

July-August 2008 \$4.95



Branchline

CANADA'S RAIL NEWS MAGAZINE

NO
TRESPASSING



Reflections on "The End of Steam" • The CNoR Rideau River Bridge, Ottawa

Branchline

Published monthly (except July and August combined)
by Bytown Railway Society
PO Box 47076, Ottawa, ON K1B 5P9

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.

Executive -

President	David Stremes
Vice-President	Paul Bown
Secretary	Bertram Titcomb
Treasurer	Les Goodwin
Directors	Bruce Ballantyne, Robert Cummins, Duncan du Fresne

Opinions expressed in **Branchline** are those of the author concerned and are not necessarily those of the Society and the editors. Information contained in **Branchline** may be copied or used in other publications provided that the author and **Branchline/Bytown Railway Society** are credited. Photographs contained in **Branchline** are not to be reproduced in any manner without written permission from the photographer.

Articles, news items, letters, and photographs to be submitted for publication in **Branchline** should be forwarded to one of the following volunteers:

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

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

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

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

Regarding submitting photographs, 35 mm slides and colour and b&w prints are preferred. Digital images taken on a 5 mp camera or greater are acceptable when submitted on a CD at at least 300 DPI, 5 x 7 inch physical image size in TIFF or JPEG file format. We cannot utilize images sent as JPEG files over the Internet.

Membership is available for any 12-month (11 issues) or 24-month period (22 issues) as follows:

	12 months	24 months
For addresses in Canada -	\$40.00 CAD plus tax *	\$79.00 CAD plus tax *
For addresses in the U.S.-	\$42.00 USD	\$83.00 USD
Foreign - surface delivery -	\$60.00 CAD	\$119.00 CAD
Foreign - air mail delivery -	\$90.00 CAD	\$179.00 CAD

* subject to GST or HST as applicable.

Please direct all membership and distribution correspondence to: Paul Bown, Membership Chairman, Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9; (Internet: brspaul@sympatico.ca). Please make your cheque or money order payable to: Bytown Railway Society.

Late Magazine Delivery? Canada Post can take up to 18 business days to deliver **Branchline**, depending on where you are resident in Canada. Every effort is made to have **Branchline** mailed during the last week of the month preceding the cover date. Please wait until at least the 25th of the following month to report non-delivery. A replacement magazine will not be sent until after that date. For non-delivery, please contact the Membership Chairman at e-mail: brspaul@sympatico.ca, leave a message at (613) 745-1201, or send a letter to the Society's address.

The expiry date of your membership appears on your mailing label (eg. 200910 = expiry with the October 2009 issue). Notice of expiry will be mailed prior to mailing the second to last issue.

Please send change of address notice at least six weeks prior to moving (see below). In Canada, Canada Post will not forward **Branchline** unless an official Canada Post redirection request is in effect, nor will Canada Post return the complete magazine. Missed issues can be purchased from the "Sales Desk", if available.

For general information about Society activities, meeting details, or should you wish to convey information, kindly call (613) 745-1201 (message machine and FAX), or visit us at: www.bytownrailwaysociety.ca

Printed by St. Joseph Print Group, Ottawa

Branchline (USPS 015-381) is published 11 times per year for \$42.00 (US); also available for two years at \$83.00 (US). Periodicals postage paid at Ogdensburg, NY. US address changes should be sent to OLS, P.O. Box 1568, Ogdensburg, NY 13669. Send Canadian address changes to Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5B9.

ON SHEET

Reflections on "The End of Steam" ... half a century ago	3
Information Line	12
Details on VIA's Capital Program	19
The Canadian Northern Railway Rideau River Bridge, Ottawa	21
A Selection of Passenger Consists/Samples of Diesel Unit Consists	23
Photo Corner	24
The Motive Power and Equipment Scene	26

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 **September 2**. Bob Meldrum will entertain us with a video presentation on Steam in China in 1987. Refreshments will be available at a small fee. Please see our website [www.bytownrailwaysociety.ca] for further meeting details.

An informal slide and video night is held on the third Tuesday of each month except July and August, at the Canada Science and Technology Museum. The next informal slide and video night will be **September 16**.

Equipment Restoration takes place every Saturday at the Canada Science and Technology Museum, located behind the Museum, year round. Members interested in joining the "Dirty Hands Club" please come out, introduce yourself and we'll get you started. Currently we are rebuilding our 1887 locomotive tender and 1907 spreader. We are also doing maintenance on our 1958 Pontiac Hy-Rail station wagon, 1919 coal burning 50-ton steam crane and 1946 GE 50-ton diesel-electric switcher.

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

Archives: The Society maintains its archives at the Canada Science and Technology Museum. As well, many of the Society's books have been placed in the C. Robert Craig Memorial Library located at the City of Ottawa Archives. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us.

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

New Addresses: Please note the Society's mailing address has changed to **PO Box 47076, Ottawa, ON K1B 5P9**. As well, please note new address for US address changes at the bottom of the left column on this page.

Corrections:

* Re March 2008 issue, Page 8: CP M-636 4739, reported retired in December 1993, was un-retired in April 1994 and re-retired in February 1995, then scrapped.

* I was just reading the June **Branchline** and noticed that, in Paul Bown's book review of **Narrow Gauge Through the Bush**, he refers to the gauge of both the Toronto & Nipissing and the Toronto, Grey & Bruce railways as being three foot gauge. Both lines were originally constructed to a gauge of 42 inches before being converted by their respective new owners to standard gauge. It is an incredible book! [Mark Harris, Toronto]

Ten Years Ago in Branchline:

* On June 10, CN concluded an agreement to convey to VIA Rail its Alexandria Subdivision from Coteau, Quebec, to Hawthorne, located in the east end of Ottawa.

* A sharp decline in grain sales has forced CPR to sideline up to 6,500 grain cars, with unused hopper cars sitting empty and idle on about 74 miles of track space on the Prairies.

* As part of a continuing effort to reduce wildlife mortality in national parks in Alberta and British Columbia, CPR will spend close to \$500,000 for a one-of-a-kind rail mounted vacuum. By removing grain that has leaked from railcars, the vacuum truck will reduce the chance that animals will be attracted to the tracks.

* VIA Rail has banned smoking in its sleeping cars effective June 1, 1998.

Twenty Years Ago in Branchline:

* On April 20, 1988, CP Rail renewed its confidence in the prairie potash industry by opening a new \$3.7 million car cleaning facility in Saskatoon, Saskatchewan.

* In April 1988, tenders were called for the purchase of used commuter diesel-electric units for commuter service out of CP Rail's Windsor Station in Montreal, and for the conversion of the MUCTC's 41 steam-heated coaches to head-end power.

Cover Photo: CP train 142, powered by GP9u's 8248 and 8234, passes the Galt (Cambridge), Ontario, station on March 29, 2007. The train carries automotive frames for the General Motors truck plant in Oshawa Ontario, and begins its day at the Formet Industries plant in St. Thomas, Ontario. The GM plant in Oshawa that receives these frames is scheduled to close in 2009. Photo by Steve Host.

Reflections on "The End of Steam"....half a century later

by James A. Brown

Photographs by James A. Brown except where noted

In Britain, steam locomotion disappeared from British Railways 40 years ago this year. But for those whose railway fascination embraces the 180 years or so in which steam locomotives have been in use around the world, there's much still to be seen in England, Scotland and Wales. And of course it was Britain where the steam locomotive first gave the horse serious competition as railway motive power 'way back in 1813.

Steam was formally retired from British Railways in 1968. But the Brits really haven't ever said good-bye to their beloved steam locomotives. They live on by the dozens, lovingly preserved (and in many cases, operated) by heritage railways, main line steam tour operators, locomotive societies, railway museums and private individuals. So it's no wonder that this summer will see an impressive array of events and excursions to commemorate the 40th Anniversary of the "End of Steam" in the U.K.

Earlier this year, one of Britain's premier heritage railways, the Great Central, was rushing to complete the restoration of BR Standard 7P 4-6-2 "Oliver Cromwell" to main-line operating condition. One of British Railways' 'Britannia' class, No. 70013, had the distinction of being one of the locomotives that hauled BR's final end-of-steam excursion, on the segment from Manchester to Carlisle on 11 August 1968. This summer it's to perform a re-enactment, 40 years on.

One of the benefits of having a sister who's lived in England for many years is the continuing desire to visit there. When I do, it's an opportunity for Nancy and me to rekindle memories of the jaunts we used to take with Father as youngsters, in pursuit of trains when steam power was the order of the day.

This past May found me again in Britain, trackside on the Great Central on a sunny Saturday afternoon, awaiting "Oliver Cromwell's" first appearance in passenger service following its overhaul. The chatter in the photo line ranged over the usual subjects: the weather, how splendid "Cromwell" looked, what other steam happenings were going on at the time, rumours and counter-rumours, yada yada yada.... Inevitably we were

questioned on why we were there (all the way from Canada!), and what sort of steam activity we had at home.

I talked about Exporail, and Cranbrook, and the Prairie Dog Central and CP 2816, commendable indeed but minimal in comparison with Britain's heritage movement. I talked about our mainline freight traffic (large locomotives hauling HUGE trains, but nonetheless facing heavy pressures from trucks), and our passenger services (sparse, with serious competition from private cars). And I talked about our geography (Britain has twice the population of Canada, and is tilted at 90 degrees would fit comfortably within southern Ontario). "Ahhh", they said. As if that explained Canadians' relative apathy toward the steel wheel on the steel rail.

Back to Canada. Right now, we're about to observe our own end-of-steam anniversary: our FIFTIETH!! The curtain officially came down for steam on 25 April 1960 for CNR (4-8-2 6043, from The Pas to Winnipeg), and on 6 November 1960 for CPR (4-4-0 29, St. Lin to Montreal), and one hopes the occasion will be suitably marked in 2010 by those in a position to do it.

For the rest of us who are 'of an age' (and you know who you are), there will be treasured memories of those at once wonderful and tragic final days when steam locomotive numbers would be chalked up for the last time on roundhouse blackboards all over our vast land. It was a gradual process of course (CPR dieselized its E&N and Vermont lines 'way back in 1949, and the regionals accomplished the task much earlier than the biggies), but for both transcontinentals the process really 'picked up steam' in the late-1950s. One of the privileges of age now – and there are fewer and fewer of them as we careen down the hill -- is that we were old enough then to understand what was happening, and to make some attempt to document it.

Speaking personally, limited finances, university obligations and the lack of a car conspired to keep me from venturing too far afield. That said, I did what I could, and for that I'm grateful. The real wind-down for steam began for me in 1958, and with the Editor's permission over a few issues of *Branchline* I'd like to share with you some of my impressions of that period in southern Ontario.

I have many friends, home grown and from the U.S., who were doing similar things at the time, all across Canada. Many more stories remain to be told!

But enough of the prologue...

I've held a fascination for trains from early childhood, nudged along no doubt (as I've noted before) by outings arranged by Father. While he professed not to be a fan, and certainly didn't engage in the sort of enthusiast community we take for granted now, he was keenly interested in the bits of railroading he was able to observe on his own.

Not surprisingly he thought nothing of taking the family on picnics by the tracks, dropping in at local stations to see "what's coming", arranging short out-and-back train trips we could take in a few hours from CPR's nearby Leaside station, and visiting signal towers and roundhouses he'd discovered in his roamings around Toronto (and tentatively beyond) in the postwar 1940s.

I recall particularly a family vacation in



'Britannia' class 4-6-2 70013 - "Oliver Cromwell" hauling its first revenue passengers on the Great Central Railway double track main line south of Loughborough (Leicestershire) on May 3, 2008, following its major overhaul and return to main-line operating condition. It was last steamed in the 1980s, but last operated on British Rail's main line in 1968.

1947, when we spent a couple of weeks in a waterfront cabin in Kincardine, on the easterly shore of Lake Huron. From the cabin's tiny porch we could watch the daily comings and goings of CNR trains at the brick Kincardine station just a block or so away, across the small harbour. On that holiday I discovered in the village smoke shop my very first copy of *Railroad Magazine*. It was the September 1947 issue (price 25 cents!), which I found to my immense delight contained a roster of the locomotives of my (by then) beloved Canadian Pacific. It was then that I began to realize there were others around who shared our railway interest. While I never took out a subscription, I eagerly sought out *Railroad Magazine* at newsstands for decades afterward, unwittingly building a collection that I would still be cherishing six decades later.

(It was also on that vacation, as we made our way in a typically roundabout way to Kincardine, that we stopped in at St. Thomas. There, for some reason, we happened by the roundhouse of the Pere Marquette Railway. Mother and sister Nancy remained in the car while Father and I investigated. Pere Marquette?? We had no idea what the Pere Marquette was all about, but there was a helpful hostler in the process of putting a locomotive away, who insisted that we should ride with him in the cab, onto the turntable and into its stall. I don't recall what the locomotive number was, but I suspect in retrospect that it must have been one of the 2-8-0s or 2-8-2s that PM was then employing in its southern Ontario operations. Never mind. The important thing was my assigned task, which was to sit on the fireman's seatbox and pull the bell rope whenever the engine was moving. This was a very important assignment indeed, and I recall having to be forcibly detached from the bell rope once the locomotive was safely put away.)

We had a narrow orbit in our early-days railfanning, Father and I. Early on there was CPR Leaside station, of course, and our Sunday drive visits to CNR Scarborough Junction and Port Union. We knew about the Lambton CPR roundhouse and the Cherry Street interlocking tower.

Later we "discovered" CNR's splendid Spadina roundhouse, and some time after that, CPR's matching John Street facility. "That's where the 3100s are kept!", we exclaimed, having become familiar with the impressive 4-8-4s in our late evening visits to Leaside, to watch the nightly procession of passenger trains.

Still later, in perusing a CPR timetable, Father determined that a similar late evening spectacle would be taking place nightly at CPR's West Toronto station, a considerable distance from our North Toronto home. Distance notwithstanding, late one evening we set out for West Toronto, there to find a parade of passenger trains, bound for such exotic destinations as Windsor, Chicago, Sault Ste Marie...and *Vancouver!* (But no doubleheaders, and certainly not the 3100s we grew to love at Leaside.)

My personal mobility improved with age, and once I was in high school I was able to venture afield independently (within limitations). Close to home there was CPR Leaside station of course, a favourite spot, and easily accessible by bicycle. And there were occasional trips (by bus, streetcar and CPR train) to Hamilton, where I hiked to the TH&B roundhouse to renew acquaintances made earlier in visits arranged by Father and an uncle who lived in Hamilton and "had connections". We made a point of riding the NRHS ceremonial last run of TH&B steam, with 4-6-2 No. 15 in August 1955.

But as I look back on those wonderful times, I realize our horizon was limited indeed. We really knew very little about what went on beyond our own experiences, which we enjoyed and were completely happy with. We had no network of similarly-minded friends with whom to share, and that didn't matter. Our railway world was one of steam locomotives and passenger trains and friendly station agents....and apart from the occasional diesel interloper, change was not something we seriously anticipated or worried about.

Pictures? Father had a Rolleiflex which he brought along on our outings from time to time. By the mid-1950s I had a 35mm Kodak camera, and between us we captured some images of the period. But not nearly enough! The joy was in the watching and the riding and after all, these trains will always be here....won't

they? How naïve!

In 1956, following the lead of *Railroad Magazine*, I went railroading. My summer job, which was to last through my senior high school years, and university, was as a relief leverman for Canadian Pacific. Many stories from that period can be told, but for now its relevance is that it was an awakening, to the realities of railway operations and the inevitability of the changes that would most surely come. Sooner rather than later.

My assignments over a six-year period took me to CPR's interlocking towers at Peterboro (no '...ugh' for the CPR), Brampton (population then a mere 11,000), and West Toronto Tower and Tecumseh Street (both on CPR's Toronto Terminals Division). At West Toronto my work compatriots included a signal maintainer, who shared my developing fondness for photography. From him I purchased, in 1958, a Rolleiflex of newer model than Father's, with a superb f2.8 Planar lens. Father was impressed...and perhaps a little envious.

With the new camera at hand, and the now certain knowledge that steam power had become an endangered species, I had little difficulty convincing Father that we should take ourselves on a search for steam through western Ontario, that summer (if not sooner!). We were under time constraints because of his holiday availability and my own summer work schedule with CPR. And we had no particular research to guide us other than public timetables, Imperial Esso road maps (which conveniently showed rail lines), and my notes on the steam-powered trains that passed my interlocking towers.

With swelling anticipation we set out from home on Wednesday, August 6th, 1958, destination indeterminate. For reasons not recalled, our first point of note was London, Ontario. We'd encountered a chap along the way (at Woodstock, I believe) who told us of a locomotive graveyard in London ("east of Highbury, off Hale Street", he said), which we really *had* to see.

So to the graveyard we went. *Not* a good idea, because there (CNR's Central Region Reclamation Yard) we found lines of steam locomotives in various stages of dismemberment. It was a gruesome process too. Engines once living and breathing, toiling



No longer needed. The burners take a short break from the melancholy business of dismembering CN Consolidation 2602 at the London Reclamation Yard on August 6, 1958. Their work has just begun, but in a couple of days the 2-8-0 will be reduced to barely recognizable chunks. It seems as if some salvaging will be done, based on the 'OK' chalked on the whistle, headlight, classification lamps and other reusable parts.

as they were designed and built to do, carefully nurtured in roundhouses between assignments, were being torn and cut and sheared apart apparently at random; the objective was evidently to render – as quickly as possible – each locomotive into convenient chunks for the blast furnaces, with some crude separation of more valuable metals. This was a chilling experience, and perhaps more than anything else we'd experienced up to then, it drove home to us just how desperately final the approaching end of steam would be.



A drink for the iron horse. After our August 6, 1958, visit to the London Reclamation Yard, it's a pleasant relief to encounter Northern-type 6234 in steam, being serviced at the London roundhouse for an unknown assignment. Sadly this locomotive would have its own date with the scrapper in March 1960.

Timetables at the ready (and remembering to add the hour for daylight saving time to the published schedules!), we headed north toward Stratford, where our Woodstock acquaintance had suggested we'd find a good assortment of mainline and branchline steam engines still in service.

Train No. 29 was shortly due as we rolled into St. Marys (about 22 miles northeast of London), so we sought out a good vantage point, CNR's bridge over Trout Creek, just north of the St. Marys station. Mixed emotions. Number 29 rolled into town on time, but with a diesel coupled ahead of 4-6-2 No. 5588. Never mind. It was steam, so we shot it.

After that, we made our way to the station to inquire what else might be running. There we experienced an epiphany in the form of the day operator, who introduced himself as Bob Buck. Bob, it quickly developed, was utterly passionate about steam locomotives, and more particularly, CANADIAN NATIONAL steam locomotives. That was quite OK; after all, we were in CNR country.

Bob was an entirely engaging sort of person, small in stature but brimming over with local knowledge of what was going on CNR in the area and willing – nay, anxious – to share it all with us. From Bob we learned what trains had steam regularly assigned, what ones had diesels, what the latest word was about work planned for the Big Shop in Stratford ("what's the Big Shop?" we asked), what engines were stored in dead lines all over the division, and a lot more. And he told us the wayfreight – already in town and switching industries around the curve to the south – would be departing shortly, with 2-8-0 No. 2526.

With a promise to come right back, we made our way south of town to a rural crossing, to await the wayfreight. The mournful



Disappointment of sorts. We were depending on train 29 to be our first real exposure to Stratford Division branchline steam. And so it is, sullied by GP9 4516, deadheading (as we later discovered) from Stratford to London on August 7, 1958. Did it HAVE to be in the lead??



London Wayfreight. It's work at St. Marys done, a half mile south of Elginfield Road (now Highway 7), Consolidation 2526 has a good roll on its 18-car train, bound for London.

whistle preceded it of course, giving warning of its approach for several miles. Then it stormed by, with a satisfying display of smoke and bluster. Wonderful, we agreed. Smallish steam still working as the Lord intended.

