51 4.00	1.51 2.00	.0	D N	Ottawa Terminals Electric Block System Absolute.		H U		9.34 9.20	11.50
6.20	4.18	2.18	7.4		AYLMER.....		A	12	9.04	11.25
6.40	4.34	2.34	15.2	P	BRECKENRIDGE.....	W	B G	11	8.48	11.00
	4.39	2.39	17.5		DOMINICAN.....			Nil	8.43	
	4.41	2.41	18.1		LUSK.....			Nil	8.41	
6.55	4.46	2.46	20.6		EARDLEY.....		R Y	10	8.36	10.40
7.05	4.51	2.51	22.8	P	PARKER.....		K R	14	8.31	10.30
	4.55	2.55	24.8		MULDOON.....			Nil	8.27	
	4.59	2.59	26.8		MOHR.....			Nil	8.23	
7.25	5.07	3.07	30.6	D	QUYON.....		Q N	30	8.15	9.52
7.35	5.15	3.15	33.7		WYMAN.....		W N	6	8.08	9.33
7.59	5.23	3.23	37.9	P	MARYLAND.....	WZ	B	18	7.59	9.13
	5.29	3.29	40.5		McKEE.....		M C	Nil	7.53	
8.25	5.40	3.40	44.5	D	SHAWVILLE.....		H W	16	7.45	8.55
	5.52	3.52	50.4		LAWN.....			Nil	7.32	
8.50	5.56	3.56	51.8		MOREHEAD.....		R A	Nil	7.28	8.35
9.20	6.05	4.05	55.6	D	CAMPBELL'S BAY.....	WZ	C A	23	7.20	8.20
9.35	6.16	4.16	60.0		VINTON.....		V N	Nil	7.08	8.05
9.55	6.31	4.31	67.1	D	FORT COULONGE.....		C G	31	6.53	7.45
	6.36	4.36	69.0		DAVIDSON.....	Z	D	Nil	6.49	
10.15	6.43	4.43	73.1		DEVONSHIRE PARK.....		M O	Nil	6.40	7.30
	6.48	4.48	74.3		MELLON.....			Nil	6.37	
10.30	7.00	5.00	77.5	D	WALTHAM.....	KWYZ	W		6.30	7.15
A.M.	P.M.	P.M.			Rule 93a applies. Rules 41 and 44 apply.				A.M.	A.M.
a Mon., Wed. & Fri.	a Daily ex. Sat. & Sun.	a Sat. only							/Daily ex. Sun.	/Tues., Thurs. & Sat.
95	543	545							542	96

WALTHAM SUBDIVISION FOOTNOTES

Trains must not exceed ten miles per hour over Aylmer Road crossing, mileage 0.2, over Lake St. crossing, mileage 7.27, and ten miles per hour over bridge mileage 68.68.

D-10 class engines may be operated singleheaded or doubleheaded between mileage 0.0 and 68.68 but must not be operated over bridge mileage 68.68 and must not exceed ten miles per hour over bridge mileage 15.0 and five miles per hour over bridges mileages 31.26, 55.3 and 62.11.

Nos. 542, 543 and 545 will stop at Dale's Crossing, mileage 47.66 and at Callahan's Crossing, mileage 61.7, to entrain and detrain passengers.

Nos. 542 and 96 may leave Waltham without terminal clearance on Saturday and on Holidays providing agent not on duty.

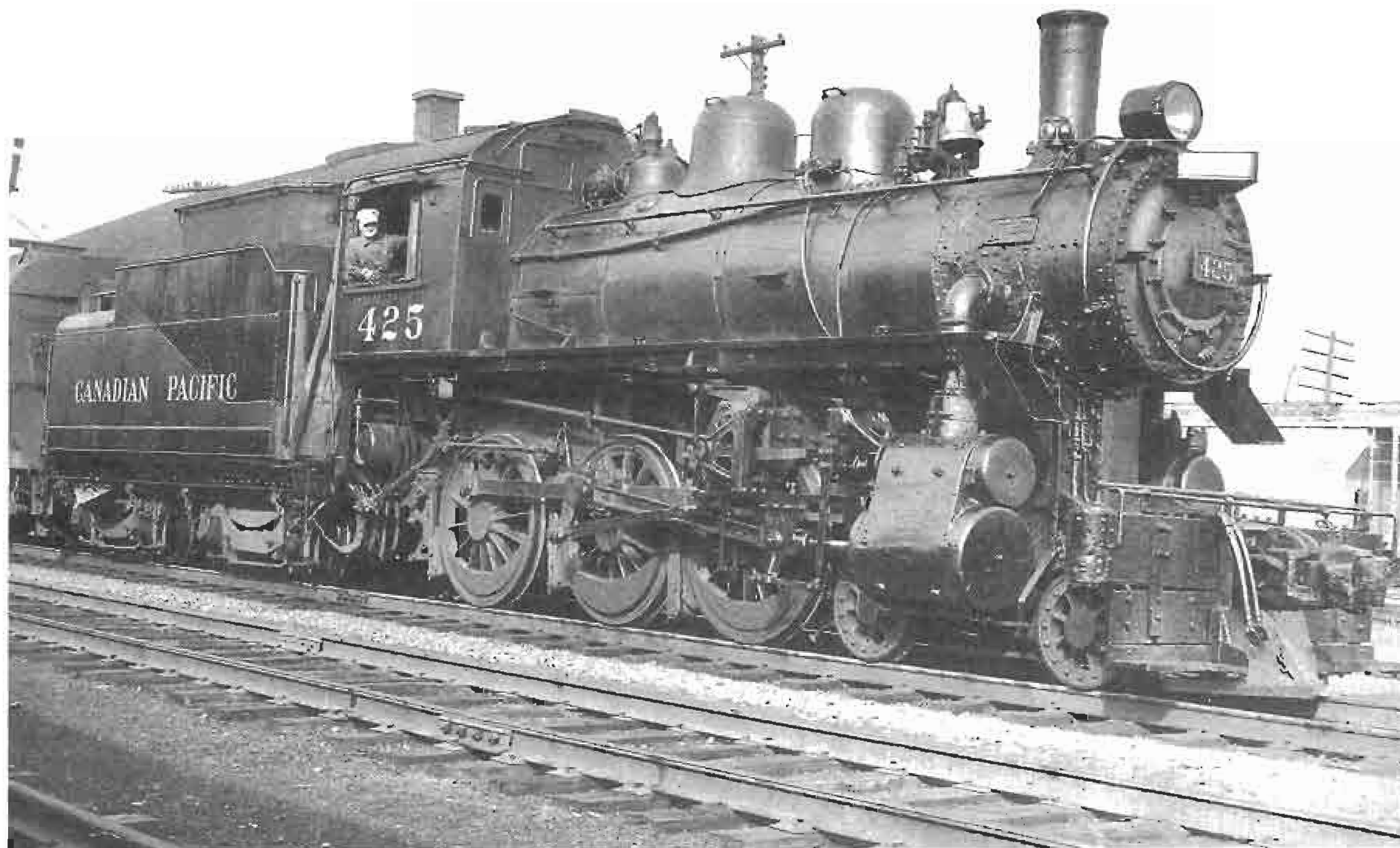
DS 6 and D4 class engines with 4000 gallon tender must not exceed ten miles per hour over bridge mileage 68.68.

DS 8, 9, 10 (1 to 4 units) may be operated between mileage 0.0 and 68.68 but not over bridge mileage 68.68 and must not exceed twenty miles per hour over bridges mileages 31.26, 55.3 and 62.11.

DRS 15, 16 & 17 (1 to 4 units) may be operated between mileage 0.0 and 68.68 but not over bridge mileage 68.68 and must not exceed twenty miles per hour over bridge mileage 49.45 and twenty-five miles per hour over bridges mileages 31.26, 55.3 and 62.11.

Trains between Ottawa West and Ottawa Union will be governed by Ottawa Terminals time-table, page 5.

Unless there are train orders held for a train, train order signals will not be lighted at night.



The 425, or 'four and a quarter', as we used to call her, stands at Hull West, Quebec, on September 28, 1959, before leaving for Waltham, Quebec, on the last run of the 5 day a week mixed, and former passenger train of the same number. The engineer is J.B. (Jack) Murphy, a third generation Murphy engineman on the Waltham subdivision. The subdivision was formerly the Pontiac and Pacific Junction Railway, and the Ottawa, Northern and Western before the C.P.R. took it over along with the other O.N. & W. property, the Maniwaki sub. Jack's grandfather, Joseph Murphy, was the engineer who ran the first "through" train on the PP & J branch of the ON & W on December 2, 1901. Then, the 82 mile run was completed in 3 hours and 15 minutes, which was considered pretty good time on a roadbed just completed in places. Photograph: Brotherhood of Locomotive Engineers.

'All in a day's work'

Once, on a westbound extra, we were switching a small lead concentrate loading facility just east of Campbell's Bay (mile 55.6). It was drizzling rain and late at night. At this facility the ore was spilled down a wooden chute from trucks into a waiting gondola car. Somehow we managed to drop one pair of wheels of the loaded car over the siding derail. After a little conference and much cursing, we decided to put the 'dogs' down and attempt to pull the 'pair' back on the rails. Several hours later, with splintered blocking, an overloaded journal box jack and all the pull the little pile of junk (the 400) could muster, we succeeded in rerailing the car. What we needed was an engine, any engine, that could pull hard at a standstill, like a thousand horse ALCO-GE switcher. Asking a 400 to do that was like asking it to ride well – quite impossible. We finally got underway again with an ugly train crew who had spent the entire time of our 'incident' out in the rain. In the early-1950s there were lots of these late night extras to Waltham. It was work for the spare crews, but not pleasant work, at least not in my opinion.

Animal husbandry: tragedy and comedy

Here's a little 'Pontiac' cattle anecdote that I remember all too well. One rainy, foggy, fall night, we were westbound on the passenger local just west of Shawville (mile 44.5) and into a cutting which was very steep on the north side. Seems as though some farmer's cattle, a dozen or more, had broken the fence down at the top of the cut and then gone down the steep

slope with, of course, no way to get back up. They ended up on the main line (if you could elevate the pike to that prestigious status). In any event, our 400, with its powerful CPR 'half moon' headlight, which shone at least three feet beyond the front coupler, didn't illuminate the scene until we were into the cattle. One went by the engineer's side at nearly cab height and several others got bumped around. We stopped right away and the whole crew got on the ground to look around and survey the damage. We hadn't actually run over any of them, but one, hurt very badly, was beyond help. I returned to the engine while my engineer, once again, Doug McPherson, went back to the location where the poor animal was laying. The trains' CP Express Messenger went back with his 38 calibre service revolver and shot the animal. We left the scene and rattled on to Campbell's Bay where the conductor made a report and asked that the mess be cleared up.

The following morning, as we reached the same spot, I crossed over to Doug's side of the cab to see the cow that had been shot

lying in a pool of blood and still thrashing around but unable to stand. I don't recall ever being quite so angry as I was at that moment. Before we were stopped at Shawville, I had bailed off on the fly and ran into the operator's office cursing loudly about stupidity and pleading with him to get the section crew up there as quickly as possible to put the poor animal out of its misery. I never forgot this incident or the horrid sight of the poor cow. To think that I could have killed it the night before with my grate shaker bar with a good blow to the head. It would have been a lot more effective than the Messenger's '.38.

In a lighter vein, on the same subject, I remember a CP claims agent telling me one day that there were more prize cattle around CP's right-of-way than anywhere else on earth. Every time we hit a cow, it was a 'prize winning' one and worth a fortune. To this day, I can't understand how so many poor farmers owned so many expensive cows. As the claims agent said, "Can't you guys just hit a few ordinary ones".

Another animal story, which also took place at Shawville, involved the loading of pigs from the stock pen which was located on the business track, just west of and opposite the station. We were eastbound on the wayfreight, No. 96, and had to lift a stock car from there. We were hurrying to get home and when we arrived at Shawville, we found that the pigs hadn't even been loaded yet, and worse, the guys that were to load them were off having a coffee somewhere. We were in a hurry, but being farm hands, they weren't. We were none too happy, to say the least, as this delay would not earn us one extra sous, not to mention that it

would badly delay our arrival at Ottawa West, and the end of our day.

Some investigation revealed that the local farm hands who were to load the pigs had simply 'buggered off'. They eventually got back and the loading began. The pigs were 'ushered' into the loading ramp by three or four husky young guys. As a way of overcoming the pig's reluctance to get into and up the ramp into the stock car, they were kicked, pushed and beaten into submission. The smaller ones were picked up by the tail and one ear and thrown up onto the ramp amidst great squeals of pain and protest. But what I remember most was the refusal of a few of those huge (300 pounds?) critters to leave the pen. One of the farm lads was making no headway with one of the stubborn brutes so he took a piece of 2 x 4 wood to the pig as a 'persuader'. The pig didn't care very much for the treatment and charged the lad, head on. He stood his ground, 2 x 4 held high, until the pig's head was within range. With all that he could put into that piece of wood, he hit the charging pig a blow across the skull that I thought would kill it. The pig didn't even flinch! Like a professional toreador, the farm kid stepped aside as the pig charged past.

Eventually all the pigs were loaded and we put the stock car on the train, right behind the engine. In bad humour, we finally got underway. Our trip was uneventful as far as Hull West. There, the stock car problem resurfaced. We had to set it out on the Canada Packers siding. The plant was located east of the station, on the north side of the main line, just across the Montcalm Street crossing. (The plant has since been closed and the building demolished following a fire in the mid-1980s.) Not a big deal, but when you've had enough and you're that close to home, setting out even one car and taking just one more delay can be a bit frustrating. We finally did get to back our train across the Prince of Wales bridge and into the Ottawa West yard. Either getting on or off the Waltham sub. to Ottawa West resulted in a back-up move over the Prince of Wales bridge during the steam era. The construction of WAMO Jct. changed all that, but that's not part of this story.

The perils of firing a '400'

In addition to the regular way freight, there was, more than likely, one extra freight job on the pike every evening when I came to fire out of Ottawa West in the very early '50s. Engine 472 was frequently used on these extras. I recall a trip one cold winter evening just after the engine had come back from a number 2 repair with her link blocks tight as well as her tumbling shaft pins and bushings. We'd stopped at Breckenridge for water (mile 15.2) and, after starting out again, the engineer found he couldn't 'hook her up' (shorten the valve stroke to run in 'cut-off'). The Johnson Bar (reverse and cut-off lever) seemed to be frozen. We guessed that it was because the newly tightened valve gear and the freezing temperature had in fact frozen the moving parts. I climbed up in front of the engineer's seat, put my back against the front inside of the cab, with my feet against the Johnson Bar. The engineer, meanwhile, braced his feet against the back head. With me pushing and him pulling, we managed to move the big lever and get the little pot into some sort of cut-off before we burned all the coal and evaporated all the water.

Firing a 400 on the pike was not as easy as it looked. You might think with a small firebox and a generally small engine it shouldn't be all that difficult. But there's one thing I learned about coal fired steam locomotives. You worked a lot harder on a small engine than a large one. You also got your guts shaken a whole lot more on the older power than on the newer. Of course the 400s were "hand bombers" (fired by hand with a coal scoop) and, with all the gyrations they went through because of their rough riding characteristics and the poor condition of the Waltham sub. track (they even rode rough on good main line track) getting a scoopful of coal through the firebox butterfly doors was frequently a problem. Many an engineer got coal in his lap from a wayward scoopful that didn't quite make it into the fire hole as

the engine took a roll 'this way' when the fireman expected to roll 'that way'.

There was a tall wooden post in the cabs of these engines on the fireman's side. Frequently I would brace myself by putting my back against it as I was bringing a scoop of coal around from the tender coal gates. More often than not, the cursed engine would take a lurch, throw me away from the post, then lurch the other way and throw me back into it. Ouch, but that hurt. Sore kidneys were the order of the day.

To make matters worse the 400 was, of course, an open cab engine and when the snow was flying and those ridiculous canvas side curtains were flapping in the breeze you had to contend with ice build up on the steel apron between engine and tender. It might as well have been greased. Each time you had to "put in a fire" you had to have your right foot on the apron and the left one beside the air pedal to open the firedoor, meanwhile the 400 is doing its little dance and the chances of losing your footing and going through the open gangway were great indeed.

