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Branchline

CANADA'S RAIL NEWS MAGAZINE



A Goat of Many Colours • MixedTrain Memories • Saskatchewan's Rural Railroads

Branchline

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by Bytown Railway Society
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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.

The next regular meeting will be held on **April 4** when Tom Grumley will give us an illustrated talk on railways in Italy and France. Please consult our website [www.bytownrailwaysociety.ca] for additional meeting details. Refreshments will be available for a small fee.

An informal slide and video night is held on the third Tuesday of each month, except February, June, July and August, at the Canada Science and Technology Museum. The next informal slide and video night will be **April 18**.

Equipment Restoration takes place every Saturday at the rear of the Canada Science and Technology Museum 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: I_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.

Corrections:

* The photo of CP AC4400CW 8627 on Page 24 of the February 2006 **Branchline** was taken at Wesleyville, Ontario, not Newcastle. (Keith Hansen)

* The February 1, 2005, date for the photo of CP GP9u 8218 with the TEC train on the Orangeville-Brampton Railway (Page 25, March 2006 **Branchline**) should have read October 13, 2004 - no, there were no fall foliage colours on February 1, 2005!

Ten Years Ago in "Branchline":

* In a novel experiment to fight chronic crew fatigue, CN recently allowed exhausted engineers to sleep on the job. They could radio the rail traffic controller, pull the freight into a siding, unroll a self-inflating mattress and go to sleep on the floor of the locomotive cab. It was part of an experiment called Canalert - Canalert was designed to find ways to combat fatigue among railway employees who work long, erratic shifts.

* A coalition of farmers from western Canada want to buy the Government of Canada's fleet of 13,000 grain cars. They are worried that railway ownership would prompt higher rates for grain. CN and CP Rail want to own the fleet, arguing that it makes the most sense.

* In a move to facilitate the potential sale of its money-losing eastern Canada railway network, CP Limited will transfer its eastern rail assets to a separate subsidiary of its railway. The new operating unit will be headquartered in Montreal and will be a wholly-owned subsidiary of Canadian Pacific Railway Co. - the new name for CP Rail System.

* CP Rail System announced the creation of a new railway freight initiative on Vancouver Island called "E&N Railfreight." E&N Railfreight will be a separate business and operating unit of CP Rail System.

Cover Photo: RailPower and ALSTOM employees stand on and in front of CP GG20B 1700, CP's first "Green Goat", shortly after her cab was lowered into place at ALSTOM's former CP Ogden Shops in Calgary, Alberta, on November 25, 2005. From left to right are Richard Taubert, Mostafa Sharara, Patrick Dunbar, Stephen Woodall, Nick Armstrong, Jonathan Perez, Richard Chapman and Doug Lavalliere. Photo by RFM McInnis.

The members of the Executive congratulate Earl Roberts on receiving the Canadian Railroad Historical Association (CHRA) Lifetime Achievement Award for 2004.

Press date for this issue was March 13
Deadline for the May issue is April 10

A Goat of Many Colours

Article and photographs by RFM McInnis

Canadian Pacific Railway was being a little more secretive about its new locomotive plans than usual. After all, it was a fairly new technology, barely a few years old. CPR also knew it couldn't keep such exciting news quiet for long and wanted to make the first official pronouncement itself through its own public relations department before other media, the public, rail enthusiasts, or railfans got wind of it.

This was an understandable position. After all, it was history in the making, a new technology in railway locomotive development. It is RailPower Technologies Corporation's GREEN GOAT in CPR colours.

This was the guarded approach I encountered when I first inquired about doing a photo essay for *Branchline* on CPR's entry into the environmentally friendly battery powered hybrid switcher field. RailPower would not give me the green light unless CPR officials agreed. CPR was working on something itself and wanted assurances against preemption. ALSTOM's Media Relations also had to be consulted as their workers were under license and liability from RailPower. I was now dealing with three departments, each of whom wanted assurances from the other before they would let me proceed. I was caught in a vortex.

It was one of those "vicious circles" we sometimes encounter. All I required was someONE to give me the okay to be inside RailPower's shops in Calgary, Alberta, and take pictures. Definitive word came when someone in Erie, Pennsylvania, RailPower's design centre and public relations office, contacted me and said things could be worked out - as long as my interest lie only on the surface image of the locomotives - and not on the technology on the inside. That was the only restriction.

RailPower Technologies, based in Vancouver, BC, has been producing the Green Goat locomotive on the frames of GP9 units in bays at ALSTOM in Calgary for the past year and a half (see *Branchline*, November 2004, pp24, and November 2005, pp25.) Its Green Kid, the half pint version of the yard switcher, was being produced in shops in Vancouver, using former CP SW1200RS units which had been stripped of their interiors at ALSTOM, making way for a bank of lead-acid batteries, a generator, and the concrete that adds weight. This, crudely put, is what constitutes the new technology, or, what is on the inside.

Originally, I was introduced to the early Green Kid process by photographing dismantled SW1200RS units whenever I visited ALSTOM in Calgary on other photo shoots (see my article "Outside ALSTOM", *Branchline*, December 2002, pp3.) And now, here was the most exciting development of all: CPR's 2005 order for 35 RailPower hybrids, the largest order yet for RailPower. It was happening right under my nose, in bays just to the north of the main bay where I was spending most of my time - and they would not let my camera in.

Not only was CPR going big into "Green", but RailPower is receiving orders from other railways in a big way, with ALSTOM, the French engineering company now occupying the former CPR Ogden Shops in Calgary, providing the manpower. The ALSTOM grounds, which were once a sea of red, are now awash with colourful "foreign" power lined up to enter the shops for stripping down so their frames can be converted into RailPower hybrids. The technology seems to have no limits. With fuel prices soaring and environmental concerns being addressed, more and more railways are willing to jump on the "Green" bandwagon.

First out of RailPower/ALSTOM in Calgary was RailPower's own emerald green painted Green Goat No. 2401, in October 2004. It was followed by RPRX 2402-2405. More recently, RailServe's yellow Green Kid 356 was released, close on the heels of their RSSX Green Goat 106. Still other RailPower hybrids are being produced in shops in the United States. It is interesting to note that RPRX 2401 may have been the first out, but not the first to be finished. RPRX 2401 was sent incomplete to an industrial fair in Chicago, while development continued on the 2402.

It is a strange world you enter when you go inside the inner sanctums of RailPower and ALSTOM. You enter upon a darkroom-like world of yellow light, at first seemingly dimly lit. But then you notice you can see all over the place once your eyes get used to it. Overhead is a galaxy of yellow stars, all neatly rowed, casting a ghoulish glow as if every day were Hallowe'en, or like some remote and lonely important intersection on a moonless-night highway. We've all known that experience. The interiors of these shops are much like that.

The floor may be cement, but it glows in the yellow cast. There is equipment on the floor, tool boxes and tools, huge yellow jacks, motorized equipment for moving large parts including the locomotives themselves, sitting askew to each other, some yellow, glowing richer in colour because of the likeness of the light overhead; some red, made to look orange in the yellow glow; or blue or green made to look darker as the filtration of the cast of light is the opposite. "Like colours lighten. Opposite colours darken" goes the refrain of the laws of optics, filters and light. It applies here. Yellow rules.

Yet somehow it seems as bright as day to the workers. With an aperture wide open and 800 OSA film, photography works at a 1/30th of a second. No tripod required, though using one avails greater depth of field and is recommended.

Unfinished wet-cement coloured locomotives line the tracks, their grey steel hulks seem lost in the glow as they stand in various stages of completion. First there is the BNSF cabless prototype GG20B Green Goat 1210, almost completed, being built from a former ATSF GP7 unit. Welder's sparks issue from somewhere underneath or from inside the closed-in "cab" which contains the remote control system. No paint or markings have yet been applied, not even an identification number, save some chalked on numbers. It is the same for the two other BNSF units behind, to be 1211 and 1212, each a little less built up than the one in front of it, but each showing definite progress. These are Positions 5, 4 and 3.



BNSF GG20B 1213 takes shape on October 21, 2005. A small portion of the cab was retained to house remote control equipment. In the background is RailPower's GG20B demonstrator 2402.

In Position 2 sits CPR's first unit, former GP9 1600, to be GG20B 1700. At this stage, it is up on brightly coloured yellow jacks that allow access to electrical wiring and plumbing from beneath. It is still very much the flatbed of GP9 ancestry, a frame and trucks, really. On top, only a smallish GenSet motor has been installed, but, as yet, not the batteries or cab. The batteries sit in "racks" beside the engine on the floor, being readied for installation in the long space between the motor and the space that is to be the cab. Behind the CP unit is a barely touched BNSF's fourth unit, to be 1213, in Position 1.



Fresh out of the paint shop, BNSF GG20B 1210 has returned to the test area, affectionately called the "Goat Pen", on October 31, 2005.

The workers are seen, almost lost in the yellow glow, bent into their jobs over a motor, beside the trucks, or in the cab, often half hidden in the deep shadows of their dayless day. (Or is it nightless night. Who could tell in this eerie glow?)

Like planets in a solar system, the workers move about the floor, orbiting around the locomotives, there one moment, then gone, like stars in a darkened sky. If you look for them again in this cavernous environment, you may not find them, even if you had learned their name in casual conversation. Such is the business of the place. In this strange yellow atmosphere no one scurries and progress seems slow to the casual observer. At the same time the work mysteriously gets done in assembly line fashion. The Green Goat building continues as if by some alchemy until this new development in railway locomotive history sees the light of day, colourfully exiting the testing bay - unit by unit, one by one, first green, then yellow, then orange, and next CPR red.

Events are either too fast or too slow at RailPower for me as a railway photographer. And this was a particularly tedious week. Had I sat around the rail yard all day, Thursday, October 27, 2005, and waited, as I planned to do, I would have waited well into the night shift and darkness to get the shot I wanted in daylight. That shot was of the prototype of BNSF cabless remote control engine 1210 being brought out of its bay for the first time and taken to the paint shop only a few tracks away. A night shot would not have served my purposes. And such an ugly machine it was! Would it have been worth the wait? I decided against it and went home, disappointed, as night came on.

At 08:15 on Monday, October 31, I phoned Don Caroline, my on-site contact at RailPower. He said the unit would be coming out of the paint shop between 10:00 and 12:00. Knowing how things work and how schedules tend to get advanced as well as delayed, I dropped my morning plans, packed a lunch, and began the hour drive from my home to the rail yard. And a good thing I did!

Compton, the security guard at ALSTOM waved me through, now quite used to my comings and goings. Newly-painted CP GP38-2 3056 was sitting in front of the paint shop door still wearing protective paper over its windows and numberboards. First, I went to photograph it before checking in with RailPower. Engines have a habit of disappearing if you don't act immediately "Shoot first and ask questions later" applies in rail yards too.

No sooner had I taken my shots, both sides, both ends, and I heard a "toot". It was the trackmobile heading my way - to pick up this very engine. At the same time the paint shop bay door opened revealing the very ugly face of the BNSF cabless 1210 now painted orange. (Ugliness is a subjective term. As an artist and a designer, I find these cabless units very off balance aesthetically and would have wished for better, especially since I plan to do paintings of several varieties of RailPower's hybrids, this one included.)

I asked the trackmobile driver if he was going to pull the BNSF unit out with the CP unit intervening? If so, would they uncouple from it so I could get clear shots in front of the paint bay? They did. I did.

Recoupled, the two engines were removed to the switch lead for RailPower's Bay 55, the unit test area, or "Goat Pen" as it is affectionately called. This was at 10:10. The orange and black BNSF unit was dropped there while the trackmobile shunted the 3056 back to the paint shop track. This manoeuvre gave me time to fill a roll of the sitting alone BNSF unit before it disappeared into the yawning cavern of Bay 55. Had I delayed at all, I would not have gotten these first shots ever of an historically important prototype hybrid. At RailPower they called it "The Giant Pumpkin." It was, after all, Hallowe'en. The unit was scheduled to leave RailPower for points south that very evening, at midnight.

Inside the shops, I took more shots of the progress made since my last visit, on the three other BNSF engines. CPR's first Green Goat's development was moving more slowly. On the floor between the tracks this time were parts: hoods and cabs for three CP units, nose pieces with front and rear lights for the BNSF units, hood tops and vents, and the large banks of batteries ready for assembly. It looked like some giant railway modeller's work desk.

Steve Woodall pointed out that unlike other Green Goats, including the BNSF engines, the CPR engines don't have hoods.



Cabs and hoods for CP GG20B units 1700 and 1701 line the floor on October 21, 2005.



Sitting in front of stripped down CP GP9 1635, to become GG20B 1701, is one of the two battery sets waiting to be mounted on GG20B 1700. Each battery set has 42 compartments and four batteries per compartment.



The cab for CP GG20B 1700 is lowered onto the frame on November 25, 2005.



Much work is yet to be done on CP GG20B 1700 as it sits in Position 2 on November 25, 2005. The GenSet motor is to the right of the newly-installed battery packs.

I would like to thank all those officials and employees of RailPower, ALSTOM, and CPR who were instrumental in obtaining permission for me to photograph this historical development in railway history. The names are too many to list here, but I am grateful for any assistance you may have given me. ■

ALSTOM

Instead, their two battery packs have built on posts separating each row of batteries, to which doors are attached. The doors themselves were leaning against the wall until required. Each battery pack contains 42 compartments, 4 batteries per compartment. Once installed, the battery packs sit on shock absorbing rubber padding.

Eventually, this hybrid technology will develop from the current 1,000 hp to 2,000 hp locomotives with their slower speeds for yard use, into 3,000 and 4,000 hp road power units. But we're not there yet. At this point RailPower holds the lead in this technology and is the only company offering yard units, something quite rare in the last 25 years.

In early January, CP GG20B 1700 (ex-CP 1600, nee 8690) rolled out of the paint bay. At press time (March 13) she was close to being placed in service at CPR's Alyth Yard in Calgary. Watch for photos in a future issue.



CP GG20B 1700 is nearing completion before moving to the paint shop next door on November 25, 2005.

Mixed Train Memories from Eastern Ontario

By Forster Kemp

This is in response to Features Editor Philip Jago's January 2006 query about mixed trains on Canadian National's Smiths Falls Subdivision. As far as I know, there were no locomotive facilities at Napanee, Ontario, and the trains ran to and from Belleville. They did not carry passengers (officially) between Belleville and Napanee and thus could run to and from the yard that was east of Belleville station.

Until the "Pool Train" agreement of 1934, there were two daily passenger trains between Ottawa and Toronto via Napanee, one by day and one by night. The route was retained as one of the "Pool Channels" but Trains 445 and 446 were the only through passenger trains between Ottawa and Napanee. These trains were really "time freights" with an express car and a coach on the rear.

I rode Train 445 from Ottawa to Smiths Falls during the early 1950s. The "Bank Street" yard office was a two-story red clapboard building that could be seen from Bank Street. The yard extended for at least three blocks in each direction. Of course, it was inherited from the Grand Trunk and the Canada Atlantic.



Ex-Canadian Northern H-4-b 4-6-0 No. 1238 navigates the wye connection at Forfar, Ontario, in April of 1951 with train No. 338. It is around Noon on what is probably a Saturday and the short train has just arrived from Napanee. A change in direction and a change in Subdivision will see renumbering to Train 339 to Westport. The train will leave the head of the Rideau as No. 340, eschewing the Smiths Falls Subdivision in favour of a 45 mile trip into Brockville over the Westport Subdivision, the one-time Brockville, Westport and Sault Ste. Marie Railway. (Photo by Omer Lavallée)

SMITHS FALLS SUBDIVISION

WESTWARD TRAINS						EASTWARD TRAINS					
THIRD CLASS			SECOND CLASS			SECOND CLASS			THIRD CLASS		
387	Mixed	Time and Ft.	445	Mixed	Time and Ft.	446	Mixed	Time and Ft.	888	Mixed	Time and Ft.
	Daily		Daily	Ex. Sunday			Daily	Ex. Sunday		Wed. and Sat.	
		PS 6:00			Ottawa Terminals			PS 5:00			
		L 6:30			3705			A 4:30			
		F 6:38			3706			F 4:20			
		F 6:45			3707			F 4:10			
		F 6:53			3708			F 4:00			
		F 7:10			3709			F 3:50			
		F 7:25			3710			F 3:35			
		F 7:40			3712			F 3:20			
		F 7:55			3713			F 3:05			
		F 8:15			3714			F 2:45			
		F 8:30			3715			F 2:35			
		F 8:45			3716			F 2:15			
		F 9:00			3718			F 2:05			
		F 9:10			3740			F 1:55			
		F 9:25			3741			F 1:45			
		F 9:45			3743			F 1:25			
		F 10:00			3745			F 1:10			
		F 10:15			3747			F 12:55			
		F 10:45			3750			F 12:40			
		F 11:05			3764			F 12:25			
		F 11:01			3766			F 12:20			
		F 11:05			3767			F 12:15			
		F 11:15			4513			F 12:05			

WESTPORT SUBDIVISION

NORTHWARD TRAINS		Symbols	Miles from Lyn Junction	Station Number	STATIONS	Train Order Office or Phone	Car Capacity		SOUTHWARD TRAINS	
SECOND CLASS							Siding	Other Tracks	THIRD CLASS	
339	335								836	840
Mixed Wed. and Sat.	Mixed Tue., Thur. and Fri.							Mixed Tue. and Fri.	Mixed Wed. and Sat.	
	AM								PM	
	L 8:40	R	0.00	4500	LYN JCT	P			A 4:05	
	S 8:50		1.13	3732	LYN		87		S 3:55	
	F 9:15		6.05	3730	FOSTERTON		85		F 3:35	
	S 9:50		13.41	3727	ATHENS	T	11		S 3:20	
	S 10:35		22.37	3725	LYNDHURST	T	7		S 2:55	
	S 10:50	WP	24.04	3724	DELTA		9		S 2:35	
	F 11:05		29.09	3723	PHILLIPSVILLE		6	PM	F 2:20	
L 12:15	A 11:15	YR	31.11	3716	FORFAR	T	Yes	A 1:35	S 2:10	
F 12:20	F 11:40		32.48	3722	CROSSBY		83	F 1:30	F 2:00	
F 12:30	F 11:50		35.93	3721	NEWBOBO		N2	F 1:20	F 1:50	
A 12:45	A 12:05	YR	40.51	3720	WESTPORT	T	Yes	L 1:05	L 1:40	
PM	PM							PM	PM	
Wed. and Sat.	Tue., Thur. and Fri.				40.51 miles			Tue. and Fri.	Wed., Thur. and Sat.	
839	835				Rule 27 (Par. 7) applicable. Rule 43 applicable			836	840	

WESTPORT SUBDIVISION FOOTNOTES

Northward trains may leave Lyn Jct. without terminal clearance.

RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES

Lyn Jct. Junction Genanogue Subdivision. All southward movements must stop at "STOP" board located 234 feet north of junction switch.

Forfar. Junction and crossing Smiths Falls Subdivision—non-interlocked.

Signal No. 553 is two position upper quadrant semaphore type, located at south east corner of crossing. Upper arm governs movements in both directions on the Westport Subdivision. Lower arm governs movements in both directions on the Smiths Falls Subdivision. When no Operator on duty, Trainmen will operate signals. Normal position of signal "Proceed" for Smiths Falls Subdivision trains. When complying with Rule 98, Para. 2, all movements must stop at "STOP" boards located 540 feet north and 545 feet south of crossing.

YARD LIMIT BOARDS

Westport. 2900 feet south of station

SPEED RESTRICTIONS

Mileage 0.00 to 40.51—All trains. Miles per hour 20

For further speed restrictions, see page 17.

PERMANENT SLOW ORDERS

0.63 to 0.93—All trains—Curve. Miles per hour 10

ENGINE AND CAR RESTRICTIONS

Heaviest engines permitted to operate. 900 to 1244 and 1300 to 1400 inc.

Heaviest car permitted to operate. 210,000 lbs.

Auxiliary cranes NOT permitted to operate.

FLAG STOPS

Seeleys, mileage 3.91; Glen Elbe, mileage 10.50; Fakra, mileage 12.80; Soperton, mileage 19.98; flag for all trains.

•DELTA—

Water syphon at mileage 24.10.



The hand-operated semaphore signal at Forfar, Ontario. According to CN timetable 78, June 25, 1950, "Signal No. 553 is a two position upper quadrant semaphore type, located at south east corner of crossing. Upper arm governs movements in both directions on the Westport Subdivision. Lower arm governs movements in both directions on the Smiths Falls Subdivision. When no Operator on duty, Trainmen will operate signals. Normal position of signal "Proceed" for Smiths Falls Subdivision trains. When complying with Rule 98, Para. 2, all movements must stop at "Stop" boards located 540 feet north and 545 feet south of crossing." (Collection of Philip B. Jago)

The train was headed by a 3200 series 2-8-2 and carried more than 50 freight cars, the express car and coach. It left, heading eastward to the junction with the Alexandria Subdivision (near the old CNR roundhouse), ran along the Alexandria Sub. a short distance, crossed the Rideau River and then switched on to the Beachburg Subdivision, passing south of the city as far as Federal where it went on to the Smiths Falls Sub.

I believe that we made a brief stop at Richmond and then proceeded to the CPR interchange at Smiths Falls. At that point, I was given a cab ride to the CN station where some cars were lifted. I supposed that the train was left at the interchange (now known as Smiths Falls East) to avoid blocking crossings in town.

My next experience on this line was on Good Friday, 1952, when I rode Train No. 338 from Napanee to Forfar, then to Westport and thence to Brockville. I believe that the numbers changed for these parts of the trip. I travelled to Napanee in a roundabout manner, starting from my home station (Montreal West) on CPR First No. 21. (There were three sections on that occasion). I had a comfortable ride in a 2200-class coach with a 3100 (Class K1) on the head end and about 16 cars. I had a snack during the stop at Smiths Falls and got off at Tichborne at about 03:25. I then



Mogul 86 gets ready to leave Brockville en route to Westport, Ontario, with Train No. 339 on August 30, 1952. This is the last regular run on the Westport Subdivision. A clean-up train was run on September 4. Official dismantling started on October 6. (Collection of Philip B. Jago)



Train No. 340 is north of Delta, Ontario in April 1951. In the background at mile 24.10 is a trestle bridge and the site of a siphon, Canadian Northern way of watering locomotives 'on the cheap.' (Photo by Omer Lavallée)

spent the next several hours watching the coaling operations for Trains 1/21, 2/21, 3/21, 1/24, 2/24, 1/22, 2/22, and 3/22 (not necessarily in that order). No 23 (from Ottawa) had already gone ahead of 1/21. As far as I can remember, none of the trains met at Tichborne but sidings at Parham, Echo, Wilkinson, Lens, Crow Lake and Christie Lake were used and the rock cut watchmen must have kept a close watch.

Eventually, around 05:00, the southbound Sharbot Lake-Kingston mixed train came along, behind a class D10 4-6-0 with about six freight cars, one express car and one combine. I don't remember that it took coal at Tichborne but it probably had done so on the way up.

It was an uneventful trip into Kingston. I remember the station at Harrowsmith, with the CN track on one side and the CP track on the other. It was rather like Sharbot Lake but with not so many semaphores. [Does anyone have a track diagram of Sharbot Lake in its heyday? ... ed.]

The CN had trackage rights into Kingston over the CPR until 1926 but they were not much used after the Grand Trunk merger in 1923. The arrival of the CP train in Kingston may have given the line its "Kick and Push" nickname because that was what the train did upon arrival in Kingston yard. The engine and freight cars were uncoupled. Then the cars were "kicked" into a yard track, the engine ran around the coaches and "pushed" them into the station. I then got off and hitchhiked to Napanee.

At Napanee, Train No. 338 had arrived from Belleville and was



The Canadian National station at Athens, Ontario. The station is relatively modern, having been built to replace the original that was destroyed by fire in March of 1942. (Al Paterson photo, collection of Philip B. Jago)



At the west end of Brockville, the "remains of the abandoned roadbed of the Westport line's former entrance, especially the embankment on which it approached a bridge over the main line just west of the Manitoba Yard" looking at the south approach to a one-time plate girder bridge. More details on the abandonment as well as photos of the bridge are available at the following website link: <http://www.railwaybob.com/BandW/BandWPage01.htm>. Other photos of the B&W are at: <http://www.railwaychronicles.com/>.

switching the Deseronto Spur. The engine was one of the older Class H-6 2-6-0s with a wooden express car, a coach and about 10 freight cars. The Smiths Falls Subdivision was like a secondary main line, mostly 80-pound rail, gravel ballast and well maintained. We made stops at Sydenham, Yarker and Chaffeys Locks and arrived at Forfar. We then switched onto the grass-covered track of the Westport Subdivision. In spite of having "Class 5" maintenance, the ride was not very rough (I have ridden on many worse ones) but we did not travel very fast. The scenery was very interesting, with the Rideau Canal, the locks and the lakes.

When we got to Westport, the train had to be turned on the wye. The cars were switched and we headed for Brockville through pleasant farming country with more lakes and several small villages where stops were made. The names Delta, Lyndhurst, Athens and Lyn come to mind. We arrived at Lyn Junction where we came onto the main line at 4 p.m. I could still see most of the abandoned roadbed of the Westport line's former entrance, especially the embankment on which it approached a bridge over the main line just west of the Manitoba Yard.

Later, I explored Brockville. I followed the CPR Loop Line, used for turning their trains and accessing the waterfront industrial area. The line went behind "Union Station", down a grade, then turned and ran under the CN main line until it reached the wye. The west end of the wye was the former Brockville and Westport and it had a CNR standard switch stand [subsequently replaced by a CP stand, ... Ed.] The east end of the wye ran down to the waterfront. Of course, there was also the tunnel, still in use at the time, mainly to serve an Ault Dairy Plant, a coal company and the CPR freight sheds. The tunnel was restricted to 8'-6" box cars instead of the 10'-6" ones which had become standard. The last such cars were built in 1929 and 1930. They were handled on another mixed train (CP 561-564) that ran between Smiths Falls and Brockville. These trains were the last assignment of the last CPR Mogul, Class J5, No. 3011.

I made a practice of riding as many of the more interesting branch lines and some main lines between 1950 and 1993. Since then, my travels have been confined to the Montreal area. ■

The (really) Big Three

In the March 2005 issue of **Branchline** I wrote about the "Big Three" Atchison, Topeka and Santa Fe's (AT&SF) steam locomotives. Yeah!, they were big alright, especially their massive 4-8-4s, no one ever built a larger one, and they were very good locomotives, capable of long distance running with heavy passenger consists without engine changes. However, if we jump across the U.S. from west to east and take a look at the Norfolk and Western Railway (N & W Ry, take note, not RAILROAD), we will find that they too had their own version of the Big Three. Although very different from the AT&SF engines, they, nonetheless, had characteristics that just have to be admired.

At a time when most major lines in the U.S. had just about given up on steam power, a few prevailed. The Pennsy, the New York Central, the Nickle Plate, to name a few, and of course the N&W. Perhaps I should say, and especially the N&W. By the mid-1950s the N&W was the only Class 1 railroad on the North American continent that was still an all steam operation. WHY? This question is perhaps best answered by Mr. H.C. Wyatt who, in 1951, as the N&W's assistant general superintendent of motive power said: "our situation differs from that of most other roads in two respects - first, we have available along our railroad, in almost unlimited quantities, the cheapest of any known fuel - coal. It is coal of the finest quality for power generation. Second, when other railroads began to turn to other types of power, we already had in service a substantial number of modern coal-burning steam locomotives. The railroads on which the greatest number of steam locomotives are replaced by other types did not have fleets of steam power as reliable, efficient or as modern as our own J's, A's or Y6b's."

What I really want to write about in this all too short TID BIT are what, in my humble opinion, are the "real" Big Three, the J's, A's and Y's mentioned by Mr. Wyatt in his 1951 statement. In the first place it should be understood that the N&W was, and is, a very different railroad from the AT&SF with very different operating characteristics and operational requirements. The N&W only had little more than 2,000 miles of track and a total of only something like 450 locomotives to cover the main line from Norfolk, Va., to Columbus, Oh. and Cincinnati, at the far west end. I should also point out that I'm back to stirring the pot again, for while I fully respect the AT&SF's claim, I'm an irreverent steam freak and I'm hung up on the N&W because of it.

Before getting on to the N&W J's, A's and Y's, I want to point out that the N&W pretty well "owned" the 4-8-0 wheel arrangement. Although not one of N&W's "modern" classes of power, they were a formidable, if not more than a little on the old side, branchline locomotives, and there's one still running on the Strasburg Rail Road at Strasburg, Pennsylvania. And the N&W had a fleet of modern 0-8-0 switchers, all built between 1948 and

1953 - how's that for dedication to coal burning steam? In fact the very last steam locomotive built at the company's Roanoke, Va. shops was very modern 0-8-0 No. 244, complete with American Multiple Throttle, dual 8½ inch cross compound air compressors, Baker valve gear, overfire jets (to reduce smoke), and the clerestory tender tank to increase water capacity without diminishing visibility from the cab. This engine was turned out in December of 1953!

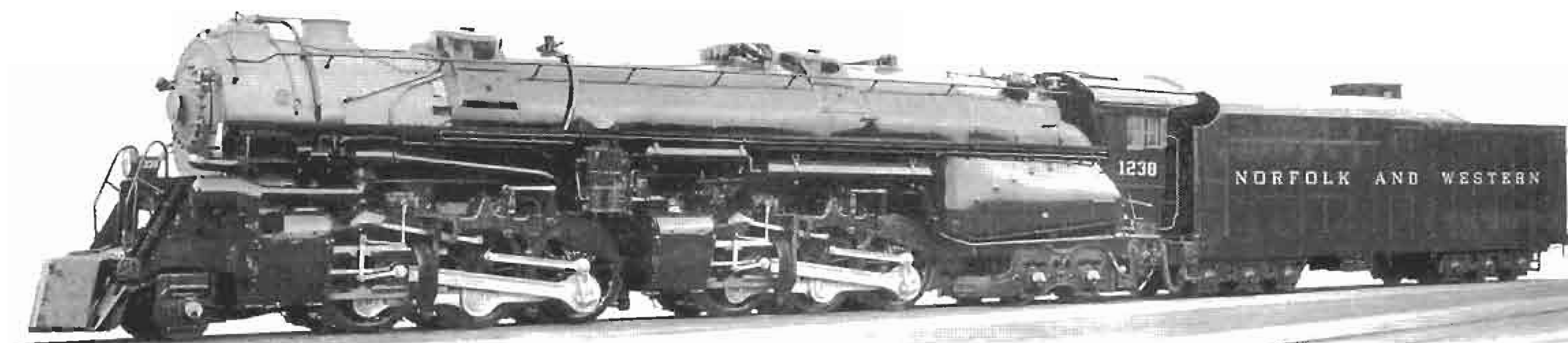
Meanwhile, back to the (really) Big Three. Let's start with the J class 4-8-4 mentioned by Mr. Wyatt. What made it different from any other 4-8-4? In the first place it was completely equipped with roller bearings. This included all engine and tender axles as well as needle roller bearings in all other reciprocating parts in the Baker valve gear, crank pins and cross head pins. In addition, the engine was equipped with Timken lightweight side and main rods. And if that wasn't enough, she also had mechanical lubrication to over 200 points! Put a huge boiler and firebox capable of carrying 300 lbs. per sq. in. (PSI) boiler pressure on top of eight 70 inch diameter drivers and you have a 4-8-4 capable of producing a tractive effort of 80,000 lbs., and the most powerful 4-8-4 ever built. To harness all this power efficiently required one massive frame, a one piece cast steel affair with the entire cylinder saddle cast integral. Remember, this locomotive was custom designed and built for passenger train service on the N&W where its 70 inch drivers permitted it to operate in the optimum range of its "power/speed" curve. But, and this is a big but, during testing off the N&W where there were some distances of straight tangent track, the "J" exceeded 100 MPH! Can you imagine the piston speed and shortened valve events at that road speed!

To complete the picture the N&W built specially equipped "longhouses" (not roundhouses) with "lubritoriums" for servicing its modern steam power in order to minimize turnaround times. The design philosophy was one of maximizing availability while minimizing shop servicing times. It was sort of like getting diesel availability without buying diesels. And, oh, by the way, the tender on these engines carried 35 tons of coal and 20,000 gallons (U.S.) of water. But, and this is a big but again, who designed and built these magnificent machines you ask? Was it the American Locomotive Company? Perhaps Baldwin or Lima? No! Not a chance, the J's were home made. Designed and purpose built by the N&W at their own Roanoke Shops at Roanoke, Virginia.

Well, that deals with one of my choices for my Big Three. Two to go. Mr. Wyatt next mentioned the N&W "A" class engines. Now we're getting into the really big stuff. Big, articulated, powerful, efficient, and fast. While the N&W did not invent the 2-6-6-4 wheel arrangement, although they might just as well have as all modern steam power of the 2-6-6-4 wheel arrangement were N&W engines, and of N&W design and construction. This class of engine had four 24 inch cylinders with a 30 inch stroke and were, obviously, simple engines (not compounds). Like their



J class No.600, with a tractive effort of 80,000 lbs. and a maximum DBHP of 6,300, she's magnificent.



A class No. 1238, a freight and passenger engine like no other.

4-8-4 sisters, they shared the 70 inch diameter driving wheel. And, again like the 4-8-4s, the A's were equipped with roller bearings on all engine and tender axles, needle roller bearings throughout the Baker valve gear, crank pins and crosshead pins, and were equipped with Timken light weight side and main rods. And like the 4-8-4s, the modern A's carried 300 PSI in their massive boilers with a firebox to match with a grate area of 122 sq. ft.

Many of the other modern features embodied in the 4-8-4 were incorporated in the 2-6-6-4. Tender capacity was 30 tons of coal and 22,000 gallons (U.S.) of water. The weight of the whole machine (engine and tender) was 951,000 lbs., just 49,000 lbs. short of 500 tons. This is significant, for N&W design criteria called for a maximum of power in the smallest and lightest possible package ("small" being a relative term). The A class engines could exert 114,000 lbs. of tractive effort and could operate up to 70 MPH. Think about it, no 2-8-8-4 could run as fast, and no 4-6-6-4 was as powerful. On flatter sections of the N&W the A's could handle 14,000 ton coal trains. In the Appalachians an A class road engine was preceded by another of Roanoke finest, a massive, ugly brute known as a Y class mallet, with another of the same class pushing on the tail end of what seemed to be endless hopper cars of bituminous coal.

Like all N&W modern steam power, the A's were a custom designed and purpose built locomotive. Pretty good stuff for a homebuilt! Yeah, you got it, these machines were the products of N&W's Roanoke Shops.