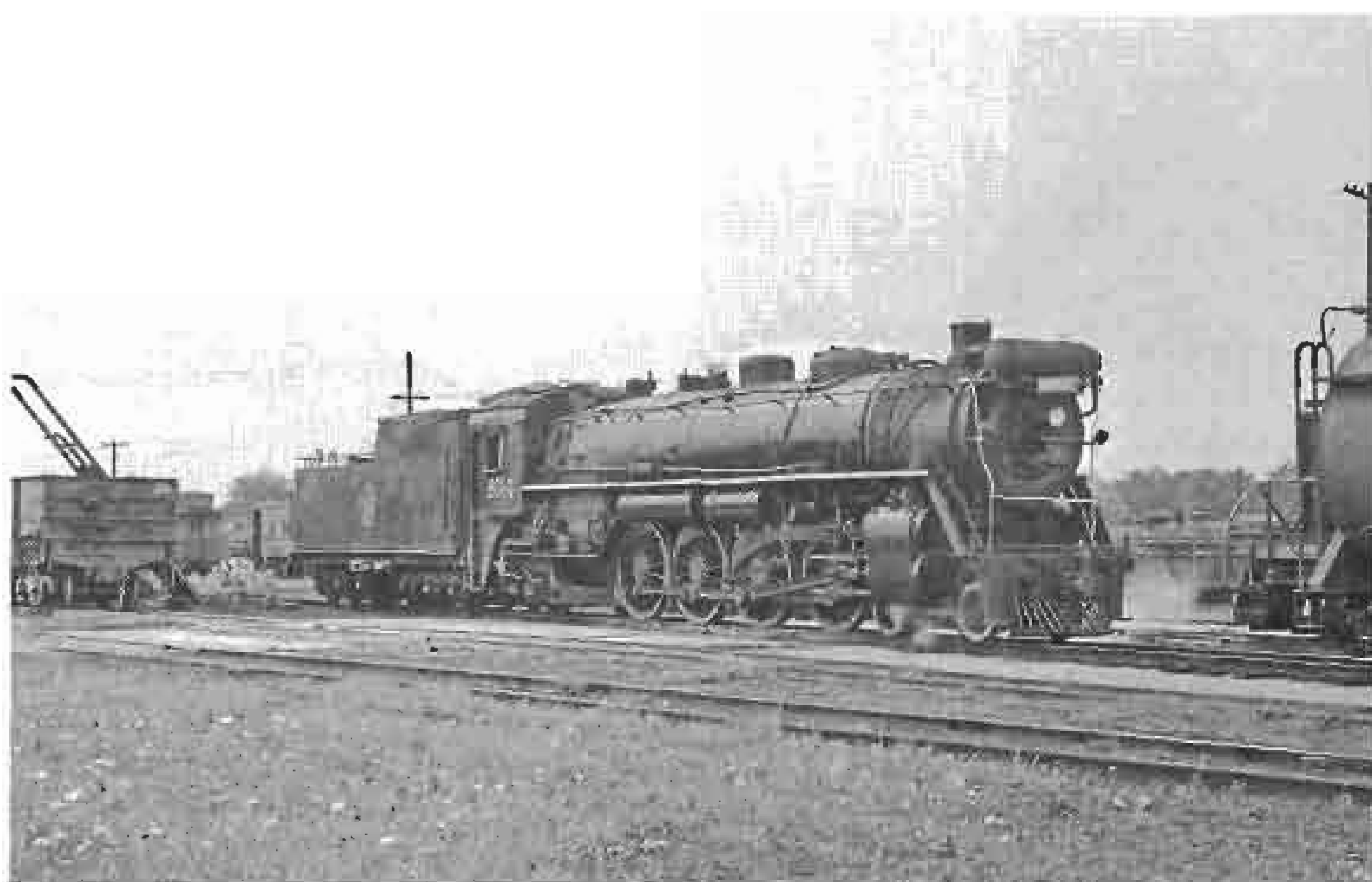
Later, in the St. Marys operator's office Bob laid out for us a plan of places we should try to visit and trains we should be on the



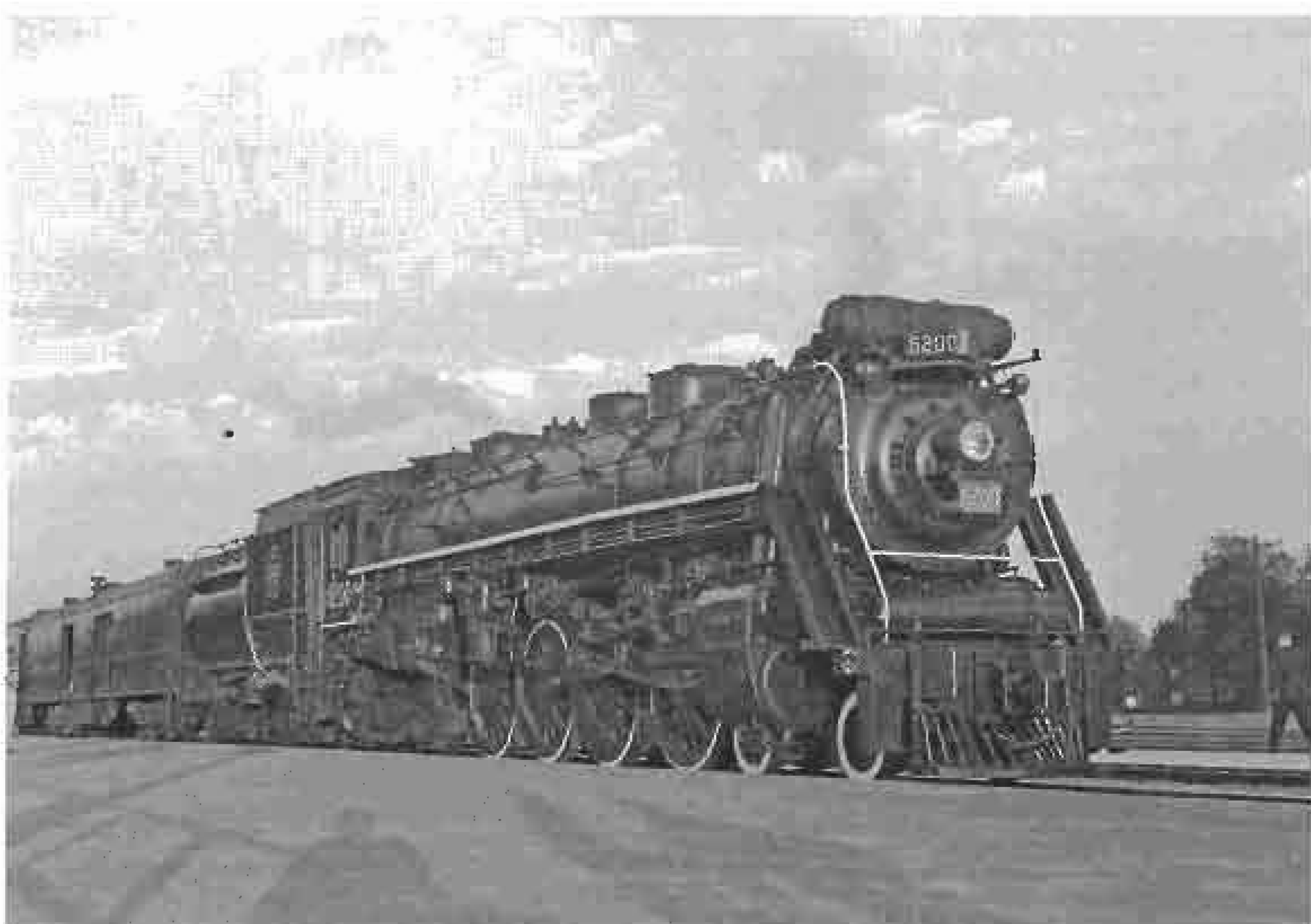
Long-haul mixed. One of the longest mixed train schedules we encountered were trains 218 and 219, which ran daily except Sunday between Stratford and Fort Erie. Here, M219 rolls into Stratford in the care of Mikado 3547 on August 7, 1958, whose square-topped Belpaire firebox is a comparative rarity in these parts.



Facing a bleak future. Despite all the activity in Stratford, an ominous gloom hangs over the town as the future of steam locomotives - on which employment at the Big Shop and the roundhouse depends - is clearly under threat. Lines of stored and condemned locomotives line the yard on August 7, 1958. Particularly poignant are the 6400-class Northern passenger trains, once the image of CNR's passenger train advertising.



Thirty-four's power. At the Stratford roundhouse, 4-8-2 No. 6014 drowns as it waits the arrival of Train 34 from Goderich on August 7, 1958. It will take the train over for the rest of the journey to Toronto. This is one of the CNR locomotive classes that have indirect-acting Walschaerts valve gear.



Class engine! The initial engine of CNR's U-2-g class, wartime built in 1942, pauses at Stratford with Toronto-London train 11 on August 7, 1958. Though modestly-sized as Northern-Type locomotives go, CNR's 6200s look positively HUGE alongside the smaller power then roaming the southwestern branchlines.

6014 for the onward journey to Toronto. For a change of scene, we drove a short way north of town to shoot train 171 on its way into Stratford from Palmerston. Then, after hamburgers, it was back to Stratford for the arrival of 4-8-4 No. 6200 from Toronto, on train 11, and the departure of Pacific 5600 on train 170 for Palmerston. The setting sun dropped below the cloud banks, hinting at better weather for the next day.

This had been a rewarding day, and by observing the activity first-hand it really drove home just how comprehensive a network of secondary services was still being provided in the late-1950s to rural Ontarians. Trains connected with other trains, cars were switched, and engines changed, apparently effortlessly and clearly according to a plan. The timetable came to life!! Unfortunately there weren't a lot of passengers, and we considered that perhaps it wasn't just the steam locomotives whose days were numbered.

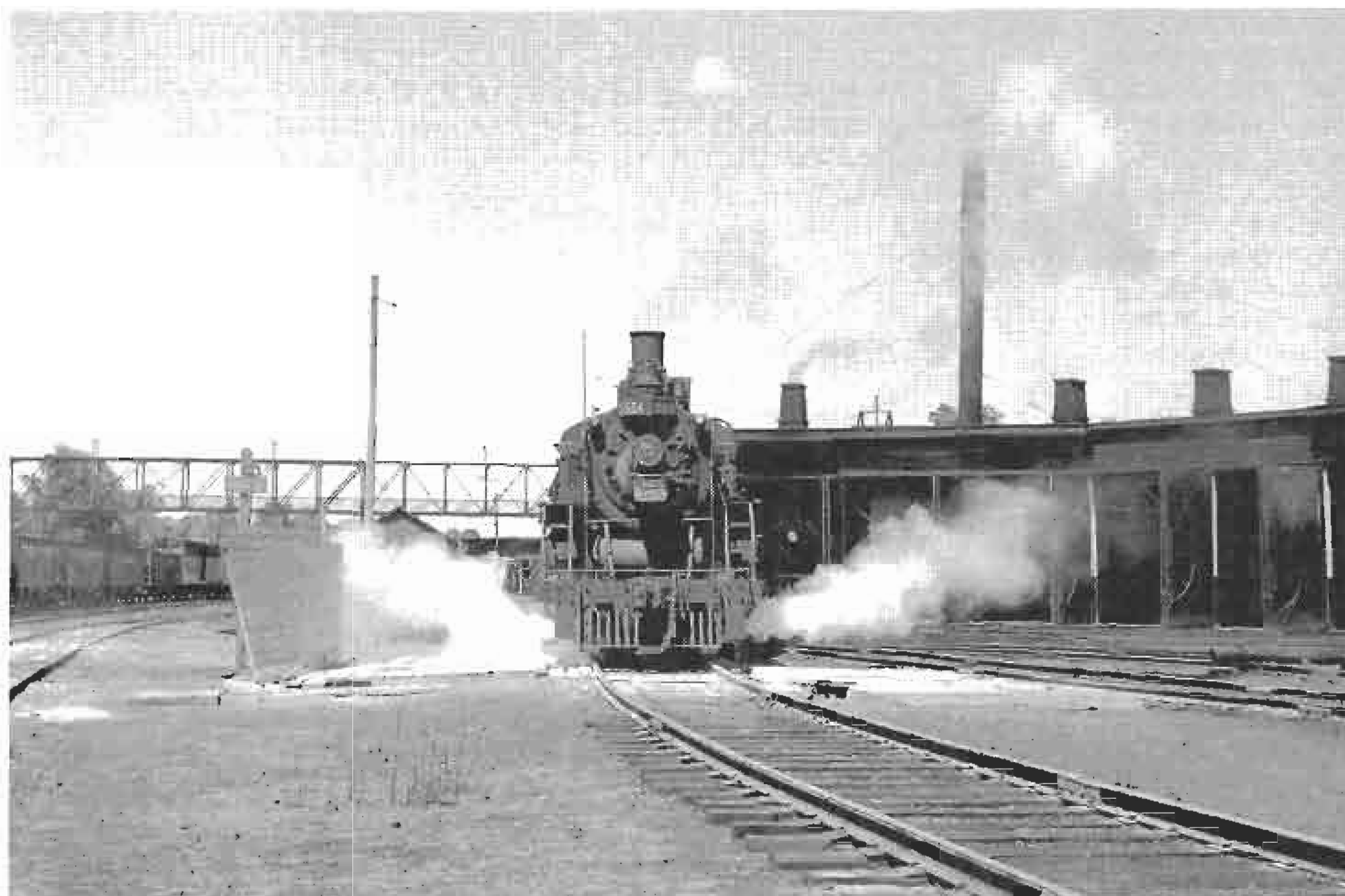
Palmerston was on our agenda for the next day, so we left Stratford before the last train of the evening (No. 40, for Toronto) and drove north in the gathering dusk. Bob Buck had told us of the small branchline locomotives we'd find at Palmerston, and the timetable showed train 177 scheduled to leave there for Kincardine at 10:10 pm (daylight saving). While the locomotives we'd seen around Stratford were classes common to the Toronto area, we really didn't know what to expect in Palmerston. Branchline locomotives? What are they?

On short time to reach Palmerston before No. 177 departed, we turned off Highway 23 at the hamlet of Gowanstown (population 75, according to the Canadian Official Railway Guide), hoping to catch a glimpse of the train as it passed. There was no evidence of a single living soul in Gowanstown. The darkness was relieved only by a streetlight on the highway and a single bulb burning in the CNR station. The station itself appeared to be little more than a shelter, and we wondered how one would go about invoking the flagstop provision in the timetable.

Ten-ten came and went. No cars on the highway. Not a breath of wind. The silence was absolute, save for the whine of an occasional mosquito. Then, almost imperceptibly at first, a glow appeared to the north, fading then strengthening, fading then becoming ever stronger. The whistle called, and called again, and the beat of the exhaust - at first imagined - became distinct. The glow resolved into a sharp point of light which flickered, then fixed on us as No 177 bore down on Gowanstown. No matter if we wanted to flag that train; it wasn't stopping!

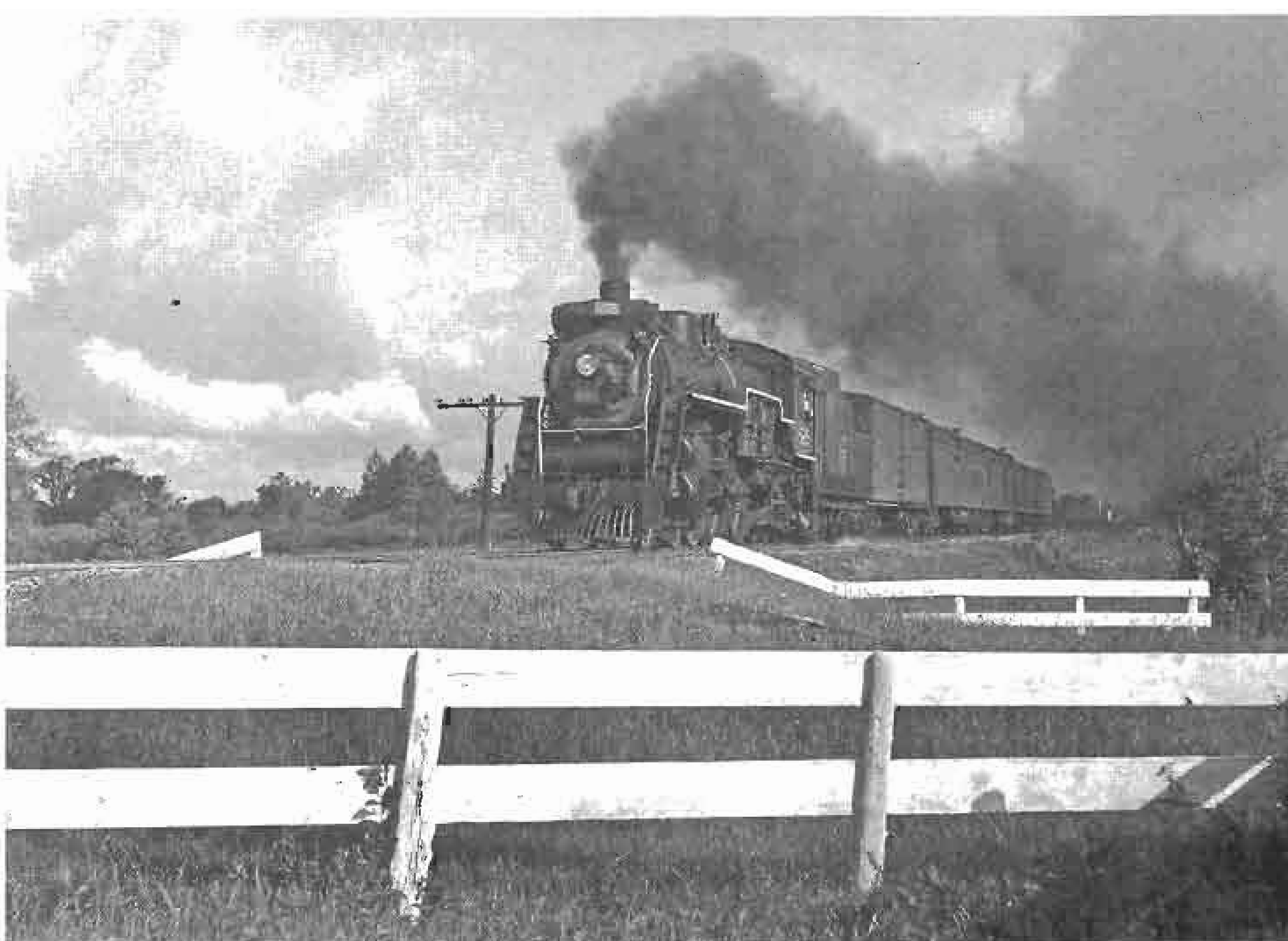
The train swirled by, a feast for the senses: the smell of steam, hot oil and coal smoke; side rods clanking in counterpoint with the beats of the exhaust; the vibration of its passing felt in the soles of our feet; a glimpse of the engineer silhouetted against a momentary firebox flare....and the locomotive number dimly visible through the dingy glass of the illuminated number box -

TORONTO — GUELPH — KITCHENER — STRATFORD — LONDON — GODERICH																			
READ DOWN										READ UP									
39	37	141	175	11	171	111	29	137	27	TABLE 100		10	28	172	34	36	138	170	40
Daily	Ex. Sun.	Sun.	Ex. Sun.	Ex. Sa. & Sun.	Ex. Sun.	Sat.	Ex. Sun.	Sun.	Ex. Sun.	Miles	Eastern Time	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun.	Ex. Sun.	Daily
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	Lv Toronto, Ont. (Tables 80, 81)		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
10:30	6:15	5:50	5:30	4:20	12:10	8:10	8:10	7:50	6:55	0	Ar	7:00	9:50	11:10	7:30	8:35	9:15	10:00	11:00
10:39	6:25	6:00	5:39	4:30	12:20	8:20	8:20	8:00	7:05	2.4	Ar	6:50	9:42	11:01	7:19	8:25	9:06	10:52	11:52
10:49	6:35	6:06	5:50	4:38	12:28	8:27	8:27	8:08	7:15	5.0	Ar	6:39	9:35	10:54	7:11	8:15	8:58	10:45	11:45
10:56	6:43	6:14	5:59	4:47	12:36	8:36	8:36	8:16	7:23	8.6	Ar	6:32	9:28	10:46	7:04	8:08	8:50	10:37	11:37
11:07	6:55	6:26	6:11	5:07	12:47	8:47	8:47	8:27	7:30	15.3	Ar	6:16	9:12	10:32	6:56	7:56	8:40	10:27	11:27
11:19	7:15	6:28	6:22	5:18	12:58	8:52	8:52	8:32	7:39	21.3	Ar	6:06	9:04	10:24	6:37	7:45	8:30	10:17	11:17
11:31	7:26	6:39	6:35	5:18	1:10	9:02	9:02	8:50	7:46	29.3	Ar	5:53	8:53	10:13	6:27	7:30	8:13	10:00	11:00
11:31	7:35	6:39	6:40	5:18	1:10	9:06	9:06	8:50	7:46	32.5	Ar	5:53	8:53	10:13	6:27	7:30	8:13	10:00	11:00
11:44	7:49	6:53	6:53	5:31	1:22	9:12	9:12	9:03	7:59	35.6	Ar	5:40	8:40	10:00	6:14	7:14	8:01	9:48	10:48
12:10	8:13	7:05	7:25	5:57	1:45	9:40	9:40	9:30	8:26	41.2	Ar	5:04	8:31	9:40	6:00	6:53	7:40	9:27	10:27
12:10	8:13	7:05	P.M.	5:57	1:45	9:40	9:40	9:25	8:21	48.8	Ar	5:04	8:31	A.M.	5:48	6:39	7:40	9:27	10:27
12:25	8:29	7:27	6:15	6:15	2:12	9:56	9:56	9:41	8:37	58.4	Ar	4:37	8:10	9:19	5:25	6:11	7:21	9:08	10:08
12:45	8:45	7:27	6:25	6:25	2:12	10:04	10:04	9:50	8:46	62.7	Ar	4:37	8:10	9:19	5:25	6:05	7:14	9:01	10:01
12:45	8:45	7:27	6:25	6:25	2:12	10:04	10:04	9:50	8:46	69.2	Ar	4:37	8:10	9:19	5:25	6:05	7:14	9:01	10:01
1:00	9:02	7:40	6:41	6:41	2:25	10:18	10:18	10:03	8:59	72.5	Ar	4:13	7:38	8:47	5:01	5:23	6:34	8:21	9:21
1:00	9:10	7:40	6:41	6:41	2:30	10:21	10:21	10:06	9:02	75.0	Ar	4:13	7:38	8:47	5:01	5:18	6:30	8:17	9:17
1:18	9:20	8:01	7:00	7:00	2:48	10:28	10:28	10:13	9:09	82.1	Ar	3:52	7:28	8:37	4:40	5:07	6:20	8:07	9:07
1:30	9:30	8:04	7:10	7:10	2:55	10:45	10:45	10:30	9:16	88.6	Ar	3:47	7:23	8:32	4:35	5:02	6:15	8:02	9:02
1:46	9:40	8:23	7:25	7:25	3:12	11:03	11:03	10:48	9:34	93.9	Ar	3:28	7:04	8:13	4:16	4:43	5:56	7:43	8:43
2:00	9:50	8:37	7:35	7:35	3:27	11:18	11:18	11:03	9:49	105.7	Ar	3:28	7:04	8:13	4:16	4:43	5:56	7:43	8:43
2:20	10:00	8:55	7:50	7:50	3:45	11:40	11:40	11:25	10:11	110.7	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	121.4	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:20	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	134.5	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	68.6	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	93.7	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	101.8	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	105.9	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	113.4	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	121.7	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	134.5	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	68.6	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	93.7	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	101.8	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	105.9	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	113.4	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	121.7	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	134.5	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	68.6	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	93.7	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	101.8	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	105.9	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	113.4	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	121.7	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	134.5	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	68.6	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	93.7	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	101.8	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	105.9	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	113.4	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	121.7	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	134.5	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	68.6	Ar	2:55	6:40	7:49	3:50	4:17	5:30	7:17	8:17
2:40	10:10	9:05	8:00	8:00	4:00	12:00	12:00	11:45	10:31	93.7	Ar	2:55	6:40	7:49	3:50	4:17</			



Power for the Kincardine Mixed. H-6-g Ten-Wheeler 1564 clumps off the turntable in readiness for its 11:35 am (Standard Time!) Departure for Kincardine on August 8, 1958. En route, the 1564 will meet sister 1532 on M332 at Wingham.