None the worse for wear

By referring to the accompanying 1955 employees timetable, you will notice that, by this date, the passenger 'local' had become a mixed train. You will also notice several references in the 'Waltham subdivision footnotes' to the bridge at mileage 68.68. This old structure was something else. Located just west of Fort Coulonge this all steel structure was more than a little shaky. Although we were permitted to cross it with a 400 at up to 10 MPH, we usually went slower. I can still hear the 'tie rods', which ran longitudinally through the trusses at about cab height, rattling away in a very disturbing fashion. It sure didn't instill much confidence in me.

Another little story about the bridge was recently brought to my attention by a friend, and former CP official who, for a variety of reasons, shall remain anonymous. One night he was faced with a dilemma. The Waltham sub. was in the throes of being shut down forever and an engine was sent up from Ottawa West to clean out whatever cars that were remaining. It seems that a car had derailed on one of the mill tracks at Davidson, just beyond the west end of the bridge. The engine they had that night was an ALCO/MLW S-2 or S-4 (that's for you railfans), to him or I it was a 7000 series, 1000 hp switcher.

Anyway, the unit was too heavy, by a few tons, to cross the bridge. So, there they were, the diesel and crew at the east end of the bridge and the derailed car, almost in sight on the far shore. What to do? Leave the car and head for Hull West? Not a chance! My buddy says to the hogger, also an old chum of mine (we'd fired the spare list together), "We're not leaving without that car". "We're going over the bridge with this thing and just to make sure that you feel better, I'll ride across with you" They made it O.K. of course, the old bridge none the worse for wear, rerailed the car and dragged the last car, ever, out of Davidson's.

Being a smart ass, I told him that neither he nor the hogger needed to risk riding across the bridge. What you do is this: One of the crew walks across the bridge to the far end. The other opens the throttle just enough to get the engine crawling (with the hand brake lightly on), gets off, and lets the hog cross by herself. If she makes it, the crew member at the far end climbs aboard and shuts her down. If she doesn't make it, it probably means early retirement for all concerned!

My most memorable trip

My most memorable trip on the Pontiac was on a snowy Saturday on the local passenger job. This was the hated Sunday lay-over in Waltham. You didn't get a dime for the Sunday lay-over, but you did get to enjoy CP's little resort bunkroom in Waltham – I'm kidding of course. The trip west was in heavy snow, which flew



The Waltham mixed runs along parallel to the old Aylmer Road near Aylmer, Quebec, on September 28, 1959. Fireman Morris Sloan has put in a heavy fire as the four and a quarter dusts the scene with soft coal smoke. Engineer Murphy waves at yours truly with the camera. Jack was a former railway colleague of mine. Photograph: Duncan du Fresne.

everywhere. The engineer was Camille Godbout, a written up fireman who was senior to me (wasn't just about everyone?). Seems they couldn't find an engineer to run the job, which was hardly a surprise, so they snagged Camille to play hogger for the week-end.

We set out from CD (Ottawa Union Station). It was snowing so heavily that we never saw the rails and endured the usual gut jarring ride. The old cinder bucket's cab was cold and snow was flying everywhere, inside and out. The steel apron between engine and tender became ice covered and trying to stand on it with my right foot to fire the engine, while it lurched all over the place, was a real chore. So rough was the ride that it wouldn't have taken very much to slip and get thrown into the curtains and over the side (shades of Alex Hamill and his comment about "where's your rope?")

Anyway, mile after hateful mile passed until we finally reached Waltham. After wyeing the train, we put the engine outside the old two stall engine house for Clyde so he could clean the fire and put her to bed until Monday morning.

Camille and I retired to the bunkroom to thaw out and get some food prepared. Suddenly the door burst open and an excited Clyde came in and exclaimed that there were no grates in the locomotive's firebox!

"Oh, yeah!"
 "No kidding!"
 "Can't be!"

We told Clyde we'd be out just as soon as we got some food into ourselves. We finally followed Clyde back through the snow to check out his story. Yup! Clyde was right, there were no grates in the firebox, just a mangled mass of molten junk.

Somewhere along the way, either one (or both) of the grate shaker lever locking pins in the cab deck must have fallen out and

allowed either of the grate sections to open. This, of course, would result in the ash pans filling up (and they are small on a 400). The air would be cut off from under the grates and, in very short order, they'd burn out.

Clyde could not remember if the pins had been in or not when he went to clean the fire, - good thing too! In cases like this on the railroad, somebody has got to carry the can - and it wasn't going to be me! After we got the 400 into the little shop, the three of us went about the job of getting the mess out of the ash pans. I sifted through the debris pretty thoroughly, looking for any evidence of the pins in the connections from the cab operated rods to the grate shaking 'tangs' under the master grates. I couldn't find them, they were melted into the mess.

"Good". This was my 'out'. I would be accused of not ensuring that the locking pins were in place and I, in turn, would state categorically that they were in place and that the operating rods disconnected under the grates due to faulty pins, cotter keys, and probably poor installation by some

boilermaker at the Ottawa West shop. The disconnection would have been helped by the constant slamming and banging given these engines on the Pontiac branch.

After doing all we could in the little two stall shop, Camille and I went over to the section foreman's house. This man had a company 'phone to the dispatcher in Smiths Falls. We got in touch with him and explained the situation. We also added that unless something was done, there would not be a Monday morning local out of Waltham, not to mention a frozen 400 in the little shop.

The dispatcher told us that he was going to run a plow extra up to Waltham on Sunday morning and that he'd have a set of grates sent up on the plow, along with a boiler maker from the shop at Ottawa West. Could we help the boiler maker? "Yes", we'd help - not much else to do in Waltham.

The plow arrived around noon and we hefted those heavy grates into the shop and up onto the deck of the 400. The boiler maker was N.D. (Doug) Scoyne. As expected, he accused me of causing the problem. In return, I blamed him, the "Pontiac", the weather, the 400s, and anything else that came to mind.

Scoyne sifted through the molten mass looking for what I'd been looking for, but he couldn't find anything either. It was a Mexican standoff. Our three-man crew got the grates in without too much difficulty. Luckily, we hadn't burned out the ash pans. We re-lit the little pot, retired to the bunkroom, and got a good night's sleep.

Eyes as big as small plates

Come Monday morning we left for Ottawa. Everything went along pretty well until we got down somewhere around McKee (mile 40.5) or Maryland (mile 37.9). I can't remember where exactly. Suddenly, 'pow', the main reservoir air supply pipe to the reducing valve broke off in the dab. We ground to a halt. I

got down to close the main reservoir cut-out cock and stop the air flow. In the meantime, Doug Scoyne, who had been riding on the train, came up to see what was wrong. We told him and he offered us some tools from his kit, a big help. After Camille and I blanked off the broken pipe with heavy rod grease and hammered the break shut, we were ready to go again with the loss of the independent brake and the communication signal system, - we could live with that. Anyway, Doug asked if he could ride with us on the engine, he'd never done that up here before. So he climbed up onto the empty brakeman's seat, jammed in between the cab side and the boiler. Doug looked quite comfortable there as he was sitting right in front of me. Just east of Wyman (mile 33.7) is a trapezoid cutting with an "S" curve in it. We went bounding through it at a great rate, the 400 gyrating all over the landscape and Doug hanging on for dear life. All of a sudden we were out of the cut and heading out onto the high deck girder bridge over the frozen Quyon River. Doug spun his head around to look at me, his eyes were as big as small plates. He was terrified. The 400, of course, yawed and rolled her way across the bridge and we made the station stop at Quyon (mile 30.6).

As soon as we stopped, Doug climbed over the top of the seat, grabbed his tool bag and threw it down onto the station platform, he wasn't far behind. I yelled in a loud voice that that was the reason pins and rods disconnect up here. No doubt he was ready to believe. When last seen, he was yelling to Camille and I that we were nuts. He just might have been right.

When the trip was over and the dust had settled, we found that when the Dispatcher had called Ottawa West that night for a set of grates, there were none in the stores, so the set that came up on the plow had to be removed from another 400 in the shop, probably the way freight engine. This had to be done before Sunday morning, meaning that some boilermaker must have been cursing us as he laboured away on the midnight shift in order to make the Sunday morning plow extra.

For the next few years after this incident, Doug Scoyne and I exchanged pleasantries whenever we saw each other in the old Ottawa West shop. I left CP in the summer of 1957 and, as it turned out, Doug wasn't too far behind. I went to work for the Federal Government's Department of Transport and Doug hired on with the Ontario Northland Railway, only to return to CP some years later.

Now, this story takes a giant leap forward. In the mid-1970s the National Museum of Science and Technology (now the Canada Science and Technology Museum) began running a steam powered tourist train using ex-CP power in the form of 4-6-0 #1057, and then 4-6-2 #1201. Originally the responsibility for the pressure vessels (boiler and air reservoirs) was with their people in Montreal, and the former Ottawa West chief boilermaker, Bob Greenlaw, came up to Ottawa for the inspection and certification. In the early-1980s, CP's responsibility for ex-CP 1201's boiler was shifted from Montreal to Toronto. Who do you think the boiler inspector was that came up to Ottawa for these inspections? No one else but my old buddy, Doug Scoyne! It's a small world, indeed. Doug's memory was as good as mine when I reminded him of the 400 and the grates in Waltham some 30 years earlier. We both enjoyed a good laugh over it.

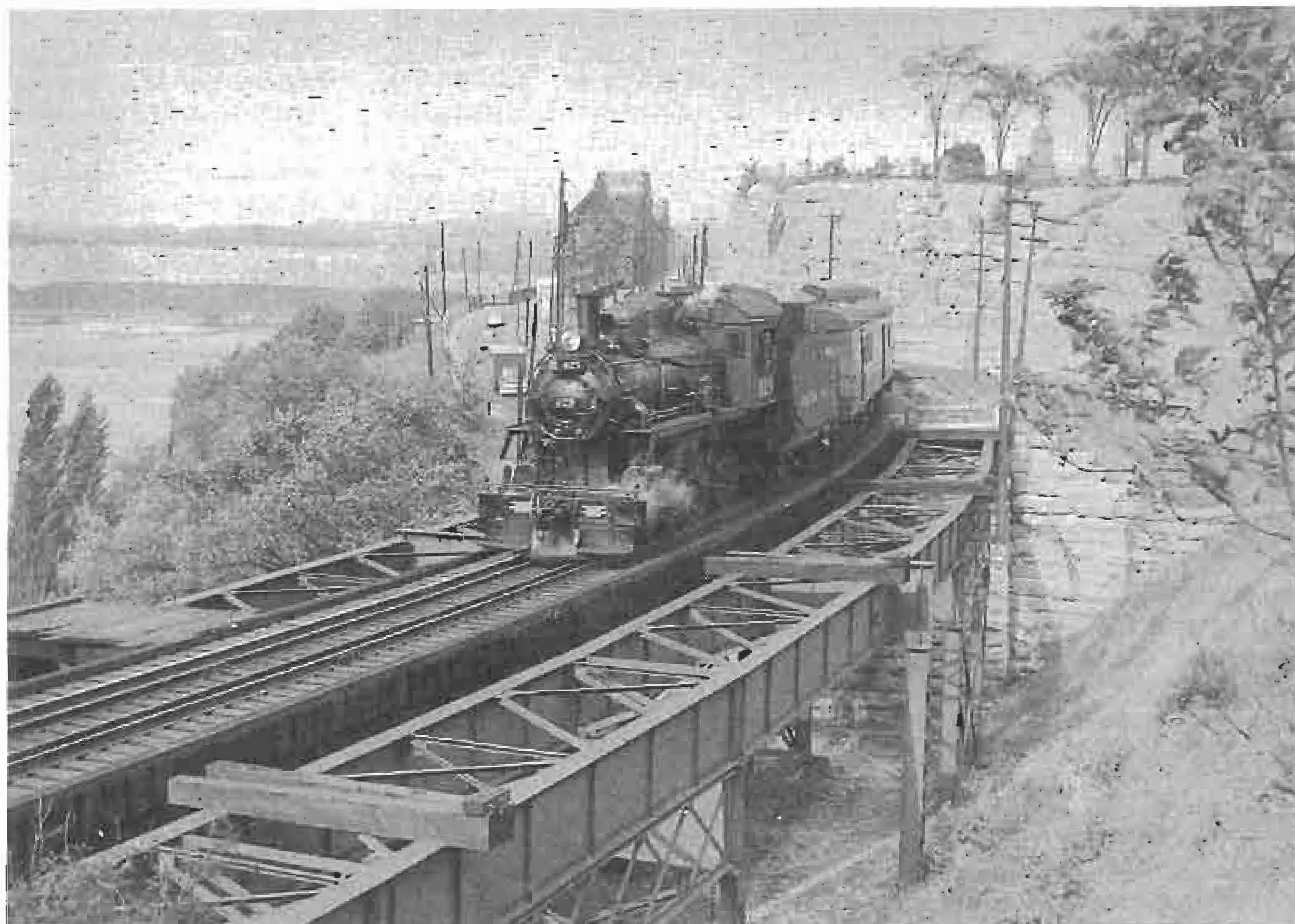
How do you fire an engine without grates and not notice it? Until this happened to me, I would have said that it's impossible. The 400 steamed reasonably well without them and the fire bed didn't look all that different from the norm. But when you hate the 400, the fact that you're out with it and don't want to be, it's snowing, you're cold and miserable, and the entire round trip is only going to pay something like \$22.00, you, like I, may not be paying all that much attention to details like whether or not there actually are grates in the firebox. In any event, I never heard another word about it from anyone in 'officialdom'. By the way, to this day, I have no idea whether or not those locking pins, for which I was responsible, were in or not. They were certainly in when we left CD, but beyond that, who knows? If I had found those operating rod pins in the molten mass that night in Waltham, they'd have ended up on the bottom of the Ottawa River the next spring once the ice melted! But I didn't find them.

Only (terrible) memories remain, but no matter

Now for the good news! Colin Churcher's 'phone call to me back in 1982 to tell me that CP Rail was trying to shut down the Pontiac resulted in it being shut down (west of Wyman) in May of 1984, forever. Hurray! Latest word is that the Wyman - Hull West section, still seeing some OCS use, is not too far from closing. When it does the old PP&J will be gone forever and memories like you've just read are all that remain.

PS: During my last winter on CP as a fireman in 1956-57 I worked a job that took, mainly, CIP (Canadian International Paper) products from Gatineau, Quebec, over to Smiths Falls and came back with general freight. Some of that freight was large pieces of earth moving equipment, to be assembled on site, at the Hilton Mines. For example, a disassembled power shovel occupied several flat cars, and so on. But the Hilton Mines spur was not in use while I was there and Hilton Mines traffic lasted into the 1990s - the last traffic ever on the remains of CP's Waltham sub.

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September 29, 1959 and the 425 clears the Interprovincial (Princess Alexandra) bridge with train 542 for the last time. The 425 had the 'honour' of being the last regularly assigned C.P.R steam locomotive to operate out of Ottawa. It seemed appropriate that her engine crew were so closely related to the Waltham branch. Fireman Sloan hailed from Vinton, Quebec, at mile 60 of the subdivision. His brother, Elwood, frequently ran ex-C.P. steam locomotive #1201 out of the National Museum of Science and Technology during the years of Museum excursion trains in the '70s and '80s. Photograph: Duncan du Fresne.



