



April 2000

\$ 3.75

Branchline

CANADA'S RAIL NEWSMAGAZINE



Preserving Paint Schemes



Humourous Incidents



The Almonte Wreck

Branchline

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

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

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.

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.

News Editor: David P. Stremes,
214 Belford Crescent, Ottawa, ON K1Z 7B1;
Internet: dstremes@cyberus.ca

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

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 -	\$36.00 CAD	\$70.00 CAD
For addresses in the U.S.-	\$27.00 USD	\$52.00 USD
Foreign - surface delivery -	\$54.00 CAD	\$106.00 CAD
Foreign - air mail delivery -	\$69.00 CAD	\$136.00 CAD

Please direct all membership and distribution correspondence to: Raymond Farand, **Membership Chairman**, Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1 (Internet: raymond.farand@sympatico.ca). Please make your cheque or money order payable to: **Bytown Railway Society**.

The expiry date of your membership appears on your mailing label (eg. 200102 = expiry with the February 2001 issue). Notice of expiry will be mailed at the time of 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).

Press date for this issue was March 11
Deadline for the May issue is April 7

Printed by Tri-Co Printing Inc., Gloucester, Ontario

Branchline (USPS 015-381) is published 11 times per year for \$24.00 (US). Periodicals postage paid at Champlain, NY, and additional mailing offices. US address changes should be sent to IAMBUS of N.Y., 100 Walnut Street, #3, P.O. Box 1518, Champlain, NY 12519-1518. For details call IAMBUS at 1-800-428-3003. Send Canadian address changes to the Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1.

ON SHEET

A Message from the President	3
To Preserve or Not to Preserve	4
Humourous Incidents	6
Tid Bits - The Almonte Wreck	8
Southwestern Ontario Tales	11
Information Line	12
In Praise of Kodachrome 25	18
A Selection of Passenger Consists/A Sample of Diesel Lashups	19
Along the Right of Way	20
Photo Corner	22
The Motive Power and Equipment Scene	26

Meetings

A **regular meeting** is held on the first Tuesday of each month, except July and August, in Ottawa at 19:30. The next meeting will be on **April 4** in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa. We will be treated to an illustrated talk by member Pierre Ozorák entitled "Railfanning in Southern Ontario". Coffee and donuts will be available for a small fee.

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

Equipment Restoration takes place every Saturday at the rear of the National Museum of Science and Technology in Ottawa. Come out and lend a hand.

Correction: Page 23, March issue: The Moosehorn Subdivision should have read Denison Subdivision, which runs from Moosehorn to Clover Hill, NB.

Used Conductor and Trainmen Uniforms Sought: The Muskoka Heritage Place in Huntsville, Ontario, is gearing up for its Grand Opening on July 1, 2000, and is looking for used conductor and trainmen uniforms (including caps), preferably dark blue with white and gold striping in larger sizes, for its train crews and station personnel. Kindly call President Russ Nicholls collect at (705) 635-2227 and he will try to arrange pick-up or shipment. If a donor wishes a tax receipt for the value of the uniform, submit an invoice for the value to Huntsville & Lake of Bays Railway, 26 Centre Street North, Huntsville, ON P1H 1X4. Across the face of the invoice print DONATED.

Can You Help?: On October 15, 1977, I was the locomotive engineer on a steam special powered by CN 4-8-2 6060 from Ottawa to Belleville, Ontario. It was known as the "Autumn Foliage & Steam Spectacular" and was organized by the St. Lawrence Valley Railway Society of Montreal.

At the time I never thought about making arrangements with someone on the train to possibly have a copy of a video tape of the trip. There were quite a few passengers with video cameras and tape recorders. I have over the years tried to locate someone who can maybe tell me where I may get a tape of this event. We did two or three runpasts on the Smiths Falls Sub. Any help you can give me in this regard would be greatly appreciated. Sincerely, Ken Newlands, e-mail: roadtime@lindsaycomp.on.ca

Archives: The Society maintains its archives at the National Museum of Science and Technology. 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 at P.O. Box 141, Station `A`, Ottawa, Ontario, K1N 8V1.

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

On the Cover: CN 4-8-4 6259 on First No. 1 - "Super Continental", is pinching for a pair of failed diesels at Armstrong, Ontario, on July 13, 1955. No. 6259 was put on at Capreol and will handle the train through to Winnipeg. She was struck from the roster in June 1961. Photo by Robert Wanner.