Portrait of the author as a [very] young man. Rollei at the ready, I take brief advantage of hostler Bev Haskett's hospitality on the deck of 1564 on August 8, 1958. Big cab, small engine! Photo by Alvin H. Brown.



Highballing for Toronto on August 8, 1958. Train 172 and its opposite number, 175, provided daily except Sunday service between Owen Sound and Toronto. This morning, light Pacific 5609 brought the train to Palmerston, where heavier 4-6-2 5265 took over for the run to Toronto. Here it is, already running smartly just a mile east of Palmerston.

We wondered why the Owen Sound trains changed engines at Palmerston, but reasoned it might have to do with the need to keep the lighter engines on the branches where the track structure and bridges might not handle heavier power. Whatever, there was no time to dwell on such matters. There was much to see in Palmerston itself.

Palmerston station was a great timber pile, two storeys, with working tracks on each side. It fronted on a substantial yard, over which a pedestrian bridge offered a panoramic view of the proceedings below. Then – most interesting to us in our quest for steam – there was the roundhouse, situated across the yard from the station. The Palmerston roundhouse was unlike any other of our acquaintance, in that the locomotives were backed into their stalls, facing out toward the turntable as if keeping a watchful eye on what was going on outside. We encountered Norm Dougall, the Locomotive Foreman, who obviously took great pride in his charges; one could usually tell a Palmerston-assigned locomotive by its touches of white trim paint that couldn't be found on any official painting and styling diagram.

The previous night's mystery of CNR's 1500-series engines was quickly resolved. Palmerston was literally crawling with them, H-6 class ten-wheelers (we were told) that had been built half a century earlier for the Canadian Northern Railway. Their 1500-series numbers were comparatively recent, having been applied only a year or two earlier (perhaps in Norm Dougall's roundhouse?) to make way for new diesels in their original 1300-series. Hostler Bev Askett provided this information and more as he nursed the 1564 into life and prepared it for a mixed train

assignment.

Later in the afternoon, we headed out of town to the west, to meet mixed train 330, bound for Palmerston from Southampton, in charge of H-6 No. 1576. And we managed to connect with the 'Gowanstown engine', the 1532, when it returned from Kincardine on mixed train 332, around 3:30 pm. It was a very full day.

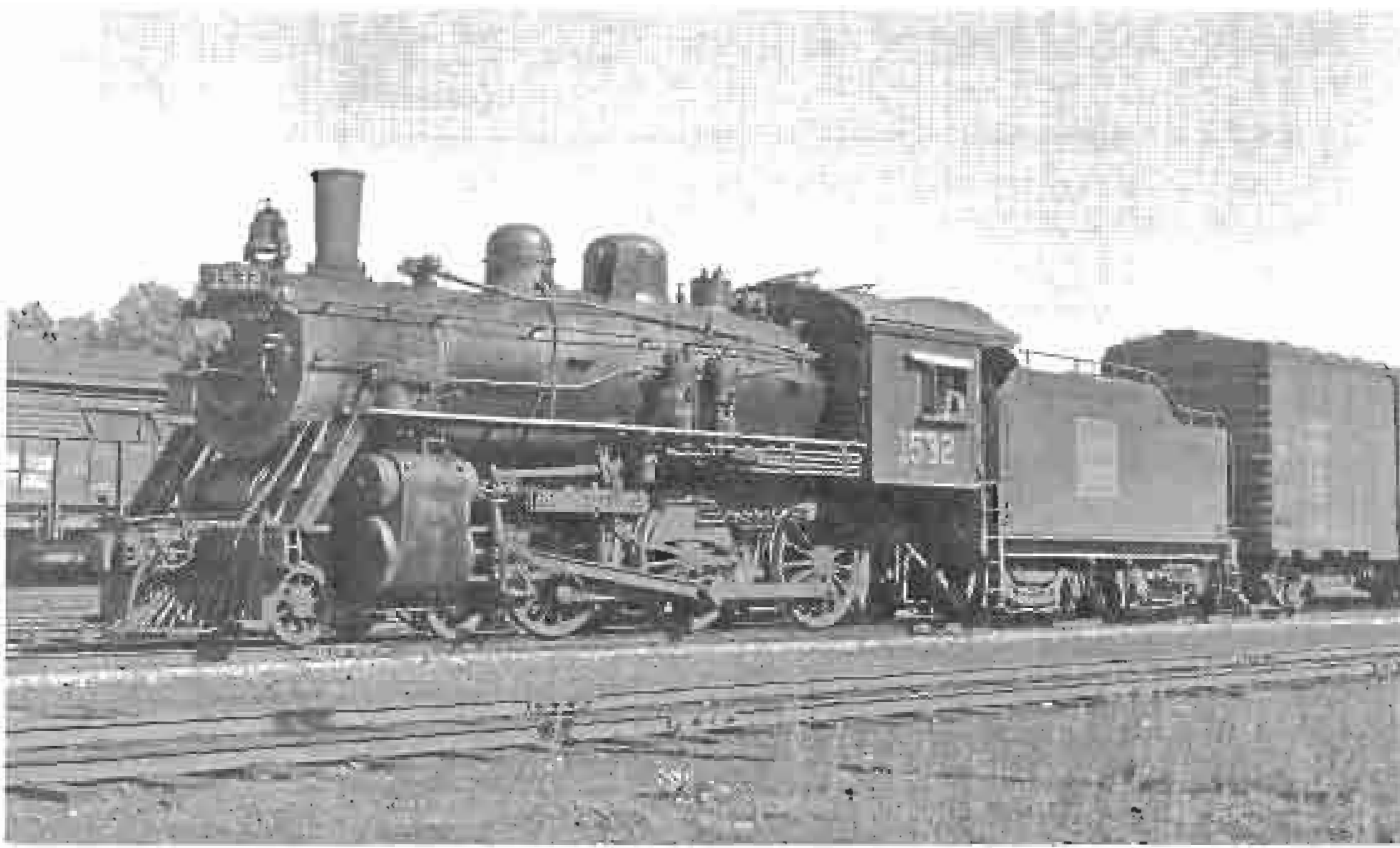
Our regular duties required us back in the Toronto area the next day, so reluctantly we turned for home. But not without pausing at Breslau, just east of Kitchener, to watch the eastbound passage of CNR train No. 34 with 4-8-2 6014, and No. 36, headed by Northern 6246. It was an appropriate end to an amazing, if short, steam odyssey.

Steam still ruled CNR's Stratford Division in the summer of 1958 – 50 years ago -- but the handwriting was definitely on the wall: growing lines of dead steamers, sidelined for all but the most minor of repairs; rumours of shop closings; more and more steam assignments falling to diesels. With a newfound respect for the imminent danger all of these locomotives faced, I determined to experience whatever I could of the steam era in southern Ontario before it was too late. But little did I know how quickly the end would come!

Next time: A look at southern Ontario steam in the closing months of 1958, helped by Bob Buck's Stratford Division observations in his many letters from those days.



Portrait of the Southampton Mixed. M332, powered by 4-6-0 1576, is nearing the end of its journey here, as it approaches the first crossing north of Harriston Junction, Mile 0.0 of the Southampton Subdivision, on August 8, 1958. Ahead lie just over five miles of the Owen Sound Subdivision, from Harriston to Palmerston.



Last night's mystery solved! Late in the afternoon of August 8, 1958, and back in Palmerston from its overnight trip to Kincardine is H-6-d 4-6-0 No. 1532, putting away the consist of mixed train 332. The train's baggage car and open-window coach have already been set off.



CN 4-6-2 5609 with Train 172, the morning train from Owen Sound, negotiates the curve approaching Whites Junction, on the last mile or so into Palmerston on August 8, 1958.



An unexpected visitor in the afternoon of August 7, 1958, is this freight arriving in Stratford from the west behind Mikado 3275. It must be the return of the thrice-weekly Sarnia wayfreight Bob Buck told us about. Yesterday it would have turned west at St. Marys Junction on its way from Stratford to Sarnia on the original main line of the Grand Trunk Railway.

I'm privileged to have been present at the end of steam. But it wasn't until some time after the fact that I realized how superficial my coverage of the events had been, or how many others had been "doing their thing", just as I was. Over the years I've come to know many of these folks personally, and many more by reputation; sadly more than a few of them are no longer with us. But little by little, almost by osmosis, the larger "end-of-steam" picture has come into some sort of focus.

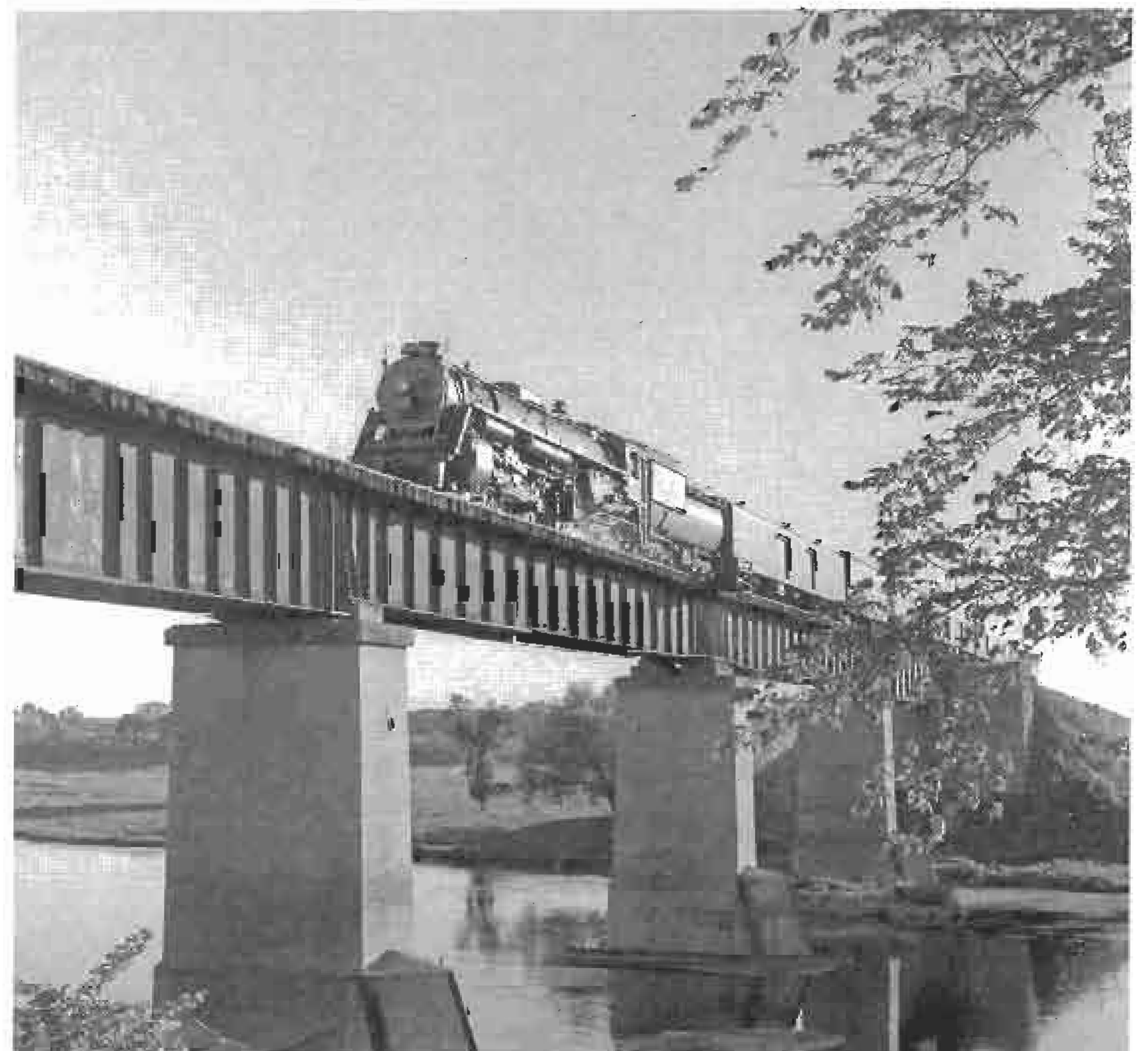
This 50th anniversary exercise is turning into a very pleasant look back.....but that's all it is. It's how the end of steam appeared to this observer, and doesn't pretend to be a comprehensive account of rail operations in the 1950s. For the latter, I heartily recommend (if you haven't already discovered them) Ian Wilson's amazing series of self-published books on CNR Southern Ontario steam in its final decade.

Ian has done an amazing job of locating, researching and distilling recollections and images from dozens of sources, to create a truly comprehensive account of what was going on in those all-too-distant years. One doubts that any single CNR employee of the day could have possessed as much overall knowledge of the whys-and wherefores of his railway's operations as Ian has placed between the covers of his books.

For me, being there generated many questions to which I had no answers.....until Ian dug up the information, and much more. I'm proud that Ian has wanted to include my humble submissions among the many images he's selected for his books; perhaps that will explain why you might have seen some of these photos before. There weren't a lot to choose from, and back in the 1950s we (certainly I) didn't take a lot of pictures. No motor wind on the Rolleiflex!

What makes Ian's work all the more remarkable is that he wasn't even around when all this was happening. He was born in 1960, two years *after* the events described in this piece!

If you'd like to know more about Ian Wilson's books, visit www.canadianbranchline.com.



Fitting finale. What better way to wind up our short steam safari than with this scene of Northern 6246, rolling across the Grand River at Breslau with Stratford-Toronto train 36. The small train barely taxed the 4-8-4, but in 1958 one was happy with anything steam ... and we were indeed witnessing the final months for these great beasts. ■



CROWN, CN DISCUSS RELEASE OF DOCUMENTS FROM AUGUST CRASH: Counsel for the Federal Prosecution Service and the lawyer for CN are scheduled to meet again in B.C. Supreme Court June 23 to continue deciding which documents concerning the August 4, 2005, train crash on the banks of the Fraser River will be kept sealed and which released to the Transportation Safety Board (TSB) for its investigation. The lawyer for CN agreed some of the documents could be released. During a brief B.C. Supreme Court chambers session, Mr. Justice Glen Parrett gave an order that copies of some of the material CN's counsel agreed might be released could be copied onto DVDs for the TSB. No charges have been laid against the railway corporation. However, the TSB is continuing its investigation of the train collision that resulted in two tanker cars bursting into flames and sending fuel into the Fraser. As the TSB was pursuing its investigation in mid-August, some information from around the time of the crash was already on CDs and DVDs taken from a CN hard-drive computer. Transport Canada got a search warrant, CN sealed everything and this sealed material was delivered to the court registry for safekeeping until the question of what could be released to the TSB could be settled. In sealing the data and documents, CN claimed privilege on a number of grounds, including proprietary concerns and lawyer-client privilege in any prospective civil proceedings. (PrinceGeorgeCitizen.com, May 27)

CN ONLINE CALCULATOR SHOWS THE GREEN ADVANTAGE OF RAIL: CN has unveiled an easy-to-use greenhouse gas-emissions calculator showing CN is the right environmental choice for shipping freight. The new calculator, located at www.cn.ca/GHG_calculator, allows shippers to measure emissions savings for shipments using CN versus truck. Users simply select imperial or metric units, enter the distance and weight for the shipment, and click on the "calculate" button to get the results.

James Foote, CN evp, Sales and Marketing, said: "The new calculator is a powerful tool demonstrating the significant environmental and energy-saving benefits of using CN. Rail emits six times less greenhouse gases (GHG) than heavy trucks. Plus, rail consumes a fraction of the fuel to transport one tonne of freight one kilometre. In fact, we can move one tonne of freight 197 kilometres on just one litre of fuel." The intermodal combination for shipments moving more than 1,600 kilometres (1,000 miles), according to the U.S. Environmental Protection Agency (EPA), cuts fuel use and greenhouse gas emissions by 65 per cent, compared with using truck alone. (CN Release, June 4)

TSB IDENTIFIES SAFETY DEFICIENCIES WITH CN WHEEL SETS: The Transportation Safety Board of Canada released its final investigation report (R06T0022) into the CP train derailment near Buckskin, Ontario, on January 31, 2006. A CP freight car derailed when a wheel became loose while negotiating a curve and migrated inboard on its axle, causing both wheels to drop between the rails. While in service between October 2004 and the derailment date, undetected damage to the wheel and its mounting point on the axle occurred, leading to micro-movement that progressively loosened the wheel until a combination of lateral and rotational forces displaced the wheel inboard.

The loosened wheel set was produced using a modified wheel boring process in use between April 1998 and February 2001 at the CN Transcona wheel shop. Approximately 43 000 wheel sets were produced using this process. The Board investigation determined that at least 18 CN Transcona wheel shop wheel sets caused derailments in Canada, and an unknown number outside of Canada, dating back to 2000. These wheel sets have a high susceptibility to loosen, particularly in heavy-curvature territory. The risk of failure for these remaining wheel sets continues to increase the longer they remain in service. Therefore, the Board recommends that: the Department of Transport ensure that all 36-inch CN Transcona wheel shop wheel sets assembled between April 1998 and February 2001 be removed from cars operating in Canada. Because the industry has no effective way to track wheel sets once they are removed from their original car, wheel sets with potentially

defective components cannot be easily located and removed from service before failure. The inability to quickly locate defective wheel set components increases the risk of a failure, which can lead to a derailment. Therefore, the Board also recommends that: the Department of Transport ensure that railways adopt procedures and technologies to track all wheel sets. (Market Wire, Toronto Star, June 5)

OTTAWA ISSUES EMERGENCY ORDER ON TRAIN WHEELS: The federal government has ordered CN to find and remove potentially faulty wheels from its trains. The emergency safety directive from Transport Minister Lawrence Cannon comes after the Transportation Safety Board warned that thousands of wheel sets could cause derailments. Rail companies have said previously they're confident few are still in service. The federal order gives CN until October 15 to change out potentially dangerous wheel sets. The Transport Department said the deadline gives CN the time needed to track all the wheels on train cars throughout Canada. In issuing the order, Mr. Cannon said he wants to prevent derailments related to faulty wheels. (The Canadian Press and Globe and Mail, June 13)

COSCO TO BRING CONTAINER VESSELS TO PRINCE RUPERT: China Ocean Shipping (COSCO) has added Prince Rupert, British Columbia, as a stop for its CEN container service, which originates in Dalian, China, calls on other Chinese ports in Xingang, Qingdao and Shanghai, then sails to Prince Rupert, and Long Beach and Oakland, California. The service features five container vessels ranging in capacity from 5,400 to 8,200 20-foot equivalent units (TEUs). The port, CN and Maher Terminals of Canada Corp. worked to attract COSCO to Prince Rupert. The three parties partnered to build an intermodal terminal and distribution centre at the northern B.C. port last year. The port's volume has been surging so far in 2008. In the first quarter, tonnage totalled 3.1 million metric tons, a 40 percent jump compared with first-quarter 2007's total. Increasing global demand for coal and petroleum coke, continued strong markets for agricultural products, and a ramp up of new business lines, such as containers and wood pellets, are contributing to the port's volume growth, Prince Rupert Port Authority officials said. (ProgressiveRailroading.com, June 19)

CN DROPS PLANNED INTERMODAL TERMINAL: CN is calling off its controversial plans to build an intermodal facility in southern rural Milton, Ontario, instead looking to develop the 350-plus hectare land into an industrial park. Richard Paton of CN said that "our intention is to not build an intermodal terminal" on its property that's generally framed by Britannia and Tremaine Roads, Lower Base Line and First Line. "We would like to develop this land into an industrial park that's rail-served," said Paton. "We see a great need for rail-served industrial lands. There's a shortage of those." While cancellation of the intermodal plans is the news that RAIL -- or Residents Affected by Intermodal Lines -- has been waiting for, the group is still concerned about what may ultimately end up on the property. Sandra Campbell of RAIL said, "CN still owns the land and that worries me a bit. We don't want industry here." She noted that an industrial park could bring about the same kind of truck traffic that would've been generated by an intermodal facility. (Milton Canadian Champion, June 26)



**CANADIAN
PACIFIC
RAILWAY**

CP SETS MOW BUDGET FOR 2008: CP has set their 2008 MOW budget at \$522 million, up from 2007's budget of \$460 million. One reason for the increase was the work stoppage in 2007 by TCRC/BMWED in Canada, which resulted in the deferral of MOW work. Work in 2008 will include:

- Rail: Replace or install 419 track miles; 323 track miles of CWR and 96 track miles of relay CWR and jointed rail.
- Sidings: Build sidings in Alberta and British Columbia.
- Ties: Install 1.04 million wood ties.
- Ballast: Install 850,000 tons.