CN REACHES TENTATIVE LABOUR AGREEMENT WITH THE UTU:

CN and the United Transportation Union have signed a tentative labour contract covering approximately 2,600 conductors, assistant conductors, yard service employees and traffic coordinators in Canada. Details of the three-year contract, retroactive to January 1, 2004, are being withheld pending ratification by the UTU membership. In general, the agreement provides for wage, benefit and quality of work-life improvements. Hunter Harrison, president and ceo of CN, said: "I am very pleased to have reached this agreement with the UTU after many months of hard work by both sides. Even more so, I'm heartened by the open dialogue and innovation that produced it. This agreement is a winning outcome for CN and the UTU." John Armstrong, vp of the UTU, said: "We believe this tentative agreement successfully addresses a range of UTU issues, including work-life quality for our members. It was a refreshing and productive bargaining process with management that made this possible. This is a good sign for our future relationship with the company. We're eager to return our focus to what our members do best - moving trains - and ensuring CN remains the leading railroad in North America." (**Business Wire**, Feb. 14)

ULTRAMAR STUDYING PIPELINE FROM QUEBEC CITY TO MONTREAL:

Ultramar has plans to build a \$200-million pipeline from its refinery near Quebec City to its distribution terminal in Montreal. The company said it will submit its proposal for approval from municipal, provincial and federal authorities for the pipeline it said would create 2,000 direct and indirect jobs during the construction period and 12 permanent jobs once in operation. Ultramar also has to get the approval of residents who live within the possible corridors. The previously floated idea has already raised concerns among residents along the proposed pipeline route on the south shore of the St. Lawrence River. Currently, the refinery's products like gasoline are transported to Montreal by CN, as well as by ships and trucks. If the project gets all required approvals, construction of the 250-km pipeline could start in late summer 2007 and come on stream at the end of 2008, the company said. (**Canadian Press**, Feb. 14)

CN AND ONTARIO NORTHLAND SIGN ROUTING PROTOCOL FOR ONTARIO AND QUEBEC RAIL TRAFFIC:

CN and Ontario Northland have announced a two-year routing agreement to expedite the transportation of northeastern Ontario and northwestern Quebec freight traffic. Under the haulage agreement, CN will pay ONR a fee to transport its freight traffic between North Bay, Ontario, and Noranda, Quebec, and between Noranda and Hearst, Ontario, cutting almost 850 miles off previous all-CN and CN-ONR routings. CN and ONR connect at Rouyn-Noranda, a major natural resources centre in northwestern Quebec, and at the northern Ontario communities of North Bay and Hearst.

ONR's Noranda-North Bay haulage route and CN's North Bay-Toronto route - for rail traffic moving between CN's network in Quebec's Abitibi Region and Toronto for furtherance to points throughout North America - together are approximately 220 miles shorter than the all-CN route via Quebec and allow traffic to avoid a major CN classification yard in Montreal. Initiated a year ago as a pilot project, this CN and ONR routing has proved highly successful. In addition, CN and Ontario Northland have agreed on a haulage route between Hearst and Noranda for traffic moving between western Canada/western US and northwestern Quebec. This route over ONR is approximately 620 miles shorter than the current one over CN via Toronto and ONR via North Bay. It also allows this traffic to avoid marshalling at CN's Toronto yard.

Under the agreement, ONR is increasing train frequency over the haulage routes for CN from five to six or seven days per week. In addition, CN is making its Guaranteed Car Order Program available to key ONR customers and assuming responsibility for switching ONR's customers at Noranda. (**Business Wire**, Feb. 25)

STEELWORKERS AT CN RATIFY NEW AGREEMENT; IBEW VOTES

TO STRIKE: The United Steelworkers of America have ratified (88%) a new four-year labour contract with CN. The USWA represents approximately 2,250 employees who maintain and repair CN's track, bridges and structures in Canada. The new contract, covering the period from January 1, 2004, to December 31, 2007, provides for increased wages and improved benefits. Details of the agreement can be viewed at the Steelworkers' website, uswa.ca. The company is also working to renew collective agreements with the Teamsters Canada Rail Conference and the International Brotherhood of Electrical Workers.

The Canada Industrial Relations Board continues its review of CN services that should be maintained in the event of strikes or lockouts involving the TCRC, IBEW or UTU. Until the CIRB renders its decision, any right to strike or lock out is suspended. CN's 730 signal and communications workers announced a vote 90% in favour of strike action. "The union has got nowhere on wages, benefits and quality of life issues with respect to standby and measures to recognize the technical expertise required for our jobs," Kevin Kearns, IBEW spokesman, said in a news release. The workers install, maintain and repair CN's signals and communications systems. Kearns said the union could strike as early as midnight March 2 but will meet with CN one more time on March 9 with the aid of Human Resources Development Canada. He notes the union must wait for the CIRB ruling on a maintenance of activities agreement before it can legally strike. (**Canadian Press**, Feb. 27; **CN release**, **USWA release**, Feb. 28)

ROTTED BRIDGE SUSPECTED IN 2003 DERAILMENT:

A deadly freight train derailment near McBride, B.C., almost two years ago was most likely caused by the collapse of a trestle bridge suffering from "internal rot," a report by the Transportation Safety Board of Canada concluded. "The severity of the internal rot of several of the trestle bridge's wooden components was identified in a detailed inspection report in 1999," said TSB Chairman, Charles Simpson. "Our investigation identified several shortcomings in the inspection, planning and maintenance processes that allowed the unsafe condition to exist." As a result of heavy workload, overlaps of duties during job transitions, and reliance on overall system assessments, the severity and urgency of the condition that was identified in 1999 was not recognized, and the continuing deterioration was therefore not reassessed.

The accident, which occurred May 14, 2003, caused the deaths of two CN employees. The company had tried to delay the report, released on March 1, because it could affect a court case involving the same accident. Transport Canada, the industry's regulator, issued three safety-related charges against CN in May, 2004, in connection with the accident - one under the Railway Safety Act and two under the Canada Labour Code - that carry up to \$1 million in fines. That case is scheduled to go to trial in April. (**Canada NewsWire**, March 2 ; **Globe and Mail**, March 3)

CN PROMOTES ED HARRIS TO EXECUTIVE VICE-PRESIDENT,

OPERATIONS: Ed Harris has been promoted to the position of executive vice-president, operations, effective March 8, 2005. Harris has been senior vice-president, operations, since June 2003. Harris, as one of three CN executive vice-presidents, will join CN's executive council, the most senior decision-making forum at the company. He will continue to be responsible for the company's rail operations in Canada and the United States, and for CN's network operations centre in Edmonton, Alberta, maintaining offices in Edmonton and Chicago. CN's senior vice-presidents for Eastern Canada, Western Canada and the United States will now report to Harris. Harris joined CN following CN's acquisition of Illinois Central Corporation (IC) in July 1999 - he joined IC in 1968. (**CN release**, March 8)

CN WHEEL SHOP NEARLY READY TO ROLL:

CN's \$4-million wheel shop in Prince George, BC, is on the verge of completion, railway spokesman Graham Dallas said on March 9. "We expect the wheel shop to be in full operation by the end of this month," said Dallas. The wheel shop is part of CN's package of commitments made when it signed a \$1-billion deal with the British Columbia government in November 2003 to purchase BC Rail's operations. The wheel shop building renovations are complete, and all the

equipment is in place, noted Dallas. The equipment is being tested, and employees are now being trained, he said. The wheel shop building, originally constructed in 1993, is being expanded from 8,000 to 18,000 square feet. The shop will pump out 13,000 sets of wheels a year and is about one-quarter the size of CN's other wheel shop in Winnipeg, which handles 55,000 sets of wheels a year. (Prince George Citizen, March 10)



**CANADIAN
PACIFIC
RAILWAY**

AUXILIARY TRAIN ONE OF TWO IN CANADA: The *Golden Star* says times are changing for CPR, and with the times goes some old and sentimental pieces of rail equipment that used to be standard fare. Such is the case for the auxiliary train - and the accompanying wrecking cranes and rail cars - that were once upon a time called out to every derailment. These days, only two of these auxiliary trains remain in existence - one in Golden BC, and one in Thunder Bay, Ontario. (Golden Star, Feb. 9)

CPR AND CAW-TCA CANADA REACH AGREEMENT IN PRINCIPLE: CPR and the CAW-TCA Canada have reached agreement in principle to renew collective agreements governing approximately 2,600 employees who maintain and repair locomotives and rail cars. The three-year agreement, which extends to the end of 2007, provides for wage, benefits, work rule and productivity improvements. Details are not available pending ratification.

"The manner in which this agreement was negotiated speaks to the positive business relationship that exists between CPR and the CAW-TCA Canada," Rob Ritchie, president and ceo of CPR, said. "We have reached an agreement that delivers value for CPR's shareholders and recognizes the important contribution these employees make to safe and efficient rail operations and reliable service." Tom Murphy, president Local 101 with the CAW-TCA Canada, said the agreement is the first in 18 years that was secured with CPR without the use of third-party assistance. "We are very pleased to see the successful conclusion of this negotiation," Murphy said. Ratification results will be determined over the next few months. (CPR news release, Dow Jones; Feb. 17)

CPR AND VPL JOIN TOGETHER TO PRESERVE IMPORTANT PIECE OF VANCOUVER HISTORY: CPR has presented the Vancouver Public Library Foundation (VPL) with \$24,000 for the preservation of a unique collection of historic CPR photos. VPL will use the funds to digitize approximately 1,500 CPR-related images in *The Canadian Pacific Railway Photograph Collection*. This project is part of VPL's \$2.5 million digitization project to preserve and archive as many of the 240,000 historical photographs in its Special Collections as possible.

"CPR has a long and proud history in BC and the Lower Mainland," said CPR vp Paul Clark. "This project will assist in further showcasing the historical significance of the railway." The images cover all aspects of the CPR, including track laying, locomotives, bridges, stations and personnel. The photographs, dating from the late 19th century to the mid 20th century, provide glimpses into the history of the CPR in British Columbia and Vancouver, in particular. "When our company was made aware that the images were in a very fragile state, we made a decision to provide the necessary funds to assist Vancouver Public Library in ensuring their preservation for future generations to appreciate and utilize for research," added Clark. The digitization process will take up to six months to complete, which will include scanning and storing the images, as well as entering relevant historical information into a special database. (CPR news release, Feb. 17)

YARDMASTERS APPROVE SOO LINE PACT: Yardmasters represented by the United Transportation Union have overwhelmingly approved a new agreement with Canadian Pacific Railway's 3,200-mile Soo Line subsidiary. (UTU News, March 3) [see Branchline, March 2005]

CP SETS UP NEW COMPANY IN BC: The Canadian Transportation Agency has issued Decision No. 102-R-2005 to add Mount Stephen Properties Inc. (MSPI) to CP's Certificate of Fitness. MSPI is a wholly-owned subsidiary of CP that has acquired by way of purchase and assignment, certain CP railway assets in British

Columbia and Alberta, which MSPI leased back these assets for continued railway operations by CP. (CTA, February 24)

RAILWAY 'EYESORE' IRKS RURAL RESIDENTS: Hundreds of decommissioned rail cars are ruining the view for some residents in the Rural Municipality of Rockwood, Manitoba. About 300 CPR cars have been sitting on a rail line near a residential area for eight weeks, to the dismay of many area residents. Ken Hibbitt, deputy reeve of the municipality, says he's heard plenty of complaints from people who say the cars are unsightly, and they're tired of having a stretch of rusty, graffiti-covered rail cars for a view. "It is a bit of an eyesore if you were living beside it. Like, I don't live there and I don't have to look at them, but if you had to get up in the morning and look at railway cars all day, it wouldn't be a very nice sight," he says. "They put them there for storage reasons, I guess, as far as we know. It's their own land, that's what we're telling the people. We can't really do anything about it." Ed Greenberg, spokesman for CPR, says CPR does own the land, and can therefore do what it wants with the rail cars. He says CPR often parks non-essential rail cars temporarily in areas throughout Canada and the United States. "We are making what we consider operational decisions to find a spot for these cars to be parked for the time being, but they will be eventually moved to their next destination," he says. Greenberg says the cars are scheduled to be moved in about a month. (CBC News, March 1)



VIA Rail Canada

EARLY BIRDS CAN RIDE IN FIRST-CLASS WITH VIA: Until April 16, 2005, VIA Rail is offering a VIA 1, first-class promotion for travel on its early morning trains between Quebec City and Montreal, in either direction. The \$89 one-way fare is available only through VIA's web site at www.viarail.ca or through a travel agent, as long as the reservation is made online at www.viarail.ca/reservation. The railway says that passengers in VIA 1, the trains' premier service, enjoy outstanding customer service, priority boarding, spacious seats with legroom, power outlets at your seat, gourmet dining and beverages and much more. (Canada NewsWire, Feb. 10)

CAPE BRETON TOURIST TRAIN LOSING STEAM: Tourists will not board Cape Breton's "Bras d'Or" train this summer until tour operators and railway officials are certain the track between Sydney and St. Peter's, Richmond County, will remain open. VIA Rail employees are usually distributing passes around this time of year for the "Bras d'Or," which travels twice a week from Halifax to Sydney during the summer. But spokesman Malcolm Andrews said it wouldn't make sense to start booking for this year until Cape Breton and Central Nova Scotia Railway decides whether it will close the track. "We're not going to start up our inventory and sell a bunch of tickets ... if the decision is still pending," Andrews said.

CBNS applied to abandon the 158-kilometre section of the track in 2003, after it began losing money because of lack of traffic. The province stepped with a rescue plan, but that agreement expired December 2004. CBNS has reapplied to close the line, and the hearing on the application has since been delayed twice. Brent Macdonald, president of BC tour agency Exclusively Canada, said he's disappointed to hear the section of track may close, because rail vacations are growing in popularity. "The interest in the Maritimes, Nova Scotia in particular, we've been seeing increasing - most definitely," Macdonald said. If the "Bras d'Or" was more publicized, it could have been a real hit, he said, especially since the Cape Breton area is so beautiful. (Halifax Daily News, Feb. 10) ...

..... KEEP TOURIST TRAIN ON TRACK: Declining passenger numbers due in part to an uncertain rail line future have VIA Rail officials evaluating the viability of a seasonal tourist train service to Cape Breton. Malcolm Andrews, spokesperson for VIA Rail, said the "Bras d'Or" - a weekly tourist train service which operates from June 1 to October 3 between Halifax and Sydney - has been losing money for the past two years. "For the first three years it was doing quite well and growing the business ... but for the last couple of summers it has not met its costs," he said. Andrews says that there's nothing that indicates those numbers will improve in the foreseeable future. "The financial outlook is not rosy," he said.

Andrews said a big factor in recent years has been the uncertain future of a 98-mile section of rail line owned by the Cape Breton and Central Nova Scotia Railway. CBCNS officials have taken initial steps to abandon the line twice in the past three years. Andrews said a large portion of the seasonal train's business comes from tour operators, who include the "Bras d'Or" as part of a larger package. He explained that those operators put together their brochures and begin selling their product at least a year before they actually deliver it to the customer and need assurances the rail line will be operational in the long term. "Some tour operators have told us there hasn't been enough certainty, in fact that there's been too much uncertainty, surrounding the future operation of the "Bras d'Or" for them to feel comfortable enough to ... make it a part of their tour offering." Andrews stressed that VIA is continuing to examine the situation before a final determination is made. (**Cape Breton Post**, Feb. 18) *[According to NARP, the Cape Breton Post has reported that, "Hearings into the Cape Breton and Central Nova Scotia Railway's request to abandon the Cape Breton part of its service have been rescheduled to May 10-11. The Nova Scotia Utilities and Review Board confirmed on March 3 it has set the new hearing dates at the request of the railway." A local coalition is working to drum up freight business to keep the line intact, one of the last remaining pieces of a once-extensive Nova Scotia railway network. (NARP Hotline #388, March 4 - National Association of Railroad Passengers)*

CITY WORRIED ABOUT FUTURE OF VIA SERVICE: The Cornwall, Ontario, city council wants a firm answer on whether VIA Rail services from Cornwall to Montreal are in trouble. Council passed a motion on February 28 asking the mayor's office to write to VIA Rail to find out whether there is any truth to recent suggestions the current service from Cornwall to Montreal could be reduced in the future. Sending correspondence through the mayor's office will hopefully result in a concrete answer, councillor Chris Savard said, adding the current rail service to Montreal is an important asset for the city. "It's an important linkage for us," he said. (**Cornwall Standard-Freeholder**, Mar. 2)

RULING FOR VIA RAIL DISAPPOINTS DISABLED: VIA Rail has had a legal victory in a battle with a disabled group over whether the railway must modify nearly one-third of its cars to make them more accessible to disabled passengers. The case involves 139 Renaissance cars VIA bought in 2000 for \$140-million. Federal transport regulators ordered the railway to modify the cars, at a cost of about \$50 million, after it received a complaint from the Council of Canadians with Disabilities. VIA appealed the order to the Federal Court of Appeal and in a ruling in March, the court said VIA should not be required to make the modifications because it can accommodate disabled passengers elsewhere in its network.