The last of the Big Three is perhaps my favourite. I'm not sure why, maybe I just admire brute power in an ugly package. In North America the 4 cylinder articulated compound mallet had been quite popular at the turn of the 20th century, but as superheated steam took hold the old compound mallet became a slowly dying breed. But you might know who refused to follow the masses - the N&W of course. The 2-8-8-2 wheel arrangement was not an N&W invention. During the first world war era the USRA (United States Railroad Administration) took over and more or less dictated to the railroads and their builders what they could

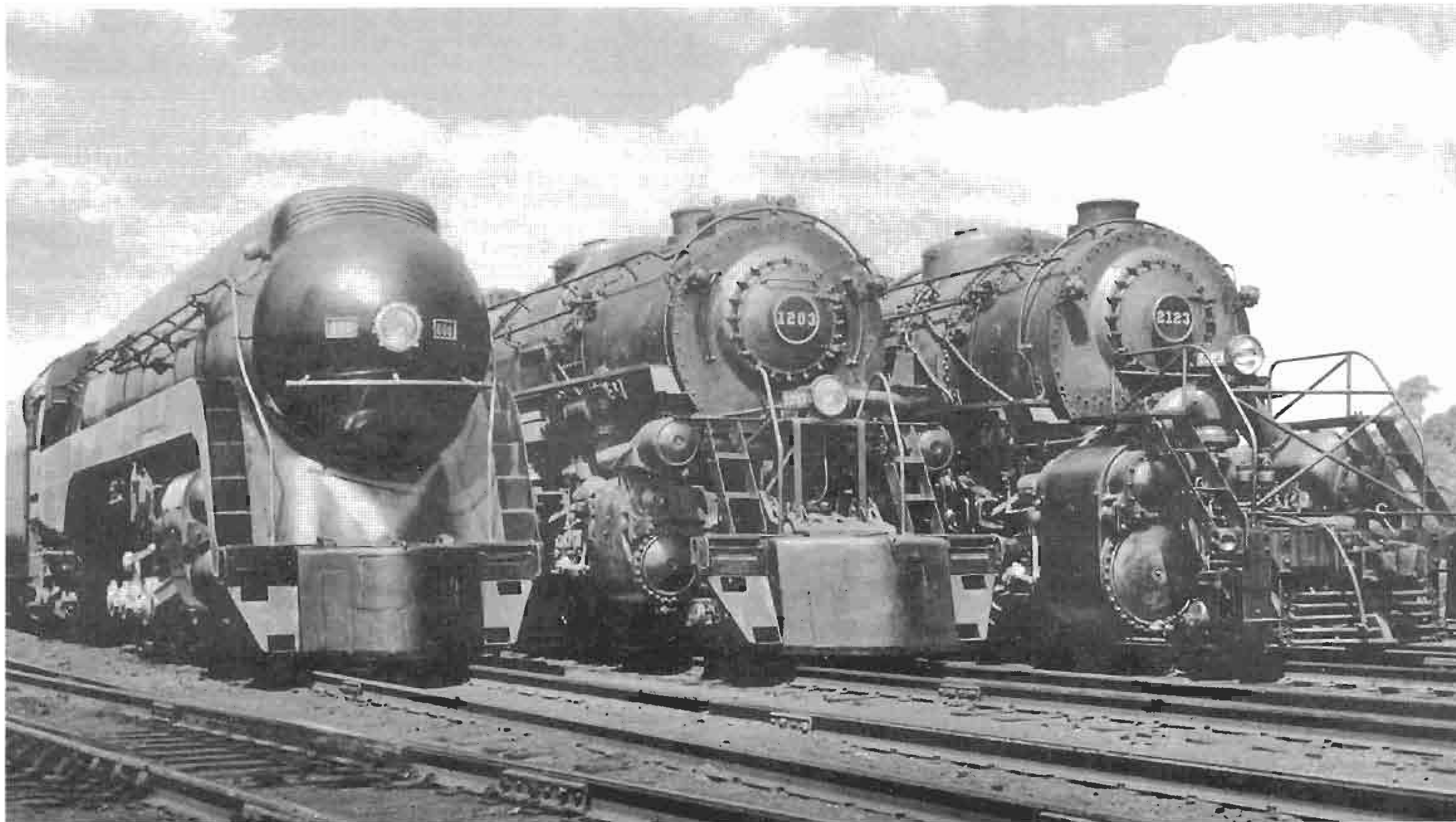
and could not build and basically established the design criteria to be followed. The result was that everyone had to comply with USRA designs whether they liked them or not (but most turned out to be very good). This is a bit of an over simplification, but you get the idea. One of the designs was for a 2-8-8-2 mallet compound. The N&W were not strangers to the mallet (pronounced mallay, Anatole Mallet was a Frenchman), they had bought 2-8-8-2s from outside builders long before the first world war. In any event in Mallet's design the high pressure cylinders powered the rear engine "unit" and the low pressure cylinders the leading engine "unit". Effectively you've got two locomotives under a common boiler but with the advantage that the low pressure leading unit is operating with exhaust steam from the high pressure rear engine for power, with resultant savings in fuel and water. And that's the basic premise of the mallet. Therefore N&W's class A 2-6-6-4s were not mallets, they were four cylinder, articulated, simple engines (expanding steam only once in each cylinder).

The N&W liked the compound arrangement and never looked back. Their earliest versions of the 2-8-8-2 and their final version in 1952 were light years apart, although conceptually the same. Let's look at the final version, the Y6b that Mr. Wyatt spoke of in 1951. Ugly brute that it is, it is also a very compact, reliable, powerhouse. In its final metamorphosis, complete with lead ballast in the cavities of its one piece cast engine frames, these engines put out a tractive effort of 132,000 lbs. when running compound, and a whopping 170,000 lbs. when running simple! Despite the diminutive size of the driving wheels, only 58 inches in diameter, these engines could manage 45 MPH, even faster in a pinch, but not much. Unlike their much earlier sisters, the Y6b's managed to put 5,600 HP on the drawbar at 25 MPH, ideal on the N&W. That's the sort of performance you get when you design your own power and tailor it to your own operational requirements. Of course the boilers on these engines, like other modern N&W power, carried a pressure of 300 PSI, the N&W considered that to be the practical maximum limit.

If I have one regret in life it is that I never saw any of these engines run. A number of years after the age of steam was over



Y6 class No. 2171, does anything say brute power better?



Here they are, the big three. L to R, J class No. 600, A class No. 1203 and Y class No. 2123.

on the N&W I stood on a highway overpass overlooking the N&W shops in Roanoke and looked at that huge sign over the buildings that read "N&W Ry Roanoke Shops". The birth place of some of the world's most magnificent steam power. Sadly, I was several years too late getting there so I missed seeing a brand new modern steam locomotive standing below my vantage point having its portrait taken with that big sign in the background. I guess it was a trip I just had to make, something like a Muslim going to Mecca. The best I could do was to look at a dead class J standing nearby, outdoors, in a rusting collection of memories. Oddly enough that J, and later an A, were rebuilt and run again after the N&W merged with the Southern Railway, to become what is now known as the Norfolk Southern.

On another occasion I was lucky enough on one of my southern states trips to visit the Irondale Shops of the Southern Railway in Birmingham, Alabama, and observe the rebuilding of J class No. 611 for excursion service. What I remember most was seeing the boys putting new staybolts in her firebox and rebuilding her superheater units. The boiler was completely stripped, even the cab was missing, and I remember vividly how small those 70 inch drivers looked under that huge hulking boiler barrel, - a lasting impression.

So, what happened to the power on "the last steam railroad in the United States"? Why isn't it still running if it was so good? Of course there are many reasons for its disappearance, economics being the principal one, - isn't it always the case? The diesel vs. steam tests made by the N&W in 1952 using EMD GP9s told them that when the time came to replace their modern steam power, here was a replacement, quite literally right off the shelf and ready to go, that could do the job. In mountainous coal train hauling the Y class vs. MU'd GP9s tests in all categories of testing were pretty much a stand off. The N&W, always concerned with locomotive versatility, realized that no steam engine could match the diesel in that department. With its ability to be MU'd and its electric drive, it was unbeatable. When the time came, and it came quite quickly, the N&W found it was more efficient to haul coal with oil powered engines than with coal fired ones.

But what a legacy! I for one am captivated by what the N&W did with its modern steam power. I cherish my collection of books,

photographs, recordings, and videos of modern N&W steam. It would have been catastrophic had they gone along with the crowd and not done it with steam. Had this happened none of us would ever of known what was possible and the Appalachians would never have shaken to the thunder on Blue Ridge of massive N&W steam power. Gone, but not forgotten!

All photographs courtesy Norfolk and Western Railway. ■

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DAUPHIN CN TERMINAL WILL NOT CLOSE: CN officials have informed Inky Mark, Member of Parliament for Dauphin-Swan River-Marquette that CN will not be closing its terminal in Dauphin and relocating to Canora, Saskatchewan. As well, Mark was informed that there are currently no changes to service expected, meaning that all jobs will remain in Dauphin. After a year-long battle, 25 CN workers and their families in Dauphin are breathing a sigh of relief after learning the town's railway terminal won't be shut down. "This has a huge economic impact for our community," said Mark, noting the local economy will continue to benefit from the estimated \$2.5 million generated annually. Dauphin has always been a community with CN workers and once had a large terminal with a big work crew, Mark said. "It's the secondary line transporting east-west," said Mark, noting several cutbacks in recent years have left a smaller crew. Dauphin, which has a population of 8,500, has lost many residents in recent years because of centralization and downsizing in many industries, said the mayor. He's hoping the proposed Rancher's Choice processing plant and the continued existence of the rail terminal will help attract new residents. (Winnipeg Sun, Feb. 4)

CN TOXIC SPILL WILL TAKE DECADES TO CLEAR: Government biologists say it will take 50 years or more for the Cheakamus River to recover from a devastating toxic spill last summer. The warnings are contained in reports obtained by *The Vancouver Sun*, in advance of a public meeting to discuss the crisis. The reports say more than 500,000 adult and young salmon, steelhead, trout and other species died of suffocation from "severe burns" to their gills when caustic soda spilled from a derailed CN tank car. Nearly all fish were killed along an 18-kilometre stretch of the Cheakamus but the spill's effects were also noted in the Squamish River downstream. Authors of one report note the role of salmon in the Pacific Northwest ecosystem and say it is possible the impact will also be felt by birds and animals. Fishing-related firms in Squamish have complained about lost business while anglers accuse CN and government agencies of not moving quickly enough to deal with the situation. (Vancouver Sun, Feb. 7)

TRANSPORT CANADA REVISES CN'S SAFETY REQUIREMENTS: Transport Canada has announced that CN must retain a number of special safety requirements while operating on the Squamish, BC, route. CN has also received permission to increase the length of their distributed power operated northbound trains from 99 cars to a maximum of 114 cars in the area. This action follows completion of CN's 60-day trial period on the rail line on February 11, 2006. During the 60-day trial period, CN had to abide by a strict set of safety requirements to demonstrate they could operate safely on the Squamish route. Transport Canada inspectors carefully monitored their operations. There were no incidents. A new Notice and Order, based on Transport Canada's review of CN's safety actions during the 60-day trial period, was issued effective March 7. The Notice and Order stipulates that CN must retain the following safety requirements:

- * restrictions on how empty cars are handled,
- * tests throughout the route to verify distributed power is working properly,
- * a CN supervisor to augment and train any new crew member on the route,
- * reduction of the number of stops on route, and
- * special stall and emergency stop procedures.

Transport Canada is allowing CN to increase the length of their distributed power operating northbound trains by 15 cars, however, the length of CN's conventional trains operating northbound in the Squamish area will still be restricted to 80 cars. Transport Canada inspectors will continue to monitor trains on the Squamish route to ensure full compliance with the Railway Safety Act. The new Notice and Order will also be in effect for a 60-day trial. Any further changes to CN's operations in the Squamish area will depend on Transport Canada's assessment of those trial results. (Transport Canada, March 7)

CN PULLS OUT OF CREATE: Citing a lack of a federal financial commitment and uncertain state funding prospects, CN has withdrawn from the six-railroad/city/state consortium formed to fund and construct the CREATE (Chicago Region Environmental and

Transportation Efficiency) Program. CN chose not to renew its \$17 million commitment to the \$1.5 billion plan after Congress appropriated \$100 million - \$500 less than anticipated - in federal funds. The Illinois DOT plans on contributing \$100 million, but even that may be shot down if Gov. Rod Blagojevich's \$3.2 billion capital spending proposal is rejected in the state General Assembly this spring. CREATE, informally known as the "Chicago Plan," is designed to improve freight and passenger rail traffic flow through the busy and highly congested Chicago region, eliminating bottlenecks and many grade crossings and building new right-of-way. The region, still the main freight rail hub of the U.S. with nearly 2,800 miles of track, handles well over 30,000 freight cars per day, an amount expected to double by 2020. CN says it supports CREATE as a worthy concept but at this time cannot justify making an initial financial commitment without the prospect of receiving operational benefits. Without CN's participation, industry observers say, the prospects for ever getting the project off the ground have dimmed considerably. CN, though, says it remains an operational partner with the railroads serving the Chicago region and is a member of the CTCO (Chicago Transportation Coordination Office). Supporters of the project say that, without CREATE, the railroads could seek to develop other, faster routes through hubs like St. Louis or Memphis.

The AAR issued a statement saying "While it is true that CN has not signed a new memorandum of understanding on the CREATE project, it is also true that CN continues to support the overall project and its objectives. "In the meantime, work on the CREATE project continues. Several million dollars have already been contributed by the railroads and IDOT. Work on phase-one engineering is underway, including 20 of the 42 individual projects that make up CREATE. In addition, all of the mapping and surveying required for the project has been completed." (RailwayAge.com Jan. 16; AAR, Jan. 17)



**CANADIAN
PACIFIC
RAILWAY**

CPR CONTAINER TERMINAL AT THUNDER BAY TO CEASE OPERATIONS: Due to announced developments in the local pulp and paper industry, operations at the CPR freight container terminal in Thunder Bay, Ontario, will be suspended as of April 28, 2006. Terminal activity has been declining over the years, and last year it processed a daily average of fewer than 10 containers. Freight traffic will dwindle further with the closure of the Cascades Fine Papers Group plant in Thunder Bay and the recent workforce reduction announcement by Bowater. No CPR jobs will be impacted by the closure, but five employees of two independent contractors who work at the terminal - Fastfrate and Thunder Bay Welding - will be affected. The intermodal terminal is located on eight acres of leased property, and there are no known redevelopment plans for the site. Following the closure the railway will have 19 intermodal terminals handling domestic and ocean-going containers for North American and international maritime freight service. "This wasn't an easy decision but it's based on terminal activity," said CPR spokesman Ed Greenberg. (CPR news release, Feb. 10, Thunder Bay Chronicle-Journal, Feb. 11)

CPR SEEKS TO DERAIL SALE OF CARS TO COALITION: Stephen Harper's Conservative government should rethink the proposed sale of 12,000 government rail cars to a coalition of Prairie farm and rural groups, CPR's president Fred Green said. He told Agricore United's annual shareholders meeting that "with a change in government, maybe brighter minds" will address the issue. The former Liberal government reached an agreement in principle in late November to lease its grain-car fleet to the Farmer Rail Car Coalition for five years. The coalition would then buy the cars over the next eight years. The total cost to the FRCC would be \$205 million, or just over \$17,000 a car. In answer to a delegate's question, Green made it clear CPR will be pushing the government to nix the deal. The railways were one of several groups to make an offer on the federal cars, but the Liberal administration chose to sell to the FRCC. Green charged that the proposed sale gives the coalition the cars at "grossly discounted prices." He told reporters after his speech, "Ideally, I think the federal government should evaluate the deal and I think once they've evaluated the proposed deal they'll conclude it's not a terribly good deal. So out of that could well come a different solution." He said CPR's main concern is that the coalition seemed to lack a clear operating plan, especially on how it will deal with cars in need of

repair. He said his understanding is that the FRCC is going to send beat-up cars to non-union shops in the US. He questioned how the coalition will get the cars to repair shops if they're stranded "50 miles from nowhere. Surely they wouldn't expect us to go and get them for free, move them for free and take them to the shops for free."

Sinclair Harrison, president of the FRCC, scoffed at Green's comments. "We have asked both railroads to sit down with us to develop our maintenance plan," he said. "And we're still waiting for them to show up." The coalition plans to lease the cars to the railways, but will work out deals with grain shippers instead if an agreement can't be reached, Harrison said. He said the suggestion the FRCC was going to use a non-union shop in the US to maintain cars "is utterly ridiculous." He said the coalition's business plan calls for the maintenance work to be tendered to shops across Western Canada, including those operated by the railways. Harrison said that, currently, the railways are charging the federal government "in excess of \$4,500 per car per year" to maintain the rolling stock. "We've identified, with assistance from the Canadian Transportation Agency, that the average maintenance cost for a grain hopper car is in the neighbourhood of \$1,500 per car," he said. "So it's obvious that the railroads are not going to support the FRCC initiative." He said the coalition has contracted with a Chicago firm to manage the maintenance of its fleet. The US company would not fix the cars itself, but arrange for them to be picked up and fixed. Harrison said more than half of all rail cars in North America are owned by groups other than the railways. There are North American-wide rules for how to deal with cars that need repair. (Winnipeg Free Press, Feb. 10)

GREEN NOT SEEKING RADICAL CHANGE AT CPR, BUT WANTS TO BE 'MOST FLUID' RAILWAY: CPR's incoming chief executive Fred Green will continue with efforts to make Canada's second largest railroad the "most fluid railway" in North America, but doesn't expect any radical changes. Green has been with Calgary-based CPR for 28 years and is viewed as a driving force behind the railroad's quest for better operational efficiencies in the face of unprecedented growth. In May, he will take over the chief executive's job from Rob Ritchie, who has run the storied railroad for the past 11 years. "I think what we've got is a very substantial change in what is occurring in the North American transportation business," Green said in an interview. "The demand for the services that the railways offer has grown at a time when the capacity to provide them has shrunk over the course of the last decade." Green says the railways have taken business away from the trucking industry as it struggles with disproportionately high fuel increases and a lack of drivers. At the same time, trade with China and other Asian countries has soared.

CPR has upgraded its locomotive fleet in recent years and just finished a \$160-million expansion of its western Canadian network to improve access to the burgeoning Port of Vancouver. "I believe we have positioned this franchise to leverage the opportunity that is arriving out of this change." In January, the railroad unveiled record annual profits in 2005 of \$543 million - a gain of 32 per cent - in what Ritchie called the railway's "busiest and most successful year."

Another subtle change being orchestrated by Green is to move three assistant vice-presidents away from head office - the first devolution of power since 1996 when it centralized all of its regional offices to a new Calgary head office. Green defended the move, saying managers in Toronto and Minneapolis will be able to "respond more quickly and make the right kinds of decisions within the context of the master plan that they know and understand. They're not going to go out and end up creating competing fiefdoms which would make us overall less efficient."

CPR's operating ratio - a key measure of productivity in the railroad sector that measures operating costs as a percentage of revenue - has always been behind that of Montreal-based Canadian National Railway, the largest railway in the country. Green said that while CPR is not trying to be identical to CN, "there may still be opportunity to close the gap between ourselves and any competitor, in this case the most direct one is CN." CPR's operating ratio improved by two percentage points in 2005 and Green hopes to see a similar improvement this year. (Canadian Press, Feb. 24)

TOP COURT DERAILS CPR PLANS FOR VANCOUVER RIGHT-OF-WAY: The Supreme Court has rejected CPR's plans for commercial or residential development along a rail corridor that cuts through Vancouver's west side. The ruling by the country's highest court upholds a bylaw designating a right-of-way as a greenway and car-free transportation corridor. After rail operations along the Arbutus line came to a halt in 1999, Vancouver passed the bylaw, envisioning a streetcar or cycle path along the 11-kilometre strip of land. But CPR, which has owned the right-of-way for 120 years, saw potential for a mix of commercial and residential development. The property is wide enough for double or single lots. The company has been fighting the bylaw in court for five years, winning its first round

in B.C. Supreme Court. That decision was later overturned by the provincial Appeal Court.