A Message from the President

WHO ARE WE? WHAT ARE WE? WHAT DO WE DO?

Lately, various executive members of the BYTOWN RAILWAY SOCIETY, INC. have expressed concern about who we are, what we do, what we're supposed to do, whether we meet, or do not meet, our stated goals and objectives, live up to our charitable status situation, and our "non-profit" status, etc.

While all this is currently being addressed, I want to discuss a couple of other points. It is simple enough, it has to do with who we are and what we do. We are the "BYTOWN RAILWAY SOCIETY, INCORPORATED". It seems that some who correspond with us don't seem to know, and /or read page 2 of this magazine based on some of the mail received. Perhaps a few words of explanation are due.

Before we were incorporated in 1969 we tried on for size a few different names to see which one would fit. The Bytown Railway Association was suggested and turned down because, as an equipment holding group (at that time), we would have been known as the BRA - an equipment holding group - you know, I don't have to spell it out. So we became the BYTOWN RAILWAY SOCIETY, INCORPORATED. Now, what is the hangup with the word "Bytown" and all those incorrect derivatives we keep seeing. As most Canadian citizens know, the nation's Capital city is the city we now call Ottawa, established by Lieutenant Colonel John By of the Royal Engineers. The same Colonel By was assigned the job of building the Rideau Canal from the confluence of the Rideau and Ottawa Rivers to Lake Ontario at Kingston. The starting point of this endeavour was named "BYTOWN" in his honour. Remember the Bytown and Prescott Railway, the first railway into what we now call Ottawa? At the top of the front page of each issue of the BYTOWN RAILWAY SOCIETY's magazine "*Branchline*", and on each watermarked copy of official society stationary, and envelopes, is a miniature of the Society's logo with the Bytown and Prescott's little 4-4-0 "Ottawa", running from left to right through the middle. Please, this Society's name is: "BYTOWN RAILWAY SOCIETY, Inc."

When you send us your \$36.00 per year (current Canadian rate), you are buying a MEMBERSHIP in the BYTOWN RAILWAY SOCIETY, Inc., not a "MEMBERSHIP" to the Society's magazine *Branchline*. As a result of that membership you are entitled to all privileges extended to paid-up Society members, which includes 11 issues of the Society's magazine *Branchline*. Why do we get mail addressed to: President, BRANCHLINE, Branchline Building, Ottawa, ON", or something similar? I kid you not! *Branchline* doesn't have a "president", and it certainly doesn't have a "building" where it is published. It does, however, have several "editors". The editors of the Society's magazine are members of the BYTOWN RAILWAY SOCIETY. Similarly, committee chairmen are members of the BYTOWN RAILWAY SOCIETY, Inc., not *Branchline*. They, like everyone else who does work for the Society are volunteers, unpaid volunteers, and they do not receive one red cent for their efforts on the Society's (and your) behalf. In addition, as it says on page 2 of each issue of our magazine; "the Society operates without federal, provincial, or municipal grants". All work performed for the Society by its members is either done at home, at the National Museum of Science and Technology, frequently at work in spare time, or, as is the case with our magazine *Branchline*, in the basement of the editor's home. Yes, that's where *Branchline* comes to life, not in some mythical building with floors of paid staff. At 36 bucks a year for a membership we do pretty good work, wouldn't you agree? Currently, there are three SOCIETY members, out of more than 1,200, who do not pay membership dues - they have been honoured with "life memberships".

So where does this leave us? You can buy a membership in the Society and sit back and do nothing more than read our magazine. Or you can be a member and take an active role in the affairs of the Society, YOUR society, it's your choice. We

need all the active members we can get if we are to survive and have a future.

For the information of all, please take a look at YOUR unpaid Board of Directors or Executive:

President:	Duncan du Fresne
Vice-President:	David Stremes
Treasurer:	Leslie Goodwin
Secretary:	Bertram Titcomb
Directors:	Bruce Ballantyne, Robert Cummins and Jeff. Parker

In addition to those members whose duties are shown above, many of these, and many other members, take an active role in Society activities by becoming committee chairmen, editors, photographers, correspondents, or are just plain working to make the Society more vibrant and interesting. Some of these important "jobs" are listed below:

Accounts Receivable:	Robert Cummins
Membership:	Raymond Farand
Publications Committee:	(most of the executive and others)
<i>Canadian Trackside Guide</i> :	Earl Roberts, David Stremes, Paul Bown and Leslie Goodwin
<i>Branchline</i> :	Earl Roberts, David Stremes, Philip Jago, Paul Bown and others
<i>Branchline</i> Distribution:	Raymond Farand
Programme Committee:	Bruce Ballantyne
Hospitality Committee:	Robert and Matthew Cummins
Restoration Committee:	Duncan du Fresne, Joe Toscas and others
Archives Committee:	Paul Bown and Dick Bonnycastle
Equipment Operation:	Duncan du Fresne, Joe Toscas and others
Science & Technology:	Duncan du Fresne (co-ordinator)

Did you notice that many of the same names appear over and over again? Yes they do, and there are other activities that many members, regardless of what particular position they hold, take on. Do we need help? YES! Would you like to help? Contact any one of the Executive above and let them know you are willing and able. Do we need more foolishness like: President, Branchline, Branchline Building, Ottawa? Hardly! I hope what I've said here will straighten out some of the misconceptions which obviously exist out there and encourage some of you to take an active role in YOUR Society. (Regards, Duncan du Fresne, President)

Two-Year Membership Introduced

To reduce the amount of paper flow, banking and database management, we have introduced a two-year membership (22 issues of *Branchline*) with a savings of \$2.00 over the price of two one-year memberships and protection against a membership fee increase in the second year. See details in the masthead on Page 2.

Editor Realignment

David Stremes has taken on the position of News Editor and Philip Jago becomes Features Editor. Kindly forward material direct to David and Philip - see Page 2 for addresses.

To Preserve or Not to Preserve: The Fate of Late 20th Century Trains and Paint Schemes

by Jason Shron

The outlook is not promising for those of us interested in preserving the history of modern passenger trains in Canada. I am a young railfan, born a year before the VIA logo was introduced to herald Canadian National's passenger trains. I have a passion for VIA and Canadian railroading in general of recent years.

In the past decade, I have seen numerous images of former CN locomotives and passenger cars purchased by tourist railways and/or museums and restored to their "original" condition. Take CN FPA-4 6765, for example. No. 6765, which graced the back cover of the January issue of *Branchline*, has been impressively restored and is on display in black, green and yellow at the Canadian Railway Museum in St-Constant, Québec.

Tracing the history of 6765 forces me to ask a question which I haven't heard asked before. The unit was built in 1958. CN introduced its noodle look in 1961. The 6765 was likely repainted well before it was ten years old. By 1978, it had been painted in "Phase I" VIA-CN colours, and by 1981 it received its "Phase II" VIA paint scheme in which it remained for the rest of its mainline revenue career.

What makes the first paint scheme any more authentic than the last?

VIA has sold most of its ex-CN equipment. Many cars have been preserved. Yet every single car I have seen that has been "restored" (rather than just "reused") has been painted in that early scheme. The Waterloo-St. Jacobs Railway and Casino Regina's coach are two examples. Again, most of these cars donned the black and grey or VIA paint schemes the longest, but no-one seems interested in preserving these schemes.



CN FPA-2u 6758 powers a Montreal-Ottawa local through Dorval, Quebec, in February 1977. The first coach carries the CN grey and black livery introduced in 1961; the last two cars carry the just-introduced "VIA" livery. All of the equipment was transferred to VIA in March 1978. Kodachrome slide by Earl Roberts.

There may be complications involved in using a scheme currently employed by our national passenger railway. However, this has not been a relevant issue since 1996, when the majority of the blue and yellow equipment was retired (the only ex-CN coaches operated by VIA today are on the mixed run between The Pas and Lynn Lake and on the Churchill to Wabowden way freight). As well, I very much doubt that the thought to paint the equipment in VIA colours has been seriously considered by those doing the restoration work.

I have grown up with VIA Rail Canada, its trains and liveries. I am concerned that in 20 years from now, no, in 10 years from now, the beautiful blue and yellow that graced the majority of passenger cars in this country for 15 years will be entirely forgotten, not to mention the striking black and grey which



VIA FP9Au's 6303 and 6300 prepare to power the "Hudson Bay" out of Churchill, Manitoba, on February 29, 1996. It is -48 degree Celsius and this is one of the last steam heated departures from Churchill. Photo by Jason Shron.

dominated for the 15 years before that. Instead, the memory of Canadian National lines' passenger train history in Canada will be viewed through lenses coloured black, green and yellow.