"The rights of persons with disabilities to have equivalent access to the federal transportation network does not mean identical access or the provision of the identical services that are available to other passengers but rather it implies the notion of accommodation," the court ruled. It added that even with the Renaissance cars, "the interests of persons with disabilities will continue to be accommodated by the VIA network." The railway also noted that less than 1 % of its passengers are disabled. Laurie Beachell, the council's national co-ordinator, called the ruling a huge disappointment and a step backward for disabled Canadians. (**Globe and Mail**, March 11)

OTHER PASSENGER

TRAIN SERVICE CHOOSES NORTH VANCOUVER: Whistler Mountaineer is the name of the new service that Rocky Mountaineer Vacations will be running from North Vancouver to Whistler, starting May 1, 2006, if all goes well. The new venture is a \$30-million investment for the company. "It's a significant investment for a privately-owned British Columbia company," said Graham Gilley, vp of marketing and communications. "But it's something we are pretty passionate about and have been successful with it for 15 years."

The new service will be a three-hour, more upscale journey than the old BC Rail train that would usher skiers to and from Whistler. "It is a tourist train. There's no question. That's the business model we were asked to submit on," Gilley said. The starting price for the train ride, Gilley said, is about \$99 one way, including food, interpretive commentary along the route, and an open-air observation car. Travellers will have two choices of service: riders will be able to travel in a single-level full-length dome coach where guests get a 360-degree panoramic view and access to an outdoor vestibule that will connect travellers to an open-air observation car. The other service is the coast classic, a traditional type of rail coach. The company is working to find a location to operate from in North Vancouver. Using the old BCR station is not in the cards for the company. "It's not a possibility simply because of

the purchase price," said Gilley. The company is currently looking at various spots. (**North Shore News**, Jan. 19)

ONTARIO SET TO PAY ITS SHARE OF \$1.5B EAST-WEST RAIL SYSTEM: Ontario is prepared to contribute to Ottawa's \$1.5-billion east-west light-rail project, Premier Dalton McGuinty says. "We're working very closely with the city in that regard and we look forward to flowing that money as and when it is required," McGuinty said at a news conference on January 17. "The city and province will continue to work together as we have been in respect to priorities, relying heavily on the city's assessment as to which part of the O-Train expansion they want to proceed with first." The province is already contributing \$200 million of the \$600M to the north-south light-rail project, but McGuinty's comments were the first official word the province is on board with the second, more expensive, line. (**Ottawa Citizen**, Jan. 18)

..... **CITY FOCUSES LIGHT-RAIL EFFORTS ON EXISTING EAST-WEST RAILWAY LINE:** Municipal planners are focussing on an existing rail line from Bells Corners to the Innes and Blair roads area to build Ottawa's east-west light-rail line. City planning director Dennis Jacobs confirmed the rail corridor was the first choice for the line after cost estimates for the route appeared in the recently released nine-year capital budget forecast. The document outlines \$7.7 billion in capital spending over the next decade and shows that the cost of the east-west and north-south projects combined is expected to be \$1.4B until 2014. The documents forecast \$93.6M to be spent on the line from Bells Corners southeast to Woodroffe Avenue. From Woodroffe to the line's intersection with the north-south O-Train, it is expected to cost \$200 million and from the O-Train to Innes-Blair, \$192M is slated to be spent. The corridor would meet the time frame and rail technology the city expects to use for rapid transit, Jacobs said. Especially surprising is that the cost estimates are being done before the environmental assessment - the study that looks into all the variables for a project - has been completed. The environmental assessment has not been approved by council or by the provincial environment ministry, Jacobs said. (**Ottawa Citizen**, Feb. 3)

TALK OF UNIFIED TRANSIT SYSTEM IN SOUTHERN ONTARIO RESURRECTED: Ontario's transportation minister is resurrecting the notion of a unified transit system from Oshawa through Toronto and south to Hamilton. The provincial government is moving "quickly" to create a Greater Toronto Transportation Authority, said Harinder Takhar in a "30-year transportation blueprint. It is the body which will co-ordinate transit planning, it will co-ordinate investment and it will provide services so that we can make sure we are providing a seamless transportation system in the Greater Toronto Area," he said. Takhar said the key to creating a transit culture is to provide better, more frequent and more reliable service throughout the region, meaning more buses for places like Oshawa, Mississauga and Oakville, and having it integrated with the Toronto Transit Commission routes and the coming single fare-card system. The single-fare card system begins as a pilot project in 2007 among GO Transit, the TTC and Mississauga Transit. No time frame was released for the creation of the authority, a Liberal campaign promise yet to be implemented. (**Canadian Press**, Mar. 1)

DEVELOPERS SHOULD DONATE LAND FOR COMMUTER TRAIN: COUNCILLORS: Ottawa's \$650-million commuter train will be such a boon to developers in the new Riverside South community that those who own land in the area should donate some to build tracks and transit stations, city councillors say. Councillor Diane Deans, who represents the area that includes Riverside South, says the developers should acknowledge what the proposed train system will do for their bottom lines by giving land along the rail corridor to the city for a token \$1. She argues that the project will be "a huge selling feature" for developers who will showcase the commuter train in their brochures and showrooms because it makes Riverside South a desirable community. "To me, we are expending \$650 million of taxpayers' money to make this project happen, so in my mind their contribution should be the right of way, the land that we require, free from any charge in order to make it happen." Councillor Jacques Legendre goes farther: The city should look at a downtown train tunnel to be paid for, in part at least, by property owners along the corridor. Property values near a commuter station, or along the corridor, could double or triple, he says. (**Ottawa Citizen**, March 8)

VANCOUVER AREA HAD HIGHEST GROWTH RATE OF ALL TRANSIT SYSTEMS IN CANADA: A study by the Greater Vancouver Transportation Authority, TransLink, showed the region had the highest growth rate last year among all Canadian transit systems. The study found that ridership on buses, SkyTrain and the SeaBus in the Lower Mainland increased by 8% - or 11 million trips - in 2004. The report credits a number of factors for the increase. They include high

gas prices, an upturn in BC's economy and job market, an increase in the number of buses serving suburban communities, and the implementation of transit passes for students at the University of BC and Simon Fraser University. The latter boosted by 1.6M the number of transit trips taken by students last year. TransLink is planning to order additional train cars and buses in the next couple of months to help deal with the increased capacity on public transit, although no specifics were provided. (Canadian Press, March 7)

BOMBARDIER TRANSPORTATION GETS \$3.3-M CONTRACT TO MAINTAIN OTTAWA TRAINS: Bombardier Transportation has won a \$3.3-million contract to maintain three City of Ottawa commuter trains, for three years. The contract is an extension of its current maintenance contract for the diesel-powered units, operating under the name Capital Railway. The new contract begins in May.

Bombardier Transportation, a unit of Montreal-based Bombardier Inc., said the Ottawa contract illustrates a growing market for the company to maintain passenger trains in North America. The vehicles are the German-built Talent Diesel Multiple Units with three cars per trainset. Two cars are diesel powered to the rail through a hydraulic transmission. The trainsets are a modern design, sleek, quiet, with wide doors and wide aisles, panoramic windows and spacious comfortable seats. The interior is open, allowing easy access between cars. (Canadian Press, March 10)

REGIONAL / SHORTLINE NEWS

NEATCOR NEEDS INDUSTRY SUPPORT TO MAKE A NORTHERN RAILWAY BECOME REALITY: The North East Alberta Transportation Corporation needs the support of key industry leaders if an initiative proposed to connect the Athabasca oilsands with the rest of the province via an expanded rail link is going to go from concept to reality. Band-aid solutions will not fix what could become the province's biggest infrastructure issue to date, says Jim Gray, NEATcor chairman. The \$2.6-billion proposed project would see either the construction of a new rail link between Nisku, Alberta, and oilsands projects north of Fort McMurray, or expansion of an existing line that travels as far as Lynton, Alberta - located about 25 kilometres southeast of Fort McMurray.

To date, neither industry nor the provincial government has gone on record in support of the project. In an impromptu announcement in late-January, the Athabasca Regional Issues Working Group said it agreed with NEATcor's concept but didn't appreciate the costs associated with it. Published reports indicate the Alberta government is dedicating \$300 million to infrastructure in the northern area in the coming years. Gray suggests that money go towards the rail system, with the remainder funded through debt financing. Tariffs would be charged to industry on all goods and materials transport, excluding passenger traffic.

Based on Alberta Transportation counts and estimates, 11,959 vehicles and 2,926 trucks travel on Highway 63 north between Fort McMurray and projects at Suncor Energy or Syncrude Canada. Those numbers are expected to increase to 34,000 and 8,339 by 2012, and 85,000 and 20,000 by 2030. "We now have to start making plans for these numbers, for these volumes and these weights. If we are reactive, and wait until it happens and it gets so tight - it simply is going to be too late," said Gray. NEATcor submitted its proposal to the provincial government in September. A decision on whether or not the province will proceed was expected in December but was delayed following the November provincial election. If approved, Gray said construction could begin in 2005 and be completed between 2009 and 2010. (Daily Oil Bulletin, Feb. 11)

ONTARIO NORTHLAND AND CAW REACH TENTATIVE LABOUR AGREEMENT: Ontario Northland Transportation Commission and the Canadian Auto Workers union Local 103 have reached a tentative labour agreement. The tentative agreement covers five collective agreements and more than 450 CAW unionized employees working in the areas of clerical, stores, rail and bus maintenance, on-board service, customer service and crew management centres. "We are very pleased to have reached a tentative settlement with the CAW Local 103," said Steve Carmichael, ONTC president and ceo. Details of the 3-year contracts, retroactive to January 1, 2005, are being withheld pending presentation to the CAW Local 103 membership. The contracts had expired in December 31, 2004. Ratification meetings are scheduled in North Bay on Sunday, February 20, 2005 at 7:00pm, with additional site specific meetings being held in Englehart, Moosonee, Rouyn, Kirkland Lake and Timmins. A larger membership meeting will also be held in Cochrane, on the evening of Monday, February 21, 2005. (Canada NewsWire, Feb. 18)

MACKENZIE NORTHERN SAFETY MILESTONE: Mackenzie Northern operated 1,000 days without an FRA reportable personal injury, as of

March 3, 2005. Shawn Smith, VP of MKNR, praised all employees for their outstanding effort in reaching the milestone. He said: "With all of the issues surrounding our railway, the intensity of our operations, distances, weather conditions, and other circumstances, it is an incredible accomplishment when we are able to post an injury-free record to the extent that we have. Please accept my personal appreciation and the appreciation of RailAmerica, our communities, and our customers. I am very proud of all our employees." (Railway Association of Canada, March 3)

GREENBELT HELPS CITY RAIL PLANS: Guelph is ideally located for a rail food terminal, especially because it is just outside of the greenbelt around the Greater Toronto Area proposed by the provincial government, a group of business people was on March 4. "The greenbelt areas are frozen, so the future growth is going to be just west of that," according to Tom Sagaskie, general manager of the Guelph Junction Railway. Sagaskie proposes developing a 95-acre food-grade rail handling facility, because Guelph is ideally located as an agricultural centre for this purpose. There is no existing rail facility in North America dedicated to food handling. The proposed rail food terminal can't be built south of Guelph or at the Campbellville end of the line, because most of that land is either environmentally sensitive or in the greenbelt.

Sagaskie says he wants to have an interim terminal up and running by the end of this year. This interim rail yard would be "about a one-fifth scale facility," and allow users to work out logistics of using such a terminal before a permanent one is built at another location. It's expected it would take a year of planning and studies and two years of construction to get a permanent facility ready. A site for an interim terminal has been chosen; "We would lease it or partner with somebody," he said. A preferred site has also been identified for a permanent terminal, he said, and the railway hopes to get an option to purchase the land within a couple of months. As owner, the city of Guelph doesn't expect the railway to be profitable, but it also doesn't want to give funds to GJR to operate, either, Sagaskie told the business people. GJR offers customers excellent service, because it operates six or seven days a week and has eight locomotives. (Guelph Tribune, March 8)

'HUGELY HISTORIC' E&N RAILWAY DEAL REACHED: The Island Corridor Foundation has reached a deal with CPR to acquire its portion of the E&N Railway. "The deal with the CPR is pretty much signed, sealed and delivered," Jack Peake, foundation chairman said. He did not disclose the details of the deal, but said it will likely be officially signed at the foundation's Annual General Meeting. While a date and a venue for the AGM has not yet been announced, Peake expects it will be held near the end of March. "It is hugely historic, no doubt about it," he said about the deal.

The foundation, made up of a consortium of municipal and regional governments, is also moving full steam ahead to acquire the 289 kilometres of track RailAmerica owns on Vancouver Island, Peake said. "We are a lot closer to being able to do something with RailAmerica," he said. "We also have a number of potential operators, not just one, wanting to run the railway." Peake attributed the success of forward moving talks with RailAmerica to its success in reaching a deal with CPR. The foundation also received charitable status recently, meaning it can provide receipts to the CPR and RailAmerica for any assets the companies donate to it. "That is what this plan is based on," Peake said about the Island Corridor Foundation becoming a federally chartered foundation. (Nanaimo Daily News, Feb. 19, March 11)

OTHER INDUSTRY NEWS

OTTAWA WANTS HOPPER CAR DEAL WITH FARMERS GROUP: Federal Transport Minister Jean Lapierre has announced that the Government of Canada will negotiate with a group of farmers that wants to buy a fleet of railway grain cars. It's been nine years since the government decided to sell its fleet of 12,400 hopper cars. A group called the Farmer Rail Car Coalition (FRCC) made a bid several years ago, but the process was stalled when major rail companies also expressed interest. Now, Lapierre has said he's decided to go with the farmers. "We're giving the first option to the FRCC because we think it may be a very viable option," Lapierre said. "We see a lot of merit in that and, like I said, we're biased for the farmers."

As part of these negotiations, the government will ensure that the coalition's roles and responsibilities are clear, that its operations are accountable and transparent, and that the interests of the taxpayers are respected. The president of the not-for-profit farmers' group, Saskatchewan's Sinclair Harrison, said he's pleased with the announcement but there's a lot of work ahead. "After nine years I pretty near have to pinch myself to make sure that this is for real," Harrison said. He said the government has set an April deadline for

a deal. If FRCC gets that completed and takes over the rail cars, it plans to lease them back to the rail companies. The goal is to make sure farmers have adequate rolling stock to move their grain to market.

What hasn't been established is how much Ottawa will charge the FRCC to take over the fleet. FRCC's business plan has been based on Ottawa providing the cars for a nominal cost of \$1. "It's going to be at commercial terms," he said, though he did not elaborate. Some industry players have suggested the fleet could be worth \$150 million, but Harrison said the restrictions placed on its use as well as the maintenance required for the aging cars leave the value up for negotiation. "They want to maximize returns to the taxpayer, minimize the impact to farmers; I'm not sure how you accomplish both of those," Harrison told Reuters, explaining the price of the fleet will ultimately be borne by farmers through freight rates. The coalition hopes to have leases with CN and CPR by August 1. (Transport Canada release, March 9; CBC News, Globe and Mail March 10)

PUBLIC SURVEY SHOWS STRONG SUPPORT FOR FREIGHT AND PASSENGER RAILWAYS: An overwhelming majority of Canadians feel our roads will be safer, and our environment cleaner, if we rely more on freight and passenger trains. This is according to a new Redfern Research survey, commissioned by the Railway Association of Canada and fielded by Leger Marketing in December. It finds that 90 per cent of Canadians feel trains are the safest and most environmentally-friendly way of moving goods, and 72 per cent believe freight trains - compared with the alternatives -- are best for society overall. A clear majority of respondents also felt that intercity passenger and commuter rail services led the modal choices to reduce environmental impact, improve public safety and enhance benefits to society. "The massive number of passengers on the highways is amplified by the large number of heavy trucks. Canadians believe increased use of rail is a valuable solution to this problem, and they want government action to make it happen. With the Kyoto agreement taking effect February 16, this poll sends a strong message to government," said Bruce R. Burrows, acting President and Chief Executive Officer of the Railway Association of Canada.