The Supreme Court of Canada decision means CPR, which still owns the land, can't subdivide or develop the corridor, and the city doesn't have to compensate the railway for lost revenue. The decision is a victory for environmentalists, who have promoted the idea of a bike path along the corridor, and opens the possibility of future rapid transit along the line. (CBC News, Feb. 23)

E&N LINE DONATED TO ISLANDERS: CPR has agreed to hand over its Vancouver Island rail assets to the non-profit Island Corridor Foundation, a partnership of First Nations and local governments along the E&N line. CPR is donating its portion of the 234-kilometre E&N, which averages 30 metres in width between Victoria and Courtenay, to the foundation. That encompasses 651 hectares of land, six historic railway stations and a number of trestles. The company is also supplying \$2.3-million in "seed money" to help the foundation continue its work.

"Transfer of title has been completed, the Island corridor is now Island-owned and it's connecting communities," said a jubilant Judith Sayers, chief of the Alberni Valley's Hupacasath First Nation and co-chair of the foundation. Sayers and her daughter, Alana, completed February 27's announcement of the deal at Capital Regional District headquarters with a traditional song of thanks to the CPR's Dave Craig. Not included in the deal is a section between Nanaimo and Parksville, which is owned by RailAmerica. The foundation is negotiating to also take it over. VIA Rail continues to operate a passenger service on the E&N line, but has tried to shut it down several times, saying it's not a profitable venture. Priorities include:

- * Signing a deal to continue passenger rail service.
- * Upgrading the line.
- * Developing other proposals for the corridor, including a commuter rail service in the south.

The first section of the E&N line, between Esquimalt and Nanaimo, was built between 1884 and 1886. CPR bought it in 1905, and continued to operate on the Island until the late-1990s, when it decided that there wasn't enough business to continue. RailAmerica later took over part of the line for a freight service.

A CPR spokesman said CPR gets about one-sixth the value of the deal in a charitable tax credit, and that such deals are not uncommon for the company. Also being discussed is the scope of rail service along the corridor and the establishment of a leasing arrangement with a company to run the service, said Lake Cowichan Mayor Jack Peake, the foundation's co-chair. A viable commuter rail service is one topic of discussion, he said. He said the foundation wants to show what can be done with a grassroots rail service, and with the unique partnership that has been created among the five regional governments and 13 First Nations within the corridor area. (Times Colonist, Feb. 28)



WIFI BOARDS VIA RAIL TRAINS: VIA has launched its pay-per-use Wi-Fi service, which is now available to all travellers going between Montreal and Quebec City and in many VIA 1 class cars between Montreal and Toronto. By the end of April, it will be available in every first class car in the Quebec-Windsor corridor, and by the end of the year, to all cars in the corridor. The service will cost \$3.99 for the first 15 minutes of access and \$.30 for every additional minute. Daily access - available for 24 hours - will cost \$8.99 and monthly access will be \$46.

While VIA hopes to attract more business customers to its train by offering the service, others suggest that at that price, it's not likely to. "It's a bit too expensive too late," said Roberta Fox, president and senior partner at Fox Consulting Group. In urban centres, the maximum speed VIA is offering is 3 Mbps for downloads and 300 Kbps for uploads. In rural areas, connection speeds are about 1 Mbps for downloads and 100 Kbps for uploads. The connection speed between the users' computer and train's server is 11 Mbps. That's shared access, so it may not be fast enough, Fox said. If two or three people on the train are trying to use VoIP phones, for example, then it'll be too slow, she said.

But VIA is hopeful. The commercial launch follows a pilot program VIA conducted in 2003 with Bell Canada in which it offered Wi-Fi services to passengers for free. Forty per cent of passengers used the service and 96 per cent said this was a feature they wanted. Another 85 per cent said VIA should expand the service to other trains. Fifty per cent of users said they'd be willing to pay for Wi-Fi access. (Itbusiness.ca, Feb. 27)

OTHER PASSENGER

HIGH-SPEED RAIL TO CALGARY BACK ON TABLE: Alberta is taking another look at high-speed rail between Calgary and Edmonton, with plans to measure interest from would-be riders starting in March. But Infrastructure and Transportation Minister Lyle Oberg said if the numbers aren't there, the idea -- with a price tag running as high as \$5 billion -- will be mothballed. The department recently put out a request for qualifications and received tenders from nine applicants, four of which are capable of doing the market demand study, Oberg said. One will be chosen by the end of March to conduct the study that will also look at demand. If results show people would use the train, a feasibility report would follow, but if the study finds low interest among Albertans, the plan will die, he said. "I've received estimates in cost from \$1 billion to \$5 billion" for the project, Oberg said.

A preliminary study, commissioned by the province and conducted by the Van Horne Institute, gave the idea the green light in October 2004. Peter Wallis, head of the transport think-tank based at the University of Calgary, welcomed the new study, noting the level of usage predicted in the preliminary report was a conservative figure. "The ridership was sufficient to ensure that the service would be profitable in the farebox on Day 1," he said. The Van Horne study compared two options: using new technology such as Bombardier's JetTrain on an upgraded CPR line, a project worth \$1.7B, or a new track with an electric train worth upwards of \$3.4B. The study also found that most travellers were willing to pay between \$90 and \$115 per round trip between Calgary and Edmonton. Premier Ralph Klein has said previously he's not keen on taxpayers footing the bill, but CPR has said that's the only way it will go ahead. Business leaders have said the idea warrants a further look, given the pressure that rapid economic growth has put on transportation infrastructure in cities and the province. (*Calgary Herald*, Feb. 20)

MISSISSAUGA CONSIDERING LIGHT-RAIL SYSTEM LIKE OTTAWA'S: Could Mississauga residents ever find themselves riding a sleek and comfortable light-rail train through their city? It's possible. This year, the city will launch a study of so-called "higher-order" transit along its Hurontario Street/Highway 10 corridor, a thoroughfare that already attracts nearly a quarter of Mississauga Transit's daily users. Martin Powell, Mississauga's commissioner of transportation and works, said the study will consider several options to quickly move passengers along the corridor, including signal priority, bus-only lanes and a light-rail link. With Hurontario acting as a magnet for development -- especially in the city centre -- the idea would be to move residents living near the street quickly within Mississauga and Brampton and connect them to other transit options, like GO Transit bus and rail services. (*National Post*, Feb. 28)

RAILWAY'S SUCCESS SPURS MORE TRIPS TO ARMSTRONG: Sellout crowds have prompted Kamloops Heritage Railway to add two more Armstrong trips to its summer season. The 2141 steam locomotive made six 182-kilometre round trips between Kamloops and Armstrong last year, selling out the season before the second journey. Last year's Saturday excursions proved so popular that operations manager Howard Grieve announced plans to increase to eight runs this year and add capacity. "The wait list of passengers from the 2005 season and some large tour operator bookings have already produced sales of 40% of capacity for 2006," he said. In addition to starting earlier and adding more departures between May and October, KHR is also adding a third passenger car that will increase capacity by 76 for each run. Saturday departures begin May 6, and run May 20, June 3 and 17, Sept. 2, 16 and 30, with the last one Oct. 7. There are also plans to add even more trips by 2007. But that is dependent on training more volunteers and the addition of air conditioning to the train to enable more trips in mid-summer, Grieve said. (*Kamloops Daily News*, Feb. 23)

RAILWAY EXECUTIVE 'NOT PLEASED' WITH MINISTER: The president of White Pass says he's incensed by Yukon economic development minister Jim Kenyon's suggestion that the railway is for sale. "I do not see any plans where it is even said it is for sale," Gary Danielson said of the historic White Pass and Yukon Railway. "I find it totally inappropriate that a minister of a government would delve into the affairs of a private company," he said in a telephone interview from Arizona. Danielson said if the 106-year-old railway was up for sale, it would be a decision made by the board of directors and the chairman of the board, not by some government. He said as a matter of the new and evolving form of corporate governance emerging in the private sector, companies take it upon themselves to regularly examine their assets, which could include examining whether an asset should be sold. White Pass announced such an exercise last fall. As a result of that, it has made some internal changes to the

corporate structure, he said. But clearly, Danielson indicated, the railway remains a White Pass asset. "There is no 'For sale' sign up," he emphasized. "We are a viable company. We are very successful." (*Whitehorse Daily Star*, Mar. 8)

FAST-TRACK MASCOUCHE TRAIN: Montreal Mayor Gerald Tremblay and a regional coalition of municipal, union, public transit and health officials say the Quebec government should fast-track funding for a commuter train line between Montreal and Mascouche; the \$253-million project is a "number one" priority for the Montreal region. "We are unanimous," the mayor said, noting the regional coalition approved the Montreal/Repentigny-Terrebonne-Mascouche train line proposal at a meeting March 3. The Montreal-Mascouche service, initially operating during weekday rush hours, is expected to handle 5,000 riders each morning. The new commuter line could be in operation within two years if the province gives the go-ahead in its 2006-07 budget, to be tabled in the coming weeks, Mascouche Mayor Richard Marcotte said.

Most of the line would follow existing tracks, with seven kilometres of new track to be laid to link Repentigny, Terrebonne and Mascouche. The train from Mascouche to Central Station would take about 55 minutes, Marcotte said. The rush-hour commute by car takes anywhere from 90 minutes to two hours, he noted. The project is part of a \$7.2-billion regional plan to maintain and improve existing public transit services, Marcotte noted.

Other projects that are high on the to-do list:

- * A train shuttle between downtown Montreal and Pierre Elliott Trudeau airport in Dorval (price tag undetermined).

- * A light-rail train between downtown Montreal and Longueuil, via the Champlain Bridge ice bridge (\$1 billion).

- * Extension of the metro's Blue Line, linking Snowdon and St. Michel, to Anjou (\$1.2 billion).

The province should set up a dedicated public transit fund to help pay the bill and demand greater contributions from car owners, Tremblay said. Transit fees and government funding for public transit have steadily increased, but drivers' contributions, through car registration fees and gas taxes, have not kept pace, he said. "We're not against motorists, but we need to balance the needs of drivers with those of public transit users, pedestrians and cyclists," Tremblay said. (*The Gazette*, Mar. 9)

GO TRANSIT RIDERS FACE 25-CENT HIKE: GO train users will have to pay 25-cents more per trip effective March 18. GO uses a zonal fare system -- setting prices based on distance travelled. The fare hike would apply to all tickets equally. "It's the biggest (increase) in the last few years," said Peter Smith, chair of GO Transit, although historically there have been greater increases. The board also raised student fares, to take effect on Aug. 19, 2006 at their Board meeting on March 10.

The GO board is also expected to approve two other budgets:

- * A \$280.1 million replacement and rehabilitation budget for such things as refurbishing rail cars and buses, upgrading stations and beginning to purchase new locomotives.

- * A \$348.2 million growth budget, to continue a program of building new stations and laying new track for long-term improvements. (*Toronto Star*, Mar. 9, 11)

WHITE PASS REPORTS INCREASE IN PASSENGERS: As part of its year end results, White Pass Yukon Route's owners, Tri-White Corp., reported that for the 2005 season, which concluded on September 27th, the rail excursion carried 430,037 passengers, an increase of 6.3% from 2004. (*Tri-White press release*, Feb. 28)

REGIONAL / SHORTLINE NEWS

STORA LOCKOUT PROMPTS RAILWAY LAYOFFS: Fourteen railway workers have been laid off as a result of the ongoing lockout at the Stora Enso paper mill in Cape Breton. The employees of the Cape Breton and Central Nova Scotia Railway were based in Port Hawkesbury, and represent about one-fifth of the company's workforce. Stora usually ships 600 carloads of paper products each month. But Jim Ryan, acting manager of the railway, says the lockout has resulted in a big downturn in business and more layoffs are possible if the contract dispute drags on. Stora Enso locked out about 600 unionized mill and clerical workers on January 25, after they rejected the company's last contract offer. However, the plant has been closed since December 24 because of an extended shutdown. The pulp and paper company is one of the largest employers in the Canso Strait region. In addition, hundreds of other people work in the woods or related industries. (*CBC News*, Feb. 14)

KNIGHTHAWK INC. ANNOUNCES 2005 OPERATING RESULTS: KnightHawk's revenue from continuing operations for the year ended

October 31, 2005, totalled \$7,006,000 compared with \$6,694,000 during the same period in 2004. Revenue for the three months ended October 31, 2005, was \$1,832,000 compared with \$1,815,000 for the same period in 2004. Earnings before discontinued operations and before unusual item for the year ended October 31, 2005 were \$742,000 compared to \$216,000 for the same period in 2004. (Canada NewsWire, Mar. 3)

OTHER INDUSTRY NEWS

UNION PACIFIC SUES LOCAL PHOTOGRAPHER: A Vancouver-area photographer with a passion for old trains is being sued by Union Pacific Railway, the largest railway corporation in North America, over a calendar featuring its trains. Union Pacific - whose red, white and blue logo has red and white stripes just like the U.S. flag - alleges Nils Huxtable violated the company's exclusive right to use its Union Pacific trademark and design by producing and selling a "Union Pacific" calendar. A website soliciting money for Huxtable's legal defence says "the artistic rights of railroad photographers are under attack." Brenda Mainwaring, the company's director of corporate relations, says Union Pacific isn't disputing the right of people to take photographs of its trains but will take measures to protect its trademark, logo and its name. Mainwaring said the company has authorized more than 100 companies to use its trademark for various products, including calendars, but Huxtable made use of the company name without its permission. "It's important for any company to protect their trademarks," Mainwaring said.

Nils Huxtable couldn't be reached for comment about the lawsuit, which could go to trial this June. His mother, who said her son is in Cuba at a train festival, said the lawsuit is "completely stupid." "He's been involved in these calendars for the last eight years and nothing ever came about that would warrant something like this," said Renate Huxtable, who does some work for her son's business but is not named in the lawsuit. Nils Huxtable refers to his lifelong love for photographing steam-powered and diesel trains in the legal document that outlines his defence. The statement of facts calls Huxtable "one of the world's most highly renowned railroad photographers." It notes the 56-year-old man took his first railroad photograph in Great Britain, in 1961, when he was just 11. He shot his first photo of a Union Pacific train in 1964, in Wyoming. By 1970, his photographs and articles about trains were being published in the international circulation magazines read by train worshippers. Huxtable's photos appeared on postcards and posters, as well as in at least a dozen books. And, since 1994, he's been producing and publishing an annual "Union Pacific calendar" described as a "Steamscenes Publication." Huxtable argued that his calendars are distinguishable from the calendars produced by Union Pacific, which depict modern trains. He contrasted those photos of new trains with his "classic images of historically significant Union Pacific trains, captured in beautiful settings, by the world's finest railroad photographers, with historical notes and background information." (Vancouver Sun, Feb. 14) [see www.helpsteamsenes.com for further information - Ed.]

HISTORICAL SOCIETY RETURNS CPR STATION RESTORATION FUNDS:

The Golden and District Historical Society has told the town it wishes to relinquish money that had previously been earmarked for the restoration and preservation of the old CPR station, adjacent to the Golden Museum. "I told the town in all fairness, take it back and put it towards something else," says Society treasurer Paul Hambruch. "I can't tell you that we can spend the money sensibly at this point." In 2002, Town Council gave the Society a grant-in-aid totalling \$25,000 for the restoration of the station. Of the allocated funds, \$11,311 was used to stabilize the building. The floor joists were replaced, the centre joint was fixed and extra footings were put in. But that is just a small part of the overall renovations required.

Hambruch estimates they would need \$250,000 to make the building operational, a figure he finds hard to swallow. "As a citizen of Golden, I can't bring myself to say let's rebuild it," he says. When CPR decommissioned the building years ago the Town of Golden, BC, bought it for \$1. And although attempts have been made in the past to restore it, the building is seen as largely unusable. It's now owned by the Society, however, which had floated the idea of turning this historic landmark into a museum commemorating Swiss guides. (Golden Star, Feb. 15)

RAILWAY ACCIDENT RATES UP SHARPLY IN 2005: Main-line derailments at CN jumped a striking 35% last year and rival CPR experienced a 5% increase, while both carriers' accident rates climbed sharply over seven years, according to the Transportation Safety Board of Canada. The board, which released its preliminary safety report on February 21 on Canada's transportation sector, said CN had 103 domestic main-track derailments last year, up from 76 in 2004 and 56 in 1999. CPR had 66 derailments on main lines last

year, compared with 63 in 2004 and 37 in 1999. CN's rate of main-track derailments rose to 2.65 per million train miles (MTMs) travelled last year, up from 1.55 per MTMs in 1999. CPR's derailment rate increased to 1.98 from 1.28 over the same period, the board reports.

The safety regulator was still refining its "transportation occurrence statistics", but raw data show that there were 1,249 railway accidents last year, including derailments and collisions on main and other tracks, up nearly 10 per cent from 2004. With an estimated 95.8 MTMs travelled last year, the Canadian industry's accident rate works out to 13.04 per MTMs, up from 12.29 in 2004 and a five-year average from 2000 to 2004 of 11.67. There were 195 main-track derailments in total last year, up from 152 in 2004, with Ontario, British Columbia, Alberta, Quebec and Saskatchewan topping the list of provinces with the most accidents, raw data indicate.

CN spokesman Mark Hallman said Canada's largest railway is awaiting the board's statistics, but is already "aggressively addressing its accident performance through data and trend analysis. We're doing increased track and equipment monitoring, and we're also focusing on employee behaviour, rules compliance and management supervision." "We take this report from the TSB very seriously and we'll review the findings," CPR spokesman Ed Greenberg said. "But these statistics should be placed against the fact that there has been increased rail traffic over the same period of time. CPR has not lost sight that safety is our priority." He noted that many of the CPR accidents were minor, including one or two rail cars slipping off the tracks but remaining upright. (Globe and Mail - February 21)

TRANSPORT SAFETY BOARD SEEKS INPUT: Letter -- On behalf of the Transportation Safety Board of Canada, executive director David Kinsman responds to the recent article and editorial on rail safety in Canada. Kinsman writes that the articles contain a serious misrepresentation that must be addressed. One of the articles also calls into question the impartiality of the TSB and undermines the organization's highly regarded reputation as an independent investigatory agency. For practical reasons the TSB does not investigate all 4,000 marine, pipeline, rail and air occurrences that are reported to it in any given year. The TSB undertakes an investigation when, after an initial assessment of the facts, it is determined that a complete and thorough investigation would benefit the advance of transportation safety. At the same time, the data gathered from all reported occurrences are used to monitor the transportation industry and identify trends.