There is, potentially, a bleak future for the memory of late 20th century passenger trains that goes beyond the preservation (or lack thereof) of paint schemes. What ever happened to the Tempo? According to a CN promotional brochure from 1968, this "up-to-date" train was "swift, smooth [and] sleek." The Tempo played a vital role in the revivification of passenger rail travel in south western Ontario in the 1970s. My last visit to VIA's Toronto Maintenance Centre in 1998 witnessed a number of Tempo coaches doing little apart from gather dust, and today Tempo coach 370 is still resting on the maintenance track. Are any of these uniquely Canadian trains preserved in our railway museums?



VIA LRC-2 6907 hastens Montreal-Toronto train 53 out of Guildwood, Ontario, on April 2, 1999. Note that only the first three cars have their tilting mechanisms engaged. Photo by Jason Shron.

Then there is the Turbo. Whether or not this train ever operated as smoothly as intended, it is an interesting part of Canadian railway history. The Turbo, my personal favourite, still holds the Canadian railway speed record (140.6 MPH on 22 April 1976). It was the 1960s heir to the great supertrain experiments



ABOVE: VIA Train 168, the "Simcoe", awaits departure from Toronto Union Station behind FP7Au 6553 in August 1989. Photo by Jason Shron.



TOP LEFT: CN's 9-car Turbo roars along the Montreal Lakeshore in 1974. By 1977, the TurboTrains wore a VIA yellow livery. Kodachrome slide by Earl Roberts.

LEFT: The end! Withdrawn from service in 1982, the last TurboTrain, headed by power car 145, was moved to Montreal's Central Station for storage. On September 14, 1985, the set, reduced to 7 cars with the loss of one power car and one coach, reposed at CN's Taschereau Yard awaiting her date with the scrapper. Kodachrome slide by Earl Roberts.

of the past such as the M-10000 and the Pioneer Zephyr, and at the time of writing the Turbo still holds the American speed record (170.8 MPH on 20 December 1967), despite Amtrak's Acela's recent attempts to unseat it. Was a single Turbo trainset preserved anywhere? Whatever politics or other factors were involved in the decision making process, the end result is the same. The Turbo no longer exists. I fell in love with trains because of the Turbo, but I can never physically revisit those memories.

If this trend is continued, what are the chances of an LRC eventually being preserved? In contrast, I am certain beyond any doubt that a healthy portion of VIA's stainless steel fleet will be snatched up and displayed proudly, complete with maroon stripe and beaver herald. The *history* of VIA Rail Canada's significant piece of Canadian passenger train history will be wiped from collective memory. There are many railfans today (and tomorrow) for whom VIA has introduced the magic of train travel. When we of the younger generations step into a Canadian railroad museum, we would like the opportunity to rekindle some of that initial magic. ♦



VIA's "Abitibi" stops in Senneterre, Quebec, on its way to Taschereau on a cold February 21, 1995. Photo by Jason Shron.

Humourous Incidents

by Bill Cole

Here are a couple of incidents that happened to me away back when I was a young fireman - always eager to do a good job, and always willing to learn.

I don't remember the other two members of our head end crew on this particular evening, probably in November or December 1950, but I do remember it was on a steam locomotive heading west from Jellicoe to Port Arthur, Ontario, and I had not been firing too long. We had to take the siding for an eastbound freight and then make our meet on No. 80, the passenger train from Port Arthur to Longlac. Our engineer and conductor had already made their decision on where we would get in the clear for No. 80, as we usually had small light trains heading westward to Port Arthur in the winter, and plans could be made well in advance. When we stopped at Nipigon for coal and water, the decision was made and now only an eastbound freight could change these plans. If we had to wait too long for him, then we wouldn't have enough time to get to the already arrived at destination.