Martin Redfern, president of Redfern Research, said: "The survey has confirmed the very strong attachment Canadians have to rail transportation. Above all, the results have confirmed that Canadians believe rail is the transportation option with a powerful future in Canada. While rail transportation is an important part of Canada's past, rail will also have a bright future if Canadians get their way. Almost all Canadians want government to open its wallet in order to maintain and expand rail transportation in Canada. They want more people and more freight to travel by rail, and they think public money should be used, if necessary, to accomplish this goal. Right now, for example, most Canadians say the government is not spending enough money on increasing the use of passenger rail transportation."

Ninety-two per cent of respondents believe rail is of national economic importance. The level of support is broadly-based and very high across all age groups - ranging from 89 to 95%. From a policy perspective, more than 90% of respondents believe government should invest in maintaining, upgrading and expanding rail infrastructure; would support transport policies and financial incentives to encourage greater use of trains by business to reduce environmental emissions, and want to ensure fees and taxes paid by trucking companies reflect the true cost to society of road construction, maintenance and associated costs. About one-quarter of survey respondents say they live within one kilometre of a rail line so proximity to the tracks does not adversely affect support for rail, said Redfern. About one-third (31%) say they have travelled between cities by rail in the last five years, and 51% had changed their lifestyle to help protect the environment. The poll of 1,500 adult Canadians is considered accurate to within 2.8%, 19 times out of 20. It was first conducted in 2002. (RAC release, Jan. 24)

FIRST KETTLE VALLEY RAILWAY TRESTLE COMPLETED; 11 TO GO: Like the legendary phoenix rising from the ashes, six historic Kettle Valley Railway trestles will be rebuilt by this fall. Twelve of the 18 wooden trestles that bridge a scenic canyon of the Trans-Canada Trail were destroyed in September 2003 when a wildfire roared through Myra Canyon, near Kelowna, BC. Encouraged by the speedy re-construction of trestle No. 18 - finished in late-December - the president of the Myra Canyon Trestle Restoration Society expects trestle two (110 metres long)

and three (82 metres), as well as trestles 13 (87 metres), 14 (73 metres) and 15 (46 metres) will be finished by November.

"We have something rising from the ashes," said Denis Frie. "It's showing that we are making progress, and it keeps the spirits up." The trestles were drawing 55,000 people and \$5 million in tourism revenues annually before the fires. The engineering contract to design the next five trestles will be awarded in March. Construction is expected to be completed by November 15. The final six trestles are scheduled to be built by 2007. "We're really moving along. I think we're ahead of schedule," said Denis Frie. "It will look just like it did before." The bridges were built in 1914 as part of a CPR line connecting the Interior to the Lower Mainland. (Vancouver Province, Feb. 10; Penticton Herald, March 10)

RELEASE OF REPORT OF FEDERAL/PROVINCIAL/TERRITORIAL TASK FORCE ON URBAN TRANSPORTATION: The inter-governmental task force on urban transportation has released a report entitled "Urban Transportation in Canada: Needs and Opportunities." The report is based on a cross-Canada survey of the investment needs for public transit and urban roads over the next ten years. It finds that the investment needs are significant and shows that investing in transportation (in addition to other kinds of infrastructure) is critical to supporting economic and job growth, environmental sustainability, and quality of life in Canada's cities.

Composed of representatives from provincial and territorial jurisdictions and the federal government, and reporting to the Council of Deputy Ministers Responsible for Transportation and Highway Safety, the goal of the Task Force is to explore urban transportation issues of common interest with a view to recommending actions to the Council. The task force's mandate includes making recommendations on initiatives, priorities, criteria, and principles for urban transportation investment in the context of potential partnerships between federal/provincial/territorial governments and municipalities. The report is available on-line at: <http://www.comt.ca>. (Canada NewsWire, Feb. 16)

CANADIAN TRANSPORTATION AGENCY GENERAL RULES IN EFFECT: The Canadian Transportation Agency General Rules (SOR/2005-35) came into force on February 8, 2005. They are available at: <http://canadagazette.gc.ca/partII/2005/20050223/html/sor35-e.html> (CTA, Feb. 23)

LOGISTEC SAYS TERMONT CONTAINER TERMINAL IN MONTREAL FACES LOSS OF CUSTOMERS: Logistec has announced that its Termont Terminal joint-venture intermodal container terminal at the port of Montreal is "in a very fragile position with a strong risk of having no customers in the coming months." The Montreal-based port logistics company says that it has been notified that the vessel sharing agreement between its three main partners has been terminated. Logistec, which through Logistec Stevedoring is half-owner of Termont, added that it "is not presently in a position to evaluate whether any of these customers will continue to call Termont and the impact this will have on Logistec's future financial results." (Canadian Press, Feb. 24)

IS VANCOUVER'S PORT BACKLOG JUST A TASTE OF THINGS TO COME?: The largest container terminal operator at the congested Port of Vancouver has taken the unprecedented step of telling shipping lines to give it a break by unloading 25% less cargo. TSI Terminal Systems said it hopes the move will allow it to clear a massive backlog of containers that is sitting on the dock at Deltaport, a facility south of the city, waiting for rail cars to deliver them to major markets in Ontario and Quebec. "This is the first time we've ever done something like this," said Norman Stark, ceo of TSI, which operates two of the three container terminals at Canada's busiest port.

The Port of Vancouver, the main gateway for Asian trade, is struggling to cope with surging volumes of freight generated by the economic boom in China. At DeltaPort in Vancouver, the backlog of containers has grown so big it is getting in the way of terminal operations. Stark said the backlog should be cleared by the end of March, adding the problem is that CN is not delivering sufficient rail cars to take them away. But Mark Hallman, a spokesman for CN, denied the railway is at fault. "The fact of the matter is TSI has problems," Hallman said. "They are constrained in terms of their own capacity." He said if ships are being delayed it is because TSI cannot unload them quickly enough. Hallman said that while CN has had to deal with bad weather and other issues affecting its network, the terminal operator has been seriously hampered by problems such as damage to its equipment and labour difficulties.

What has many marine industry players worried is the early months of the year - especially January and February - are traditionally a quiet time in the industry. The concern is the troubles may be only a taste of what is to come when trade volumes really start to move up in the spring and summer, when the industry usually gets busy. (**National Post**, Feb. 25)

FRASER RIVER PORT SETS THE PACE AGAIN: Already Canada's second busiest port by total volume, the Fraser River Port has posted another record for the third straight year. Total throughput in 2004 was an unprecedented 36,848,548 million tonnes compared to the previous record of 35,030,972 set in 2003. The total includes 5,872,743 tonnes of international shipments and 30,975,805 tonnes in domestic shipping. Container traffic led the way once again with dramatic growth, up 27% to 320,136 TEUs from 252,510 TEUs in 2003.

Just three years ago, in 2001, the volumes were 50,565 TEUs, but regular calls by new shipping lines have boosted traffic through Fraser Surrey Docks. Auto shipments through the port authority's two major vehicle terminals were down slightly to a total of 437,190 units. Fraser River Port is Canada's largest fresh water port and borders on 270 kilometres of shoreline along the Fraser River from Langley to its mouth in the Georgia Strait. (**Fraser River Port** release, Feb. 23)

ROUNDHOUSE DREAMS: Glenn Migneault and a relatively small group of individuals from various historical railway organizations are working toward transforming the CPR roundhouse in Victoria, B.C. into a semblance of its former self. The roundhouse buildings, built in 1912 by the CPR, represent one of the last such facilities still largely intact in Canada. Migneault sees the potential in that. "Our goal, once the roundhouse museum is up and running, is to operate a steam locomotive or historical diesel and have a little tourist train from Victoria up to Chemainus or Nanaimo as a day trip," he says.

Migneault, a member of the Roundhouse Museum Society, is able to see past the blemishes on its once majestic countenance - the graffiti, leaky roof and overgrown weeds, and would like to see a museum there. Recently the roundhouse got a minor facelift to keep it from deteriorating further, but plenty of work needs to be done to make the buildings usable for a museum or other purposes. They would have to obtain access to the property and raise the necessary funds to restore the buildings and adjacent lands. (**Victoria News**, Feb. 25)

NFLD.- LABRADOR LINK PLAN CALLED COSTLY: A report studying a proposed link across the Strait of Belle Isle concluded a tunnel with an electric train carrying vehicles would be the most attractive option for a new fixed span. The independent feasibility study stated that a 20-km link between Newfoundland and Labrador would be feasible, yet expensive - around \$1.7 billion. The study also stated that an infusion of approximately \$1.4 billion from government would be required to make the plan attractive to the private sector.

Newfoundland Premier Danny Williams, who had been a proponent of the idea, appeared to back away from the idea, citing expense as the obstacle. While he hopes the plan would happen in the future, Williams told Canadian Press it's not a priority for his Conservative government. The study also concluded that upgrading the current ferry service across the strait would be significantly less costly than a fixed link. The service sails only across eight months a year. Other options under consideration included a causeway or a combination of a causeway and tunnel. (**Canadian Press**, Mar. 4)

RAIL TRAFFIC UP IN FEBRUARY: Loadings of both carload and intermodal freight on Canadian railroads showed healthy gains during February 2005 in comparison with last year, according to the Association of American Railroads. Canadian rail carload traffic was up 15,425 carloads (6.0%) in February 2005 to 273,171 carloads, and up 15,660 carloads (3.1%) for the year to date to 522,620 carloads. Canadian intermodal traffic was up 13,682 units (8.8%) in February 2005 compared with February 2004 to 169,113 units, and up 15,413 units (5.0%) for the first two months of 2005 to 325,955 units. (**AAR homepage**, March 3)

FEDERAL BUDGET FALLOUT: February's federal budget contained some transport-related plans:

- A portion of federal gas tax revenues will be shared with provinces for municipal infrastructure projects. Transit projects are expected to receive some of this funding. Funding will begin at

\$600 million, or an "equivalent share" of 1.5 cents per litre. This will rise to \$2 billion in 2009, or about 5 cents per litre at current conditions.

- Government main estimates for 2005-06, while not prominent in the budget documents, indicate \$169 million in funding for VIA Rail (no new money for VIA)

- \$625 000 in funding for Ontario Northland passenger rail service from last year will be discontinued this year, putting the "Northlander" train's future into further doubt.

The Railway Association of Canada (RAC) was disappointed that the budget did not reduce capital cost allowances for the rail industry. They note the depreciation rates for various modes: trucks, 40%; ships, 33%; trailers, 30%; aircraft, 25%; trains, 15%. The Canadian Urban Transit Association (CUTA) welcomed the budget announcement that a portion of federal gas tax would be given to communities to support various programs including urban transit. But CUTA is concerned over the slow pace at which the money will be phased in. There is still no tax exemption for employers who provide transit benefits, compared to the benefits available for parking spaces. (**Transport 2000 Canada Hotline**, # 801, March 5)

GREENBRIER RECEIVES ORDERS FOR 5,000 RAILCARS: The Greenbrier Companies have announced that it has received recent orders for nearly 5,000 railcars valued at approximately \$260 million. The orders, principally for production in North America, include 4,500 double-stack intermodal wells and other conventional railcar orders. The orders increase the Company's current combined North American and European backlog to 12,300 units valued at \$720 million, up from 10,300 units valued at \$620 million at November 30, 2004, and 10,000 units valued at \$560 million at February 29, 2004. (**Greenbrier Press Release**, March 10)

PENNSYLVANIA FUNDS RAILWAY REPAIRS/IMPROVEMENTS: The Pennsylvania state government has approved more than \$3.5 million in grants to railroads to repair infrastructure damage caused by flooding from Hurricane Ivan, and nearly \$6.9 million for additional rail freight improvement projects. Included is \$392,000 for repairs along 128 miles of the Delaware & Hudson Railway's Co., main line in Lackawanna, Luzerne, Northumberland, Columbia and Susquehanna counties, and \$553,787 for main line rehabilitation in of the Bessemer and Lake Erie Railroad in Monroeville, Crawford, Erie and Mercer counties. (PRNewswire, Feb. 24)

CP STATION DESIGNATED A HERITAGE SITE: The CP station in Goderich, Ontario has been designated a heritage building by the town council. "Goderich's railway station was identified as being of considerable interest to the Ministry of Culture in the study of CP's Heritage Railway Properties in 1989. (**Goderich Signal-Star**, March 2, thanks to Gerald Lamb)

HISTORIC RAIL STATION UP FOR GRABS: Burlington's 1906 railway station will be demolished in July to make room for more GO Train unless the city wants to keep it. It sits vacant west of Brant Street north of Fairview Street, owned by Foster Technologies. It is understood that Foster is not interested in moving and preserving the building, but might be willing to help to the extent it would cost them to demolish the building. CN is willing to help move it out of the way. Local Architectural Conservation Advisory Committee (LACAC) chair Les Armstrong is confident that the wood-frame 800-square-foot building can be saved and somewhere on city property for public use. "It is an historic piece of Burlington's heritage. (**Hamilton Spectator**, Feb. 25, thanks to John Thompson)

REMOVING RAIL TANKER SIGNS CONSIDERED: U.S. federal officials are considering a proposal to remove placards from railroad tankers because some say they advertise hazardous loads to terrorists. However, first responders to rail accidents say removing the signs could endanger their lives because, in a derailment, police and firefighters need to know immediately if dangerous chemicals are involved, the **New York Times** reported. "There's this feeling that you have to secure everything possible in every way possible for every possible kind of terrorist attack," said Garry Brieze, executive director of the International Association of Fire Chiefs. Federal officials said they want to strike a reasonable balance between security and safety, but that some clashes are inevitable. If delicate information leaks out, "it gives our adversaries too much of a picture of what our vulnerabilities are," said Jack Johnson, Jr., chief security officer of the Department of Homeland Security. (**UPI**, March 5) ■

Letters to the Editor

The Water Standpipe at Aylwin Station

By William F. (Bill) McConnell

I read in the January 2005 **Branchline**, with great interest, Duncan du Fresne's piece "Memories of Canadian Pacific's Maniwaki Subdivision", especially regarding the standpipe at Aylwin Station.

Having played on and around it from my very early childhood, I still have a very vivid picture of it in my mind and all the sounds that were associated with it. Unfortunately, still photos and movie film that I have that show it are of poor quality.

The standpipe was a very well designed foundry-made assembly. The cast base, about four feet high, was an inverted "bell " shape with mounting bolt holes around the bottom. On top of the base was a cast rotor to which was attached a 6 to 8-inch steel pipe which continued up to the elbow at the top of the assembly. The delivery pipe that carried the water to the tender was also about 6 to 8-inches in diameter. It was hinged (on two sides) at the top of the vertical pipe and joined to it with a flexible corrugated rubber tube of the same diameter. Attached to each rear pointing projection, that was part of each hinge assembly, were rods that were attached to a cast counter balance weight that surrounded the vertical pipe.

A moveable rod was mounted on top of the delivery pipe on stand-offs and ran the full length of the delivery pipe plus over the elbow. This rod was bent up vertically to form a double hook which the engine crew on the tender could hook in order to pull the delivery pipe towards them. On the elbow end of the rod was a solid metal wheel with an eccentric pin to which was attached a locking rod that ran down to the rotor and a short (locking) lever. This lever was hinged on the same pin with the long heavy rotor handle that was used to rotate the whole standpipe assembly from the ground. A removable folded safety pin kept the locking lever in a locked position but did not prevent the unlocking when engine crew grabbed the hook on the delivery pipe.

The standpipe assembly sat on a 2-inch wooden decking that covered the in-ground cement-walled enclosure that housed the plumbing from the water main to the standpipe plus the shut-off valve assembly. A tee-shaped valve handle was located directly back of the standpipe. When the valve was closed, it opened the drain-back which allowed the water in the standpipe to drain back into a nearby creek.