- Grinding/surfacing: Grind 23,400 pass miles and 10,000 events (switches and crossings).
- Bridge work: Six span replacement projects: Keewatin Sub (\$2.3 million); Mountain Sub (\$1.8 million); Minnedosa Sub (\$1.5 million); Freight Main Line Sub (\$1.1 million); Indian Head Sub (\$1.4 million); Wilkie Sub (\$1.8 million). (**ProgressiveRailroading.com**, Apr. 11)

CP RECEIVES HARRIMAN HONOUR: CP's US operations were awarded the bronze honour in Group B (line-haul railroads) in the E.H. Harriman Awards, which celebrate the safety achievements of railroads. Edward Hamberger, president and ceo of the Association of American Railroads, said in a statement, "Last year the train accident rate was the lowest in history. So was the grade crossing accident rate. The total number of fatalities from all rail-related incidents was also the lowest in history. And the employee injury rate was the second lowest in history, missing the record set in 2006 by less than 1%." CP's Jeff Terry, a locomotive engineer in Minneapolis-St. Paul, was honoured with a Certificate of Commendation for his work in enhancing safety (**AAR**, May 14)

RAIL SPUR LINE SOLD FOR \$1: The city of Leduc, Alberta, transferred the property of a rail spur line east of Sparrow Drive to CP for \$1, with the option to repurchase the property for the same price in the event CP wishes to discontinue use of the line. Michael Solowan, city solicitor explained if the city kept possession of the line, between \$250,000 and \$300,000 would need to be spent on fixing and maintaining the line. Carbo Ceramics currently uses the line for their business. The line is being transferred to CP "as is".

The city acquired the line as part of the 1992 annexation. The city had not performed any upgrades or maintenance on the line since the purchase. The property was appraised and according to the report, the "subject parcel has no marketable value as the configuration and inaccessibility of the lands restrict the desirability to any alternative user in a typical real estate market". (**Leduc Representative** June 16)

ARBUTUS CORRIDOR'S FATE IN LIMBO: More than two years after the Supreme Court of Canada ruled in favour of the Vancouver's authority to designate the CP-owned Arbutus Corridor for transportation and greenway uses, CP's plans for the abandoned rail line remain unresolved. CP spokeswoman Breanne Feigel said the company conducted a "visioning process" in 2006 and 2007, which was productive. "It included a number of open house sessions regarding what the Arbutus Corridor could be used for," she said. "Some of the outcomes from those visioning meetings were discussions around transit use, parks and gardens and land development. Those were a few of the options discussed and brought forward to the city."

Feigel said CP is willing to talk with the city about the land. "It's a secondary step to that visioning process," she said. In late-2006, the parks board passed a motion to endorse the inclusion of greenway features in the future development of the Arbutus Corridor. It urged the city to launch a study regarding the purchase of the property from the CP. The motion recommended CP pay for the cost of the study and that if the purchase was deemed financially feasible, the city should negotiate the purchase to ensure the park portion of the right of way, estimated to be 15 acres, is improved before the 2010 Olympics. Several meetings about the corridor occurred earlier this year, although it's unclear what the outcome was. (**Vancouver Courier**, June 16)

TOURING GROUP LOOKING TO SAVE RAIL LINE: Although there is a lot of interest in saving the CP line from Morden to Killarney, Manitoba, no one wants to head up the project. Currently a group is touring Southern Manitoba trying to drum up support for saving the line. The group met at the Pembina Thresherman's Museum on May 21. Lawyer Art Stacey went through the logistics of the line and how to save it, with the nine people who were in attendance. He says rail is a much more cost efficient way of shipping grain as opposed to truck. He adds if the line is not sold to area producers and municipalities, it will be sold to a salvage company and removed. (**Pembina Valley Online**, May 22)

VINTAGE STEAM ENGINE MAKES FINAL STOP ON B.C. 150 TOUR: After traversing 800 miles across the province and visiting 34 communities, a historic steam train tour made its final stop in Vancouver. The CP Spirit of 150 Rail Tour, which included a vintage steam engine, was launched June 12 in the town of Sparwood to help celebrate 150 years of heritage and diversity in

British Columbia. Families, tourists and train aficionados were on hand at the Rocky Mountaineer station to inspect the Empress 2816 steam locomotive and its two support cars, two vintage passenger coaches, a vintage business car and a 1952 baggage car converted into a travelling museum, said Mike LoVecchio, a spokesman for Canadian Pacific. CP co-sponsored the tour, and operated, staffed and maintained the train on its journey. The old baggage car was transformed into a museum with new lighting, air conditioning and an exhibit from the Royal B.C. Museum in Victoria about B.C.'s history, LoVecchio said. Costumed performers were on hand to tell stories about how B.C. evolved into the province it is today. "We've had a tremendous number of ... rail fans, who are retired employees of CP and our sister railways," he said. "And they all have a story about their time with the steam program. It just puts a smile on their face." "We're celebrating our province's Aboriginal people, cultural diversity, community strength, innovation and countless achievements," said tourism, culture and arts minister Bill Bennett in a press release. "The rail tour was an integral part of those celebrations." (**Vancouver Sun**, July 6)

UTU, SOO LINE REACH TENTATIVE PACT: The UTU has reached a tentative agreement with CP's Soo Line on wages, rules and working conditions affecting Soo Line conductors, brakemen, switchmen, firemen and hostlers. The agreement is retroactive to July 2005, and extends through December 2009, and largely mirrors the national rail agreement recently ratified by UTU members employed by BNSF, CSXT, Kansas City Southern, Norfolk Southern, Union Pacific and many smaller railroads. (**UTU** July 7)



TROOP DEAL TO BENEFIT VIA: VIA Rail didn't try to hide the fact it would benefit financially from a promotional offer for Canada's military to ride the rails for free during the month of July, a spokesman says. "Surely, with any promotion that VIA or any other company puts in place, you also have to at the same time make a business case for it," said Malcolm Andrews, a spokesman for VIA Rail Canada. The Crown corporation was the subject of criticism after a report based on an internal document obtained by the Canadian Press said the rail company's motives may not have been completely altruistic. It suggested the offer was an attempt to increase revenues during July, the slowest travel month of the year.

VIA announced the deal saying it was a gesture of appreciation for members of the Canadian Forces. The offer provides all members, past or present, with free rail travel on VIA trains across the country during July and family members receive a 50 per cent discount to join them. Andrews said the business decision was the result of a "two-pronged" approach. VIA officials wanted to find a time when military personnel would be able to take advantage of the offer and found many of them take leave in July. And they wanted to choose a month when seats would actually be available for booking. "The fact there will be a revenue stream is simply a business fact and not the underlying motive for sure," he added. (**MetroNews.ca**, May 20)

VIA PLANS MAJOR OVERHAUL OF SERVICE, UNION STATION: VIA Rail's historic Main Street station in Winnipeg is getting an overhaul as part of a national, \$692-million railway refurbishing program that was announced last fall. "Here in Winnipeg, we are improving Union Station, including a major upgrade to the station's heating plant," Paul Côté, VIA's president and chief executive officer, told a Winnipeg Chamber of Commerce luncheon. Côté didn't provide any further details on how much will be spent on the Winnipeg station; major projects will include improvements to the platform area, lounges and lighting, as well as general interior and exterior renovations. He said the plan is to complete the Winnipeg upgrades before next winter.

He noted the Hudson Bay Railway is undertaking major infrastructure improvements to its rail line that runs between The Pas and Churchill, which will ensure improved reliability and better on-time performance for VIA's passenger trains on the route. "I know that this has been a serious issue and I want to assure you that we are determined to provide better, consistent service to

these communities," he said. This summer the railway also will co-host the annual Canadian chapter meeting of the Society of American Travel Writers on board the train to Churchill. (**Winnipeg Free Press**, May 23)

NEW SCHEDULE FOR "CHALEUR": Between June 15 and October 13 the "Ocean" will not be combined with the "Chaleur" between Montreal and Matapedia. The "Ocean" will now be designated #615 westbound and #614 eastbound, and the "Chaleur" will be #617 westbound and #616 eastbound. The new schedules are at viarail.ca/pdf/2008/timetable/HLFX-MTRL-5MAI08.pdf and viarail.ca/pdf/2008/timetable/GASP-MTRL-5MAI08.pdf. Departure from Halifax remains the same at 1235 but the new arrival time is 1656 instead of 1620.

NEW SCHEDULES FOR MANITOBA SERVICE: The schedule for the service between The Pas and Pukatawagan Manitoba, has been modified to a twice-weekly service, leaving The Pas Monday and Thursday, and Pukatawagan Tuesday and Friday. In addition, service from Winnipeg to Churchill has also changed, with the Winnipeg-The Pas service only operating twice a week.

Full schedules are available at: viarail.ca/pdf/2008/timetable/Correspondances_The_Pas_Pukatawagan.pdf and viarail.ca/pdf/2008/timetable/WNPG-CHUR_29mai08.pdf.

THE CANADIAN IS MOVING TO A NEW SCHEDULE: On December 2, 2008, the "Canadian" will depart at a new time. A new evening departure time from both Vancouver and Toronto will enable passengers to make connections in Toronto to/from eastern Canada, as well as provide customers with more daylight viewing through the Rockies. The cross-country journey will move from a three-day, three night trip to a three-day, four-night schedule and will also include additional time at select enroute stations where the opportunity for touring is possible. "The redesign of the Canadian's schedule was undertaken with our customers in mind," said VIA's Chief Customer Officer, Steve Del Bosco. "We want to provide the best total travel experience for our customers, from the service in our stations and on board, to the overall on-time operation of the train itself. This new schedule addresses not only the needs of our customers but our operators as well." Highlights of the re-designed schedule:

- The operating departure days from Vancouver and Toronto remain unchanged;
- Thrice weekly departures from Toronto on Tuesday, Thursday and Saturday;
- Thrice weekly departures from Vancouver on Tuesday, Friday and Sunday;
- One additional night is added to the schedule in each direction thus changing the arrival days in Toronto and Vancouver;
- The departure times at both originating terminals move to an evening departure.
 - Train #1 - departs Toronto at 22:00 and arrives in Vancouver +4 at 09:42;
 - Train #2 - departs Vancouver at 20:30 and arrives in Toronto +4 at 09:30.

A SLOW WINTER FOR VIA RAIL: Almost half of VIA Rail's passenger trains arrived late over the winter - and many were very tardy, says a new report. The slumping performance, in a year when the Crown corporation promised to get more trains to the station on time, is being blamed on severe weather that crippled VIA Rail's aging locomotives and damaged tracks, switches and signals. For the first three months this year, 46% of trains arrived late, says an internal report obtained under the Access to Information Act. The company had been shooting for just 14% in the first quarter. The late-arrival figure would be even worse had VIA Rail not given itself a "grace period" that allows it to deem any short-haul train that's up to 15 minutes late as on time. Long-haul trains get a 30-minute grace period.

The March numbers were particularly bad, with 54% of trains across the country delivering passengers later than scheduled. One of the worst-performing routes is also one of the most popular — Toronto-Ottawa, where almost three-quarters of the trains arrived late in March. Not only were more trains late, but they were very late, says the report prepared for VIA Rail's board of directors' meeting in April. The corporation uses an internal yardstick that calculates how many minutes each train was late and adds them to produce a total "delay minutes." By that measure, March this year was twice as bad as last year, with almost 33,000 "delay minutes."

That translated to about 4.5 hours average delay for the Toronto-Vancouver trains; almost three hours average for the Montreal-Halifax trains; and about half an hour average for all eight shorter-haul services in central Canada.

The company provides so-called "late train credits" to travellers whose trains are significantly overdue, which can be used only to purchase future VIA Rail tickets. If a short-haul train in central Canada is more than one hour late, for example, the credit is 50% off the next ticket. The poor performance comes at a bad time for VIA Rail, which needed \$200 million last year from the federal government - about \$50 for each ticket sold - to cover a shortfall in revenue. The strong dollar has sent Canadian tourists abroad and is keeping foreign tourists - especially Americans - at home, cutting into rail revenues. And fierce airline competition in central Canada has kept seat prices in check, despite fuel surcharges, eroding VIA Rail's potential customer base in the more lucrative "corridor" services of Ontario and Quebec.

Most passenger trains travel on CN tracks, which are crowded with freight trains that often cause delays. Severe winter weather also froze many CN switches and caused signal malfunctions. But VIA Rail's own aging F40PH-2 locomotives have themselves suffered numerous breakdowns, especially in cold weather. VIA Rail recently gave itself some wiggle room: a new June 1 schedule for the Quebec City to Windsor, Ontario, corridor has built in significant extra time to account for summer construction and other problems. And the Vancouver-Toronto service is being given extra time to arrive in a new schedule taking effect December 2. (**Canadian Press**, June 29)

OTHER PASSENGER

GO RAIL SERVICE MAY BE A GO IN GUELPH: GO rail service could be coming to Guelph. GO Transit decided last week to start a study of what it would take and how big the customer base would be. There could eventually be a train every 20 minutes during rush hour -- heading to Toronto in the morning and back to Guelph and beyond in the evening -- and every hour outside of rush times. But it would take years to get to that point. For now, GO Transit has hired engineering consultant R.J. Burnside to do an environmental assessment, which could take until early 2009. GO Transit could initially add two trains from Guelph to Georgetown, where passengers could transfer into the existing GO service, said Greg Ashbee, GO Transit's manager of rail expansion programs.

GO Transit offered rail service to Guelph from 1990 to 1993. It didn't do too well because it didn't offer commuters the option of staying at work later if they needed to, Ashbee said. "When there were cutbacks, you lop off the ends of the lines, especially in corridors that don't have significant ridership." It's unclear whether the city would have to pitch in for the service. None of the municipalities serviced by GO Transit pay operating costs, but they help pay for expansions to service. When GO came to Barrie, the city paid a third of the cost for the new station and for track improvements, Ashbee said. (**Guelph Mercury**, May 13)

ROYAL CANADIAN PACIFIC NAMED "TOUR OF A LIFETIME": Canadian Pacific's luxury rail service, the Royal Canadian Rockies Experience, has been named a "Tour of a Lifetime," by National Geographic Traveler. "The Royal Canadian Pacific is the most spectacular way to see the Canadian Rockies," said CP Vice-President, Strategy and External Affairs, Jane O'Hagan. "It's wonderful to be acknowledged for our consistent effort to deliver the most spectacular experiences." The Royal Canadian Rockies Experience is a five night/six day luxury rail excursion operated by Royal Canadian Pacific. Nominated in the "Classic Tours" category, the Royal Canadian Rockies Experience was chosen for its ability to restore and reinvent the romance of North America's significant railroad history.

Royal Canadian Pacific, was previously named the world's best luxury train service by over 167,000 registered travel agents and travel professionals. Guests of the Royal Canadian Pacific are engaged in cultural, historical, and epicurean adventures as they voyage through some of Canada's most stunning landscapes. This specific excursion appeals to the passive adventure travel client giving the opportunity for sightseeing, heritage and cultural experience tours and horseback riding. National Geographic Traveler judged tours on their sustainability, authenticity and their ability to provide a life-changing experience. The ranking includes environmental considerations, such as mode of transportation, and the ability of guests to engage with the local community, including

First Nations, and natural environment during their experience. Rankings were first published in 2006. (CNW, May 27)

TOUR TRAIN ON TRACK FOR \$10M REVIVAL; ATTEMPT TO RETURN TO GLORY DAYS: It was the golden age of local tourism nearly three decades ago, when a record 106,000 passengers rode the Algoma Central Railway tracks into remote Agawa Canyon, 185 kilometres north of Sault Ste. Marie, Ontario. The wilderness stopover began as a modest cluster of picnic tables on the canyon floor more than a half century ago, a short distance from the ACR tracks, adjacent to the Agawa River. It welcomed 106,000 visitors in 1981, the third time in eight years visitation exceeded 100,000.

But ridership, for assorted reasons, has steadily declined through the years, from the high of 106,000 in 1981 to 82,000 in 1996 to 38,000 passengers in 2007.

A revival plan, more than three years in the making, and valued at a minimum \$10 million, is chugging towards the terminal. Tourism officials, with \$5 million contributions from both the Northern Ontario Heritage Fund Corp. and CN, which acquired the ACR in 2001, are poised to modernize the tour train's rolling stock, its passenger coaches and dining cars, and the rider experience itself. As well, consultants have been hired to develop business cases for potential technological upgrades for the new coaches and a canyon visitors centre. "Visitors have been complaining that the age of the coaches, and the lack of onboard technology, has made the excursion a less than first class excursion," said Ian McMillan, director of Tourism Sault Ste. Marie. "Our current rolling stock (the majority built at least 50 years ago) is simply worn out." The first phase of the modernization campaign will be increasing tour train capacity to 1,000 passengers, from its current 700 riders, through the purchase and refurbishing of an unspecified number of coaches and dining cars. "We hope to have a contract signed by no later than midsummer on the new rolling stock," said McMillan, who says two companies, one Canadian, one American, are bidding for the retrofitting contract. "The coaches we acquire will be stripped to the frame and rebuilt from scratch . . . The money goes a lot further refurbishing than buying brand new but the finished product is much the same."

In related news, FedNor Minister Tony Clement announced that Sault Economic Development Corp. had been given \$40,000 to develop a management plan for revitalizing the Agawa Canyon Tour Train, as part of \$5.4 million to help fund projects across the Algoma and Manitoulin. (SaultStar.com, May 16 and 17)

BOMBARDIER SELLS NEW UNITS TO VANCOUVER: Bombardier Transportation has announced the sale of 14 more Mark II vehicles to Vancouver's SkyTrain transit network. The Berlin-based railway equipment division of Bombardier Inc. said the Vancouver order - exercising an option linked to a 34-vehicle contract signed in November 2006 - raises the number of ART units sold worldwide to 610. (The Canadian Press, May 13)

ONTARIO NORTHLAND TO REFURBISH AN ADDITIONAL 50 GO TRANSIT CARS: GO Transit has exercised a contract option with Ontario Northland, which will see Ontario Northland completely refurbish an additional 50 GO Transit commuter cars. "GO Transit is very pleased with the quality of work done by Ontario Northland..." said Gary McNeil, Managing Director & CEO of GO Transit. Steve Carmichael, President and CEO of Ontario Northland, said "This is great news for Ontario Northland, as it extends the project to July 2011." With this additional work, the contract is now valued at \$81 million and encompasses the refurbishment of 121 GO Transit commuter cars (the original contract called for the refurbishment of 71 cars). "Our contract with GO Transit has provided a significant opportunity for our Company to diversify and we are now a major player in the refurbishment industry in Ontario," continued Carmichael. "In recognition of the importance of rail car refurbishment as a line of business, a new Refurbishment Division was created to oversee the GO Transit Project, as well as other projects moving into the future." Over 100 new jobs have been created at Ontario Northland as a result of this contract, and the Company has invested in a new, state-of-the-art paint facility in North Bay, which opened in 2004 and was constructed for \$3 million. As of May 28, 2008, Ontario Northland had successfully delivered 44 completely refurbished commuter cars to GO Transit. (CNW, May 28)

TRAMWAY ON TRACK IN MONTREAL: Montreal will have a tramway system up and running by 2013, Mayor Gérald Tremblay

has said. The tramway lines are part of Montreal's new transportation policy, which hinges on expanding public transit to take cars off roads and highways, Tremblay said. "Gridlock is more and more present every day. People are spending over two hours in their car to come to work ... it creates major problems, stress problems, asthma problems, respiratory problems," he said. "As a result of that, citizens are saying, they told us very clearly: Priority? Public transit." The city's executive committee decided to include tramway lines in the new transportation policy after numerous debates on the subject that produced study commissions, position papers and countless recommendations. People are more open to public transportation because of environmental concerns and the rising cost of gas, said André Lavallée, an executive city council committee member. "We've moved on from the dreaming stage to feasibility," he said. "It's not just enough to lay down tracks on the road. We have to make sure the underground infrastructure is sound, and if it's not, we'll have to replace them."

The city will pay \$1 million for a feasibility study to evaluate options for a tramway system. The first phase of the project could cost \$260 million. "To support that kind of investment, Montreal needs a source of revenue dedicated to public transit," including bridge tolls, Tremblay said. Montreal is banking on financial help from the federal and provincial governments, the mayor said.

Three lines are planned. The first tramway loop will run 20 kilometres through the downtown business sector, Griffintown, Havre de Montréal, Old Montreal, the Centre Hospitalier de l'Université de Montréal (CHUM), and the entertainment district. Two more tramway lines will eventually be added: one along Parc Avenue and another on Côte-des-Neiges Road.

Montreal boasted 378 kilometres of tramway tracks as recently as 1959, a network that was abandoned under pressure from the automobile lobby, he said. The transportation plan also includes measures to extend the subway system east and west. The blue line will be extended from Saint-Michel to Pie IX, and the orange line will be extended beyond Côte-Vertu, with another station planned for Laval. Another station will be added to the yellow Longueuil line. (CBC News, June 11)

FINAL WEST LRT ROUTE RATIFIED BY CALGARY COUNCIL: Calgary city council voted to move ahead as planned with the west leg of the LRT. The C-Train will chug up the middle of Bow Trail at street level, head underground as it swings south onto 17th Avenue at 33rd Street, and then rumble back to ground level at 41st Street. Ald. Joe Connelly tried to amend the route to address concerns from his Ward 6 constituents who live in the west end of the proposed leg. He asked council to divert \$94 million from the province's municipal sustainability fund to pay for burying the tracks at 45th Street and 17th Avenue, so emergency vehicles from fire, paramedic and police stations there don't have to manoeuvre around the tracks. To save on costs, he also suggested shortening the route to stop just west of Sarcee Trail.

Both of Connelly's proposals were voted down. "The community really hasn't been listened to, in terms of what works in that area," said Warren Korol, past president of the Westgate Community Association. "Some things make logical sense. That is not what was done here in the interests of time, perhaps, and of money and so on," reflected Veronika Duska who lives in Glendale. The final route for the eight-kilometre, six-station west line has dragged on since the original \$700-million plan was approved by city council in November. That blueprint called for an elevated track running 22 metres over Crowchild Trail. Residents of Sunalta and Scarboro protested the plan, citing concerns over noise and the height of the track.