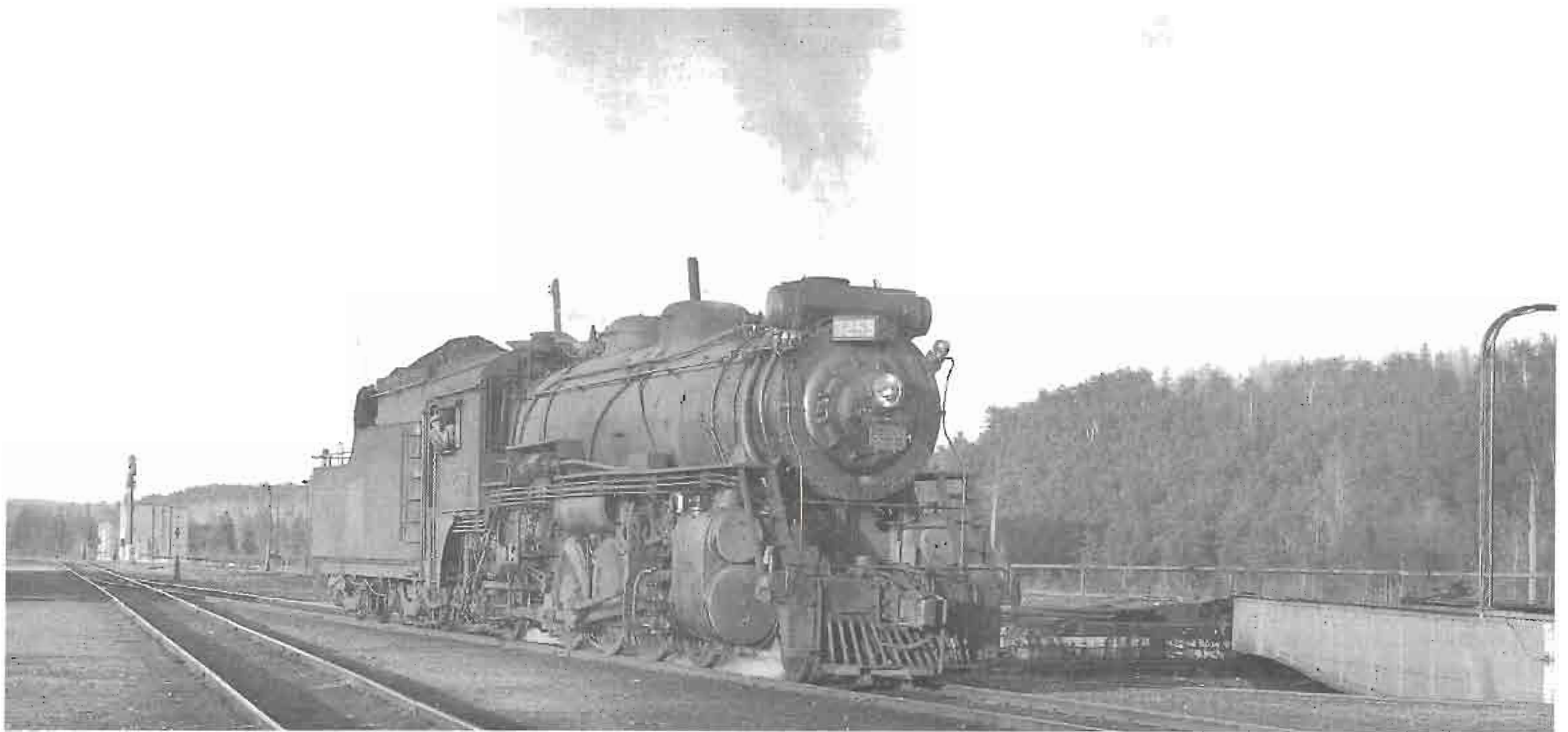
We pulled into the siding as per our train orders, lined our switch back and then pulled down to the west switch, stopping

well in the clear. The headlight was doused and I put a small bank in the fire, not expecting to be here for too long. All was quiet in the locomotive cab with everything turned off, and the three of us waited for the glow of the approaching headlight. Suddenly our hogger switched on his overhead light, looked at his watch and casually said to our brakeman, a man with lots of experience at the time - "We'll, we've been here now for 15 minutes and this eastbound hasn't shown up yet, so how about getting that switch and we'll head over to the next siding and clear him there." While seated on the fireman's seat box, feeling quite content and now feeling a little sleepy, I let those words sink into me, and I realized or at least thought, that this was not the right thing to do. Was a meet not in effect until fulfilled, superseded or annulled?

By now the brakeman was putting on his parka and gloves and adjusting his kerosene lantern for action. I jumped up from my seat and hollered out to them both - "We can't go yet. We have to make this meet and then take off. I'm positive of this because I can remember the rule instructor saying that meets between two trains are in effect until fulfilled, superseded or annulled. I don't



The fireman climbs down from the cab of CNR 2-8-2 3396 at Armstrong, Ontario, after completing his run from Nakina on December 27, 1955. There's a foot of new snow on the ground and it is 20 below zero Fahrenheit. The hefty "Mike" will be serviced and put away into the roundhouse for an hour or two between assignments of hauling freight tonnage over the Upper Ontario District of CNR's Eastern Lines. Photo by Robert Wanner.