The board calls upon designated reviewers to ensure the accuracy of the facts set out in the draft investigation report, so that the eventual findings of the board will be based on full and accurate information. Designated reviewers are encouraged to concentrate on the areas of the draft report that are related to their area of involvement and expertise and to comment on the report's technical accuracy. Each comment from a designated reviewer is carefully considered by the board to determine whether a compelling argument has been made for changes to the factual content of the report. However, conclusions contained in a TSB final report are the sole purview of the board, which employs to full advantage its independent status and which does not refrain from making recommendations to improve transportation safety, regardless of the party or parties affected. Kinsman concludes, "I trust the foregoing will help your readers to understand both the work that is done by this organization as well as our unwavering commitment to an investigation process that is fair, open, transparent and that helps to advance transportation safety for all Canadians." (Toronto Star, March 9)

CONTAINER BIZ SHIFTS FROM SURREY DOCK: Fraser Surrey Docks has lost 70% of its container business. European-based shipping giant Hapag Lloyd purchased CP Ships in December. CP had two container services calling at Fraser Surrey Docks, that will now arrive at Deltaport and Vanterm. Fraser Surrey president and ceo Gino Crisanti says this has resulted in "significant job losses" and a "substantial loss to our container business", but said he's confident the River Road port will soon regain what it's lost. He emphasized Fraser Surrey Docks still has a healthy break-bulk business, which includes steel and lumber trade. (Surrey Now, Feb. 22)

CANADIAN RAILWAY LOADINGS UP 3.7% IN 2005: Canadian railways carried their heaviest freight load so far this decade in 2005, thanks to the pressing demand for primary goods from China and other Asian nations. Railways reported total loadings of more than 287.2 million metric tonnes of goods in 2005, up 3.7% or 10.4 million tonnes over 2004. The non-intermodal portion of loadings totalled 259.4 million tonnes, up from 250.2 million tonnes in 2004. Iron ore loadings alone increased by 4.4 million metric tonnes, while loadings of lumber were up by 2.9 million metric tonnes. Coal loading

increased by 1.7 million tonnes. Intermodal loadings, which consist of containers and trailers on flat cars, rose 4.5% to 27.8 million metric tonnes. Containerized cargo consists mostly of finished manufactured goods ready for retail purchase, most of which come from Asian countries and the United States.

Traffic received from the United States, either destined for Canada or passing through Canada back into the United States, totalled 27.3 million tonnes last year, up from 26.6 million tonnes in 2004. On a monthly basis, total loadings in December fell 5.5% from November to 23.4 million metric tonnes. The non-intermodal portion reached 21.2 million metric tonnes in December and required 267,000 cars. This represented a 5.1% drop from November but a 0.7% increase from December 2004. The intermodal portion fell 9.7% to 2.2 million tonnes. Traffic received from the United States destined for Canada or passing through Canada back into the United States fell 6.7% to 2.3 million metric tonnes in December. (**Statistics Canada**, Feb. 21)

BOMBARDIER SITE COMPLETES 1,000TH CAR BODY FOR N.Y. COMMUTER RAILROADS: Bombardier Transportation's production site in La Pocatière, Quebec, celebrated the production of the 1,000th train car body for a contract with New York City's two commuter railroads. Bombardier is producing 1,172 M-7 commuter railcars for the MTA/Long Island Rail Road and the MTA/Metro-North Railroad in New York. The La Pocatière site builds stainless-steel car bodies before shipping them for final assembly to a second Bombardier production site in Plattsburgh, NY. This contract for over 1,000 vehicles is amongst the largest contract ever awarded in the North American market, which is much smaller than its European counterpart. This is the second time La Pocatière has hit the 1,000-car threshold, the first coming in 2003 with a 1,030-subway car contract for New York City Transit. (**CCNMatthews**, Feb. 24)

RAIL TRAFFIC MIXED IN FEBRUARY: The Association of American Railroads reported that Canadian rail carload traffic was down 16,566 carloads (5.3%) in February 2006 to 293,350 carloads, and down 9,623 carloads (1.6%) for the year to date to 583,297 carloads. In February, carloads gains in farm products excluding grain (up 3,906 carloads, or 69.1%) and grain (up 1,578 carloads, or 4.5%) were not enough to offset declines in carloads of chemicals (down 10,551 carloads, or 16.5%) and metallic ores (down 6,153 carloads, or 16.0%), among others. Canadian intermodal traffic was up 3,921 units (2.3%) in February 2006 compared with February 2005 to 172,777 units, and up 13,408 units (4.1%) for the first two months of 2006 to 338,871 units. (**AAR**, Mar. 2)

TORONTO UNION STATION TOURS: Explore Union Station as you've never seen it before! The Toronto Railway Historical Association, in cooperation with the Toronto Terminals Railway, is now conducting guided tours of Union Station on the last Saturday of every month throughout the year. Built between 1914 and 1930, the magnificent Union Station with its spectacular Great Hall is one of Toronto's most cherished buildings. Union Station is the largest railway terminal ever built in Canada and was designated a National Historic Site in 1975. Union Station is also Canada's busiest transportation facility, handling more passengers than Pearson Airport. On weekdays, 180 GO trains and 125,000 commuters pass through the station as well as 40 VIA Rail trains and 5,000 intercity passengers, over 50% of all VIA riders.

Hundreds of television shows, commercials and Hollywood movies have been filmed in Union Station including the Oscar-winning "Chicago," the Jack Nicholson film "The Last Detail" and "Silver Streak," the hit 1976 comedy/thriller featuring a runaway train and a spectacular train wreck. There's a lot more to Union Station than meets the eye. There's approximately a million square feet of space, most of it hidden from public view. The Union Station Experience will take you behind the scenes, into areas of the station that are normally off-limits to the general public. You will experience the fascinating history of Canada's greatest railway terminal and gain a new appreciation of the most complex passenger train operation in the country.

The Toronto Railway Historical Association is a registered charity dedicated to the preservation of Toronto's railway heritage, including the development of a railway museum at the John Street Roundhouse adjacent to the Rogers Centre. Since 2001, the TRHA has hosted the popular Doors Open event at both the Roundhouse and Union Station. The Toronto Terminals Railway was incorporated in 1906 to build Union Station and the waterfront railway viaduct. The TTR has managed the station since it opened to the public in 1927 and continues to do so on behalf of the current owners, the City of Toronto and GO Transit. The Union Station Experience begins at 11 a.m. sharp on the last Saturday of every month and lasts approximately two hours. A nominal \$5 fee will be charged for each visitor. To make a reservation, call Union Station Travellers' Aid at

416-366-7788 on Monday-Friday between 10 AM and 2 PM or email: uniontours@trha.ca

BOMBARDIER WORKERS PRESSURE PROVINCE FOR MONTREAL METRO CONTRACT: More than 3,000 residents attended a rally to press the Quebec government to award Bombardier a major provincial contract. The demonstrators want the Liberal government to award Bombardier Transportation's rail equipment plant in La Pocatière the \$1.2 billion contract to replace 336 Montreal subway cars, without tender and without delay. Jacques Lamarre, the president and ceo of engineering of Groupe SNC-Lavalin, has given his support to the Bombardier plant. And Economic Development Minister Claude Bechard, who attended the rally on March 5, also favours producing the subway cars at the La Pocatière factory, which is in his district. Bechard said the government will make a decision in the coming months. ALSTOM Canada wants the government to hold a public bidding process. The French industrial giant said it could build the cars at its plants in Sorel-Tracy, Quebec, where ALSTOM makes rail wheelsets, and Calgary, where the company maintains locomotives for CPR. Bombardier was recently selected by the Ontario government to supply more than 200 new cars for the Toronto subway, without an open bid. The cars will be built at Thunder Bay, Ontario. (**Canadian Press**, March 5)

..... NO TENDER NECESSARY FOR METRO RAILCARS: Quebec Premier Jean Charest isn't ruling out the possibility that his government will award a major transport contract to Bombardier without a public tender. Charest said he is "receptive" to public demands that the Liberal government award the \$1.2-billion contract to replace Montreal subway cars directly to Bombardier Transportation. "It's a region of Quebec where the (Bombardier) factory plays a very important role (in the economy), so we're very attentive and receptive to the message of the population," Charest told reporters. (**Montreal Gazette**, March 7)

RESTAURATEUR PLANS PERIOD RAIL EATERY: The golden age of travel is returning to its ancestral Vancouver home, the Cordova Street CPR Station -- at least the food and beverage portion of that famous rail era is. Vancouver businessman Eli Gershkovitch, president and owner of privately held Steamworks Brewing, plans a multimillion-dollar historically accurate remake of the eastern side of the station facing Cordova. Gershkovitch has signed a long-term lease with the Ontario Teachers Pension Fund, the building's owner, and plans a grand remake of the nearly 7,000-square-foot area into The Steamworks Transcontinental, a mid-priced seafood/steak restaurant and bar that will reflect the building's old glory. The Transcontinental will be evocative of the golden age of rail travel, in particular the "deco-streamlined steam era when the grand public spaces were the great railway stations of the 1930s and '40s," he said. Although the golden era may have gone, the fact is the old station is doing what it was originally designed for, handling transportation and passengers, he said. "It remains a transportation hub, what with SkyTrain, the new RAV line, heliport, buses and West Coast Express, all virtually operating from within its confines." He says construction will start in June with a late-fall opening contemplated. Gershkovitch is seeking original artifacts and art from the 1930s and '40s to incorporate into the final design that will likely include dining car, bar car and observation-deck themes. (**Vancouver Province**, March 7)

RAILWAY STATION ON 'MOST ENDANGERED' BUILDINGS LIST: A national heritage group has bestowed a dubious honor on Fredericton, naming the city's old York Street railway station to its top ten list of "most endangered" places in the country. Natalie Bull, executive director of the Heritage Canada Foundation, visited Fredericton a few months ago, and couldn't believe the state of the old railway station downtown. Bull said the station, built in 1923, is one of the last remaining brick buildings of its kind in New Brunswick. It's also a nationally designated and protected property. She said it's obvious that public policies to protect our cultural heritage aren't working. "If a community like Fredericton could put in place a heritage-first policy that promotes the use of existing buildings, rather than building new, or if governments would consider leasing historic buildings before considering leasing new buildings, that would create a demand for that kind of building," she said. Fredericton's mayor says all of that sounds good, but Brad Woodside said the York Street Station is private property, and the city can't force the owners to repair it. "There is still hope but there has to be some movement on the side of the property owner, he said." J.D. Irving, Limited owns the station and the property surrounding it. Woodside said he has tried negotiating with the company, and a local businessman was even prepared to buy the station and refurbish it, at one point. But so far the Irving-owned company have been unwilling to make a deal. No one from Irving was available to comment. (**CBC News**, Feb. 24) ■

Book Review by Bruce Chapman

'Overalls to Scrubs' by Dr. William R. Pellow.

This book contains 437 pages and about 20 pages of photographs. Many of the early photographs are taken from 8mm movies, and the reproduction is a little fuzzy.

The writer is a retired dentist in London, Ontario, born in 1930, but the first 20 years of his life were spent in Chapleau, Ontario. He started in the CPR locomotive shops there working menial jobs, and later becoming fireman and engineer/engineman. His father and many relatives worked for the CPR up there. There are good pictures of him and his father when they worked together on runs.

The book contains a few errors: calling locomotives 2514 and 3436 D10s; he said that he fired Royal Hudson 2860 one time through Chapleau, but it was an oil-burner, and only worked in B.C.

He recollected that his first trip was on December 25, 1947 firing locomotive 5454, which he said was built in the 1920s, but in reality it was built in August 1944, just three years before his first trip. His next trip was on 5401, and it was built in November 1928.

Train crews especially might like to read how things were on the Schreiber Division during the depression, war, and into dieselization. The atrocious conditions at the away-from-home terminals/bunkhouses/work trains were disgusting. The depression did not end in northern Ontario until Canada declared war on Germany in 1939; then the long lines of stored locomotives stored outside since 1929 were moved indoors, cleaned up, and put into service to serve the war years.

Dr. Pellow describes mishaps he was in; derailing 2514 on the shop track at Cartier (we had the engine in Ottawa in the 1950s, and was involved in a tug-of-war between the CPR and a Hull courtroom, as documented by Duncan du Fresne in *Branchline* last year. Another time, he was engineering on 2nd #7 riding yellow blocks ... he pulled into White River with long-nose RS-10 8478 or 8476 (he gets the numbers mixed up), the fireman not paying attention, and almost hitting 1/7 as he could not see around the nose of the unit on the left-hand curve in front of the station - he only got stopped because he could see the sleeping car porter on the platform. He stopped ten feet from the 'Park' car. There are several other hair-raising stories.

However, there are lots of stories of wine, woman, song, bad language, and coming of age that might not appeal to everyone. He includes several copies of demerit letters that he received, old passes, and the ending of his father's life in hospital; very touching stories.

This book costs \$50.00 postpaid, from the author at 232 Wharnccliffe Road North, Penthouse Suite, London, Ontario, N6H 2B1.

I hope that you might enjoy it as much as I did.

Letter to the Editor

In his interesting "Brockville Memories and More" item in March 2006 *Branchline* pp. 21-22, James Clark speaks about a CPR Jubilee type locomotive having set "a world record for steam" and how his father had been on a CN 5700 locomotive which outran the Jubilee on the previous day.

I wish to note, first, that the Jubilee (CP F2a [4-4-4] 3003) did not set a world record, but only a Canadian steam speed record: Sept. 18, 1937: 112.5 mph. Secondly (and I am using the account in Omer Lavallée's *Canadian Pacific Steam Locomotives*, Toronto, 1985: Railfare, p. 196), the test runs on that occasion *were not speed tests* but air brake tests run by Westinghouse. Omer notes that the method of determining the speed was not recorded "but probably was based on the number of seconds elapsed from milepost to milepost."

A Wikipedia site tells me that a recorded run with a dynamometer car behind the locomotive was made on May 15, 1935, by Milwaukee Road 4-4-2 locomotive #2 between Milwaukee, Wisconsin, and New Lisbon, Wisconsin. Over a 14-mile stretch the speed of 112.5 mph was recorded. This was the fastest authenticated speed reached by a steam locomotive at the time, making #2 the rail speed record holder for steam and the first steam

locomotive to top 110 mph. Then, on May 11, 1936, the German BR 05 002 set a speed record with 200.4 km/h. This amounts to 124.25 mph. This record was broken by the English steam locomotive "Mallard", a Gresley Pacific (July 3, 1938, 126 mph).

I might add an anecdote from my own family lore. My brother, Bill Dewan, was CN public affairs representative in New York in the second half of the 1960s, and so he arranged for one of the tv networks there to cover the inaugural run of the CN Turbo between Montreal and Toronto on December 10, 1968). They had a plane photographing the event and a camera even in the locomotive cab. The train hit a truckload of chickens, surely one of the best covered level crossing accidents ever! Fortunately, the truck driver was not seriously hurt. The Turbo story overall is not, of course, a happy one. (Rev. Lawrence Dewan, O.P., Ottawa, Ontario.

Coming Events

CAMPBELLVILLE (MILTON), ONTARIO: The Forest City Railway Society will hold its Annual Slide & Photo Sale & Swap on **April 22** (11:30 to 15:30) at the Campbellville Lions Club, 42 Guelph Line (Guelph Line at the CPR Galt Sub. crossing). Admission \$5. Information from tempo.jr@sympatico.ca

OTTAWA, ONTARIO: The Ottawa Central Railway will hold an open house at Walkley Yard on **April 29** from 09:00 to 15:00. Cab rides in a former CP RS-18u unit; static equipment and various safety and historical displays; and operation of the Bytown Railway Society's 50-ton steam crane.

SHERBROOKE, QUEBEC: TRAQ (Transportation by rail across Quebec) will hold its 10th Railway Symposium and 5th Railway Exposition in Sherbrooke on **May 2 and 3** at the Delta Sherbrooke Hotel and Conference Centre. The Railway Exposition is free of charge to visitors. For information contact Louis-François Garceau at (418) 832-1502; Cell (418) 955-2466; fax (418) 832-2466 or visit the website at: www.groupeatraq.com

LINDSAY, ONTARIO: The Lindsay and District Model Railroaders and the Lindsay Model Shipwrights will present 2006 Model Transportation Expo on **May 6** (10:00 to 17:00) and **May 7** (10:00 to 16:30) at Victoria Park Armoury, 210 Kent Street West. Plastic, Die-Cast and Radio Controlled Model Trains, Boats, Planes and Automobiles. Enquiries: ldmrclub@hotmail.com

ST. THOMAS, ONTARIO: Elgin County Railway Museum's annual Nostalgia Day will be held in the new St. Thomas Community Centre, just east of the Railway Museum on Wellington Street on **May 7**, starting at 10:00.

MONTREAL, QUEBEC: The third annual CRHA/CARM convention will be held at McGill University's "New Residence Hall" from **May 19 to 21**, celebrating 170 years of railroading in Canada. Tours include the Metro maintenance shops, AMT's Mount Royal Tunnel commuter line, Montreal streetcar archaeological tour, Canadian Allied Diesel, and Canada Central HO layout. Numerous clinics and club layout tours. Visit Exporail and attend convention banquet (Greg McDonnell guest speaker). For up-to-date and more information check www.caorm.org; e-mail David King for information or inquiries about registration.

STRATFORD, ONTARIO: The 5th Annual Stratford Railway Heritage Show will be held at the Kiwanis Community Centre on Lakeshore Drive on **June 3** from 10:00 to 16:00. The show will celebrate the 150th anniversary of the Grand Trunk Railway's arrival in Stratford, in 1856. Guest speaker will be Dean Robinson, author of *Railway Stratford* and many historical books; several layouts will be featured.

NORTHERN MANITOBA EXPLORER TOUR: presented by Rail Travel Tours **July 9 to 17**. This tour on VIA Rail Canada's most northern service will include a visit Churchill, Manitoba, to view Canada's most northern passenger station, port facilities and Beluga Whales. Gillam to see the hydro projects, INCO facility tour in Thompson, and Manitoba's oldest, still operating roundhouse in The Pas and The Hudson Bay Railway Yards. For more details call 1-866-704-3528.