In addition, council left open the possibility that a planned elevated station in Sunalta could be changed to one at ground level. The ratification now moves the project to the tendering stage, with a request for qualifications this summer to create a shortlist of companies, and a request for proposals this fall, with construction to begin in 2009. It's estimated that 40,000 people will ride trains daily from the west side to downtown when the line opens, tentatively scheduled for 2012. (CBC News, June 10)

NEW ENVIRONMENTAL ASSESSMENT RULES WILL SPEED GO IMPROVEMENTS: The Ontario government has approved a new, streamlined environmental assessment that GO Transit says it will take advantage of to speed up its plans for expanded service. The six-month process will help projects like bus lanes and new subway lines go forward after six months of public consultation. Previously, an environmental assessment might have taken as much

as three years. "The six-month process helps get transit projects up and running as quickly as possible and people onto public transit sooner," said Ontario Transportation Minister Jim Bradley in a statement.

GO says it will make use of the faster process - and hopes to add millions more commuter trips every year with its new services. Improvements to the Milton service is one of the first projects envisioned by GO. It also hopes to expand service eastward to Bowmanville. But even with the streamlined environmental assessment, GO says it will take about three years to build the tracks needed for the expanded service. GO Transit is Ontario's only interregional public transit system, linking Toronto with the surrounding regions of the Greater Toronto Area, carrying more than 50 million passengers a year in a network of train and bus services. (CBC News, June 26)

BOMBARDIER APPEARS TO LEAD TTC STREETCAR BIDDING: Canadian manufacturer Bombardier Inc. appears to be in the lead for the \$1.25 billion contract to replace Toronto's fleet of streetcars. The German manufacturer Siemens AG has decided not to submit a bid on the project, leaving Montreal-based Bombardier and a small British company, TRAM, as the final competitors. Long-time Toronto transit advocate Steve Munro says TRAM doesn't have a chance. "Nobody's ever heard of them as a manufacturer and I don't think they're going to be a credible candidate," Munro said. "It's going to be Bombardier, but it'll still be interesting because Bombardier claims that it didn't know in advance that Siemens was going to bail out." The Toronto Transit Commission's bid process to replace 204 streetcars closed on June 30. Siemens, seen by many observers as a serious contender for the contract, surprised many by deciding not to enter a bid. Company spokesman Dirk Miller says several factors convinced Siemens not to submit a proposal. "It was technology. It was financial aspects we have to consider. This was a quite difficult decision for us," he said. The German company spent a lot in anticipation of entering a bid. It went as far as taking out an ad campaign and building a model car that it showcased in the city in summer of 2007. Eventually, the TTC plans to spend about \$3 billion on new rolling stock and new light rail lines in underserved parts of the city. It's expected the new streetcars will be built in Canada. Bombardier has a plant in Thunder Bay, Ontario, which is already under contract to build more than \$600 million in subway cars for the TTC. (CBC News, July 2)

'SOLID' OFFER MADE TO BUY WAKEFIELD TRAIN: The Hull-Chelsea-Wakefield Steam Train could be back on track in the fall. The excursion train has been standing still since the spring after a landslide in Chelsea about 10 metres from the track. In May, the owner of the rolling stock announced that the operation was for sale. André Groulx said that they had a solid offer from a Gatineau entrepreneur, who wishes to remain anonymous until the deal closes.

The Compagnie de chemin de fer de l'Outaouais owned by the municipalities of Hull, Chelsea and Wakefield, owns the track and has a first right of refusal. The non-profit organization has 30 days to match the offer and decide to operate the train. Mr. Groulx, general manager of the Steam Train, also announced that a consultant reported that the landslide's effects could be mitigated with about a week's worth of work, at a cost of \$100,000. But it's an expense the current owner of the train will not undertake, leaving it to the new owner and CCFO to negotiate. (Ottawa Citizen, July 11)

RAIL LINK A HIT WITH NEIGHBOURS: Calgary-area lawmakers will be delivering a proposal for commuter rail links to the province this fall, said the mayor of Cochrane. And Truper McBride said heightened provincial talk of commuter rail links between Calgary and its bedroom communities and a \$2-billion fund for greener transportation is only boosting those hopes. "I ran on this platform thinking this is something I can begin but it'll be years and years before we can even have a feasibility study," said McBride, who was elected last year as Cochrane mayor. Other members of the Calgary Regional Partnership have signed on to the proposal, which could combine bus with light or heavy rail transit service. With his rapidly-growing town of 15,000 -- 60% of those who commute to Calgary and strain Hwy. 1A, which links Cochrane to Calgary -- a rail link will become a must, he says. McBride figures it would cost \$500 million to link Cochrane, Okotoks and Airdrie to Calgary by rail. (Calgary Sun, Calgary Herald, July 11)

REGIONAL / SHORTLINE NEWS

SASKATCHEWAN SHORT LINES GET BOOST FROM GOVERNMENT FUNDING: The Government of Saskatchewan will invest \$500,000 this fiscal year in shortline rail infrastructure to help sustain the province's thriving economy and ensuring its transportation system meets current and future needs. Through a new and first-of-its-kind provincial program, the Ministry of Highways and Infrastructure will fund half the cost of approved projects, while eligible shortline rail companies will fund the other half. The investment goals are to improve shortline rail safety, capacity and efficiency. A shortline railway is eligible to apply for funding if it meets criteria, such as supporting economic development in its region and demonstrating its ability to contribute to its share of a project. Priority will be given to projects improving safety and efficiency of service. "I'm happy to hear this announced," Saskatchewan Shortline Railroad Association chairman Roger Gadd said. Saskatchewan currently has eight shortline railways covering 1,411 kilometres, which are regulated by the province, that connect to the rail lines of national railways, which are regulated by the federal government. (Sask. News Release, May 20; thanks to Ken McCutcheon)

RAIL CORRIDOR FOUNDATION GETS \$300,000: The Great Canadian Gaming Corp. will be giving the Island Corridor Foundation a \$300,000 gift, to be used for corridor operations, said View Royal mayor Graham Hill. The foundation estimates it will cost more than \$103 million to bring the rail corridor on Vancouver Island up to North American standards. The investment is largely needed to replace ties, rails, bridges and improve the railbed. (Victoria Times-Colonist May 15)

NEW STUDY SHOWS SHORT LINES BENEFIT ONTARIO ECONOMY AND ENVIRONMENT: A new study carried out by CANARAIL consultants of Montreal for the Railway Association of Canada and the Ministry of Transport for Ontario says short line railways contribute up to \$1.2 billion in economic and social benefits to Ontario's economy. "Short lines are an integral part of Ontario's transportation network and play a key role in economic development and environmental sustainability. In order to intensify trade and to stimulate economic growth, Ontario must have the capacity to transport goods safely, effectively and efficiently. The railway network plays a key role in providing this service," said RAC President and CEO Cliff Mackay.

Approximately 400 employees work for the shortline railways in Ontario, earn \$20 million in wages annually and contribute \$7 million in federal and provincial taxes. The shortlines support local industries whose total revenue is estimated at \$4 billion annually. "That illustrates the dynamic relationship between transportation and industrial production," said Mr. Mackay. (RAC, June 11)

SOUTHERN RAILWAY OF B.C. FACILITY TO TRANSLOAD VARIOUS COMMODITIES INSTEAD OF LUMBER: The United States' soft housing market is being felt hard by the Southern Railway of British Columbia Ltd. (SRY) in Canada. So much so, the short line plans to convert a lumber transload facility in Chilliwack, British Columbia, into a multi-commodity transload centre. SRY is seeking a qualified operator interested in entering into a long-term (five-year) agreement to operate and/or manage a rail/truck transload and/or distribution facility on seven acres of SRY-owned land. The facility, which the short line developed and opened in 2006 as a lumber transload centre, is paved and features two tracks and offices. SRY is hoping to retain existing customers that previously used the facility and attract new business that is sustainable at profitable levels for all parties involved. Owned by the Washington Cos., SRY owns more than 125 miles of track (including 62 miles of mainlines), and interchanges with CN, CP, BNSF and Union Pacific Railroad. (ProgressiveRailroading.com, June 10)

RAILWAY DISRUPTS PAPER BUSINESS: The loss of rail service in northwest Saskatchewan is hitting the forestry industry around Meadow Lake hard. The rail line has deteriorated so much that trains haven't run since April 11, forcing the three mills in the area - an oriented strand board mill, pulp mill and sawmill - to find another way to get their product to market. The line isn't in operation because of safety concerns, said Mike Ogborn, managing director for OmniTRAX Canada, which owns Carlton Trail Railway, the company that runs the section of line from North Battleford to Meadow Lake. "The great amount of rain and wetness up there

caused there to be problems with the substructure of the railroad, and rail locomotives and cars could not be operated safely over it because of the substructure problems," he said. So far, there is no timeline for when repair work will be done, said Ogborn. That's bad news for the mills, which have had to use hundreds of trucks to get their product to the main CN lines in North Battleford and Edmonton and to pick up shipments of supplies, essentially doubling their transportation costs. (**Regina Leader-Post**, June 11)

RAILWAY BOARD ON THE RIGHT TRACK: KOVACH: Governance disputes at Guelph Junction Railway seem to be over. And it's apt, since the future for rail is bright. Under the last council, the railway's board of directors was made up largely of councillors. Other councillors complained at the time that there was too much secrecy around the company, which is owned by the city. Now, a number of city residents sit on the board, too, and that's made for a better flow of information, said councillor Gloria Kovach, who raised concerns about the railway's governance in 2006. Getting annual reports was a struggle, she said. But with a new board structure, which includes a governing bylaw and citizen appointments, things are running smoothly, Kovach said.

And that comes at a good time - councillors heard that things are only expected to get better. Traffic on the railway has increased 5 to 10% a year since 2003, said Ben Boehm, the railway's president. The railway turned a profit of \$76,000 last year, which leaves it with a surplus of \$5.9 million. With the advent of just-in-time trucking, many companies moved away from rail transport. But now, simple economics is bringing them back, Boehm said. "We're seeing companies really look at transport more than they look at where is the cheapest labour and the cheapest land," he said. They're also constantly working to attract new customers by adding in new spurs, Boehm said. The city spent \$244,000 last year on improvements to the rail line where it crosses York and Victoria roads. The Guelph Junction Railway governs 38 kilometres of track between Guelph and Campbellville. (**Guelph Mercury**, June 17)

GROUP FAILS TO RAISE ENOUGH TO SAVE RAILWAY LINE: Farmers, reeves and mayors were hoping the Doer government would chip in nearly \$3 million to help save a short stretch of rail line in southern Manitoba called the Napinka and La Riviere, lines slated for demolition. However, a 45-kilometre stretch of rail line has been removed between the towns of Killarney and Morden, Manitoba, with the remaining 80 km to the CP mainline on schedule to be torn down by August. "Our crews are going quite quickly," Cando Contracting CEO Gord Peters said. "We're doing (three to five kilometres) per day." The local company has been contracted to salvage the rails and ties from the inactive stretch of CP tracks, which spans 130 km.

The tracks are part of well over 360 kilometres of Manitoba rail lines that are in the midst of being abandoned, part of the slow disintegration of a network of shortlines that once crisscrossed the province and linked nearly every small town and grain elevator. The newly formed Boundary Trail Railroad has been trying to save the tracks, but has not been able to come up with the necessary funds. "We've come to the conclusion that we won't be able to make a deal with Cando," said Art Stacey, the lawyer representing Boundary Trail Railroad. "So we've limited our attention to what we can do in the east from Binney Corner to Morden." Stacey says he is optimistic that they can save the 37 km stretch at the east end of the line. "Time is definitely a critical factor right now," he said. Boundary Trail is selling shares to producers, and industrialist John Buhler has also expressed an interest in helping with funding. About 10 reeves and mayors have also committed to the project. Under federal rules, rail companies like CN and CP must give rural governments \$10,000 every year for three years for every mile of rail line in a municipality that's abandoned.

Notification that CP was removing this line from service was first provided more than three years ago. "During that three-year period ... we've never received a serious offer to purchase any part of the line," CP spokesperson Mike Lovecchio said. "We're always willing to talk," he added." Richard Danis, the director of transportation policy at Manitoba Infrastructure and Transportation, said the province has received Boundary Trail's business plan and is committed to making a decision as soon as possible. (**WinnipegFreePress.com**, July 2, thanks to Jim Lewis; (**Brandon Sun** July 11)

RAILAMERICA ANNOUNCES REGIONAL VICE PRESIDENTS: RailAmerica, a leading short-line and regional railroad operators,

announced a number of regional vice presidents who will be responsible for leading the overall operations of the railroad(s) in their respective region. They include Regional Vice President, Northeast, Peter Touesnard, whose responsibilities include overseeing the overall operations of all railroads located in the Northeast Region which includes Cape Breton & Central Nova Scotia Railway (CBNS); Connecticut Southern Railroad (CSO); Goderich-Exeter Railway (GEXR); The Massena Terminal Railroad (MSTR); New England Central Railroad (NECR); Ottawa Valley Railway (OVR); and Southern Ontario Railway (SOR). (**RailAmerica**, July 7)

CHUGGING BACK TO THE FUTURE: Thirteen years have passed since a train last chugged through Owen Sound, but factors like escalating fuel prices could lay the tracks for a revival of rail service to the city. Prospective owners of the Orangeville-Brampton Railway have a long-term plan to create a line from Lake Ontario to Georgian Bay in Owen Sound. Reviving rail service to the city was listed in a report on Owen Sound's economic future as a way to boost tourism and strengthen local industry. Developing a rail corridor strategy has also been ranked as a priority by Grey County councillors. "I think that would be wonderful if we got the rail back in the city. It's certainly helpful on a number of levels and most importantly to industry and to transport goods," said Owen Sound Mayor Ruth Lovell. (**Owen Sound Sun Times** July 10; thanks to Kevin Argue)

THE RAILWAY CONNECTION: A railway in New Brunswick connecting industries in the Acadian Peninsula to the CN Montreal-Halifax line may soon be in the works. Peter Swire, an investor and railway consultant, is promoting a freight line project that would link Caraquet, Shippagan and Tracadie-Sheila to the railway just east of Bathurst. In Bathurst, trains could either continue west towards Montreal and all the way to Chicago, or veer south towards Moncton and the rest of the Atlantic. The privately-funded project would primarily export heavy metals and peat products, but smaller manufactures would likely also use the line. It would also be used to import raw materials for production. The track could also help lure new businesses to the region who would otherwise avoid the region because of its distance from major markets, Swire said. Swire estimates demand for shipments could exceed 100 cars per day. CN abandoned the rail lines in the Acadian peninsula about 20 years ago and the tracks were pulled up, but Swire says railways are coming back into vogue. Swire has already been chosen the contractor to build the new line. A more detailed outline of the project will likely be announced in the fall, pending approval by the provincial government and an environmental assessment. Investors have already shown strong interest in the project, Swire said. (**New Brunswick Telegraph Journal**, July 11)

QUEBEC ACQUIRES QUEBEC CENTRAL: The Quebec Ministry of Transport will pay \$8.3 to purchase 126 km of the Chaudière subdivision from Vallée-Jonction to Lac-Frontière. This acquisition supplements the October 2007 purchase of the Vallée subdivision, more than 200 km connecting Sherbrooke to Charny. The Ministry plans to launch a call for proposals soon in order to find companies interested in operating the entire network. The Ministry will also evaluate the possibility of a bicycle trail between Vallée-Jonction and Notre-Dame-des-Pins. (**CNW Telbec**, July 11, thanks to Bernard Babin)

OTHER INDUSTRY NEWS

RAILPOWER TO BUILD 125-JOB PLANT NEAR MONTREAL: Railpower Technologies Corp. has announced plans for a locomotive assembly plant. The maker of hybrid locomotives, headquartered in suburban Brossard, Quebec, said the factory will create 125 jobs, mainly in manufacturing and development. The plant will be located in St-Jean-sur-Richelieu, 25 kilometres east of Montreal downtown, along Highway 35. It will be built on a 710,000 square foot industrial land boarded by two major railroads.

Railpower said the Ontario Teachers' Pension Plan, which invested \$35 million in the company earlier this year, providing a \$20-million convertible debenture to finance the factory construction and build additional demonstration locomotives. The plant at St-Jean-sur-Richelieu will initially have 55,000 square feet of production space and 4,000 square feet of offices, with plans for future expansion. Investment Quebec has granted Railpower a subsidy of up to \$2.5 million. (**CNW** May 26; **The Canadian Press**, May 30)

FEDERAL RAIL SAFETY REPORT FINDS 'CULTURE OF FEAR': A "culture of fear" at CN is making it difficult for employees to report safety violations that raise the risk of derailments and other accidents, a federal parliamentary committee says in a new report to the House of Commons. The standing committee on transport says both the federal government and railways bear responsibility for a failure to meet safety standards that were implemented in 2001, and a consequent rise in major accidents since that time. The committee has "serious concerns" about a slow and inadequate effort by Transport Canada and the railways it governs to take a more proactive approach to safety - despite a seven-year opportunity to take action. CP fares somewhat better than CN in the report, although CP gets only a bare passing grade, three out of five, compared to one out of five for rival CN when it comes to implementing safety management standards that were introduced in an update to the Railway Safety Act in 2001.

The committee reported hearing from railway workers who said it was difficult to create a "safety culture" and worried about reprisals and disciplinary action if they voiced concerns. "This was especially true in the case of CN, where employees stated they were working within a 'culture of fear'," the report says. "While CP was viewed as having a somewhat better approach to safety management, there was still concern that its safety record could be improved. The fear of discipline for reporting safety violations was viewed by railway employees as a major deterrent to reporting such violations."

The committee report arises out of an October 2006 decision to inquire into rail safety after a series of major accidents and derailments, including a toxic chemical spill and subsequent fish kill in the Cheakamus River near Squamish, suggested an upward trend in main track accidents. This is the second significant report on the subject in 2008. Last March, after extensive consultations with stakeholders across Canada, an advisory panel to the Minister of Transport reported that the safety record of Canadian railways is among the best in North America - but had shown insufficient improvement since the Railway Safety Act update. The report identifies fundamental institutional barriers to improved safety - including a hands-off approach by Transport Canada, and a lack of effort by railways to implement a culture of safety among employees. In particular the committee found that safety management systems were getting little more than lip service from railways - and that Transport Canada was not successfully promoting those systems. "We are of the opinion that, if more stringent oversight by Transport Canada had taken place, there might have been better results in implementing [safety management systems] and the railroads would have been further along in developing a safety culture than they are today," the standing committee reported. "Transport Canada will have to take a much more 'hands-on approach' in this process if we are to see a favourable implementation of [safety management systems] in a timely manner. To be at the stage we are today, after seven years, is clearly not acceptable."

The committee called on Transport Canada to respond within one year with an "action plan" for toughening safety requirements, "including timelines for full implementation of the system." It also called on the federal agency to develop a "rigorous" safety inspection program and to spend money hiring more people to carry out this work." (**Vancouver Sun**, May 30)

TSB FILES ANNUAL REPORT TO PARLIAMENT 2007-2008: The Transportation Safety Board of Canada has submitted its annual report to Parliament for the period 01 April 2007 to 31 March 2008. It is available at: tsb.gc.ca/en/publications/annual_report/2008/report2007_2008.asp (**TSB Release**, June 6)

GOVERNMENT SUPPORTS CENTRAL BRITISH COLUMBIA RAILWAY MUSEUM: Central British Columbia residents and visitors will have more opportunities to learn about the region's local heritage, thanks to an investment by the Government of Canada. The Honourable Jay Hill, Secretary of State and Chief Government Whip and MP for Prince George-Peace River, on behalf of the Honourable Josée Verner, Minister of Canadian Heritage, Status of Women and Official Languages and Minister for La Francophonie, today announced funding for the Central British Columbia Railway and the Forest Industry Museum Society. The Society, which operates the Central British Columbia Railway Museum, will use \$12,500 in funding to support the On the Right Track Strategic Collections Plan. This project is intended for guiding collections management over the next five years. This includes improving

collections care and storage, aligning all collection-related planning, practices, policies, and procedures with accepted museological standards, and improving public accessibility to the collection.

The museum is a key attraction in Prince George and welcomes more than 14 000 visitors every year. "We are proud to invest in the Central British Columbia Railway Museum, which is a key attraction in this region," said Hill. "The Government of Canada is committed to supporting facilities that enrich the cultural life of our communities and create a legacy of excellence." Ranjit Gill, gm of the museum, said, "We are very grateful to the Department of Canadian Heritage for its support to the Prince George Railway and Forestry Museum. The Museums Assistance Program will enable us, under the direction of our curator, to write new policies for how we acquire, store, and maintain our valuable artefacts. This is a huge step forward and will ensure that the artefacts entrusted in our care will be available for future generations." (**Market Wire** June 17)

HISTORIC B.C. TRESTLES REOPEN AFTER 2003 WILDFIRE: Thousands of people performed a ceremonial walk as part of the reopening of the historic Myra Canyon trestles on June 22. The rail trestles in Myra Canyon Provincial Park near Kelowna, B.C., reopened to the public for the first time since a forest fire burned down 12 wooden trestles in the summer of 2003. An estimated 7,000 people performed a ceremonial walk through the canyon and over the historic trestles in the afternoon. "The job is finally finished. We were able to deliver on what we said we would do, so that's relief. Actually, there's a great feeling of elation too," said Ken Campbell, chair of the Myra Canyon Restoration Committee.