A full flow of water would hold the delivery pipe spout down. The unrestrained delivery pipe would bounce three times against the counter weight as the flow increased to maximum.

The standpipe was located on the lower end of the steep grade (the southbound ruling grade on the Maniwaki Sub.) from Kazabazua station down to and past the station at Aylwin. Our house was located about 100 yds from the standpipe.

Often freights would quietly slide down the grade without whistling and quietly come to a stop for water. If you were not looking in that direction, the first indication that they were there was the loud bang of the first half of the tender tank cover being opened and allowed to drop followed by another loud bang of the second half. Some engine crew-members would hold the delivery pipe in the up position over the tank opening and wait for the water's weight to take it down. This is when you would hear the three "bumps". Others would hold the delivery pipe down with their foot while the water was being turned on.

In addition to a track grade at that point, there was curve elevation that canted the tender away from the standpipe. Quite often the tender was allowed to overflow which resulted in some of the roadbed ballast being washed away. Coarse cinder was

dumped to try to minimize washout.

Aylwin was certainly not a favorite "water stop" for engine crews due to varying water quality. The problem was not the water. It was of good quality originating from Quinn's spring-fed lake located about a mile west of Aylwin Station. It was the contributing factors between the lake and the standpipe.

The creek that drained Quinn's Lake into the Gatineau River ran for the most part beside roads and passed within 50 feet of the station.

The CPR reservoir was located on a creek about a quarter mile west of the standpipe on property which had been part of George Armstrong's farm. The local people referred to it as the "dam". The Dam could be best described as a right angled triangle (disregarding the short inlet side of about six feet) consisting of two cement walls and the rocky hill being the hypotenuse.

Prior to dam construction, the creek water had tumbled down a rock bed amounting to about a ten foot drop in a space of 40-50 feet.

The cement wall ran parallel to and was within five feet of the public road wheel track (no ditch) then swung 90 degrees south to form the lower wall across the creek-bed to the hill. On the upper side, the creek ran directly beside the road and entered the dam over a very short inlet wall that ran from the roadside wall to the hill.

The release valve was located in the lower wall over the original creek-bed.

The intake for the pipeline to the standpipe was a rectangular cement box located in the right-angled corner formed by the roadside and lower walls. A heavy metal screen, slanting upstream, covered the box. The intake control valve was housed in a cement chamber just outside of the lower wall and was accessed through a covered manhole.

The 10 or 12 inch diameter water main from the dam to the standpipe was made of wooden stave pipes held together with a spiral wound wire. The staves were tapered on one end to fit into the next section of pipe.

The water main ran on the road allowance and in places was actually under the roadbed. When a binding wire rusted off, the staves would part and water would boil up and quite often it was from underneath the roadbed which resulted in a washout. The CPR "water gang" would have to be summoned and their arrival was marked by the freight depositing their combination tool and boarding car on the railway siding.

Abe Shepherd was the foreman during the 1930s and early 1940s. The "gang" total usually numbered no more than three. One of Abe's crew by the name of White or Whyte became foreman following Abe's retirement.

They would don their hip waders and would dig up the area around the leak and replace the rusted off spiral wound wire with metal bands that drew the staves tightly together again.

The same "gang" also cleaned the dam when deposited silt threatened to cover the screened inlet to the water main.

During good weather, the creek ran crystal clear. However any rain downpour would cause soil run-off into the rain swollen creek which would be over-flowing its banks and running brownish grey. The water gave up its silt anywhere the water flow was arrested. In this case it was by the dam. This combination resulted in the soup that the engine crews saw coming out of the

standpipe. The section men tried to improve water quality by frequently flushing the system. They would turn the downspout 90 degrees away from the rails and let it run full bore.

To remove the silt build-up from the reservoir, the “water crew” would open the release valve to drain the dammed water. The silt around the outlet valve was shoveled into the creek flow that was flowing through the open release valve. Wheelbarrows were used to move the silt from other areas to the release valve. This process was repeated on several occasions until the local people raised bloody hell over what it was doing to this healthy creek.

This creek under normal conditions, continually carries silt like any other similar creek. The amount is not noticeable and the steady flow through carries it to the (Gatineau) river. This creek was a sole source of household water for a number of homes located along the length of the creek. Due to the low land in the area, wells did not produce potable water and were therefore not an alternative

In addition, this 2 to 3 feet in width creek was an excellent brook trout stream, with spawning beds, producing trout up to 2 lbs. Many were the times as a boy when I would come home with a meal of “brookies” which my mother fried in butter.

The dumping of this concentrated silt into the water of the down stream resulted in a thick deposit on the stream bottom covering the sandy spawning beds and producing an unacceptable high level and steady flow of silt.

Public outcry forced the CPR to bring in a power shovel for all subsequent reservoir silt removal and the residue was trucked away. The shovel came in on a flat car and moved under its own power to the reservoir site.

I was Secretary-Treasurer of the Municipal Corporation of the Township of Aylwin in the late-1950s when the CPR was phasing out this water supply system. The Company’s intent was to remove all walls and parts of the reservoir and return the area to its original natural state. I was responsible for saving the “dam” in its almost original form. When I learned of CPR’s intent, I was concerned that the creek would spill onto the public roadway in time of floods without the protection afforded by the cement wall running parallel to the roadway. I was able to stop the destruction before it started and went to the council for backing with a proposal that only the lower wall over the original creek bed be opened and the release valve be removed. This allowed for full free original flow of the creek water and satisfied the CPR in relieving them of all responsibility due to the creek having been returned to its original uninhibited flow.

So far as I know, the “dam” still remains as the CPR left it in the late-1950s except that it has filled with silt and is overgrown with brush and trees.

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McLaughlin’s Dinkey at Arnprior update

In the October 2003 edition of **Branchline** you published my article "McLachlin's Dinkey at Arnprior."

At that time we knew very little about this interesting locomotive. I have now found a reference to it in the **Renfrew Mercury** of 14 May 1915:

"An oil burning engine for use in hauling cars through lumber yards has been built under the direction of George H. Johnston, engineer for McLachlin Bros. The **Watchman** says that lumbermen everywhere will be interested in this new engine, whereby they can move lumber rapidly in their yards without danger of fire."

This confirms that the small machine was home built under the supervision of Mr. George H. Johnston, the engineer for

McLachlin, and it does give us a better idea of the date. It seems the machine was put into service in early 1915 and not 1914 as mentioned in the article. Unfortunately the **Arnprior Watchman** for this period has not survived so we may not be able to obtain further information. (Colin J. Churcher)

Coming Events

BELLEVILLE, ONTARIO: The Niagara Frontier Region of the NMRA will hold its annual convention on **April 15-17** at the Ramada Inn on the Bay. Registration c/o Nev Meads at (705) 731-0893. Admission with banquet \$65. Information from Bob Douglas, (613) 962-0462.

PORT HURON, MICHIGAN: The 23rd Annual Huron Modelers 2005 Railroad Show & Swap Shop and Model Train Show will be held on **April 24** (10:00 to 16:00) at McMorran Place, 701 McMorran Blvd. Admission \$3.50; kids under 5 free. An 8 foot table for swapping and exhibiting available at \$15 through April 1 (\$20 thereafter). Information from Fred Cesefski, 4049 Pine Grove Ave., Fort Gratiot, MI 48059, or tel. (810) 385-8815 evenings.

MISSISSAUGA, ONTARIO: Toronto Show Promotions presents its annual Toronto Toy, Train & Doll Collector’s Show on **April 24** (10:00 to 16:00) at the International Centre, 6900 Airport Road. The show features a new trains section with model and toy train vendors, operating layouts, clubs and more. Adults \$9; Seniors \$8; Youth (6-12) \$4; under 6 free. Information from Frank Steele, Box 3A-10, Centreville, ON K0K 1N0; (613) 378-0309; www.antinquetoy.ca

OTTAWA, ONTARIO: The Ottawa Central Railway will hold an open house at Walkley Yard on **April 30** from 0900 to 1500, in conjunction with the conclusion of Railway Safety Week. Static displays will be provided by VIA Rail, Capital Railway (“O-Train”), Bytown Railway Society and Operation Lifesaver. Cab rides in an OCRR unit within Walkley Yard, with proceeds to the Boys and Girls Club. Raffle draw for a cab ride between Ottawa and Pembroke and return (must be over 18 years old).

LINDSAY, ONTARIO: The Lindsay & District Model Railroaders will hold its 31st Annual Lindsay & District Model Railroaders Show on **April 30** (10:00 to 17:00) and **May 1** (10:00 to 16:30) at the Victoria Park Armoury, 210 Kent Street West. Added this year is the Lindsay Model Shipwrights. Adults \$5; Seniors and Students \$4; Children under 6 \$1. Information from PO Box 452, Lindsay, ON K9V 4S5.

QUEBEC CITY, QUEBEC: TRAQ (Transportation by rail across Quebec) will hold its ninth Railway Symposium and fourth Railway Exposition in Quebec on **May 3 and 4** at the Plaza Hotel. For information, contact Louis-François Garceau at (418) 832-1502; fax (418) 832-2466 or visit the website at: www.groupetraq.com

ST. THOMAS, ONTARIO: The Elgin County Railway Museum will hold its annual “Nostalgia Days” on **May 7 and 8** and its annual “Heritage Days” on **August 27 and 28** in the former Michigan Central Locomotive Shop, Wellington Street just west of First Avenue. Admission by donation. Sales tables, locomotives, cabooses, artifacts, a sleeping car, model trains, train rides and more. Information from PO Box 20062, St. Thomas, Ontario, N5P 4H4.

WINNIPEG, MANITOBA: Golden Rails, 2005. Visit Winnipeg during the Victoria Day holiday weekend, **May 20-22** and help the Winnipeg Model Railroad Club celebrate its 50TH anniversary. An ambitious program featuring the cooperative efforts of the Canadian Council for Rail Heritage, the CN and CP Special Interest Groups, the Canadian Railroad Historical Association, the Midwestern Rail Association and the Winnipeg Railway Museum provides something for everyone. Highlights include motor trips to local rail fan haunts, and a pre-convention return train tour to Sioux Lookout, Ontario, on VIA Rail’s “Canadian”. Numerous clinics, featuring top flight model railroaders from Canada and the United States will be supplemented by tours of Canadian Pacific’s Diesel Shop, layout tours and a ride on the “Prairie Dog Central”. There will also be meetings of the various sponsoring organizations.

The registration cost for Golden Rails, 2005 is \$60.00 (cdn) for any of the sponsoring groups while all others pay \$70.00. Extra fare items include the pre-convention rail fan trips plus other activities. For complete details go to www.caorm.org. For general information, contact goldenrails2005@yahoo.ca

CANCELLED - FIELD, BRITISH COLUMBIA: The 2005 Spirals Railfan Classic to be held at 8 pm on **June 17 and 18** at the Field Community Hall has been cancelled.

TORONTO, ONTARIO: A group from Cincinnati, Ohio, is chartering TTC Peter Witt 2766, a PCC and a CLRV for a free streetcar fantrip on August 7. Further arrangements to be announced. Call Larry Fobiano at (513) 321-2595. ■

Book Reviews

Wooden Cars on Steel Rails - A History of the Crossen Car Companies, Cobourg Ontario, by Ted Rafuse, Steampower Publishing, 181 Armour Court, Port Hope, Ontario, K9A 4S6. Soft Cover, 166 pages, \$39.95.

Noted railway historian, Ted Rafuse has produced another book of interest to all serious railway historians and enthusiasts. Following his highly acclaimed "Coal to Canada", published in 2000, and which told the story of The Ontario Car Ferry Company, his new work deals with the very little known history of Canadian rolling stock manufacturers and, specifically, the Crossen Car Works of Cobourg, Ontario.

To my knowledge, very few writers have broached the subject of the early car manufacturers in the thorough and detailed fashion of this new book.

In the small Ontario town of Cobourg, about 100 kilometres east of Toronto, on the north shore of Lake Ontario, was a unique and important industrial complex producing both passenger and freight cars. At one time, the biggest employer in the town, The Crossen Car Works was the largest maker of wooden railway rolling stock in Canada taking, as it did, large orders for this product from all the railways of the day.

This is a book that is endlessly fascinating. Ted has painstakingly researched every detail of the history of the Company and the identity of the purchasers, to the final disposition of each car produced during the short life of this industrial operation.

Tracing the earliest stages of the car maker parallels the massive railway expansion of the late nineteenth and early twentieth centuries. Historic photographs and detailed drawings of the cars enhance the narrative. Tables and diagrams augment the story that unfolds in a way that makes this book hard to abandon once started.

Our story begins in the early 1870s and continues through to 1915 when the Crossen Car Works closed its doors forever and thus concluded a brilliant chapter in Canadian railway history. That this manufacturing enterprise was so prolific can be seen in the lengthy list of railways, and street railways, who purchased the Crossen product. More interesting is the fact that some of the rolling stock survives today. During its short lifetime, the Company built 750 passenger cars. But the expense of conversion from wood to steel sounded the end for Crossen Car Works. In 1915, the company went quietly into liquidation rather than make the vast and expensive changes that production of steel rolling stock would demand.

Here is a book that covers a chapter unique in Canadian railway history in both spectacular researched detail and illustration. Simply a must for every serious rail aficionado or student of Canadian history. (Reviewed by Doug Haddow)

A Century of Moving Canada - Public Transit 1904-2004 by Ted Wickson, published by Canadian Urban Transit Association, 2004, 1401-55 York Street, Toronto, Ontario, M5J 1R7. ISBN 0-020559-69-7. Price is \$40 + 10% shipping + GST.

A few copies will be available for sale from the author at the Society's May 3 meeting.

Despite its title, "A Century of Moving Canada..." covers the history of public transit from the beginning and is a good synopsis of the years since the first horse drawn street cars in Canada moved along the streets of Toronto. The book celebrates the 100th anniversary of the founding of the Canadian Urban Transit Association (CUTA) that began as the Canadian Street Railways Association whose members were representatives of the street railway companies.

However, the CUTA's history is a part of the Canadian public transit history so both are covered in this book. We have had some published works on the early days of our city public transportation systems (ie: street cars) through books and magazine articles but there is very little information on the post streetcar era. This period is appropriately covered making the book a good overview for those interested in the development of Canadian public transit since the 1950s.

Ted Wickson has done a good job of covering the development of urban transit since the buses took over from streetcars. Despite transit systems appearing little changed with their bus operations, much has happened. Technology has changed quite a bit and transit operators are using modern tools to make their systems run more efficiently (eg: radio communications). Operators have become much more concerned about the environmental effects of their fleets and are looking at ways to reduce their costs. These goals have meant that bus designs and technology have changed a lot despite their outward appearance to the public.

The author also looks at the increased interest in rail transit in the last two decades and in particular in the last few years. We have had subways for many years in Toronto and Montreal, GO Transit and the commuter services in Montreal as well as the light rail services in Calgary and Edmonton. There is also the SkyTrain in Vancouver. Now these rail transit services are being expanded or upgraded and Ottawa now has its O-Train. All these rail transit services are covered in the book. The last chapter takes a quick look at the future and what may be in store.

"A Century of Moving in Canada - Public Transit 1904-2004 is certainly a good read for anyone interested in our public transit systems during the last 120 years. (Reviewed by Bruce Ballantyne)



Toronto Transit Commission PCC 4688 is arriving at the Russell Carhouse circa 1970. She was built by St. Louis Car in 1946 as Louisville Railway Company 514, however, soon after delivery she was sold to the Cleveland Transit System as its 4263. She was one of 75 Cleveland PCCs purchased by the TTC in 1952. Photo courtesy John Thompson.



PHOTO CORNER

Up she goes. On December 16, 2004, a project began to move a former CN wood caboose and three vintage former UTLX tank cars from the Procor plant in Oakville to Puddicombe Estate Winery at Winona, east of Hamilton, Ontario. The move was completed in mid-January 2005, and the equipment is now on display. The caboose, ex-CN 79044, was originally built as a box car in 1917 for Canadian Government Railways and was converted to a caboose in 1956. The tank cars are historically significant, being built in 1914, 1936 and 1937. Photo by Bryant Barbour.