FIELD, BRITISH COLUMBIA: The Friends of Yoho are holding their annual two-day course on Canadian Pacific's Big Hill and the Spiral Tunnels on **August 19 and 20**. The first day is spent in the Field Community Centre and consists of about six hours of talk, discussion and the viewing of 300+ slides. On the second day attendees will meet at Morant's Curve (on the 1A Highway, three miles east of Lake Louise) and work west stopping at various points of interest including Lake Louise Station, the Great Divide and Divide Creek, as well as the Upper Spiral Tunnel. There is no strenuous walking involved! There are plenty of guest houses in Field and meals can be enjoyed in the hotel or the tea room. The meetings are held under the auspices of the Friends of Yoho National Park as part of their Summer Institute. Registration information can be obtained from the Friends at: PO Box 100, Field, BC V0A 1G0; tel: (250) 343-6393; fax: (250) 343-6394; e-mail: info@friendsofyoho.ca; Web: www.friendsofyoho.ca

SUPERIOR COLOURS OF ONTARIO TOUR: Presented by Rail Travel Tours **September 28 to October 2**. Toronto to Capreol on VIA's "Canadian" with directional running and great views on the CPR northbound and CNR southbound, visit Northern Ontario RR Museum in Capreol, Dynamic Earth in Sudbury, then travel on VIA RDC service "Lake Superior" between Sudbury and White River before returning to Toronto by rail. For more details call 1-866-704-3528.

In Seedtime and Harvest: Saskatchewan's Rural Railroads

By Charles W. Bohi and Leslie S. Kozma

Photographs by Charles W. Bohi

*Railroad iron is a magician's rod, in its power to evoke the sleeping energies of land and water.
(Ralph Waldo Emerson, "The Young American," 1884)*

John R. Stilgoe chose well when he used Emerson's words in the preface to his monumental study of U.S. Railroads, *Metropolitan Corridor*. However, his observations are even more pertinent to the Province of Saskatchewan. It was, after all, the construction of over 8,500 miles of railway in the half-century plus between 1880 and 1935 that transformed this part of western Canada's "Great Lone Land" into a home for nearly a million people working some of the most productive grain country in the world. With well over 15,000,000 acres sown to wheat in peak years, in Saskatchewan the railways are intimately connected to the rhythms of the seedtime and harvest. Emblematic of that intimacy, this farmer southwest of Saskatoon, is putting in his crop while a CN grain gathering local (GMD1u's 1401, 1407 and 1405) heads south on the Conquest Subdivision near Swanson on May 28, 1989.



When the weather is right and the market is there, Saskatchewan's farmers have harvested more than 500,000,000 bushels of wheat in a single year. If not a "bumper crop" in 1986, enough grain was moving to create this October 22, 1986, scene at Riceton, a community south of Regina. (GMD1s 1019, 1029, 1057 and 1064)



Part of a complex system that links the farms to the markets of the world, grain is gathered from the country elevators for movement to lakeside or tidewater. Once found every five to ten miles along the railways in the province, today a smaller, much more efficient system of granaries, many of them large inland terminals capable of loading 100 hoppers, serves Saskatchewan's farmers. Able to load a 100 ton hopper in 30 minutes, at Kyle, southwest of Saskatoon, four rebuilt CN GMD1s (1401, 1407, 1405 and 1404) wait while an elevator loads a hopper on June 1, 1989.





Towns, with a railway station at the head of main street, would grow up around the elevators. While many of these were simple portable stations, nearly 800 permanent depots were constructed in Saskatchewan. Though most of these, including this building at Wilkie, are now gone, in June 1981 it still remained to recall a time when the station was at the very centre of life in Saskatchewan's small towns. In the background CP GP9s 8621 and 8495 wait for their next call to patrol the branch lines radiating out of this small terminal located west of Saskatoon.



How many students' heads were turned at this school at Estlin when the train, headed by CN GMD1 1061, went by on August 8, 1988? Breathes there a teacher with a soul so dead that he/she, too, did not take a moment to join his/her charges in looking out the window at the train as well?



Once omnipresent in the life of small-town Saskatchewan, almost every event took place near the railway. Symbolic of that time, in July 1984 at Flintoft, children alternated between watching baseball and the two CP units (GP38-2 3040 and GP9 8493) switching the elevator track in that village south of Moose Jaw.



Because of the agricultural nature of Saskatchewan, the province has been stereotyped – nay, libelled – as a flat uninteresting place devoid of scenic topography. A more accurate description would be that Saskatchewan is a gently rolling land cut by deep rivers that allow railroads to be seen in magnificent settings. Consider this train above, headed by CN SD40-2(W)s 5307 and 5280 on July 25, 1992, near Langham. Hauling British Columbia lumber on the former Canadian Northern mainline east of North Battleford, it has just crossed the North Saskatchewan River and is struggling upgrade to regain the more level country ahead.



Or reflect on this train southwest of Saskatoon. After a day of gathering grain from the small communities in the South Saskatchewan River country, CN GMD1u 1401, 1407 and 1405 pull the train up a grade over some small hills west of Tyner, a hamlet near Eston, on May 29, 1989.



At first sight, the rolling countryside southwest of Kindersley would hardly seem a place that would require a trestle like this one near the border of Alberta on the Acadia Valley Subdivision. Yet, to let a country road through the fill, this fine example of the bridge builder's care was constructed at Mile 7.7 of the now abandoned line. CN GMD1 1064 and 1031 are crossing the bridge on August 6, 1988.



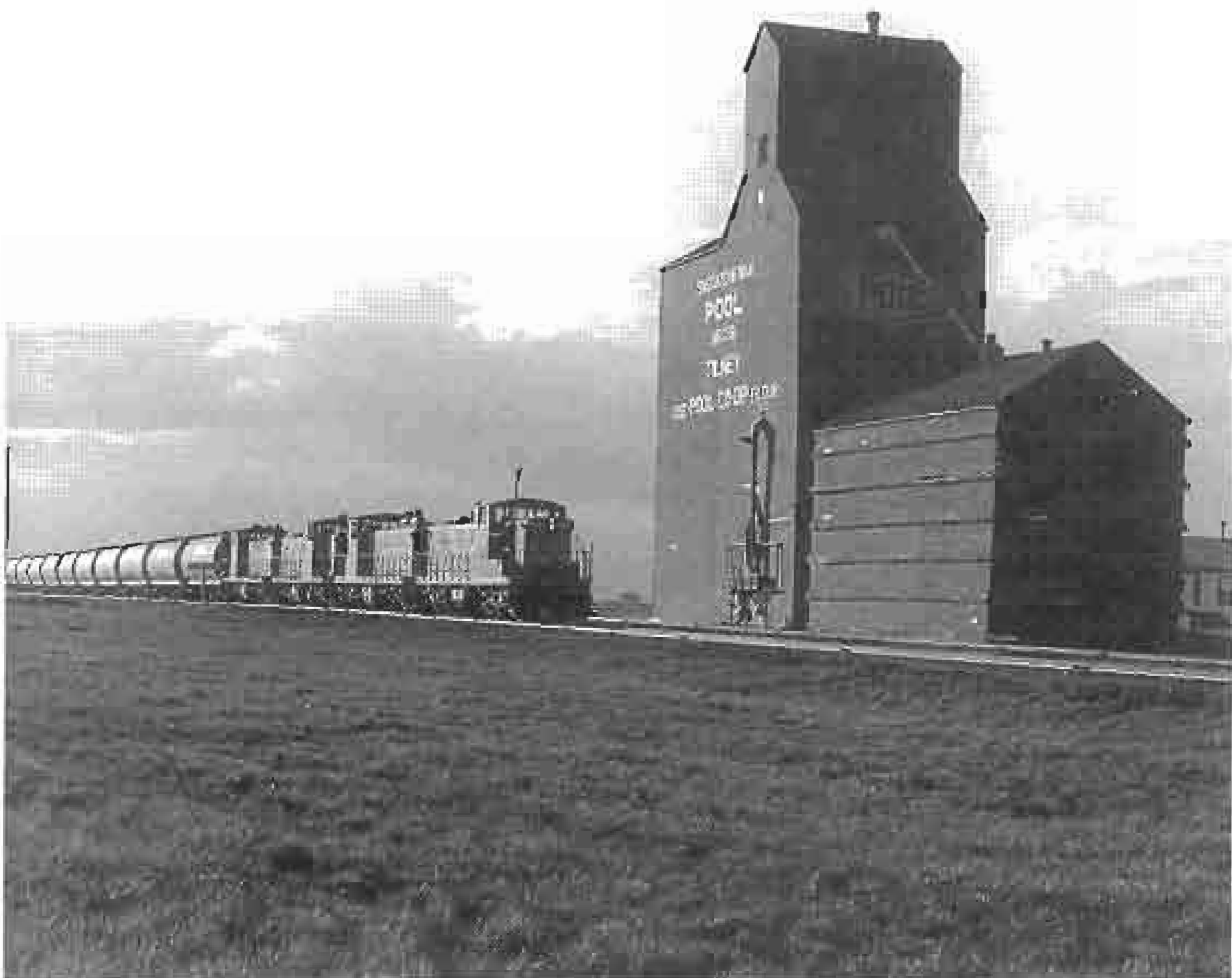
Saskatchewan's geography is often a matter of nuance. This CP train (GP38-2s 3122, 3053 and 3038), in the Frenchman River valley near Eastend, a community southwest of Swift Current, on July 29, 1988, is a good example. In one of the deep valleys created by water released from melting glaciers, a few miles beyond Eastend it will forsake the Frenchman for the equally imposing valley of Swift Current Creek. Thus, on a grade that is barely perceptible, crossing small tributaries of both streams that are hardly two miles apart, the continental divide that separates the watershed of the Gulf of Mexico from that of Hudson Bay will have been crossed.



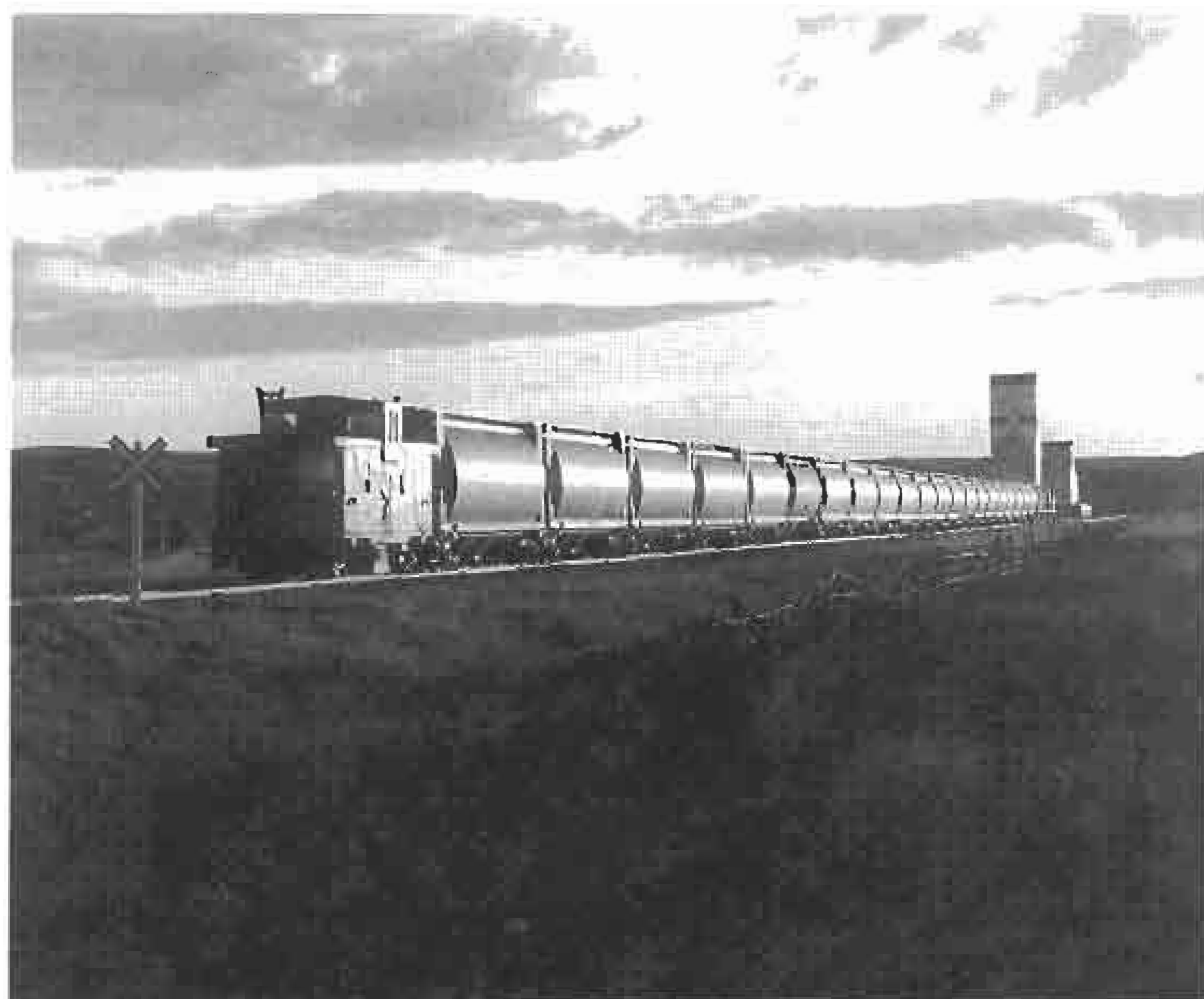
If Saskatchewan lacks huge bridges leaping between mountains, some of the rivers and their valleys are nevertheless formidable enough to force the construction of some imposing spans. Coming into Moose Jaw from the southeast, to cite one case, Canadian National has to cross the Moose Jaw River on three major structures. This day in May 1989, an Avonlea Subdivision way freight, powered by GMD1u 1604 and GMD1s 1055, 1081 and 1072, heads across the most substantial of these structures which also carries the line across the CP main.



Even if those instances where the land is level and the sky huge, unique sun angles created by the high latitude can generate spectacular scenes that give lie to the claim that Saskatchewan is uninteresting. At Orkney, on the CP's Notukeu Subdivision in southwest Saskatchewan on July 20, 1992, a way freight is peddling empties to the granaries in the gathering twilight.



Or dramatic weather patterns can bring about photo opportunities like this one at Tilney, a hamlet southeast of Moose Jaw, on May 22, 1989. Here a southbound CN grain gathering run flees an oncoming storm as the late day sun peaks around the clouds to give the false promise of fair weather on the morrow.



After a long, hot day, in the cool of the evening this CN wheat country train was coming to Willow Bunch, a small town southwest of Regina. At this moment I knew that "Railroad Iron" could arouse much more than the "energies of land and water." In Saskatchewan it could stir the soul as well. ■

Shantymen Snippets

thanks to Colin Churcher

From the **Ottawa Free Press**, 11 October 1881:

The Brockville recorder gets off the following: One of our back country exchanges announces the recent construction of a new car on the Canada Pacific (sic) for the exclusive use of shantymen, and says it is large and high. There ought to be a bar in both ends and the rest left for a battleground.

From the **Ottawa Free Press**, 27 April 1882:

The railway authorities at the Union Station have made a good move. They will not permit any shantyman under the influence of liquor to depart in any of the trains, but will detain them till they come to their sober senses. This will save a good deal of trouble and - the windows of the cars. Yesterday an inebriated shantyman attempted to board an up train on the C.P.R. but was gently prevented from doing so by Constable Tom Graves, who held him in check until the train departed. The man of the woods turned up sober this morning, and was then allowed to proceed to his destination up the river.

From the **Ottawa Free Press**, 22 August 1881

On Friday last a second class car on the Canadian Pacific Railway, was left standing on a down grade, with brakes down, at Carleton Place, while the balance of the train was being shunted. The car contained some seventy shanty men, returning to the city from up the river. A freight car was standing some one hundred yards off on the same track. One of the occupants of the second class car, unwittingly let go the brake, the car, as a result, starting at a swift pace down the grade, and colliding with the freight car, made a loud crash, damaging the latter car considerably. The shantymen, who were all more or less shook up by the collision, blamed it on the train hands, and were going to clear out the station, when it was discovered that it was one of their own number who had perpetrated the act.

My Recollections of the Oakville Train Wreck on February 28, 1956

by Cliff Beagan

It has been 50 years and a bit since I was involved in the above mentioned accident on the CNR Oakville Subdivision, but my memory is still fairly clear of the events leading up to the accident, and also that which unfolded in the immediate aftermath of the collision.

The incident would never have happened if an odd twist of fate had not developed at the CPR West Toronto Yard causing a delay in the departure of the New York State destined "Kinnear" job, which operated over CN's Oakville Sub., ordered for 12.01 am.

On the day of the accident, the 'Car Knocker', after signalling our head-end for the mandatory brake test prior to our departure, noticed that the 'air brakes' on the caboose were not working, and shortly thereafter, I found myself sitting at the West Toronto 'rip track' where they proceeded to correct the problem. As a result of this unfortunate delay, we were at least two hours late in our normal departure time from West Toronto Yard.

We were always assigned a P2 class steam engine (2-8-2) on this train and we handled anywhere from 40 to 60 cars, to be exchanged with a NYC crew at the TH&B Kinnear Yard in Hamilton for a train of similar merchandise from New York State destined for Canada. On this particular trip, we had CP 2-8-2 5403 with Harold Yeo as the engineman.

Our normal exchange time at the Kinnear Yard in Hamilton would be about three or four am, after which, we would depart for Toronto Lambton Yard via the tunnel at Hunter Street. The round trip on a good day would take less than six hours, but on some occasions, it could last twelve hours or more.

While our caboose was being repaired in the 'rip track', I began reading a magazine article, under the glare of the standard issue 'Coleman' lamp which hung on the caboose wall, when unnoticed by me, Assistant Superintendent Jack Armstrong (a very strict official), silently entered the caboose and caught me in the act of reading on the job.

He laughed out loud, when after looking over my shoulder; he found that I was reading a business article which compared CNR operating results with that of the CPR for the previous year and not the 'girly' magazine he no doubt expected to catch me with. He quickly remarked, "Well, I guess I can't chastise you for reading that stuff".

It must have been in the neighbourhood of 3 am when we finally entered the CNR Oakville Subdivision at Canpa Junction, where we immediately encountered continuous 'yellow block signals' from Long Branch all the way to the east mile board at Oakville.