In August 2003, the Okanagan Mountain wildfire swept through the Myra-Bellevue Protected Area, destroying 12 of the 16 wooden trestles and damaging two steel trestles. The 18 trestles were built in the early-1900s. They were declared a national historic site just a few months before the wildfire. The B.C. government appointed a task force to develop a recovery and restoration plan after the destruction. The federal and provincial governments shared the rebuilding cost of \$17 million. All trestles destroyed by fire have been rebuilt to historical specifications using BC wood and labour, according to the Myra Canyon Restoration Committee's web site. Valerie Pringle, chair of the Trans Canada Trail, said it was overwhelming to see the trestles re-dedicated after almost five years. "To see it rise from the ashes, and rededicated today, and get its rightful place as a national historic site is so exciting," Pringle said. About 50,000 people annually are expected to visit the park to see the authentic-looking trestles. (**CBC News**, June 22)

FREIGHT TRAFFIC MIXED IN JUNE 2008 COMPARED WITH JUNE 2007: The Association of American Railroads reported that freight traffic on Canadian railroads was off during June in comparison with June 2007. Canadian rail carload traffic (which includes the US operations of Canadian railroads) was down 17,041 carloads (5.3%) in June 2008 to 302,101 carloads. In June, carload gains for crushed stone, sand, and gravel (up 1,465 carloads, or 15.4%) and metallic ores (up 1,366 carloads, or 2.5%), among others, were not enough to offset declines in carloads of motor vehicles and equipment (down 5,342 carloads, or 17.9%), lumber and wood products (down 4,632 carloads, or 29.0%), and chemicals (down 3,214 carloads, or 5.5%), among others. Canadian intermodal traffic was up 5,937 units (3.2%) in June 2008 compared with June 2007 to 193,694 trailers and containers. In the second quarter of 2008, Canadian carloadings were down 5.4% (56,883 carloads) to 988,447 carloads, while intermodal traffic was up 3.9% (23,840 units) to 632,771 trailers and containers. For the first half of 2008, Canadian rail carloadings were down 4.0% (81,377 carloads) to 1,939,446 carloads, while intermodal traffic was up 4.3% (50,576 carloads) to 1,226,695 units. (**AAR**, July 3)

BOMBARDIER LANDS NJ TRANSIT LOCOMOTIVE CONTRACT: After a long development process, New Jersey Transit is expected to award a US\$325.42 million contract (\$309.92M plus 5% for contingencies) to Bombardier Transportation for 26 dual-power locomotives at its July 9 board meeting. The contract includes spare parts and is "subject to the availability of funds," according to NJT's board agenda. The new-technology locomotives fall under NJT's \$1.29 billion Fiscal Year 2009 capital program. They will replace the oldest units in the agency's fleet, some of which are 40 years old. The procurement is part of NJT's ongoing rolling stock modernization program, which also includes 326 Bombardier MultiLevel commuter railcars, 27 Bombardier ALP-46 electric locomotives, 110 electric multiple-units, and 1,365 new buses. (**Railway Age**, July 6) ■

Details on VIA's Capital Program

VIA's Capital Program was approved on September 27, 2007, in the amount of \$516 million. The Program is made up of three components:

- Major Equipment Projects
- Major Infrastructure Projects
- Other Capital Projects

In the Major Equipment Projects category, VIA has three high-level objectives:

- Rebuild locomotives to improve their reliability, extend the life of the F40PH-2 fleet, and improve environmental performance
- Modernize passenger cars to meet the expectations of customers and extend the life of the fleet
- Meet accessibility standards as set by the CTA

The rebuilding of the F40PH-2 fleet started with the development of specifications in May 2004, with the project tendered and awarded to CAD in Montreal in May 2005, for a prototype, with an option for the remaining units. The prototype, 6400, has been in service since February 2007. VIA has already announced a program to rebuild their entire F40PH-2 fleet, awarded to CAD in Montreal. The other three bidders were Industrial Rail Services in Moncton, NB, MotivePower Industries in Boise, Idaho, and Bombardier.

The rebuild program will improve reliability, extend the life of the fleet another 15 to 20 years of life, and improve their environmental performance, at less than half the price of a new locomotive. All the main components, such as trucks, frame, engine, traction motors, generator, compressor are re-used. Each engine will be rebuilt to Tier 0 standards, with a new Kim/Hotstart start/stop system and engine layover heating system added to increase fuel economy. A new locomotive microprocessor control system is added, along with some changes to the control stand in the cab.

There are currently five units at CAD (6402, 6443, 6452, 6454 and 6454), with four undergoing rebuilding at seven production positions. The program will take a total of eight units out of service at a time. The first locomotive is scheduled for delivery in March 2009, with another 8 that year, 12 in 2010, 15 in 2011 and 17 in 2012. One change from the prototype unit will be the addition of a Caterpillar C18 500Kw480 volt diesel generator set, which will result in the extension of the car body and removal of the back door. Other changes being considered for possible incorporation later in the program are: a catalytic converter, a new nose, and a forward viewing camera.

A catalytic converter has been installed in number 6400, and has been under test since May 2008. It will be tested for six months, and based on results a decision may be made to install them in the entire fleet. Cost of conversion is \$80,000 each or \$4.0 million for the F40PH-2 fleet. The converters can reduce up to 90% to amount of CO emissions. It is estimated that the overhaul will result in a saving of 8% of 5,000,000 litres of fuel used a year.

The other large equipment project will be the rebuild of the 98-car LRC fleet. VIA1 car 3451 was the prototype for this program, and it was completed in-house at the Montreal Maintenance Centre in 2006/2007. The decision was made to contract this work out; it was tendered February 11, 2008, with a closing date of the end of June. Serious bidders include Gaspesie Diesel, Bombardier, CAD Railway Industries, and Industrial Rail Services. The original plan was for a system modernization only, but it was decided that the cars would be completely rebuilt, with new microprocessor controls for all electronics, LED and compact fluorescent lighting, all doors electrically operated with linear motors, and larger tables in the VIA1 cars. Also included will be a new washroom design and interiors of the VIA1 cars.

Another equipment project, subject to additional funding, will see a major overhaul of the HEP1 cars. A "Park" car prototype will be completed in-house, with \$3M budgeted, that will include a fully accessible sleeping area in the "Park" car. In-house overhauls and enhancements are also planned for the coaches, sleepers, and baggage cars, with contracted out overhauls and enhancements for the diners and Skyline cars, including a new galley design, and fixed seating. Delivery will depend on the availability of cars and the capacity of the Montreal Maintenance Centre and contract shops.

Finally on the equipment front, modifications to the Renaissance fleet to meet accessibility requirements will continue, once agreement with the CTA and the CCD are finalized. Design finalization is expected Q3 2008, with a tender for design and build expected December 2008. This will involve converting two sleeper sections at a vestibule end into one accessible sleeping area. Similarly, coaches will see similar changes, removing a number of coach seats, to be

replaced by an accessible washroom. Crash energy zone modifications will also be completed. Delivery of the first accessible car is forecast for June 2010.

On the infrastructure front, VIA's investments are directed towards providing better service in four areas:

- Enhanced safety with signal and crossing upgrades
- Additional frequencies by adding capacity and eliminating pinch points
- Better reliability by enhancing the robustness of the network
- Decreased trip times with a reduction in average delays

CTC will be installed on 34.5 miles of the Smiths Falls Subdivision, along with new sidings at Fallowfield, Richmond, Dwyer Hill and Smiths Falls. As mileage 0 to 13 is still owned by CN, they must approve the changes. A bridge at mileage 17.95 must be rehabilitated.

CTC will also be installed on the Brockville Subdivision, along with new sidings at Jasper and Bellamy, subject to approval by the owner CP. The Smiths Falls station is expected to move at some point, possibly onto the Smiths Falls subdivision.

On the Alexandria Subdivision, a new 3,000-foot siding siding will be installed at Carlsbad Springs and integrated into the existing CTC, and 14 miles of jointed rail between Coteau and Casselman will be replaced with continuous welded rail (purchased from Canadian Rail Track Materials, under a contract valued at close to \$3 million). Bridge work will be performed at mile 47.9, and ballast replacement will be done at various locations. The section from Coteau to Glen Robertson is long-term leased from CN, and authorization has been granted to proceed with the rail program. The Coteau - De Beaujeu section is still maintained by CN.

On the Chatham Subdivision, CTC will be installed on 35 miles, a new siding added, and 11 miles of jointed rail will be replaced with continuous welded rail. The track will be upgraded from Class 4 to Class 5 condition. Further improvements on the Chatham sub. in the Windsor area are awaiting the release of the Windsor Strategic Report.

All the above subdivisions will see improvements to the advanced warning devices (AWDs) at level crossings to allow for increased speeds.

In the Montreal area, a service track will be built at Turcot to allow for freight inspections and crew changes and free up the mainline for VIA. At Ballantyne, a crossover will be added to make the lead to the west end of Taschereau Yard more useful, freeing up the mainline for VIA. Further west on the Kingston sub. the north siding at Cedars will be extended to accommodate freight train meets. At Coteau, the junction point between the Alexandria and Kingston subdivisions will be extended eastward, the Coteau station relocated, and the south passing track on the Kingston sub. lengthened. On the Drummondville Subdivision, a re-alignment and upgrading of turnouts at Ste-Rosalie will raise the 15 mph slow order to 45 mph. The siding at Bagot will be extended in order to reduce meets and delays.

On the Dundas Subdivision, passing tracks will be lengthened at Lynden, Frauts, and Paris West. AWDs will be upgraded for 100 mph traffic. Bayview Jct. will get a geometric re-alignment and turnout upgrade.

The Goderich-Exeter Railway will see the most aggressive improvements, aimed at a 20-minute time saving, and allowing for a doubling of frequencies. CTC will be installed on 90 miles between CN's Halton and Strathroy subdivisions. Major track upgrades will be performed, to increase train speeds (along with AWD improvements), and track layout improvements will be carried out on curves and at stations. Preliminary engineering work is underway, but as the line is only half-way through its lease from CN, CN has ultimate authority, but VIA has received approval from all parties to conduct studies.

On the Kingston Subdivision, platforms will be extended to 1,000 feet, and some stations will receive overpasses or underpasses to increase accessibility and passenger safety. At Brockville, the north lead to the Brockville Sub. will be extended, and the south passing track will be lengthened to separate VIA and CN trains. Similar work will done at Belleville, and Oshawa.

Other projects include \$18 million for Stations, \$17 millions for Information Technology, \$12 million for Other Equipment, and \$13 million for Admin/Other, for a total of \$60 million.

(Background information extracted from a presentation to the Bytown Railway Society on June 17 by VIA's Director, Capital Programs, Roger Hoather, and **CNW**, May 28).

To The Editors

Excellent article in the January 2008 **Branchline**: "Wapella Jubilee". Douglas Phillips' article and David Oram's painting are exemplary.

The article talks about two main track operation between Port Arthur, Ontario and Swift Current, Saskatchewan with the exception of 69.3 miles on the Broadview Sub with ABS operation on that piece of track. There was one other track section that was never two track operation: the 34.7 miles between Grenfell and Indian Head, Saskatchewan, on the Indian Head Sub. shown in the Time Table as "Absolute Permissive Block". The balance of mainline operation between Broadview and Swift Current was, indeed, "double track".

When CP installed CTC on these subs in the early sixties, the double track was, of course, gone. There were (and probably still are) many times they wish they had the 'two track' operation back. Never ever did know why that 'bottle-neck' was never double tracked.

CP now is lengthening sidings to accommodate heavy traffic, so I suppose you could say they are bringing in back-door double track. [Ron D. Bearman, Moose Jaw, Saskatchewan]

Coming Events

OTTAWA, ONTARIO: Thomas the Tank Engine will be operating on the Ottawa Central Railway - A Day Out With Thomas will be held on **August 15, 16, 17, 22, 23 and 24** departing every 50 minutes from 09:00 to 17:20. Tickets from \$16.80 to 21.00 (GST included). For more details and tickets, check www.thomasandfriends.com. Ottawa Central's Walkley Yard is at 3141 Albion Road South.

ST. THOMAS, ONTARIO: (date correction) The Elgin County Railway Museum is holding Heritage Day on **August 24** (10:00 to 16:00). There will be vendors of railway hobby items, displays of railway equipment, and model trains.

PICTON, ONTARIO: The Picton Model Railroaders will be hosting their 20th Annual Train Show on **September 13** (10:00 to 17:00) and **September 14** (10:00 to 16:00) at the Prince Edward Curling Club, Picton Fair Grounds. Adults \$4, Children \$1. Contact Jack Strachan at (613) 476-3721.

KEMPTVILLE, ONTARIO: Capital Promotions DHT will present its 21st Annual Train and Toy Show on **September 20** (10:00 to 17:00) and **September 21** (10:00 to 16:00) at the W.B. George Centre, Kemptville College, 81 Concession Street (follow the signs to the hospital). Operating layouts, video theatre, model and toy trains, dealers of all types, huge Meccano exhibit, Thomas photo-op, antique toy truck display, garden railway and much more. Free parking, snack bar, family rates. Adults \$5; Seniors/Teens \$4; Under 12 \$1.50. Information from Frank Steele at 613-634-8255 or Hugh Laing (days) at 613-592-9402; www.027trains.com

ORANGEDALE, NOVA SCOTIA: Orangedale Station Association 122nd Anniversary Open House & Sale will be held on **September 21**. Information from Bill Linley at (902) 457-2457; bill.linley@gmail.com

OTTAWA, ONTARIO: OVAR and BRMNA will sponsor Railfair 31 on October 18 (11:00 to 17:00) and October 19 (10:00 to 16:30) at Algonquin College, Woodroffe and Baseline. Operating layouts, many exhibits and vendors, demonstrations, clinics, raffle layout, memorabilia and more. Adults \$8; Teens and Seniors \$5, Children 5-12 \$1. Free Parking. Wheelchair accessible. Please visit the Bytown Railway Society booth.

WHITBY, ONTARIO: The Pine Ridge Railroaders, Inc. will be hosting their Model Railroad Show on **November 15** (10:00 to 16:30) and **November 16** (10:00 to 16:00) at Father Leo J. Austin School, 1020 Dryden Blvd. near Anderson Street. Adults \$5, Children under 14 \$2, Under 5 free. Information from <http://trainweb.org/prrc>

New Arrival

Quebec Railway Light & Power, Volume 2 "Citadel Division"

by J.R. Thomas Grumley

68 pages in 8½" x 11"
landscape format
113 photos (13 in colour)



The Bytown Railway Society's seventh volume in its Traction Heritage Series. Author Tom Grumley has again created a well researched pictorial history book covering QRL&P's Citadel Division which provided street car services in Quebec City. The book provides a capsule history of the Citadel Division, four diagrams to assist the reader in understanding the system, plus two system maps and two separate rosters - one for passenger cars and one for work equipment.

Order your copy direct from: Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9 for only \$25.95 (postage and taxes included). US orders in US funds.

Quebec Railway Light & Power, Montmorency Division

by J.R. Thomas Grumley

52 pages in 8½" x 11"
landscape format
84 photos (25 in colour)



The Bytown Railway Society's fifth volume in its Traction Heritage Series. Author Tom Grumley has again created a well researched pictorial history book covering one of Canada's best known electric interurban railways. The book provides a capsule history of the Interurban Division of the QRL&P. It starts with its origin as the Quebec, Montmorency & Charlevoix Railway, the steam era, conversion to an electric system, and final abandonment of the interurban operation. Equipment of the line, and several of the on-line tourist attractions are also featured.

Order your copy direct from: Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9 for only \$23.95 (postage and taxes included). US orders in US funds.

Montreal Streetcars Volume 3: "Scenic Routes"

by J.R. Thomas Grumley

44 pages in 8½" x 11"
landscape format
76 photos (42 in colour)



For this third volume of Montreal Streetcars, Tom takes us for a look at some of the more scenic routes. These include the routes of the open observation cars, Route #11 over Mount Royal, Route #17 - Cartierville, Route #29 - Outremont, Route #91 - Lachine, Route #92 - Lachine Extension and Route #93 - Remembrance. Included is a coloured fold-out removable 1941 Montreal Tramways System Map.

Order your copy direct from: Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9 for only \$23.95 (postage and taxes included). US orders in US funds.

The Canadian Northern Railway Rideau River Bridge, Ottawa

By Colin J. Churcher



VIA FPA-4 6780 leads Train #1 - "Canadian" across the Rideau River Bridge on May 19, 1987. Photo by Raymond Farand.

Travelling by train from Ottawa to Toronto, passengers are treated to a good view of the Rideau River as they pass over a high bridge just before diverging towards Smiths Falls at Federal. Many have enjoyed the view but few are aware of the controversy that surrounded the bridge and which nearly resulted in its removal.

The Canadian Northern Ontario Railway, which became part of the Canadian Northern in May 1914, was the last main line railway to enter Ottawa. The routes were opened as follows:

- Montreal to Ottawa via Hawkesbury on 5 December 1909.
- Ottawa to Toronto via Smiths Falls and Napanee on 10 August 1914.
- Ottawa (Rideau Junction, now known as Federal) to Pembroke, North Bay and Capreol on 23 November 1915.

Construction of the line westwards out of Ottawa started in 1911. This is the route used today by VIA trains from Ottawa to Smiths Falls. The exit from Ottawa required some quite heavy earthworks and bridges over Bank Street and Prince of Wales Drive as well as the Rideau River Bridge at Hogs Back. Work on the 400 foot long Rideau River Bridge started on 16 November 1911 (*Ottawa Journal* same day).

A reporter from the **Ottawa Journal** visited the work and wrote on 6 July 1912:

"Spanning the Rideau River, about four miles and a half from the city, the Canadian Northern Railway has a few span bridges under excellent headway.

"The cement piers, four in number, are already finished, also the abutments on the eastern side.

"All that remains to be done at present, to allow the wooden trestle work to be started is topping off the western abutment with about four feet of cement, which will be finished in the course of the coming week. "Each pier is fifty feet in height from the bottom of the foundation, about ten feet below the surface at low water.

"No difficulties or delays were experienced throughout the operation save with pier No. 4 on the western side, and here it was due to the erroneous soundings of those who went before. Marked in the plan as rock foundation, the base of pier No. 4 was to measure 16 feet by 36 feet, but when actual work was begun, quicksand formation was discovered necessitating the enlargement of the base to 20 feet by 40 feet.

"A drill was sunk in the middle of the proposed base in the primary stages of erection and on being drawn out water followed it as in an artesian well. One hundred and twenty-eight piles were driven for support and the work since has been speedily carried on. Between 12,000 and 15,000 bags of cement have been used in the cement work of abutments and piers.

"There will be five spans in the new bridge. From either abutment to the nearest pier the span will be 76 feet 6 inches, and three central spans of

100 feet 4 inches.

"The graded embankment on the east side running through the Dowler Farm is being rushed so that the laying of tracks will be possible with the completion of the bridges, which will be by the first of September.

"Double tracking will be placed on the new bridge and the road from Ottawa to Toronto which will be open to traffic before the end of the present year.

"Construction of the cement work was under the able superintendency of Mr. Charles Johnston."

The bridge piers were constructed for a double track, indeed provision was made for double track for the entire line to Ottawa Central Station but a single line was only ever laid down.

The **Ottawa Journal** of 3 October 1912 reported:

"The new big steel bridge over the Rideau is now practically completed which, with the bridge over the Jock River already completed, leaves the section from Ottawa to Smiths Falls ready for the putting down of the rails."



An aerial photo taken on 10 November 1930 showing the bridge, top right, with the line to Ottawa to the right. It can be seen that the piers for the bridge are in the water while the abutments are set well back from the river. The bridge over the Metcalfe Road, now Prince of Wales Drive, can be seen together with Rideau Junction (Federal) where the lines diverge to Smiths Falls, lower and Pembroke and Capreol, upper. In the V of the junction can be seen the line that originally went to the short lived roundhouse. Also to be seen is the formation of a siding that was built down to the Metcalfe Road to bring in highway construction materials.

Although work on the bridge proceeded smoothly there were some bureaucratic complications. The plans for the bridge were approved by Order in Council (1911-805) on April 20 1911 and then by the Board of Railway Commissioners (order 13668) on 15 May 1911.

The order in council

Approves the plan submitted by the Canadian Northern Ontario Railway showing a bridge proposed to be erected over the Rideau River above Hogs Back Lock Station on the Rideau Canal, at mile 4.37 west from Ottawa, such bridge being 452' in length, composed of three one hundred foot and two seventy five foot deck girders, the bottom of the deepest girders being 31 feet above high water mark. The crown owns no land on either bank of the Canal at this point.

Also grants, by way of a lease, of the right or easement of constructing and maintaining the proposed structure; such lease

to be at a rental of \$1.00 per annum for a term of 21 years renewable at the option of the Company for two further terms of 21 years each.

Trouble began when the department of Highways and Canals forwarded a draft lease to the railway on 20 April 1911. G.C. Ruel, General Counsel replied on 13 June indicating that the CNOR took exception to lease. He pointed out that the Department did not own any land at the point of crossing and that the railway did not touch any of the lands owned by the Department. The river may be called a canalized river but there was nothing in the act compelling them to take out a lease for the privilege of crossing a canalized river. In reply the Department of Justice pointed out that approval of the Governor-in-Council may be on terms as the Governor-in-Council may determine. The department followed up in early January 1912 insisting upon the lease being executed as drawn up.

The railway ignored this until, in January 1913 the Department of Justice instructed their agent to take such proceedings as might be necessary to compel the company to remove its bridge or to come under the lease. However, it was acknowledged that the necessity for the lease was important only as a record.

There was a delay of almost a year until on 5 January 1914 Ruel replied that while not agreeing with the attitude taken, it was not worth discussing further. They asked that the lease be modified for them to make payments for 10 years instead of making annual payments of \$1.00.

It was now the turn of the Department of Railways and Canals to drag its feet. It

replied to Ruel on 22 December 1914 that the department was willing to accept an annual payment of \$1.00 in advance for 10 years. Ruel finally returned the lease duly executed on 6 January 1915.

The lease was renewed by Order in Council PC 1932-932 of 26 April 1932 for a further period of 21 years at \$1 per year and finally by PC 1953-1053 of 2 July 1953. A final Order in Council (PC 1975-2741) of 25 November 1975 approved an agreement whereby the railway was given permission to maintain the bridge over the Rideau River.