Pristine Canadian Pacific 4-6-2 2398 pulls away from the Sunnyside Station in westend Toronto, Ontario, with Train 712 on May 15, 1955. Included is a deadheading Pullman sleeper in New York Central livery. No. 2398 was scrapped in November 1961 at the age of 21. Photo courtesy Paterson-George Collection.

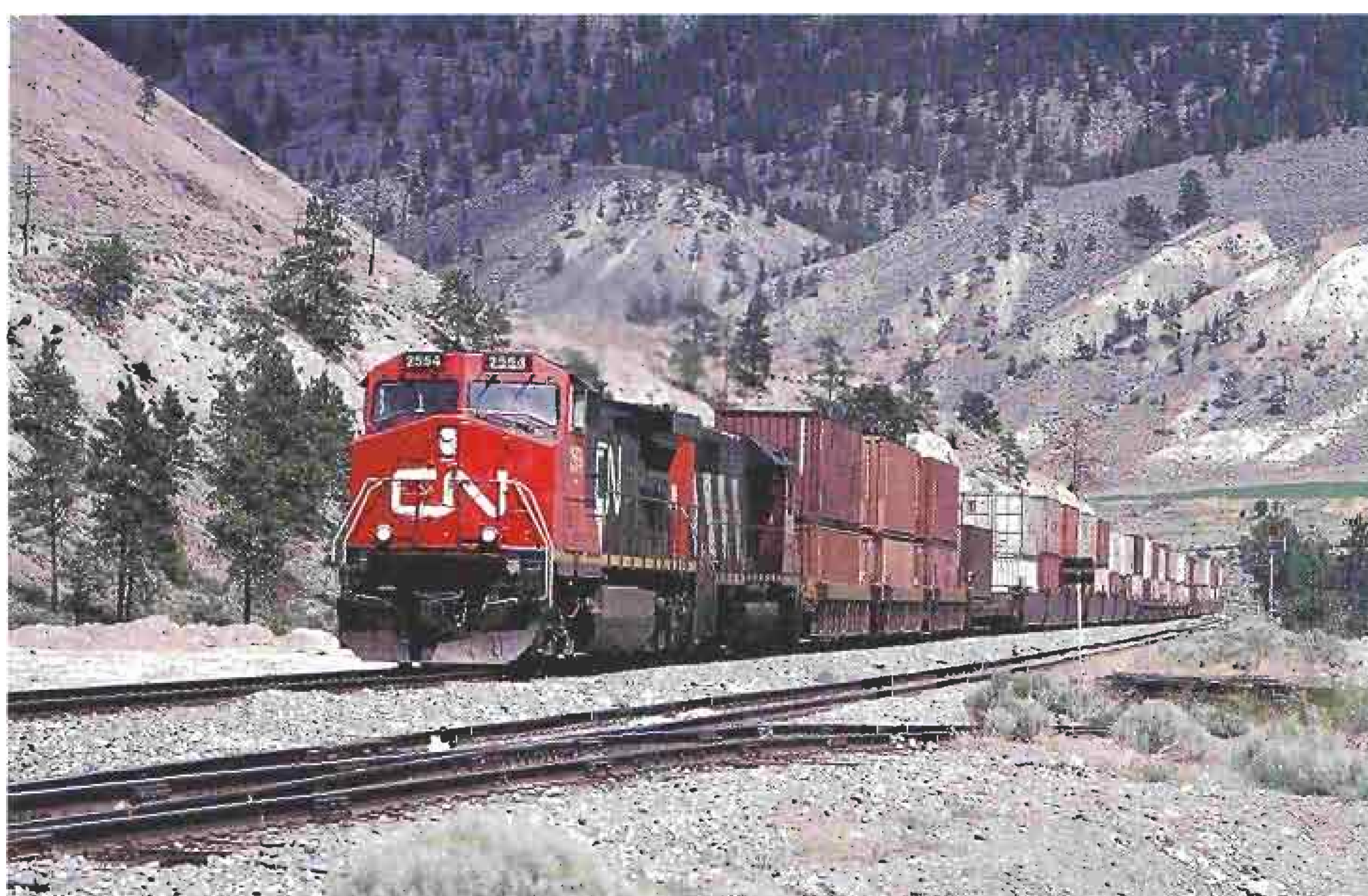
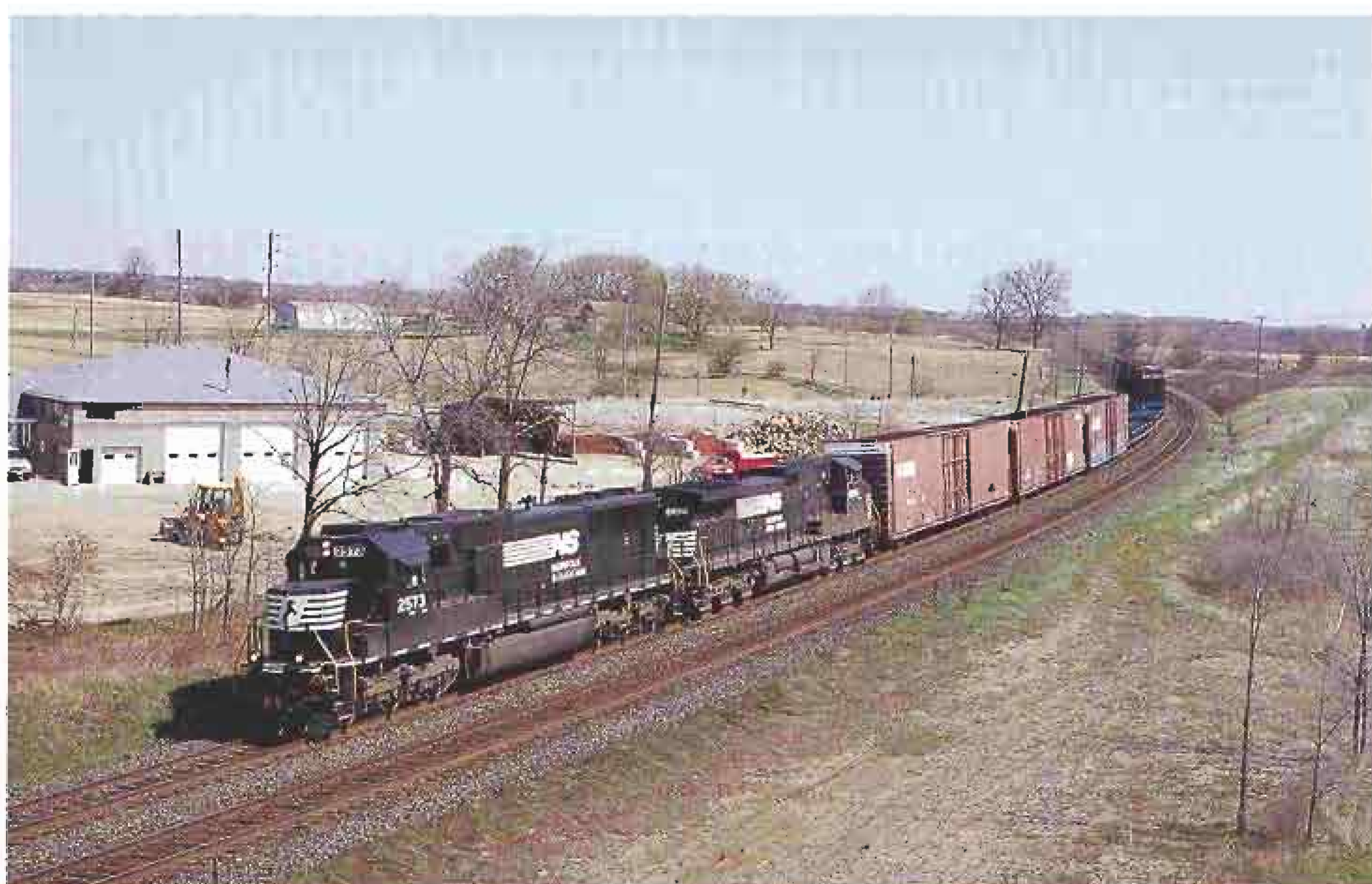


Toronto Hamilton & Buffalo GP7 No. 72 pauses outside the roundhouse in Hamilton, Ontario on March 18, 1979. No. 72 was one of four GP7s (Nos. 71-74) built at General Motors' newly-opened plant in London, Ontario, between August and October 1950, with No. 71 the first completed product. No. 71 was lost in a grade crossing accident in 1980, however 72-74 were acquired by Canadian Pacific in 1987 and added to CP's switcher remanufacturing program. They emerged as CP 1682-1684. No. 1682, now 55 years old, is normally assigned to switching duties in London, within sight of her birthplace. Photo by Ron Lipsett.



CN SD40-2(W) 5359 and CN's newly-acquired BCOL Dash 8-40CMu 4610 are eastbound in the Fraser Canyon, approaching Cariboo Joe Tunnel (near Spuzzum, BC) at Mile 11.5 of CPR's Cascade Subdivision (directional running) on August 24, 2004. Photo by David Meridew.

Norfolk Southern train 327 (Buffalo-St. Thomas) rounds the curve at Mile 19.60, CN Dundas Subdivision, on the morning of April 29, 2004. The power this day is SD70 2573 (nee Conrail 2573) and C40-9W 8890. The photo was taken from the Garden Avenue overpass just east of Brantford, Ontario, by Bruce Mercer.



CN Dash 9-44CW 2554 and SD40 5230 (one of only 10 remaining unrebuilt CN SD40s of 241 acquired between 1967 and 1971) power CN Train 111 at Spences Bridge, BC, on July 3, 2004. The red nose contrasts with the faded desert colour. Kodachrome slide by Fred Clark.



Agence métropolitaine de transport F59PHI 1321 powering five brand-new Bombardier bi-level coaches (2020-2024) and bi-level cab-coach 2001 departs the suburban station at Valois with Train 60 on Sunday, February 20, 2005, en route to Montreal, Quebec. This day rides were free to promote the introduction of 18 new bi-level coaches and 4 cab-coaches for the Lakeshore commuter line. The body skins are welded rather than the more traditional rivetted body found on similar bi-level coaches on GO Transit. With their introduction, the last 30 active former CP 800-series non air conditioned coaches, built in 1953, will be retired. Photo by Ian MacDonald.

Almost new CN CLC-FM H16-44 1857 and 1845 are at Port Colborne, Ontario, on September 25, 1955. They were renumbered 2216 and 2204 in 1956 and were retired in February 1966 and April 1967 respectively. Photo by John D. Knowles.



Trillium Railway (St. Thomas & Eastern) HR412(W) 3582 switches at the CN St. Thomas, Ontario, yard in February 2005. No. 3582 was originally CN 2582, was renumbered CN 3582 in 1987, was sold to RailLink in 1998, then to the Mattawa-Temisaming "Timber Train" in 1999, and acquired by Trillium Railway in 2003. She still sports her combination of RailLink and Timber Train livery. In the background is Union Pacific C40-8 9198, one of the units that arrived on Norfolk Southern train 327. Photo by Peter Mumby.

SELECTION OF PASSENGER CONSISTS

15 February 2005
AMTK #517 - at Vancouver, BC
(Mt. Adams Talgo Set)

P42DC 183
Power Car 7905
Business Class 7454
Business Class 7554
Diner 7804
Bistro 7305
Coaches 7504, 7424, 7423,
7422, 7421, 7420
Baggage 7105
F59PHI 454

15 February 2005
VIA #1 - "Canadian"
at Vancouver, BC

F40PH-2 6440
F40PH-2 6444
Baggage 8613
Coach 8101
Skyline 8516
Sleeper 8337 - *Osler Manor* *
Sleeper 8320 - *Douglas Manor* *
Sleeper 8301 - *Abbot Manor* *
Sleeper 8313 - *Cabot Manor* *
Skyline 8510 *
Diner 8410 - *Frontenac*
Sleeper 8339 - *Sherwood Manor*
Sleeper 8324 - *Dunsmuir Manor*
Sleeper 8331 - *Jarvis Manor*
Dome-Sleeper-Observation
8702 - *Assiniboine Park*

* added at Jasper

20 February 2005
AMT #60
at Vaudreuil, Quebec

F59PHI 1321
Bi-Level Coaches 2024, 2023,
2022, 2020, 2021
Bi-Level Cab-Coach 2001

(First revenue operation of newly-
acquired Bi-Level Coaches)

26 February 2005
VIA #1 - "Canadian"
At Edmonton, Alberta

F40PH-2 6412
F40PH-2 6424
Baggage 8623
Coach 8113
Skyline 8507
Diner 8409 - *Fairholme*
Sleeper 8305 - *Bayfield Manor*
Sleeper 8338 - *Rogers Manor*
Sleeper 8329 - *Hearne Manor*
Dome-Sleeper-Observation
8707 - *Kokanee Park*

13 March 2005
VIA #57 at Cobourg, Ontario

F40PH-2 6421
Baggage 8621
Club Cars 4008, 4005
Coaches 4116, 8134, 4111,
4109, 4103

28 February 2005
VIA #15 - "Ocean"
at Truro, Nova Scotia

F40PH-2 6413
F40PH-2 6432
Baggage 8618
Coach 8142
Coach 8109
Coach 8140
Skyline 8506
Diner 8413 - *Louise*
Sleeper 8224 - *Chateau Roberval*
Sleeper 8201 - *Chateau Argenson*
Sleeper 8221 - *Chateau Radisson*
Sleeper 8211 - *Chateau Lasalle*
Sleeper 8225 - *Chateau Rouville*
Dome-Sleeper-Observation
8711 - *Revelstoke Park*

4 March 2005
VIA #1 - "Canadian"
at Sioux Lookout, Ontario

F40PH-2 6433 (off at Winnipeg)
F40PH-2 6449
F40PH-2 6448
Baggage 8623
Coach 8113
Coach 8106
Skyline 8502
Diner 8409 - *Fairholme*
Sleeper 8305 - *Bayfield Manor*
Sleeper 8338 - *Rogers Manor*
Sleeper 8329 - *Hearne Manor*
Dome-Sleeper-Observation
8702 - *Assiniboine Park*

5 March 2005
VIA #14 - "Ocean"
at Charny, Quebec

F40PH-2 6421
F40PH-2 6413
Renaissance Baggage 7009
Renaissance Coaches 7228,
7232, 7231
Renaissance Service Car 7311
Renaissance Diner 7400
Renaissance Service Car 7313
Renaissance Sleepers 7526,
7521, 7520, 7501, 7518, 7503

5 March 2005
VIA #620 at Cap Rouge, Quebec

P42DC 903
Renaissance Baggage 7004
Renaissance Coach 7212
Renaissance Service Car 7302
Renaissance Clubs 7105, 7101
Renaissance Coach 7207
Renaissance Club 7100

11 March 2005
ONT #698 - "Northlander"
at Washago, Ontario

GP38-2 1802
EGU 204
Coach 604
Snack Car 703
Coach 612
Coach 614

6 March 2005
VIA #15/17 - "Ocean/Chaleur"
at Montreal, Quebec

F40PH-2 6410 *
F40PH-2 6416
F40PH-2 6426
Baggage 8619
Baggage 8618 *
Coach 8108 *
Coach 8119 *
Skyline 8512 *
Sleeper 8205 - *Chateau Closse* *
Sleeper 8224 - *Chateau Roberval* *
Sleeper 8201 - *Chateau Argenson* *
Sleeper 8209 - *Chateau Iberville* *
Sleeper 8219 - *Chateau Montcalm* *
Coach 8109
Coach 8140
Coach 8139
Coach 8127
Skyline 8505
Diner 8413 - *Louise*
Sleeper 8214 - *Chateau Laval*
Sleeper 8218 - *Chateau Marquette*
Sleeper 8220 - *Chateau Papineau*
Sleeper 8229 - *Chateau Viger*
Sleeper 8221 - *Chateau Radisson*
Dome-Sleeper-Observation
8709 - *Laurentide Park*

* #17 - "Chaleur" from Gaspé

(Thanks to Keith Bowler, Tom Box, Milne Hall, Harm Landsman, Terry Muirhead and Lorence Toutant)

SAMPLES OF DIESEL UNIT CONSISTS

Feb 10 - CN 306 at Clover Bar, AB: CN SD40u 6014, BCOL Dash 8-40CMu 4610 and CN SD75I 5676.
Feb 10 - CN westbound at Drumheller, AB: CN Dash 9-44CW 2557 and BCOL Dash 9-44CW 4649.
Feb 11 - CN 363 at Dorval, QC: CN Dash 8-40CMs 2419 and 2413, IC SD40-2R 6051, IC SD40-2 6102, CN Dash 9-44CW 2633, CN Dash 9-44CW-DPU 2204 and CN SD50F 5419.
Feb 12 - GEXR 432 at Kitchener, ON: GEXR GP40s 4046 and 4019, LLPX GP38-2 2236 and GEXR GP38.
Feb 12 - CN 104 at Edmonton, AB: CN SD40-2(W) 5324 and IC GP40R 3107.
Feb 12 - CN 326 at Dorval, QC: CN Dash 9-44CW 2628, CN SD75I 5767, CN Dash 8-40CM 2434, CN Dash 9-44CWL 2515, CSXT SD50 8664, NS C40-8IFC 8713 and CSXT SD50 8661.
Feb 13 - CN 435 at Paris, ON: CN SD75I 5728, CN Dash 9-44CW 2635, CN YBU-4 204 and CN GP9RM 7268.
Feb 14 - CN 301 at Edmonton, AB: CN SD75I 5661 and DRGW SD40T-2 5401.
Feb 16 - CN westbound at Drumheller, AB: CN SD75I 5766, CN SD40-2(W) 5287 and CN Dash 8-40CM 2408.
Feb 16 - CN westbound (empty grain) near Lucky Lake, SK: CN GP40-2L(W) 9508 and CN GP38-2(W) 4793.