We were later to discover that we were following a CNR London bound extra which eventually entered the 'passing track' at Oakville in order to make a 'lift' of auto cars from the lower Ford Yard.

Conductor Harold Spence and I could observe the distant 'block signals' that our head end was encountering from our vantage point in the cupola of the caboose, and we were also able to see the signal light at the east end of the Oakville passing track change from 'red to green' after the CNR freight train had cleared the main line.

I immediately felt the distinct jerk forward as engineman Harold Yeo pulled the throttle wide open and we immediately began to gain momentum as we headed down the main line.

Just as our tail end approached the east switch of the passing track at about 30 miles per hour, I climbed down from my perch in the cupola and walked to the doorway at the 'long end' of the caboose where I could visually inspect the stationary CNR freight train in the siding. This was a regular procedure for the tail end brakeman when passing another train.

Shortly after our train passed the east switch, and while observing the standing train in the siding, I thought I heard our train brakes go into emergency, and as I took one step backward and turned my head to check the 'air pressure gauge' on the wall, I was sent flying backwards over a chair and landed on the floor beside the stove. After the initial impact, there were at least two more violent surges

forward before we finally came to an abrupt halt. The stove lids and lamps went flying as did everything else that wasn't nailed down in the caboose.

Harold Spence, who was sitting in the cupola, cracked some of the boards on the front wall of same with his right foot as he was instantly jolted forward from a sitting position by the sudden stop.

I immediately picked myself up from the floor, rushed to the rear platform of the caboose, and swung around the corner of the caboose to look westward towards our head end.

I witnessed an enormous ball of fire rising hundreds of feet in the air and yelled to Harold that I was heading up to the engine.

I arrived at the point of impact in record time even though my back was killing me all the way.

Our steam engine and the front end of our train were enveloped in flames when I arrived while both of the CNR diesel units were on the ground and tilted at a 45 degree angle. They were still idling and I could smell diesel oil fumes so I immediately suggested to the CN crew (who were in total shock at this time) to shut the engines off immediately.

A short time later, a yard engine from the Ford Plant hooked onto our tail end, and after I 'pulled the pin' on the last car of our train that was not burning, they pulled the remainder away and pushed it into the Ford lower Yard from the east end.

Our head end brakeman, Max Kennedy, received severe burns to his hands and face in the accident, engineer Harold Yeo was not as severely burned as Max, but our poor fireman John Wardell was unable to exit the cab of the steam engine and perished as a result (he was a World War II vet who made the initial landing at Normandy, only to be killed by train at home). The CNR engine crew appeared not to be hurt at all.

A summary of the cause of the accident is as follows:

After stopping their train in the passing track, the CNR brakeman had cut the engines plus several cars (including a car of propane) from his train before giving the engineman a signal to proceed forward to make his lift in the Ford Plant.

After pulling forward in the siding for a short distance, the engineman should have stopped at a low crossover switch (which displayed a green light when lined to re enter the mainline) and wait for the brakeman to walk forward to re-line the pot switch to "yellow" in order for them to travel 'straight forward' down the siding extension before they could then back into the lower Ford Plant yard.

The 'novice' CNR engineman, seeing the green light on the crossover switch in front of him, and 'rightfully believing' that it would take him in a straight line forward down the siding extension, inadvertently pulled right back onto the main line in front of our oncoming steam engine, and then on realizing his mistake, he pulled to a stop with the car of propane sitting right on the crossover. It was very dark at four or five that February morning, and our head end failed to see the dark black outline of that very large propane tank car until it was too late.

In looking back on the accident a half century later, I often ask myself the following 'what if's'. What if we had not been late that on that trip? What if the CNR engineman had been a 'regular man' who was familiar with the track layout at Oakville? What if he had not stopped on the crossover, but, on realizing his mistake, had charged another 200 yards down the mainline in order to activate a red block signal in our path?

Unfortunately, I must admit, that even 50 years later, I am still encountering a lot of 'what if's' in my life.

PS: The CNR changed the configuration of that crossover set-up after our accident, which just happened to be the 'third' incident in that same location in a short period of time. ■

Potpourri

The Homes Away From Home by Bill Cole

My first experience living away from home while working as a fireman for CN came suddenly and surprisingly. I had been cut off the fireman's board in Port Arthur, Ontario, while assigned to Western Region, and was contemplating my future as a railroader. I had put in a transfer to the Eastern Region shortly after being assigned to a couple of different yard jobs in Port Arthur, and right at this moment, I was in sort of in limbo, not knowing in what direction I would be going. Suddenly at about midnight on October 24, 1950, the phone rang and I answered it hoping that I would be notified that I was back working again. It was the crew dispatcher and he told me I was called to deadhead to Dorion on Number 80 to work as the fireman on a work train which was dumping ballast on the Dorion Subdivision. The small community of Dorion I believe was about 50 miles east of Port Arthur. I was told that I would be there from Tuesday to Saturday and I could eat with the track gang every day instead of hauling groceries and trying to cook for myself. My engineer would be Jim McCarthy and our locomotive was CN Mikado 3395. I'm not too well schooled in the railway operations yet, having begun my career on October 8, 1950, so I was not aware of what was facing me but I was eager to find out.

So I had something to eat, thanks to my mother's home cooking before leaving for the CN station and climbing aboard Number 80 which left the station heading eastward at 02:15. It being a nice warm night in October, I decided to walk downtown to the station, leaving home around 01:30 for the 30 minute walk to my destination and my very first deadhead. No. 80 left town on time and I snoozed for awhile until the brakeman advised me that we were coming into Dorion where I'd be getting off. As #80 pulled away shortly after 04:00 or so, I found myself standing on the station platform, my grip in one hand and my work clothes in the other, in the pitch black night not knowing where to go next. I spotted a caboose a short distance away and headed for it, climbing aboard, and groping around for a chair to get my bearings. All I heard were snores and grunts from three sleeping men, and I was wondering where I slept, so I figured I better get back outside and look around for anyone who could tell me where I was supposed to go. Give me a break fellow railroaders and fans. I'm 18 years old with 16 days railroad experience working yard jobs, and this is my first day away from home all by my lonesome, in a place that I've never seen before, and it is a pitch black night.

Lady Luck appears on the scene as a man in overalls approaches and asks me if I'm the deadhead fireman for the work train, and of course I answer quickly in the affirmative. He tells me that he's the engine watchman and was attending to the engine when #80 arrived and he missed me till now. He directed me to my new home, an old CN bunk car, converted from an old wooden box car, for the next five nights and I quickly got inside and followed my new friend's instruction on where I slept, washed, and relaxed. The bed was the most important item in my mind at this moment, and of course the two of us woke up my engineer, Mr. McCarthy, it being around 05:00. I knew him well as he was a frequent visitor at our house, being good friends with my father, both fellow engineers. We both hit the hay in the small bedroom at one end of my new abode, and I was looking forward to sleeping till noon. However, that changed quickly as my new friend, the watchman arrived on the scene at 06:00 announcing that we were called for 07:00 as per usual.

After dragging myself out of bed and washing in lukewarm water from the kettle, I surveyed my new surroundings and wasn't too disappointed, although not totally pleased either. No running water so of course no toilet facilities other than the wide open spaces. A large table and three or four chairs, along with a coal and wood stove, two single beds at each end of the bunk car, a small cupboard complete with kitchen utensils, cups and plates and bowls, storage lockers at both ends of the car for personal belongings, a coal bunker for stove fuel and not much else that I can remember. Thank goodness, this wasn't going to last too long. Breakfast with the gang turned out to be pleasant with lots of bacon, ham, scrambled eggs, fried potatoes, toast and gallons of coffee, which I sorely needed just to stay awake. As it turned out, I was well fed for the rest of the week and the price was definitely easy to handle. Would you believe the cost was 75 cents per meal, and all you could eat. R.F. Welch track gangs were fed well at all times, as I soon learned and I took full advantage of it. We'll skip the week's formalities as everything went well and I learned a lot about everything, but it was nice to be home in my own bed on Saturday night. At least it was nice to know I got paid well for my learning experience, but I never developed a love for

work trains in my railroad career.

The following day, Sunday, back home in Port Arthur, I was notified by the crew office that I was assigned to the Nipigon switcher, and would be subject to duty on Monday morning, being called for 08:00, and would be returning home early Saturday afternoon. So bring lots of food with you along with a change of some clothing, and the good news that your transfer to the Eastern region was finalized, and your seniority date would take effect as of October 24, 1950. A lot was to be learned on that first day on the switcher, as our engine turned out to be a vestibule cab Pacific, number 5110, and hand-fired. No need to discuss the trials and tribulations that ensued the first couple of days, but good guidance by my mentor Bill Zazula sure helped me along nicely.

On arrival at Nipigon, roughly the half-way point to the final terminal at Jellicoe, we put our train in the siding, after filling the tender with coal and water and headed for the bunkhouse to have our lunch. This would be our sleeping quarters on Tuesday and Thursday evenings and there was nothing fancy about this place. It was an old converted box car, with almost the same interior decorating as the bunk car we had on the previous week's work train. But it was clean and cozy and most everything was available other than running water, electricity and sanitary facilities. It was out in back about 50 feet from the back door. An engine watchman was on duty 24 hours of the day here at Nipigon and he kept the bunkhouse clean, cared for the water tank and coal chute, kept the fire going in the bunkhouse on cold nights plus filling the coal bunker, and tended to the locomotive, which meant cleaning the fire and ashpans, and keeping the steam and water at a reasonable level during the night. It really wasn't so bad but I guess it was a culture shock after living at home all my life.

I was assigned to this way freight job for about five weeks and during that time I became accustomed to living like a frontiersman, and in some ways it was fun. Many times at the lunch hour while in Nipigon, I would walk up town, about a 15 minute walk, and go to a restaurant for a good meal and pick up a couple of sandwiches and some groceries for supper. Eating out certainly beat anything that I could cook, but looking forward to my first encounter with Jellicoe, our final terminal, brought me to the realization that it would be cooking time on arrival there, since there was no eatery in that little town, and somebody had to cook the food I brought with me.

We would head eastward out of Nipigon to Jellicoe shortly after 13:00 or so, usually with a small train and a supertime arrival at Jellicoe was a certainty. No need to discuss the trip from Nipigon to Jellicoe, as it must have been reasonably uneventful. On arrival at Jellicoe we would yard our train, put the van in the van alley and do any miscellaneous switching that was required as we put our train together, preparing it for tomorrow's run back to Nipigon. At the completion of these chores it was off to the shop track and into the depths of the bunkhouse which loomed large and mysterious, not too far from the small roundhouse, turntable, and booking-in office. That should be good for another quick story of adventure.

Lost by Bruce Chapman

Back in the late-1960s/early-1970s, the Sunday only morning CNR passenger train from Montreal to Ottawa was lined up on the eastward wye at M&O Junction so it can back into Ottawa Station to avoid a yard engine move. It was a spare 'chain gang' crew from Montreal. They got a slow signal at M&O Junction onto the eastward leg of the wye, but kept on heading east on the CPR M&O Subdivision! The train dispatcher's CTC board in Ottawa went blank. This being before train radios, the dispatcher called the CPR train dispatcher in Montreal, asking him if he has any operators east of Ottawa. It is almost 12:00. The CPR dispatcher rings Navan, and the agent, Rod Lalonde, has just returned from church. The dispatcher asked him: "Do you see an eastbound train coming?"

"Just a minute, I'll walk outside!" Rod: "Yes, I see a headlight away off in the west!" Dispatcher: "Put your order board on him!"

The train crew was very surprised to run into this signal, and stopped the train, as they were still running at a slow speed.

The train was run back west to Ottawa backwards as 'Passenger Extra 6705 West'. It is extremely fortunate that regular CP passenger train #233 to Ottawa had already arrived at Ottawa Station. ■



PHOTO CORNER

Foreign power has become very common in Southern Ontario. BNSF GP30r 2460 and BNSF B40-8W 506 (both former ATSF units) power CN Train 394 at Paris, Ontario, on January 14, 2006. Photo by Rob Eull.



While leased by Canadian Pacific in the latter part of 2005 for service on the rear of several trips behind CP 4-6-4 2816 - "Empress", Rail Journeys West Dome-Observation Sleeper 800333 - "Silver Solarium" carried Canadian Pacific lettering. The car was built in 1948 as CB&Q "Silver Solarium" for service on the California Zephyr. Photo in Port Coquitlam, BC, in October 2005 by Ken Story, with thanks to Peter Ely.



Former Canadian National Railway Tug #6 will be taken care of by the S.S. Sicamous Restoration Society. The City of Kelowna, BC, has agreed to hand over its historic tugboat to Penticton's floating museum. No. 6 was built in 1948 by Yarrows Ltd. of Esquimalt, BC, at the CNR dock in Kelowna. After CN ceased all rail barge service to ports on Okanagan Lake in 1973, the diesel-powered 84-foot long, 158 gross ton #6 was sold to Fintray Estates, then later sold to the City of Kelowna. She has languished for many years in Kelowna, and is awaiting a tow to Penticton. Photo at Kelowna, BC, on October 1, 2002, by George Bergson.

Ontario Southland Railway's former CP RS-18u 180, 181 and 182, pose for the camera at Guelph Jct., Ontario, on February 12, 2006. Ontario Southland operates the 19-mile Guelph Junction Railway for its owner, the City of Guelph. The units were built by Montreal Locomotive Works in 1958 as CP 8769, 8777 and 8764 respectively. Photo by David Hooton.



Almost-new CN SD70M-2 8017 and 8013 lead an eastbound sulphur train at MP 101.47 of CP's Cascade Subdivision (east of Port Haney, BC) on Sunday, February 5, 2006. Nos. 8000-8019 have been added to the roster; 8020-8024 will follow. Note that the headlights are above the windshield rather than being nose mounted. Photo by Chris Wasney.



VIA Rail Canada FP7u 6550 hustles a three-car train through Gananoque Jct., Ontario, in April 1986. No. 6550 was built in 1953 as CP 4099, was renumbered CP 1400 in 1954, was sold to VIA Rail in 1978, and in 1981 was remanufactured and renumbered VIA 6550. She was retired in 1991 and in 1994 was sold to the Nebkota Railway. 'Repatriated' by CPR in 1998, she was repainted into CP's Tuscan and Grey livery and was again numbered CP 1400 for service on the "Royal Canadian Pacific" and other special passenger moves. At press time she is stored in Calgary. Photo by Mike Shufelt.



A SELECTION OF PASSENGER CONSISTS

17 February 2006
VIA #57 at Montreal, Quebec

F40PH-2 6424 (Budweiser livery)
Baggage 8620
Club Cars 4001, 4008
Coaches 8117, 4103, 8118,
4110, 4100

18 February 2006
VIA #1 - "Canadian"
at Saskatoon, Saskatchewan

F40PH-2 6446
F40PH-2 6438
Baggage 8601
Coach 8109
Skyline 8507
Dining Car 8407 - *Emerald*
Sleeper 8329 - *Hearne Manor*
Sleeper 8341 - *Thompson Manor*
Sleeper 8318 - *Craig Manor*
Dome-Sleeper-Observation
8716 - *Tweedsmuir Park*

22 February 2006
VIA #2 - "Canadian"
at Jasper, Alberta

F40PH-2 6446
F40PH-2 6438
F40PH-2 6434 (Spiderman)
Sleeper 8341 - *Thompson Manor*
Baggage 8616
Coach 8103
Coach 8109
Skyline 8501
Dining Car 8408 - *Empress*
Sleeper 8313 - *Cabot Manor*
Sleeper 8308 - *Bliss Manor*
Sleeper 8329 - *Hearne Manor*
Dome-Sleeper-Observation
8716 - *Tweedsmuir Park*

1 March 2006
AMT #191 at St-Martin Jct., Que.

VIA F40PH-2 6418
Coaches 1046, 1079, 1088,
1039, 1101, 1098, 1085
Cab-Coach 107

27 February 2006
VIA #601/603 - "Saguenay/
Abitibi" at Shawinigan, Quebec

F40PH-2 6444 *
F40PH-2 6415 **
Coach 8108 *
Coach 8147 *
Baggage 8608 *
Baggage 8605 **
Coach 8146 **
Coach 8112 **

* to Jonquière
** to Senneterre

7 March 2006
VIA #70 at Oakville, Ontario

F40PH-2 6414
F40PH-2 6401
Baggage 8606
Club Cars 4001, 4003
Coaches 8142, 4113, 8124,
4112, 4119, 4101, 4110,
4108, 4116, 4111

1 March 2006
AMT #193 at St-Martin Jct., Quebec

Bi-Level Cab-Coach 2001
Bi-Level Coaches 2031, 2033,
2034, 2028, 2035, 2036, 2032
F59PHI 1324

21 February 2006
AMTK #517 (Cascade Service)
at Vancouver, British Columbia

F59PHI 470
Mt. Adams Power Car 7905
Business Class Car 7454
Business Class Car 7554
Dining Car 7604
Bistro Car 7305
Coach 7504
Coach 7424
Coach 7423
Coach 7422
Coach 7420
Mt. Adams Baggage 7105
Control Cab 90250

2 October 1965
CP #2 - "The Canadian"
at Ottawa, Ontario

FP7 1431
F7B 1917
Box Car 280753
Baggage-Dormitory 3002
Baggage-Dormitory 3010
Dining Car *Acadian*
Coach 2239
Sleeper *Unity*
Skyline 515
Coach 111
Sleeper *Chateau Papineau*
Sleeper *Brock Manor*
Dining Car *Louise*
Sleeper *Chateau Roberval*
Sleeper *Butler Manor*
Dome-Sleeper-Observation
Riding Mountain Park

2 October 1965-
CP #235 at Ottawa, Ontario

RDC-1 9113

(Thanks to Keith Bowler, Bruce Chapman, Jeff Geldner, André St-Amant, Joshua Soles and Lorence Toutant)

SAMPLES OF DIESEL UNIT CONSISTS

- Feb 8 - SLQ 394 at Richmond, QC: SLR GP40M-3 3804, LLPX GP40s 3202 and 3004, SLR GP40M-3 3805 and SLR RM-1 (Slug) 806.
Feb 11 - QGRY 727 at Devault, QC: QGRY GP40-2L(W) 3014, HLCX SD38-2s 2002 and 2001, QGRY GP40 3102, CP SD40-2s 5957 and 5948, CP SD40-2F 9013 and CP SD40-2 5775.
Feb 12 - CN 115 at Drumheller, AB: CN Dash 9-44CW 2568, BCOL SD40-2 747, WC SD40 6001 and CN SD60F 5541.
Feb 12 - GEXR 432 at Kitchener, ON: RLK GP40 4096, GEXR GP40 4019 and LLPX GP38-2 2236.
Feb 12 - CP (Ottawa Valley) 107 at North Bay, ON: CP AC4400CW 8636, CEFX AC4400CW 1042 and CP AC4400CW 8609.
Feb 13 - CN at Lucky Lake, SK: CN SD40-2(W) 5321 and CN SD40u 6025 (with 68 producer loaded hoppers).
Feb 13 - CP 266 at Calgary, AB: CP SD40-2F 9024, CP SD40-2s 6066, 5952 and 5725, CP AC4400CW 9619, and CP SD40-2s 5996, 5731 and 5736.
Feb 14 - CN northbound at Quesnel, BC: BCOL Dash 9-44CWL 4641, BCOL Dash 9-44CW 4653 and BCOL Dash 8-40CMu's 4617, 4625 and 4606.
Feb 15 - CN 363 at Toronto, ON: CN Dash 9-44CWL 2508, WC SD45u 7524, CN SD75I 5788 and CN SD40u 6019.
Feb 16 - CN eastbound at Prince George, BC: CN ES44DC/DPU 2229 and CN SD70M-2 8013.
Feb 17 - CN 421 at Georgetown, ON: CN SD75Is 5676 and 5682, with RLK GP40 4095 and RLK GP38 3873 dead-in-tow to Southern Ontario Railway.