Thus the storm in a teacup was finally settled and the bridge is now safe from bureaucratic interference. Passengers traveling to Toronto by VIA can now rest at ease in their seats knowing that the federal government is not going to turn their journey into a nightmare by removing the bridge. ■

A SELECTION OF PASSENGER CONSISTS

8 May 2008 VIA #1 - "Canadian" at Jasper, Alberta	14 May 2008 VIA #60 at Toronto, Ontario	25 May 2008 VIA #17/15 - "Chaleur/Ocean" at Montreal, Québec	29 May 2008 VIA #1 - "Canadian" at Sudbury, Ontario	15 June 2008 CP "BC150 Tour Train" at Nelson, British Columbia
F40PH-2 6403 (CBC livery) F40PH-2 6434 (Spiderman 2 livery) F40PH-2 6440 Baggage 8612 Coach 8104 Coach 8105 Coach 8103 Skyline 8500 Sleeper 8310 - <i>Brock Manor</i> Sleeper 8302 - <i>Allan Manor</i> Sleeper 8327 - <i>Fraser Manor</i> Skyline 8517 Dining Car 8409 - <i>Fairholme</i> Sleeper 8316 - <i>Christie Manor</i> Sleeper 8326 - <i>Franklin Manor</i> Sleeper 8318 - <i>Craig Manor</i> Sleeper 8206 - <i>Chateau Denonville</i> Sleeper 8218 - <i>Chateau Marquette</i> Sleeper 8214 - <i>Chateau Laval</i> Sleeper 8213 - <i>Chateau Lauzon</i> Skyline 8515 Dining Car 8411 - <i>Imperial</i> Sleeper 8338 - <i>Osler Manor</i> Sleeper 8333 - <i>Lorne Manor</i> Sleeper 8306 - <i>Bell Manor</i> Dome-Sleeper-Observation 8717 - <i>Waterton Park</i> -----	P42DC 915 Baggage 8621 Club Cars 4003, 4009 Coaches 4117, 4107, 4102, 4105, 4109 Club Car 4001 ----- 20 May 2008 VIA #36 at Ottawa, Ontario P42DC 914 LRC Club 3460 LRC Coaches 3309, 3361, 3334, 3317, 3354, 3372 ----- 25 May 2008 VIA #5 - "Skeena" at Jasper, Alberta F40PH-2 6441 Baggage 8606 Coach 8116 Glass-Roofed Coach 1720 Glass-Roofed Coach 1722 Dome-Sleeper-Observation 8708 - <i>Kootenay Park</i> -----	F40PH-2 6400 F40PH-2 6433 F40PH-2 6416* Baggage 8623* Coach 8126* Skyline 8503* Sleeper 8202 - <i>Chateau Bienville</i> * Sleeper 8225 - <i>Chateau Rouville</i> * Renaissance Baggage 7009 Ren Coaches 7220, 7226, 7217 Ren. Service Car 7309 Ren. Dining Car 7401 Ren. Service Car 7313 Ren. Sleepers 7522, 7501, 7526, 7525, 7513, 7524 * Train 17 from Gaspé ----- 18 May 2008 VIA #69 at Kingston, Ontario F40PH-2 6418 Club 4005 Coaches 4101, 4100, 4113, 4112 Sleeper 8210 - <i>Chateau Jolliet</i> Combinations 5649, 5648 -----	F40PH-2 6432 F40PH-2 6446 F40PH-2 6436 F40PH-2 6442 Baggage 8608 Baggage 8605 Coach 8122 Coach 8141 Skyline 8509 Sleeper 8342 - <i>Wolfe Manor</i> Sleeper 8317 - <i>Cornwall Manor</i> Sleeper 8341 - <i>Thompson Manor</i> Skyline 8501 Dining Car 8412 - <i>Kent</i> Sleeper 8320 - <i>Douglas Manor</i> Sleeper 8311 - <i>Burton Manor</i> Sleeper 8321 - <i>Draper Manor</i> Sleeper 8224 - <i>Chateau Roberval</i> Sleeper 8205 - <i>Chateau Closse</i> Sleeper 8220 - <i>Chateau Papineau</i> Sleeper 8301 - <i>Abbot Manor</i> Sleeper 8210 - <i>Chateau Jolliet</i> Sleeper 8221 - <i>Chateau Radisson</i> Skyline 8507 Dining Car 8408 - <i>Empress</i> Sleeper 8312 - <i>Butler Manor</i> Sleeper 8329 - <i>Hearne Manor</i> Sleeper 8328 - <i>Grant Manor</i> Dome-Sleeper-Observation 8714 - <i>Strathcona Park</i> ----- July 6, 2008 VIA #93 at Niagara Falls, Ontario F40PH-2 6425 Baggage 8612 (for bicycles) Coach 8126 Club Car 4003 Lounge 1750 - <i>Glenfraser</i>	4-6-4 2816 Auxiliary Tender 35508 FP9 1401 Box/Tool Car 29114 Stage Car 401753 Power Car 96 RPCX Coach 5503 Baggage/Display 99 Coach 102 - <i>Ernest "Smoky" Smith, VC</i> Baggage NSR 9107 Sleeper 110 - <i>H.B. Bowen</i> NSRX Business Car 800702 - <i>Lamberts Point</i> ----- 25 June 2008 VIA #616 - "Chaleur" at Charny, Quebec F40PH-2 6410 F40PH-2 6408 (Spiderman 2) Baggage 8623 Coaches 8142, 8138, 8124 Skyline 8505 Sleeper 8204 - <i>Chateau Cadilac</i> Sleeper 8222 - <i>Chateau Richelieu</i> Dining Car 8401 - <i>Acadian</i> Sleeper 8225 - <i>Chateau Rouville</i> Sleeper 8201 - <i>Chateau Argenson</i> Sleeper 8202 - <i>Chateau Bienville</i> ----- 8 July 2008 VIA #85 - at Toronto, Ontario F40PH-2 6405 Coach 8140 Coach 4122
24 June 2008 VIA #60 at Kingston, Ontario F40PH-2 6431 Baggage 8620 Clubs 4001, 4004 Coaches 4109, 4108, 4112, 4118	19 June 2008 VIA #53 at Oshawa, Ontario P42DC 916 Renaissance Baggage 7008 Renaissance Coach 7221 Ren. Service Car 7302 Renaissance Club 7103 Renaissance Coaches 7101, 7212, 7112	2 July 2008 ONT #122 - "Northlander" GP38-2 1801 EGU 205 Coach 614 Coach 600 Snack Car 703 GO Bi-Level Coach 2218 (Deadhead)		

(Thanks to Bob Abraham, Tom Box, John Godfrey, Paul Hunter, Claude Léger, Keenan Menard, Jakob Mueller, Terry Muirhead, Dave Savage and Tim Stevens)

SAMPLES OF DIESEL UNIT CONSISTS

May 9 - UP KMQYC 09 at Tuckerman, AR: CN SD70I 5620 and CN SD75I 5670. May 10 - CN 112 at Edmonton, AB: CN SD70M-2 8841, CN SD75I 5800, BCOL Dash 8-40CMu 4625 and CN SD60F 5550. May 12 - CN 436 at Thunder Bay, ON: CN SD70I 5607, WC SD40-2 6006 and IC SD70 1022. May 13 - CN 450 at Washago, ON: CN Dash 9-44CW 2682, CN SD75I 5677, WC SD40-2 6004 and CN SD70M-2 8819. May 16 - CN 416 at Jasper, AB: CN ES44DC 2249, BCOL Dash 9-44CW 4650, CN SD75I 5719 and CN ES44DC 2289. May 17 - CN 347 at Saskatoon, SK: CN SD70M-2 8832, CN Dash 9-44CW 2680 and CN SD50F 5429. May 17 - CN 450 at North Bay, ON: CN Dash 9-44CW 2643, CN GP40-2L(W) 9460, and CN Dash 9-44CW 2610. May 18 - CN 302 at Capreol, ON: CN SD75Is 5781, 5648 and 5744. May 20 - CN eastbound at Komoka, ON: CN SD40u 6017, UP SD70M 4138, UP ES44AC 5516 and UP SD40-2 2923. May 20 - CN eastbound at Grimshaw, AB: CN SD40-2 5369, CN GP40-2L(W) 9455 and CN SD40-2(W) 5304.	May 21 - CP 225 at Smiths Falls, ON: CP SD40-2 5905, CP GP40-2 4656 and CP GP38-2 3105. May 21 - CP southbound (potash) at Kimberley, BC: CP AC4400CWs 9709 and 9715 with CP AC4400CW 9702 and UP SD90MAC 8287 operating mid-train. May 24 - CN westbound at Montreal, QC: CN ES44DC 2286 and CN SD40-2 5384, with CFMG SD40 6908 dead-in-tow. May 24 - CP 220 at Thunder Bay, ON: CP SD90MAC 9103, CP SD40-2 6031, CP SD90MAC 9123, CP ES44AC 8708 and CP AC4400CW 9633. May 26 - CN 115 at Drumheller, AB: CN SD70M-2 8837, CN SD60F 5540 and CN SD70M-2 8821. May 26 - CN 339 at Welland, ON: CN SD40u 6019, UP SD70M 4554 and IC SD40-2 6119. May 29 - BNSF SMEMPLBA126A at Long Beach, CA: BNSF C44-9W 5465, CN SD50F 5415 and IC SD40-2 6136. May 29 - CP 456 at Saskatoon, SK: CP AC4400CW 8620, CP SD40-2s 5746 and 5876, and CP GP38-2 3115. May 31 - CN 354 at Hampton, BC: CN Dash 9-44CW 2582, WC GP38-2 2003 and CN SD60F 5542. Jun 1 - CN eastbound at Hawker, SK: CN Dash 9-44CW 2536 and BCOL Dash 8-40CMu 4625.	Jun 1 - CP 116 at Romford, ON: CP AC4400CWs 9802, 9574, 9804 and 9618. Jun 2 - CN 338 at Fort Erie, ON: CN SD75I 5720, CN Dash 9-44CW 2664 and IC Dash 9-44CW 2711. Jun 3 - CN 115 at Drumheller, AB: CN ES44DC 2294, CN SD50F 5459, CN Dash 9-44CW 2525 and BCOL SD40-2 754. Jun 4 - CP 122 (Expressway) at Crow Lake, ON: SOO SD60s 6047 and 6041. Jun 5 - CN westbound at Brighton, ON: CN ES44DCs 2304 and 2303, with CN SD70M-2 8837 operating mid-train. Jun 7 - CP A13-06 at Stirling, AB: CP GP38-2s 3132 and 3127, and CP SD40-2s 5948, 6038 and 6013. Jun 7 - MMA 1 at Lennoxville, QC: MMA C30-7 5078, MMA C30-7u 3000, MMA C30-7 5026 and MMA B39-8E 8583. Jun 8 - CN eastbound at Vanscoy, SK: CN SD75I 5765, CN SD60F 5527 and BCOL Dash 9-44CW 4648. Jun 11 - CP 115 at Crow Lake, ON: CP ES44AC 8779, CP AC4400CWs 9530 and 9591 and CP ES44AC 8781. Jun 11 - CN 326 at Dorval, QC: CSXT ES44DC 5333, CSXT C40-8W 7716, CN Dash 9-44CW 2632 and OCRR RS-18u 1838.	Jun 13 - CN 402 at Saskatoon, SK: CN ES44DC 2307, CN SD70M-2 8008, CN SD70I 5610, CN SD40-2(W) 5257, CN Dash 9-44CW 2616 and CN SD60F 5511. Jun 15 - ONT 113 at Widdifield, ON: ONT SD75I 2102, ONT SD40-2 1734, ONT SD75Is 2105 and 2104, and ONT SD40-2 1735. Jun 18 - CP 441 at Thunder Bay, ON: CP SD40-2 5573, SOO SD60 6055, and CP SD40-2s 5945, 5953 and 5876. Jun 18 - CN southbound at Roma Junction, AB: CN SD40-2(W) 5305, CN SD40-2 5366, CN SD40u 6007, CN GP40-2(W) 9672, and CN GP40-2L(W)s 9567 and 9482. Jun 18 - CN westbound at Drumheller, AB: CN Dash 9-44CW 2536, IC SD40-2 6030, CN SD50F 5436 and CN SD40-2(W) 5266. Jun 20 - CN 571 at Squamish, BC: BCOL Dash 8-40CMu 4609, BCOL SD40-2s 762 and 759, BCOL B39-8E 3909 and BCOL Dash 8-40CMu's 4608, 4618 and 4611. Jun 23 - CN eastbound at Brighton, ON: CN Dash 9-44CW 2630, CN SD75I 5719 and CSXT SD70MAC 4521. Jun 25 - CN westbound at Drumheller, AB: CN SD75I 5692, BCOL Dash 8-40CMu 4623, CN Dash 9-44CW 2528 and CN SD60F 5551. Jun 30 - CN 120 at Bedford, NS: CN SD70M-2 8843, CN Dash 9-44CW 2674 and CN Dash 8-40CM 2413. Jul 5 - CN westbound at Brighton, ON: CN Dash 9-44CWL 2504 and CN SD75I 5652, with LLPX GP15-1 1501 in transit.	Jul 6 - CP 220 at Cranberry, ON: CP SD90MAC 9157 and CP SD40-2 6047, with CP Control Cabs (nee SW1200RS) 1153 and 1160 in transit. Jul 7 - CN 106 at Kingston, ON: CN ES44DC 2262, BCOL Dash 8-40CMu 4603, CN Dash 9-44CW 2543 and CN SD60F 5541. Jul 10 - ONT eastbound at Hearst, ON: ONT GP40-2 2200 and ONT GP38-2 1804. Jul 11 - CP (Ottawa Valley) 431 at North Bay, ON: CP GP9u 8237, GCFX SD40-2 3070, CP GP9u 8220 and CANX S-13u 8705. Jul 12 - CN 301 at Saskatoon, SK: CN SD40-2 5385, CN SD60F 5540 and IC SD40-2 6114.
--	---	--	---	--

(Thanks to Terry Bilson, Bruce Blackadder, Chris Boon, Doug Cameron, Paul Duncan, Peter Ely, Marc Giard, Paul Hunter, Jason Jongen, James Lalande, Harm Landsman, Roman Litarchuk, Bryan Martyniuk, Jim McPherson, Ed Mello, Terry Muirhead, Bill Rood, Norm Shacklette, John Soehner, David Stalford, Tim Stevens, Doug Thorne and Lorence Toutant)

LEGEND: **BCOL** = BC Rail (CN); **BNSF** = Burlington Northern Santa Fe; **CANX** = Canac; **CEFX** = CIT Group; **CN** = Canadian National; **CFMG** = Chemin de fer de Matapedia et du Golfe; **CP** = Canadian Pacific; **CSXT** = CSX Transportation; **GCFX** = Alstom Canada; **GO** = GO Transit; **GTW** = Grand Trunk Western (CN); **HATX/HLCX** = Helm Financial Corp.; **IC** = Illinois Central (CN); **MMA** = Montreal Maine & Atlantic; **NSRX** = North Star Rail; **OCRR** = Ottawa Central; **ONT** = Ontario Northland; **RPCX** - Railroad Passenger Car Numbering Bureau; **SOO** = Soo Line (CP); **STLH** = St. Lawrence and Hudson (CP); **VIA** = VIA Rail; **WC** = Wisconsin Central (CN); **UP** = Union Pacific. ■

PHOTO CORNER



Top Left: Two-year-old CP SW8 6708 switches near Strachan Avenue in Toronto, Ontario, on September 20, 1953. The Massey Harris farm implement plant is in the background. In 1995, No. 6708 was converted to Slug 1012 and is presently assigned to Toronto. Photo by John D. Knowles.

Top Right: This photo was taken by David Page in August 1959 from the bow of CP Lake Steamer *Keewatin*, approaching the dock at Port McNichol, Ontario, the southern terminus of the CP Great Lakes operation. "Our family was just completing the two-day 500-mile trip from our home in (then) Port Arthur. We were among the few whose car was aboard so we did not avail ourselves of the four-car boat train to Toronto behind a RS-10 waiting at the station. The scene reminds me of things that have disappeared since 1959: the lake service itself, CP passenger trains, the neat station and gardens, small terminals like Port McNichol with its engine house and other buildings, rail access to Port McNichol via the Hog Bay trestle, the Union flag, and a casual unhurried mode of travel. Where else did the CPR have a station with life rings (behind glass, of course!) hanging on the front wall? The now 101-year old *Keewatin* has been preserved at the Keewatin Maritime Museum in Saugatuck-Douglas, Michigan, since 1967."

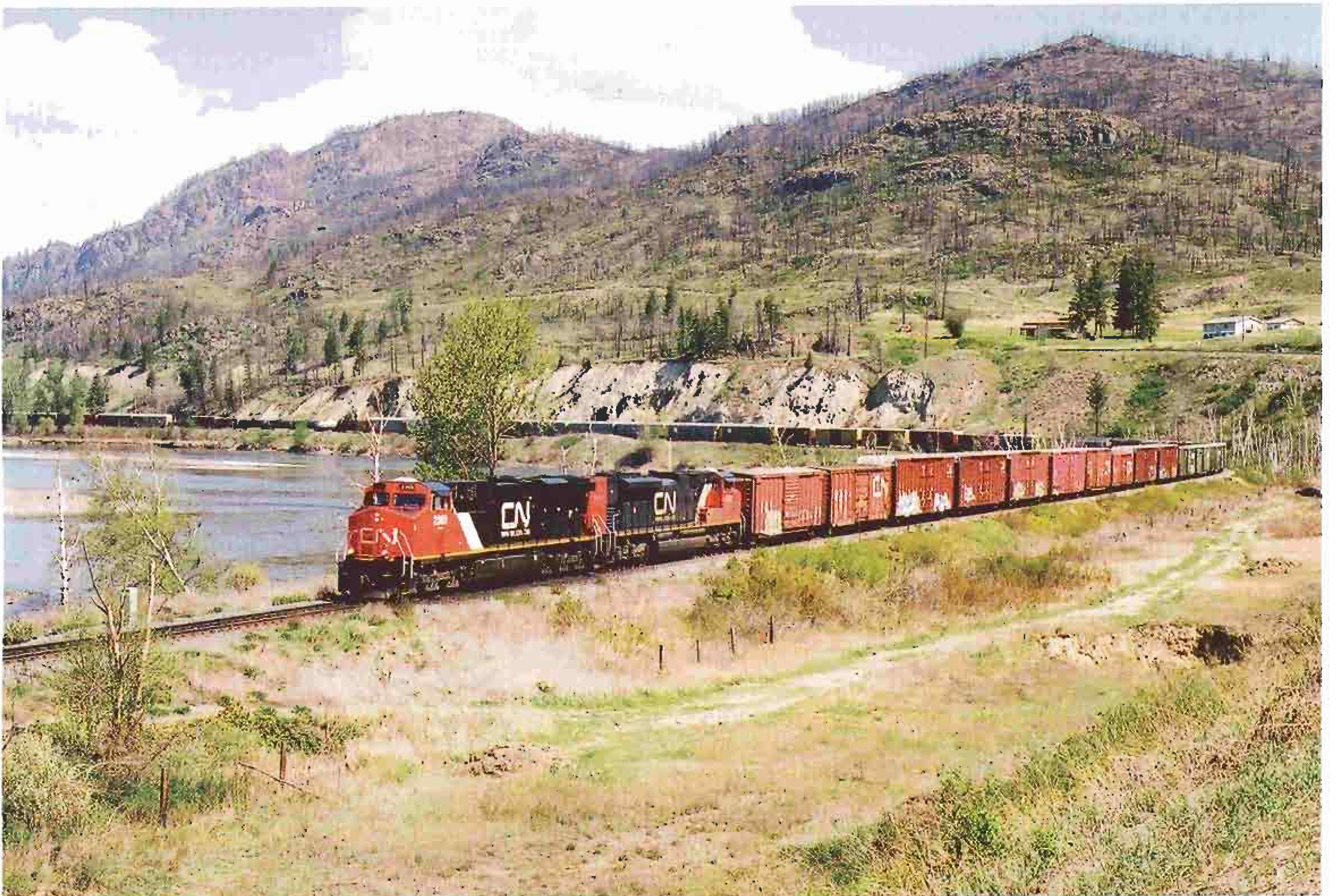


Middle Left: Former Toronto Transportation Commission Peter Witt No. 2898 (built by Ottawa Car in 1923) paid a visit to Boston, Massachusetts, this spring, as part of a three-day marketing programme aimed at getting Bostonians to think of its northerly neighbour when planning vacations. It was displayed at Copley Square in the heart of Boston's tony Back Bay neighbourhood. The car is owned by the Shore Line Trolley Museum in Brantford, Connecticut. Initial plans called for No. 2898 to operate on Boston's Mattapan-Ashmont Highspeed Trolley Line, but one of the motors failed a Meg Test before being shipped to Boston. Photo by Herbert Pence.



Bottom Right: CN 180-car Train 101, 11,200 feet long, is at mile 106 of the Clearwater Sub. (between Barriere and Exlou, British Columbia) on May 9, 2008. Up front is almost-new ES44DC 2309 and SD70M-2 8002. Operating mid-train is Dash 9-44CW 2201. Photo by Richard Bennett.

Bottom Left: From June 12 to July 6, 2008, the CP Spirit of 150 Rail Tour visited 33 communities as part of the year-long BC150 celebration of the 150th anniversary of the founding of the Crown Colony of British Columbia in 1858. The Spirit of 150 Rail Tour included 4-6-4 2816 - *Empress*, FP9 1401, and nine cars (see Page 23 for consist). On June 14, 2008, CP 2816 West crosses the Kootenay River at Taghum, BC (mile 4.0 of the Boundary Sub.) en route from Creston to Castlegar, then back to Nelson that day. This was the first appearance of steam here since ex-CP 4-6-4 2860's visit in 1979. Photo by Corwin Doeksen.