Feb 17 - CP (Ottawa Valley) 120 at North Bay, ON: CP AC4400CWs 8624 and 8645 and CP SD40-2 5696.
Feb 18 - SLQ 393 at Sherbrooke, QC: SLR GP40-3M 3805, LLPX GP40 3001, MPEX GP38M-4 2001 and LLPX GP38-2 2232.
Feb 18 - CN westbound at Lynden, ON: CN Dash 9-44CW 2628, CN Dash 8-40CM 2434 and BNSF C44-9W 4431.
Feb 18 - CP 241 at Orr's Lake, ON: CP AC4400CWs 9756 and 8622, and CEFX SD40-2 2795.
Feb 20 - CN104 at Lovekin, ON: CN SD75I 5695, CN SD40-2 5367, CN Dash 8-44CW 2638, CN SD60F 5521 and CN SD38-2 1653.
Feb 20 - CN 852 at North Edmonton, AB: CN GP40-2L(W)s 9527, 9454 and 9525.
Feb 22 - CN westbound at Drumheller, AB: CN Dash 9-44CW 2633, CN Dash 8-40CM 2423 and IC SD70 1036.
Feb 23 - CP southbound coal empties at Environ, BC: CP AC4400CW 9630 with CP AC4400CW 9632 on the tail end.
Feb 23 - ONT 250 at North Bay, ON: CN Dash 9-44CWs 2530 and 2664, BNSF SD60M 9280 and BNSF SD40-2 6924.
Feb 23 - CN 521 at Thunder Bay, ON: CN GP9RM 4029 and CN GMD1u 1412.

Feb 24 - CN 118 at Moose Lake, BC: CN Dash 8-40CM 2444, CN GP38-2 4716, plus former UP C30-7 2451 en route to Alberta Railnet at Swan Landing, Alberta.
Feb 24 - ONT 111 at North Bay, ON: ONT SD75I 2103 and ONT SD40-2s 1730, 1734 and 1737.
Feb 25 - CP 103 at Thunder Bay, ON: CP AC4400CWs 9656, 9646 and 8579, with CP AC4400CW 8506 mid train.
Feb 25 - CN eastbound Potash at Grand Falls, NB: CN SD75Is 5638, 5719 and 5663, and CN SD50F 5412.
Feb 25 - CN 114 at Cobourg, ON: CN SD75I 5782, CN SD60F 5536, CN SD75I 5676 and CN GMD1u 1423.
Feb 27 - CN 391 at Paris, ON: CN SD75I 5782, CN SD50F 5439, and NREX SD50 8696.
Feb 27 - Ottawa Valley "Grimmer" at North Bay, ON: LLPX GP38-2 2241, RLK GP38 2002 and RLK GP35 5006.
Feb 27 - CN 104 at Clover Bar, AB: CN SD40-2(W) 5329, IC SD40-2R 6000 and CN SD75I 5778.
Feb 27 - CN 309 at Montreal, QC: CN SD50F 5443, BCOL Dash 8-40CMu 4603 and CN SD75I 5660.
Feb 28 - SLQ 394 at Sherbrooke, QC: LLPX GP40 3001, LLPX GP38-2 2232, IC SD40-2R 6002 and LLPX GP40 3207.

Feb 28 - CP 476 at Lethbridge, AB: CEFX SD90MAC 114, UP SD40T-2 8592 and UP AC4400CW 7070.
Mar 2 - CP westbound at Cranbrook, BC: CEFX SD90MAC 107, SOO SD60 6048 with UPY "Green Goat" 2004.
Mar 3 - CP (Ottawa Valley) 119 at North Bay, ON: CP AC4400CWs 8606, 9536, 9515 and 9641 and CP SD40-2 5985.
Mar 4 - CP eastbound at Cambridge, ON: CP AC4400CWs 9581 and 8652, CEFX SD40-2 3141, CP SD40-2s 6011 and 5639, CP GP38-2 3053 and CP SD40-2 5841.
Mar 4 - CP 243 at Pushlinch, ON: SOO SD60s 6038, 6024 and 6057, and CP SD40-2 6015.
Mar 5 - CP northbound coal at Invermere, BC: CP AC4400CW 9727 with CP AC4400CW 9704 on the rear.
Mar 5 - QGRY westbound at Trois-Rivières, QC: QGRY GP40 3102, QGRY GP38 2004, QGRY GP40 3105, and CP SD40-2s 5767, 5587, 5800 and 5696.
Mar 5 - CN 305 at Joffre, QC: CN Dash 9-44CWL 2517, GTW SD40-3 5951 and GCFX SD40-3 6053.
Mar 6 - CP 617 at Griesbach, AB: CP SD40-2 5753, and CP AC4400CWs 9511, 9505 and 9549.
Mar 6 - CP (Ottawa Valley) 120 at North Bay, ON: CP SD40-2 5961, CP GP9u 1630, and CP SD40-2s 5478 and 5981.

Mar 6 - CN 120 at Carriere, QC: CN Dash 9-44CW 2687, IC SD70 1036 and CN Dash 9-44CW 2565.
Mar 7 - CP eastbound at Medicine Hat, AB: CP SD90MACs 9145 and 9148, and CP SD40-2s 5778 and 6035.
Mar 9 - CN eastbound at Lloydminster, SK: CN GP40-2L(W)s 9527, 9574 and 9566.
Mar 11 - GEXR 580 at Kitchener, ON: GEXR GP38AC 3835 and CEFX GP38-3 6537.
Mar 13 - CN 434 at Aldershot, ON: CN Dash 8-40CM 2454, CN SD60F 5535, IC SD70 1017, WC GP38-2 2002 (nee Algoma Central 203) and WC SD45 6596.

(Thanks to Kevin Beckley, Terry Bilson, Bruce Blackadder, Keith Bowler, Chris Boon, Doug Cameron, Dave Durant, Milne Hall, James Lalande, Harm Landsman, Bryan Martyniuk, Jim Mason, George Matheson, Steve Middleton, Jason Noe, Bruce Redman, John Richard, Glenn Roemer, Bill Rood, André St-Amant, Jon Snook, Tim Stevens, Doug Thorne and Lorence Toutant).

LEGEND: **AMT** = Agence métropolitaine de transport; **AMTK** = Amtrak; **BCOL** = BC Rail (CN); **BNSF** = BNSF Railway Co.; **CEFX** = CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSXT** = CSX Transportation; **DH** = Delaware & Hudson (CPR); **DRGW** = Denver & Rio Grande Western (UP); **GCFX** = Connell Finance (lettered GEC-Alstom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HLCX** = Helm Financial; **IC** = Illinois Central (CN); **LLPX** = Locomotive Leasing Partners; **MPEX** = Motivepower Industries; **NBEC** = New Brunswick East Coast; **NREX** = National Railway Equipment; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau; **RLK** = RailLink (RailAmerica); **SLQ** = St. Lawrence & Atlantic (Quebec); **SLR** = St. Lawrence & Hudson (CPR); **SOO** = Soo Line (CPR); **STLH** = St. Lawrence & Hudson (CPR); **UP** = Union Pacific; **UPY** = Union Pacific (yard); **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■

The Motive Power and Equipment Scene



CABOOSES SOLD: BCOL Caboose 1872 and DMIR Caboose C-222 have been purchased by Lake Superior Warehousing in Duluth, Minnesota. The two cabooses will be overhauled and kept available for service in special heavy lift projects through the Port of Duluth.



**CANADIAN
PACIFIC
RAILWAY**

TRANSFERRED:

- Calgary to Toronto: CP SD40-2 5719.
- Moose Jaw to Toronto: CP GP38-2 3114.
- Toronto to Calgary: CP SD40-2 5599, 5665, 5695; SOO SD40-2 6615.
- Toronto to Moose Jaw: CP SD40-2 5573, 5675, 5737, 5811.

TO THE SCRAPPER: The following units have been delivered to Mandak Metals in Selkirk, Manitoba, for scrapping: CP SD40-2 760 (nee SOO 760) in September 2004; CP SD40 6404 (nee KCS 626) and CP SD40A 6407 (nee IC 6020) on October 7, 2004; and CP SD40-2 5393 (nee CP 5785) on February 17, 2005.

STORED SERVICEABLE: CP 4-6-4 2816 - "Empress".

STORED UNSERVICEABLE: (* added since last issue)

- CP SW8-Slug 1011.
- UP SW10 1212, 1213, 1217, 1222, 1231 (leased).
- CP SW10 1283, 1284, 1287 (leased).
- CP FP7u 1400.
- CP MP15AC 1446, 1447 (nee KCC 120, 121).
- STLH GP7u 1502.
- CP GP9u 1544*, 1552, 1600, 1635.
- CP F9B 1900.
- SOO GP40 2011, 2041.
- CP SD40-2 5431, 5599*, 5661, 5769*.
- SOO SD60 6009.
- SOO SD40-2 6613.
- CP SW1200RS 8131, 8155.
- CP AC4400CW 9570, 9818.

LEASED:

- CEFX SD90MAC 120-139.
- CEFX AC4400CW 1001-1059.
- CEFX SD40-2 2784-2792, 2794, 2795, 2797-2806, 2810 and 2812-2814. Most of these 25 former UP units, rebuilt from SD39, SD40 and SD45 with SD40-2 innards, were in service on CP at press time.

DEMONSTRATION COMPLETED: The testing of General Motors demonstrators SD70ACe GM 70 and GM73 was completed in February. The expected arrival of sister GM71 did not materialize.



VIA Rail Canada

BAGGAGE TRANSITION CARS: Renaissance Baggage Cars 7000, 7006 and 7010 are undergoing conversion to Baggage Transition Cars 7600-7602 to permit the handling of conventional cars on the tail end of sets of Renaissance equipment. Plans are to have a Dome-Observation-Sleeper "Park" car on the rear of the Montreal-Halifax "Ocean", commencing in the summer of 2005.

STORED: F40PH-2 6400, 6443, 6446, 6452, 6454 and 6457 at Montreal; FP9u 6300 at Vancouver (occasionally utilized as shop switcher); and RDC-1 6133 at Victoria.

LEASED OUT: F40PH-2 6453 is leased to Agence métropolitaine de transport for Montreal commuter service.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

ALBERTA RAILNET: ARN leased Southern Railway of British Columbia SD38-2 382 and 384 in mid-March.

POWER FOR NEW RAILWAY: Transport ferroviaires Thsiuetin Inc. (Thsiuetin Rail Transportation Inc.) is scheduled to take over passenger and freight operations from the Quebec North Shore & Labrador Railway between Ross Bay (Newfoundland & Labrador) and Schefferville (Quebec) on April 1, 2005. Start-up power will be GP38-2(W) 701 and 702, built in 1976 as CN GP40-2(W) 9663 and 9667. Passenger cars and maintenance-of-way equipment are also being purchased.

ELECTRO-MOTIVE DIVISION OF GENERAL MOTORS - LONDON

DELIVERED: Freightliner JT42CWR 66578-66581 and 66619-66622 (order 20028462) were shipped from the London plant in late-February en route to Halifax for overseas shipment on the "Jumbo Challenger".

The order brings to 103 the number of Class 66 locomotives that Electro-Motive has supplied to Freightliner since 1999. Freightliner is the largest carrier of intermodal freight in the United Kingdom.

DELIVERIES UNDERWAY: The first of 115 SD70ACe units for Union Pacific (order 20046610), to be numbered 8309-8423, were shipped in March.

NEW ORDER: Norfolk Southern has ordered 52 SD70M-2 units (2649-2700) for delivery in 2005.

RAILPOWER TECHNOLOGIES

RELEASED: "Green Goat" demonstrator UPY 2004 was released from ALSTOM's Ogden Shop in Calgary, Alberta, in late-February, for demonstration on Union Pacific. She was converted from SOO Fuel Tender 4001 which was built by EMD in January 1958 as Milwaukee Road GP9 2370, later renumbered 262 and was then upgraded and renumbered MILW 948. She became SOO Fuel tender 4001 in 1986.

DEMONSTRATION: CPR commenced testing of Railpower Technologies "Green Goat" demonstrator RPRX 2404 at Winnipeg, Manitoba, in mid-February.

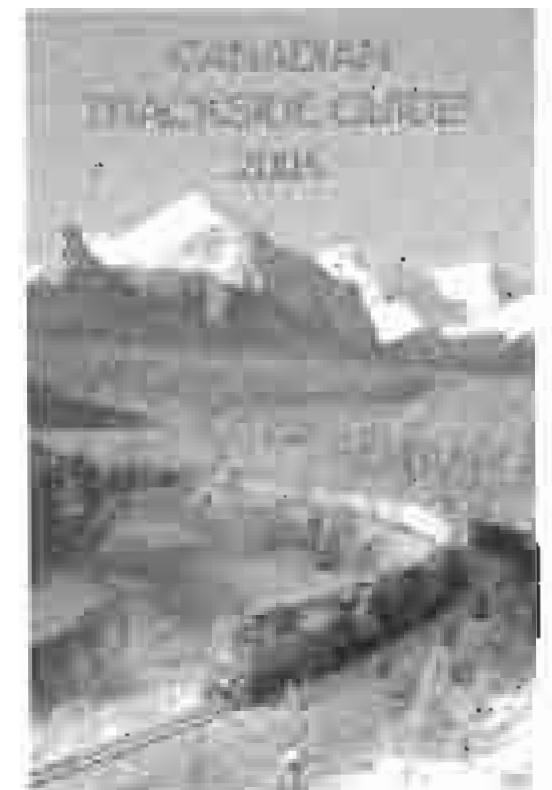
Thanks to Marc Giard, Don McQueen, "NY 4" and "Engine 4466". ■

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Leased former Amtrak F40PH 226 and 339 lead Montreal Maine & Atlantic piggyback train 777 at Sherbrooke, Quebec, on February 3, 2005. On the right is MMA B39-8E 8569. Photo by George Matheson.



Canadian Pacific SD40-2 5987, SOO SD60 6000 and Union Pacific AC4400CW 5945 power CP Train 269 at Swansea, BC (mile 10.5 of the Kootenay Valley Railway's Nelson Subdivision), on August 10, 2004. Photo by Jim Johnston.

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