Feb 17 - CN 358 at Edmonton, AB: CN SD70M-2 8005, CN SD50F 5453 and CN SD75I 5789.
Feb 18 - ONT 113 at North Bay, ON: CN Dash 9-44CW 2599, IC SD40-2 6141, and ONT SD75Is 2104, 2100 and 2103.
Feb 18 - CN southbound at Prince George, BC: BCOL Dash 8-40CMu's 4615 and 4602, BCOL B36-7 3611, BCOL Dash 8-40CMu 4606, BCOL Dash 9-44CWL 4644 and BCOL Dash 9-44CW 4651.
Feb 18 - CP 733 at Winnipeg, MB: SOO SD60 6013 and SOO GP40 2064.
Feb 18 - CP northbound at Superior, WI: CP AC4400CW 8625, SOO SD60 6018, CEFX AC4400CW 1054 and SOO GP38-2 4448.
Feb 19 - ONT Plow Extra at North Bay, ON: ONT SD40-2 1735 and ONT Plow 554.
Feb 20 - CP southbound at Environ, BC: CP SD40-2s 5976, 5798, 5857 and 5757.
Feb 20 - CN 302 at Clover Bar, AB: CN ES44DC/DPU 2229 and IC SD40-2 6101.
Feb 21 - CN eastbound at Jasper, AB: CN SD70M-2 8016 and UP SD70M 3908.
Feb 20 - CN westbound at Brighton, ON: CN Dash 9-44CW 2532, BNSF SD40-2 7865, CN GP40-2L(W) 9540 and CN GP9RM 4114.
Feb 21 - NECR 323 at St-Lambert, QC: CN SD40u 6018 and GCFX SD40-3 6065.

Feb 24 - CN 399 at Aldershot, ON: CN SD75I 5634, MRL SD45 332, BNSF SD70MAC 9415, CN SD75I 5739 and CN SD40-2(W) 5283.
Feb 24 - CN 384 at Hamilton, ON: UP SD70M 4923 and UP SD70ACe 8328.
Feb 26 - CP 120 at Smiths Falls, ON: CP AC4400CW 9711, CP SD40-2F 9024, plus UP B30-7As 222 and 209 dead-in-transit en route to CAD Railway Services.
Feb 26 - QGRY 726 at Trois-Rivières, QC: QGRY GP40 3102, HLCX SD38-2s 2002 and 2001, QGRY GP40-2L(W) 3014, QGRY GP40-3M 3800 and QGRY RM-1 (Slug) 800.
Feb 28 - CP eastbound at Cambridge (Galt), ON: CEFX AC4400CWs 1016 and 1059, and CP ES44AC 8730.
Feb 28 - CN 102 at Wabamun, AB: CN SD40-2(W) 5284, BCOL SD40-2 762 and CN ES44DC/DPU 2238.
Mar 1 - CP southbound at Environ, BC: CP SD40-2 5994, CP SD40-2F 9020 and CP SD40-2 5798.
Mar 1 - CP eastbound at Cranbrook, BC: CEFX SD90MAC 108, UP AC4400CW 6887 and CP SD40-2 5952.
Mar 4 - CN 411 at Toronto, ON: IC Dash 9-44CW 2716 and CN Dash 9-44CW 2597.
Mar 4 - CN 451 at North Bay, ON: CN SD75I 5694, WC SD45u 7581, CP SD40-2 5924 and CN SD40-2(W) 5348.
Mar 4 - CP southbound at Environ, BC: CP SD40-2 6080, HBRY GP20 2506 (dead-in-transit), and CP SD40-2s 5770, 5817 and 6035.

Mar 5 - CN westbound at Grand Falls, NB: CN Dash 9-44CW 2622, IC SD40-3 6262 and BNSF C44-9W 4028.
Mar 5 - CP 931 detouring at St-Lambert, QC: CP AC4400CW 9816, NS SD40-2 1649, and IC SD40-2 6118.
Mar 5 - CN 346 at Edmonton, AB: CN SD60F 5547 and CN SD40-2(W) 5274, with PRSX (ex-BCOL) B36-7 3613 and PRSX (ex-BCOL) C36-8 3625 dead-in-transit.
Mar 5 - CN 580 at Thorild, AB: CN GP40-2(W) 9672 and CN SD40-2 5391.
Mar 5 - CN 524 detouring at St-Lambert, QC: MMA B39-8Es 8569, 8522 and 8529, CP SD40-2 5937 and CP AC4400CW 9654.
Mar 7 - CP eastbound at Chatham, ON: CP AC4400CWs 8508, 8574, 9817 and 8568, and CP SD40-2F 9006, plus USAX GP9 1876 dead-in-transit (en route to CAD Railway Services, Lachine, Quebec, for conversion to a "Green Goat").
Mar 7 - CN 451 at North Bay, ON: CN Dash 9-44CWL 2511, NS C40-9W 9681, CN GP40-2L(W) 9437 and CN SD50F 5424.
Mar 7 - CP (Ottawa Valley) 430 at Pembroke, ON: SOO SD60 6016, CP SD40-2 5995 and CP SD90MAC 9133.
Mar 7 - CN 393 at Georgetown, ON: CN Dash 9-44CWL 2504 and UP C40-8W 9309.
Mar 8 - CN 369 at Talbot, QC: CN SD75I 5742, CN Dash 9-44CWL 2506, UP SD40-2 7893 and CN SD75I 5691.
Mar 8 - CN eastbound at Brighton, ON: CN Dash 9-44CW 2560, BNSF B40-8 8614 and BNSF B40-8W 562.

Mar 8 - CN westbound at Drumheller, AB: CN Dash 9-44CWL 2516, and CN EC44DC/DPUs 2221 and 2233.
Mar 8 - CN 304 at Parry Sound, ON: CN SD60F 5506, BCOL SD40-2 767 and CN GP9RM 7018.
Mar 9 - CN 390 at Toronto, ON: UP SD70M 5143, CN SD70I 5619, C44-9W 9699 and UP SD70M 4682.
Mar 9 - QGRY eastbound grain at Trois-Rivières, QC: CP SD40-2s 5674, 6076, 5743 and 5814.
Mar 10 - CN 382 at London, ON: CN Dash 9-44CW 2629, BNSF SD40-2 7050, GTW GP9R 4621 and NS GP38 2746.
Mar 10 - QGRY eastbound grain at Trois-Rivières, QC: CP SD40-2s 5657 and 5806, and SD60s 6047 and 6053.
Mar 11 - CN 392 at Toronto, ON: CN SD40-2(W) 5288, BNSF GP40M 3005 and CSXT ES44DC 5219.
Mar 11 - NBSR eastbound at Harvey, NB: NBSR GP38-2s 2319 and 2318, and NBSR GP38-3s 9801 and 9802.

(Thanks to Terry Bilson, Bruce Blackadder, Roger Boisvert, Chris Boon, Doug Cameron, Dave Durant, Ross Harrison, Bob Heathorn, James Lalande, Harm Landsman, Bryan Martyniuk, Steve Middleton, Jason Noe, Colin Restorick, John Richard, Glenn Roemer, Bill Rood, Chris Roy, André St-Amant, Stan Smith, Jon Snook, David Stalford, Joshua Soles, 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; **CSXT** = CSX Transportation; **GCFX** = Connell Finance (lettered GEC-Alstom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HBRY** = Hudson Bay; **HLCX** = Helm Financial Corp.; **IC** = Illinois Central (CN); **LLPX** = Locomotive Leasing Partners; **MMA** = Montreal, Maine & Atlantic; **MRL** = Montana Rail Link; **NBSR** = New Brunswick Southern; **NECR** = New England Central; **NS** = Norfolk Southern; **OCRR** = Ottawa Central; **ONT** = Ontario Northland; **PRSX** = Progress Rail; **QGRY** = Quebec-Gatineau; **RLK** = RailLink; **SLQ** = St. Lawrence & Atlantic (Quebec); **SLR** = St. Lawrence & Atlantic; **SOO** = Soo Line (CPR); **STLH** = St. Lawrence & Hudson (CPR); **UP** = Union Pacific; **USAX** = United States Army; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■

The Motive Power and Equipment Scene



ADDED TO ROSTER: Since the last issue, ES44DC (DPU) 2241, 2242, 2245-2248, 2251 and 2253 were delivered by General Electric. [2249, 2250, 2252 and 2254 to follow].

RETIRED:

- February 13: WC SD45 6555.
- February 20: CN SD40 5222.
- February 23: WC SD45 6590.
- February 27: CN SD40 5068; WC SD45 6604; WC SD45u 7500.
- March 1: WC SD45 6521.
- March 6: WC SD45u 7606.

SOLD: Retired BCOL RS-18 CAT 602, 603, 623 and 626, stored at Prince George, BC, have been purchased by Progress Rail.

SCRAPPED: Retired GP9RM 7013 was scrapped at Toronto in February.

REASSIGNED: BCOL Caboose 1873 has been reassigned as a CN Engineering Department Crew Transporter.



**CANADIAN
PACIFIC
RAILWAY**

DECLARED SURPLUS ON FEBRUARY 9: 5421, 5569, 5575, 5577, 5603, 5606, 5617, 5626, 5695, 5737, 5751, 5767, 5800, 5815, 5818, 5819 and 5831.

STORED SERVICEABLE: (* added since last issue)

- SOO SD40-2 786.
- CP Hump Controller 1151.
- CP MP15DC 1440, 1441, 1442, 1443, 1444.
- CP GP9u 1558, 1618, 1639.
- CP F9B 1900.
- CP SD40-2 5419, 5560 (STLH)*, 5576, 5578*, 5579*, 5593 (STLH)*, 5599*, 5602, 5605*, 5609*, 5611*, 5616, 5655*, 5656*, 5662, 5664*, 5667*, 5673*, 5675*, 5676, 5679*, 5684, 5688*, 5691*, 5692, 5699, 5701*, 5716, 5720, 5721*, 5724*, 5727, 5728*, 5730*, 5748*, 5759, 5776*, 5789*, 5795*, 5797, 5801*, 5805*, 5813, 5821*, 5826*, 5830, 5834, 5836, 5844, 5847, 5963, 6057*, 6078*, 6079, 6603, 6607.
- SOO SD40-2 6608*, 6609*, 6610*, 6612, 6617.
- CP SW1200RS 8111.
- CP SD90MAC 9119, 9157, 9158*.
- CP SD90MAC-H 9300, 9301, 9302, 9303.

STORED UNSERVICEABLE: (* added since last issue)

- CP SW8-Slug 1011.
- CP FP7u 1400.
- STLH GP7u 1502.
- CP GP9u 1544.
- CP GP9u 1552, 1600, 1635 (being converted to CP GG20B "Green Goat" 1702, 1700 and 1701 respectively).
- SOO GP9R 4200 (being converted to CP GG20B "Green Goat" 1703).
- SOO GP9R 4203.
- CP SD40-2 5565, 5630, 5647*, 5722, 5823*.
- SOO SD40-2 6602.
- CP SW1200RS 8131, 8155.
- CP AC4400CW 9618*, 9674, 9827*.

79 UNITS LEASED:

- CEFX SD90MAC 120-139.
- CEFX AC4400CW 1001-1059.



OUT OF SERVICE: FP9u 6300 at Vancouver (occasionally utilized as shop switcher); F40PH-2 6400 and 6452 are being refurbished/overhauled in Montreal; F40PH-2 6443, 6454 and 6457 are stored in Montreal.

LEASED OUT: F40PH-2 6418 and 6453 are leased to Agence métropolitaine de transport for Montreal commuter service.

SOLD: Retired LRC-2 6903 and 6905 have been sold to Diesel Electric Services Co. (DESX) - both were shipped to Sudbury, Ontario, in mid-March.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

TRANSLINK (WEST COAST EXPRESS): RailPower will construct one MP36PH-3 unit, to be numbered 906, for delivery in late-2006.

GREAT CANADIAN RAILTOUR CO. (ROCKY MOUNTAIN VACATIONS): In mid-February RMR took delivery of GP40-2 8018 and 8019 from National Railway Equipment. The units were previously UP GP40 9960 and 9963, built in 1968 as Penn Central 3133 and 3152.

MACKENZIE NORTHERN RAILWAY: RLK GP38 3873 and RLK GP40 4095 were reassigned to the Southern Ontario Railway in mid-February; leased LLPX BL20-2 2120 to 2122 were reassigned to the Central Oregon & Pacific

Railroad in late-February; RLK GP18 1808 was moved to CN's Walker Yard in Edmonton in early-March.

FOR FUTURE TOURIST TRAIN: Former METRA (Chicago) bi-level commuter cars 7732, 7737, 7742, 7753 and 7762 have been delivered to Quebec City, for a future tourist train operation between Quebec and Baie Saint-Paul, Quebec. The cars were built by Pullman Standard in 1961 for the Chicago & North Western Railway.

QUEBEC-GATINEAU RAILWAY: GATX Rail Locomotive Group (reporting mark GMTX) GP38-2 2639, 2644, 2645 and 2646 were leased in March. The units were built in 1967 as B&O GP38 3812, 3821 and 3819, and C&O GP38 3891 respectively, and were renumbered CSXT 2012, 2021, 2019 and 2091.

QUEBEC, NORTH SHORE & LABRADOR RAILWAY: QNSL has taken delivery of AC4400CW 415-421, their first units equipped with AC traction motors. While the AC4400CW model does not meet Tier II emission standards in the United States, it is still available for customers outside the United States.

ON THE PRESERVED SCENE

RELOCATED: The Canadian Rockies Railroad Museum Foundation's former CP GP30 5000, stored by Mackenzie Northern Railway at Roma Jct., Alberta, for several years, has been donated to the Alberta Railway Museum in Edmonton. Former CP 5000 and sister 5001 were the only GP30 units built in Canada (built by General Motors Diesel in London, Ontario, in 1963 as CP 8200 and 8201).

RAILPOWER TECHNOLOGIES

CHANGE OF PLANS: In mid-2005, ten UP and SP B30-7 and B30-7A units were moved to ALSTOM's Ogden Shops in Calgary for conversion to UPY "Green Goats" 2310-2319. In early-March, UP B30-7A 209, 211, 222 and 239 were relocated to CAD Railway Services in Lachine (Montreal), Quebec, for conversion to UPY 2312-2315. UPY 2316-2319 will be outshopped at Super Steel in Scotia, NY; UPY 2310 and 2311 will be completed at ALSTOM Ogden.

ELECTRO-MOTIVE CANADA COMPANY - LONDON

ORDER COMPLETE: Kansas City Southern 4029, the last of 30 SD70ACe units (order 20046620, numbered 4000-4029) was shipped in mid-February.

UNDER CONSTRUCTION:

- Several of the additional 78 SD70M-2 units for Norfolk Southern (order 20046650), numbered 2701-2778, were shipped in February and March. The painting for most of the units has been contracted to shops in the U.S.
- Nineteen (8000-8013, 8015-8019) of the 25 SD70M-2 units for Canadian National (order 20046624) were delivered in December and January, followed by 8014 in February; 8020-8024 will follow.
- JT-1, the first of 10 JT42CWR-M2 units (order 20048653) for NedRail (Netherlands) was completed at London but at press time had not been shipped. The other nine units have been contracted to ITSRAIL for assembly in St. Catharines, Ontario from kits from LaGrange and London - four were completed in January, temporarily numbered JT-2 to JT-5, and shipped to Halifax for overseas shipment. The units have black sides and yellow ends; lettering and proper numbers will be applied in Europe.
- Several of 5 JT42CWR-T1 units (order 20048652) and 10 more (order 20058700) for GB RailFreight were under construction at press time.
- The first of 30 SD70ACe units for BNSF (order 20056729), were under construction at press time.
- The first of 15 SD70ACe units for Ferrocarril Mexicano (order 20046602) were under construction at press time.

Thanks to John Cowan, Don McQueen, Stan Smith, Adrian Telizyn, Lorence Toutant, "NY 4" and "Engine 4466". ■

Montreal Streetcars Volume 2: *People & Places* by J.R. Thomas Grumley



Tom returns for a second look at the Montreal System focussing on locations and employees. Featured sites include Craig Terminus, Aylmer Terminus, Wellington Tunnel, and Place d'Armes. The People Section shows employees plus information from newspapers of the era.

- 8½" x 11", soft cover, landscape format, 36 pages
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Stainless Steel & Morning Mist - the silence of the North Shore of Lake Superior is broken with the passage of CPR's westbound "The Canadian". The sounds of rolling wheels and flange squeal resonate from the deck-truss bridge high over Pic River as it completes its decent of the 1.4% grade down Neys Hill. In charge this August day in 1962 are FP9 1407, F9B 1902 and an occasional visitor to the North Shore, Calgary-assigned GP9 8506. The Little Pic River is located at Mileage 81.0 of CPR's Heron Bay Subdivision. Acrylic on canvas painting by David A. Oram.

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