The Motive Power and Equipment Scene



RETIRED: (dd/mm)

- BCOL RS-18C 629 (03/05) - last RS-18C unit on the roster.
- BLE SDM 859 [nee DMIR SD18 191] (04/06).
- CN GP9RM 4122 (08/07).
- CN SD50F 5401 (08/07), 5402 (09/07), 5404 (09/07), 5405 (25/05), 5407 (14/05), 5408 (09/07), 5416 (25/06), 5417 (14/05), 5418 (09/07), 5424 (14/05), 5434 (10/07), 5437 (15/05), 5438 (09/07), 5439 (18/06), 5440 (28/05), 5443 (25/05), 5445 (28/05), 5450 (14/05), 5451 (18/06), 5454 (25/05), 5455 (09/07), 5458 (26/05).
- DMIR SD38AC 201 (28/05), 205 (23/05).
- DMIR SD38 214 [nee EJE 655] (09/07).
- DMIR SDM 316 [nee DMIR SD18 186] (17/06).
- DMIR SD40-3 412 [nee SP SD45-2 9204] (08/07).

RETIRED UNITS SOLD:

- DMIR SD38AC 202 to Rail Trusts Equipment.
- DMIR SD38AC 203 and 869 to National Railway Equipment; resold as Rail Logix 2001 and 2002.
- DMIR SD38AC 206; GTW GP38AC 4997; and WC SD35Q 2500 to National Railway Equipment. Note: DMIR 206 was renumbered NREX 205.



**CANADIAN
PACIFIC
RAILWAY**

DECLARED SURPLUS ON JUNE 13:

- CP SW9u 1203.
- CP GP9u 1537, 1584.
- CP SD40-2 5629, 5641, 5664, 5696, 5762, 5770, 5802, 5814, 5829.

TRANSFERRED:

- Calgary to Winnipeg: CP GP9u 1636.
- Winnipeg to Toronto: CP SD40-2 5940.
- Toronto to St. Paul: CP SD40-2 5739, 5743, 5787, 6073.
- St. Paul to Coquitlam: CP MP15DC 1441, 1443, 1444.

RELETTERED: SOO GP38-2 4510 was relettered CP 4510 on June 24.

STORED SERVICEABLE: (* added since last issue)

- CP SW1200-Slug 1000.
- CP Control Cab 1155, 1158, 1160.
- CP SW1200RSu 1210.
- CP GP7u 1504.
- CP GP9u 1551*, 1575, 1639.
- SOO GP9R 4202.
- CP SD40-2 5611*, 5748.
- CP SW1200RS 8111.
- CP GP9 8263, 8275.

STORED UNSERVICEABLE: (* added since last issue)

- CP Hump Controller 1151.
- CP FP7u 1400.
- CP GP9u 1558, 1693*.
- CP F9B 1900.
- SOO GP9 2403.
- SOO GP9R 4204.
- CP SD40M-2 5494*.
- CP SD40-2 5683*, 5733*, 5764*, 5776*, 5811*, 5814*, 5827*, 5829*, 6077*.
- SOO SD60 6027*.
- CP GP9 8264, 8270.
- CP AC4400CW 8644.
- CP ES44AC 8814.
- CP SD90MAC-H 9300, 9301, 9302*, 9303*.
- CP AC4400CW 9507*, 9554, 9733.

UNITS LEASED:

- CEFX SD90MAC 100-119.
- CEFX AC4400CW 1026-1059.
- CEFX SD40-2 2786 (UP 2786, UP 4736, SP 9137).
- CEFX SD40-2 2791 (UP 2791, UP 4741, DRGW 5328).
- CEFX SD40-2 2797 (UP 2797, UP 4747, SP 9097).
- CEFX SD40-2 2802 (UP 2802, UP 4752, CN 5046).
- CEFX SD40-2 2803 (UP 2803, UP 4753, UP 61, UP 14, UP 3614).
- CEFX SD40-2 3105 (GCFX 3105, RMGX 5160, CN 5160).
- CEFX SD40-2 3106 (GCFX 3106, RMGX 5144, CN 5144).
- CEFX SD40-2 3109 (GCFX 3109, SP 7344, SP 8428).
- CEFX SD40-2 3112 (GCFX 3112, SP 7341, SP 8441).
- CEFX SD40-2 3113 (GCFX 3113, SP 7421, SP 8855).
- CEFX SD40-2 3117 (GCFX 3117, SP 7448, SP 8888).

- CEFX SD40-2 3120 (GCFX 3120, SP 7467, SP 8913).
- CEFX SD40-2 3121 (GCFX 3121, SP 7479, SP 9001).
- CEFX SD40-2 3127 (GCFX 3127, SP 7458, SP 8821).
- CEFX SD40-2 3128 (GCFX 3128, SP 7442, SP 8875).
- CEFX SD40-2 3133 (GCFX 3133, SP 7434, SP 8836).
- CEFX SD40-2 3137 (GCFX 3137, SP 7485, SP 9044).
- CEFX SD40-2 3138 (GCFX 3138, SP 7487, SP 9070).
- CEFX SD40-2 3139 (GCFX 3139, SP 7445, SP 8881).
- CEFX SD40-2 3143 (GCFX 3143; ATSF 5348, 5567, 1867).
- CEFX SD40-2 3145 (GCFX 3145; ATSF 5366, 5532, 1832).
- CEFX SD40-2 3148 (GCFX 3148, SP 7473, SP 8929).
- CEFX SD40-2 3149 (GCFX 3149, SP 7462, SP 8848).
- CEFX SD40-2 3151 (GCFX 3151, SP 7424, SP 8863).
- CEFX SD40-2 3155 (UP 3554).
- CEFX SD40-2 3160 (UP 3835, MKT 627).
- CEFX SD40-2 3163 (UP 3813, MKT 604).
- CEFX SD40-2 3164 (UP 3332, UP B3332, UP 3332, UP 8062).
- CEFX SD40-2 3166 (UP 3360).
- CEFX SD40-2 3168 (UP 3650).
- CEFX SD40-2 3172 (UP 3740).
- CEFX SD40-2 3173 (CEFX 7104, BN 7104).
- CEFX SD40-2 3175 (CEFX 7102, BN 7102).
- CEFX SD40-2 3176 (CEFX 7124, BN 7124).
- CEFX SD40-2 3181 (CEFX 7103, BN 7103).
- CEFX SD40-2 3182 (CEFX 7113, BN 7113).
- CEFX SD40-2 3183 (CEFX 7114, BN 7114).
- CEFX SD40-2 3184 (CEFX 7093, BN 7093).
- CEFX SD40-2 3188 (CEFX 7082, BN 7082).
- CITX SD40-2 3020.

■ GCFX SD40-2 3053-3078, 3080-3102 (see May 2008 Branchline for ancestries; some are stored)

LEASED: Rail Journeys West Inc.'s Lunch Counter-Diner 4001 (built by ACF in 1955 as Union Pacific 4001) has been leased and will be utilized primarily with the CP 2816 Empress Steam Program.

TO MUSEUM: CP Control-Cab 1100 (nee CP C-424 4236), donated to Exporail in Saint-Constant, Quebec, moved from storage in Calgary, arriving at Exporail on June 30.

UNITS LEASED OUT: CP SD40-2 5612, 5643, 5684 and 5813 are leased to the Dakota, Minnesota & Eastern Railroad.

UNITS FOR SALE - bids close on August 18:

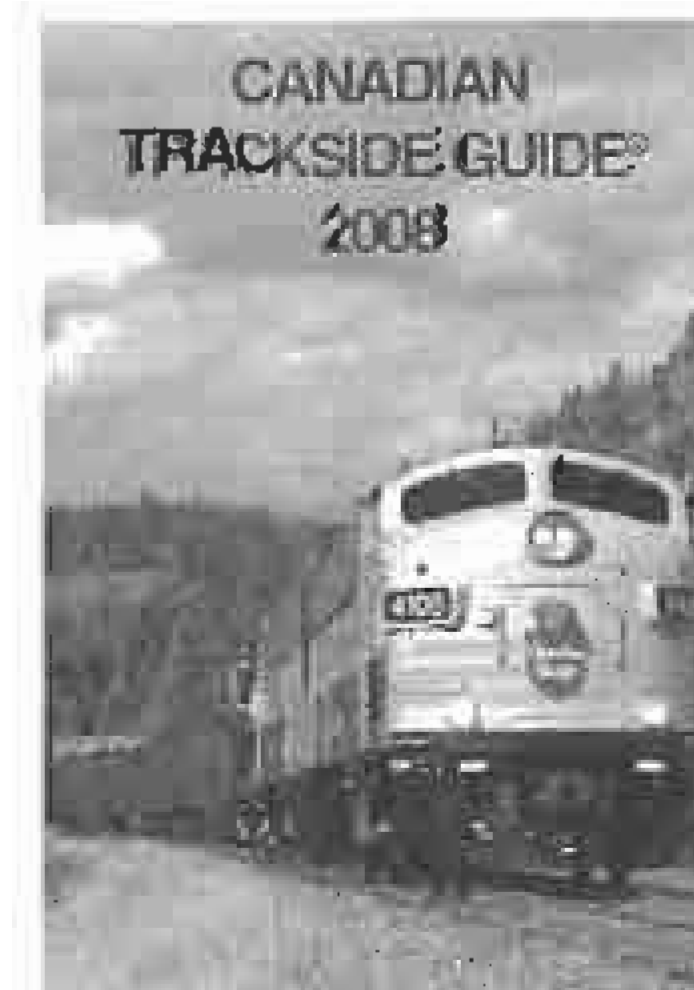
- CP SD40-2 786.
- CP SW9u 1203.
- CP SD40M-2 5498.
- CP SD40-2 5578, 5579, 5584, 5587, 5591, 5602, 5616, 5633, 5639, 5646, 5663, 5673, 5675, 5676, 5758, 5761, 5768, 5817.
- CP SW1200RS 8113, 8131, 8155.
- SOO SD40-2 781.

Canadian Trackside Guide® 2008

The 2008 edition of the Canadian Trackside Guide® is now available. This, our 27th edition, contains 808 updated and expanded 5½" x 8½" pages, current to late-February 2008.

The only comprehensive guide to Canadian railways:

- * Locomotives of CN, CPR, VIA, Regionals and Industrials
- * Preserved Equipment
- * Passenger Cars
- * Urban Rail Transit
- * Cabooses
- * Non-Revenue Equipment
- * Radio Frequencies
- * CN, CPR, VIA and ONT Train Numbers
- * Detailed divisional maps and subdivision listings for all Canadian railways and their U.S. components, including station names and mileposts, detectors, siding lengths, location of crossovers, wyes and more
- * Railway Reporting Marks
- * Maps of major cities detailing rail lines.



Order your copy direct from: Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9:

- * To Canadian addresses: \$32.95 (postpaid, taxes included)
- * To United States addresses: US\$32.95 postpaid.
- * To international addresses: \$41.00 postpaid (surface mail); or \$56.00 (air mail) in Canadian funds.

OUT OF REVENUE SERVICE: FP9u 6300 is utilized as a shop switcher at Vancouver Maintenance Centre; F40PH-2 6402, 6443, 6452, 6454 and 6457 are at CAD Railway Services, Lachine, Quebec, for a rebuild.

LEASE ENDED: In September 2007, "Northern Spirit" Sleeper 2448 was leased to CP and placed on the old business car track in Vancouver Station for a secondary crew accommodation location should the West Coast Express crews laying over in the bunkhouse located in the station be disturbed by noisy construction of the Richmond to Vancouver light rail line. In early-July, sleeper 2448 was returned to storage at VIA's Winnipeg Maintenance Centre.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

SOUTHERN RAILWAY OF BRITISH COLUMBIA: SRY has acquired former Montana Rail Link GP9 106, 108, 112, 121, 128 and 135. At press time 106 (nee NP 352), 112 (nee NP 273), 121 (nee NP 342) and 135 (nee QNSL 135) had been received at New Westminster, BC; 108 (nee GN 683) and 128 (nee CRI&P 1318) were pending delivery.

TORCH RIVER RAIL: Former CN GMD1u 1432 (exx-CN 1602, nee CN 1008) has been acquired for this new shortline between Nipawin and Choiceland, Saskatchewan (former CP White Fox Subdivision).

HUDSON BAY RAILWAY: HBRY M-420(W) 3508, 3509, 3516, 3547, 3555, 3559 (all former CN) have been scrapped in The Pas, Manitoba.

ALGOMA CENTRAL RAILWAY (CN): Generator Car AC 79, built from a former Amtrak 1400-series Material Handling Car, was delivered in June.

ONTARIO SOUTHLAND RAILWAY: Effective June 23, Railserve took over the switching contract for the Petro-Canada plant at Mississauga (Clarkson), Ontario, from the Ontario Southland Railway. Switching is now carried out with leased Larry's Truck Electric GP38 2077 and 3803. Mississauga-based OSR GP7 383 was relocated to OSR's shop in Salford, Ontario, and OSR —420(W)s 644 and 646 were relocated to OSR's shop at Guelph Junction (Campbellville), Ontario.

GO TRANSIT:

- An order for 35 bi-level coaches has been placed with Bombardier, with deliveries scheduled to be completed by March 2009. The order includes three cab-coaches (251-253), two accessible coaches (2545 and 2546) and 30 coaches (2662-2691).

- MP40PH-3C 609 and 610 were delivered by MotivePower in Boise, Idaho, in June [600 and 611-626 to follow].

OTTAWA CENTRAL RAILWAY: New Brunswick East Coast RS-18u 1859, reassigned to the Ottawa Central in 2007, was repainted and lettered Ottawa Central 1859 in May 2008.

TRAINS TOURISTIQUES DE CHAUDIERE-APPALACHES: Former Long Island Power/Control Cab 616 (nee SP&S FA-1 860A-1) has been sold to the New York & Greenwood Lake Railway in Port Jervis, New York. She was renumbered 7375 and was shipped from the TTCA in early-June.

NEW BRUNSWICK EAST COAST RAILWAY: NBEC C-424 4214 was returned from a lease to the Ottawa Central Railway in mid-June.

NEW BRUNSWICK SOUTHERN RAILWAY: NBSR has acquired former CN HBU-4 519. She has been temporarily numbered NBSR 2008. One of NBSR's three former Devco GP38-2 units is expected to be modified to be the 'mother' for 2008.

ON THE INDUSTRIAL SCENE

NEW HOME: Western Rail GP30u 2253 (ex-WC 2253, nee C&NW 820) has been acquired by Koch Fertilizers Canada Ltd. in Brandon, Manitoba. It was delivered in late-June.

LEASED: Mansour Mining GMD1 1910 (ex-National Railway Equipment 1910, nee CN 1910) has been leased to Agrium Inc. in Opasatika (near Kapuskasing), Ontario, lettered BMMX 1910. With her arrival, leased Canac S-13u 8705 was shipped to Xstrata in Falconbridge, Ontario.

OFF LEASE: LLPX GP15-1 1501, leased to Ivaco Rolling Mills in L'Orignal, Ontario, was shipped to Paducah, Kentucky, in early-July.

SOLD: A.A. Merrilees' GE 80-ton #19 (serial 32810, built in 1957 as Noranda Mines 19), leased to Papiers Stadacona in Quebec City for several years, has been sold to IMTT-Quebec inc., a tank terminal in the Port of Quebec.

SCRAPPED: A.A. Merrilees' GP7 47 (ex-Plusar 47) and SW9 14 (ex-Sysco 14) have been scrapped at the former Dominion Bridge plant in Lachine, Quebec. As well, former Nacionales de Mexico E60C electrics EA013 and EA018 were scrapped at the same site in May.

TO BAIE COMEAU: Société du port ferroviaire de Baie-Comeau (SOPOR) has purchased former GTW GP38AC 4998 (nee GTW 5801). At press time, 4998 was undergoing repairs at Canac in Montreal.

REPAIRS IN CANADA: In late-June, Mittal Metals (Weirton, West Virginia) SW1500 302 was shipped to Industrial Rail Services in Moncton, NB, for maintenance work, joining sisters 303, 304, 310 and 316.

ON THE PRESERVED SCENE

ADDITION: The Vintage Locomotive Society in Winnipeg, Manitoba, has acquired CP open hopper 357657, built by National Steel Car in October 1956.

ELECTRO-MOTIVE CANADA COMPANY - LONDON

UNDER CONSTRUCTION AT PRESS TIME:

- Construction continues on the order for 60 JT42CWRM units for English Welsh & Scottish/Deutsche Bundesbahn's operation in France (order 20068864 - numbered 77001-77060, stencilled Euro Cargo Rail). Nos. 77001-77022 have been shipped.
- Deliveries of 200 SD70ACe units for Burlington Northern Santa Fe (order 20066862 - numbered 9130-9329) continue. Several have been shipped in primer to contract shops for painting. Note: 9265-9294 will be assembled in Mexico.
- Three (66595-66597) of the 10 JT42CWR-T1 units for FreightLiner (order 20068922 - numbered 66595-66599 and 66953-66957) were shipped from London to Halifax on March 20 for overseas shipment on the *Jumbo Spirit*. Nos. 66598, 66599 and 66953 were shipped from London to Toronto on June 8 for overseas shipment.
- Three (66301, 66304 and 66305) of the 5 JT42CWR-T1 units for Fastline, UK (order 20078922 - numbered 66301-66305) were shipped from London to Toronto on June 8 for overseas shipment.
- Four JT42CWR-T1 units for Dillen & LeJeune Cargo (Europe - order 20078920 - numbered 6310-6313) were under construction at press time.

Thanks to Ken Borg, Doug Cameron, Paul Crozier Smith, Dan Garcia, Marc Giard, John Godfrey, Roman Hawryluk, James Lalande, Ken Lanovich, Wendell Lemon, Ian McCord, Don McQueen, Roy Wullich, "NY 4" and "Engine 4466". ■

On the back cover

Locomotives of Yellow and Green

18" x 24" Acrylic on Canvas, 2008

Painting by David A. Oram

The port city of Hamilton, Ontario, lies on the western shores of Lake Ontario. Known as the "Steel capital of Canada", Hamilton is home to two of Canada's largest steel producers, Stelco and Dofasco, and is also a major terminal on the Canadian National Railways mainline between Toronto and Niagara Falls. In 1931 a passenger station located in the north end of the city was completed. Along with hosting trains from Toronto and Niagara Falls and connecting trains to New York City, it also hosted trains to and from London/Windsor and as far away as Chicago. This required reverse movements several miles to the north at Bayview Jct. to enter and leave the station.

At the beginning of the sixties the CNR had completed its conversion from steam to diesel-electric locomotives, however, the presence of steam is not completely gone. The station is adorned with decorative wall carvings featuring 4-8-4 Northerns and 4-6-4 Hudsons, their exhaust has also left a permanent mark above the station tracks.

A low winter's sun shines on the station and its busy platforms. On one track sits train #101-102, the daily to Niagara Falls about to depart with FP9 No. 6508 built by Generals Motors diesel division in London, ON, in 1954. This locomotive would serve the CNR for 24 years before being sold to VIA Rail. Arriving on the next track is CPA16-5 No. 6705 and CPB16-5 No. 6805 with train #17 "The International Limited". Both were built in 1955 by the Canadian Locomotive Company in Kingston, ON. Neither of these would last until the end of the decade. Both trains are wearing the Classic CNR passenger paint scheme of 1954 featuring a round emblem and the words "Canadian National Railways" enclosed in a red maple leaf on a black background. The colours of yellow and green will soon be replaced by red and white and "Canadian National" will be replaced by a CN "wet noodle". To the left of train #17 is RDC-3 6302.

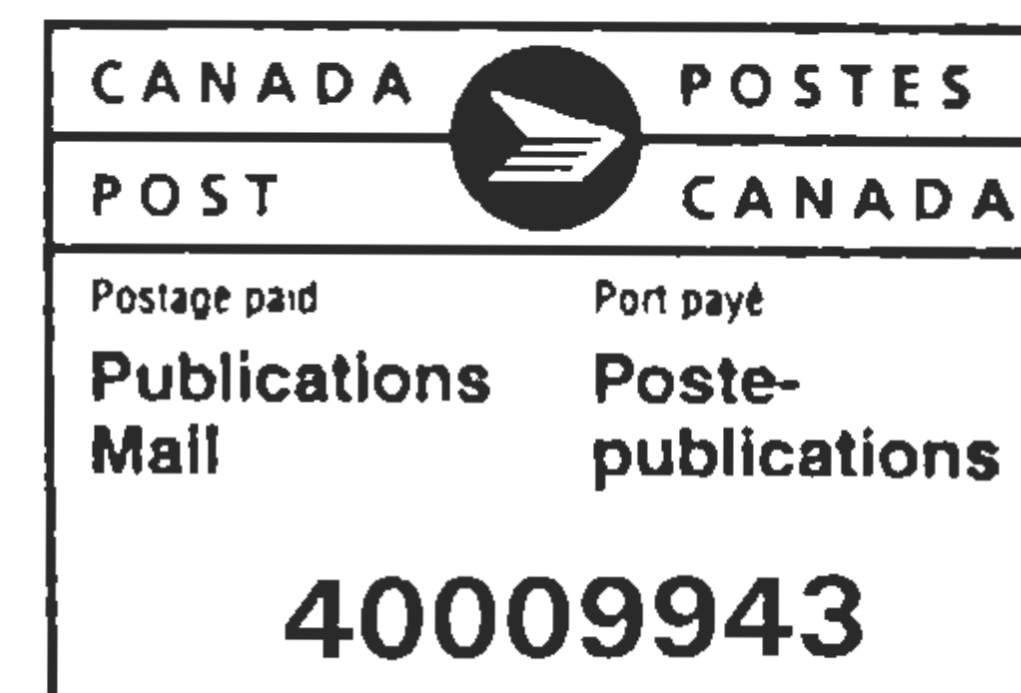


CN FP9 6508, CPA16-5 6705 CPB16-5 6805 and RDC-3 6302 await departure from Hamilton, Ontario, in the early-1960s. Painting by David A. Oram. See Page 27 for details.

Visit our website at: www.bytownrailwaysociety.ca

Return undeliverable address blocks to:

Bytown Railway Society
PO Box 47076
Ottawa, ON K1B 5P9



PLEASE DO NOT BEND!