The hostler is moving CNR 2-8-2 3255 to the ready track after a turn on the turntable at Armstrong, Ontario, on October 7, 1955. A second hostler/machinist is at work on the tender behind the coal bunker. Behind the 3255 and past the water plug is located new fuel oil facilities and related pumphouse, while the wrapped steamline leading to it from the coal-fired powerhouse can be seen over the turntable. The "Mike" is positioned on the ready track for assignment on the Allanwater Subdivision to Sioux Lookout. Photo by Robert Wanner.

think we should take the chance." The hogger and the brakie had a brief discussion and one said that okay since I was so sure of this, we'd wait a little longer, and besides the glare of the eastbound's headlight was now looming in the western skies. After the brakie departed towards the switch and to inspect the oncoming train, my hogger giggled and complimented me for my decision, and said that they were playing a joke on me and more or less testing me. Fortunately I passed with flying colours, at least this time.

Our meet surged into view, dimmed his headlight and whistled to alert us of his arrival and my hogger flashed his headlight twice advising the eastbound that we were in the clear and to highball through (not in the rule book, but standard procedure amongst crews then). After our brakeman lined us out onto the main, we all had a good laugh at my expense, but now I felt like I belonged in the crew.

The second humorous incident is a little more complicated to spell out. This was in July 1951 and I had been called back to work at Port Arthur, as an extensive work program was in effect on the Dorion Subdivision (Port Arthur to Jellicoe). Since I was the junior fireman in the terminal, I was assigned to the Nipigon switcher which we have talked about on a number of occasions in this magazine. My engineer was Jim McCarthy, himself quite a prankster and our engine was 2-8-0 2467. It all started as we were sitting in the siding at Nipigon directly across from the water tank, on a very hot day with our engine facing east, which put me on the same side as the main line. A ballast work train heading east was pulling up to the water tank to refill a thirsty Mikado, and their engine stopped right alongside ours with engineer Jack O'Hara and I exchanging pleasantries, as I was drinking a nice cool tin cup fill of water. I knew Jack very well as he and his family lived right behind my parent's home in Port Arthur.

Right at the moment, Jim started to ease the 2467 westward, and with a big fiendish grin he hollered at me to throw the water in the cup at Jack, which I did. Now there was a series of laughs and guffaws as it hit Jack dead-on and more or less surprised him. As we pulled away, Jack was hollering, laughing, sputtering

and shaking his fist. I thought this was great - hey railroading is a lot of fun. We went about our switching at Nipigon and Red Rock while the work train headed east to do his chores. Jim couldn't wait that evening to tell the rest of the crew as we tied up at Nipigon how well I had nailed Jack with a cup of water.

Next day dawned hot and muggy while we put our train together and did a little switching here and there. We had orders to clear the westbound ballast work train at Nipigon, so we sat in the siding all ready to go eastward upon his arrival on the main line. Around the curve came the work train and spotted for coal and then proceeded to pull up to the water tank. We were just in the clear at the east switch which put us closer to the coal chute than the water tank, so since he were backing up while pulling his train, he would have to pass us before reaching the tank. Jim told me this would be a classic opportunity to douse Jack again. I agreed so I got in the doorway of the cab with a cup of water and pretended that I was going to just wave at Jack as they backed by us. As Jack got within throwing range, he was hollering and laughing, and then slammed his window shut just as I let the water go, which harmlessly splashed against the window. Then he opened the window, yelling and laughing at me, while I foolishly leaned out of the gangway laughing and enjoying every minute of this frivolous escapade. But remember Jack was backing by us and unknown to me at this moment, his fireman Hank Archer was standing on the front running board of their Mikado with a full pail of water and slightly above where I was standing. Get the picture?

Hank came alongside, leaned over slightly, and dumped the whole pail of water over me just as I was turning around to go back to my seat. Now that was a total surprise. I was drenched and I deserved it. It was one of the neatest tricks I had seen in my short time on the railroad, and even to this day, it is one of the best surprises I can remember. All of us had a good laugh that day and believe it or not, that was the last time either one of us got the opportunity to give each other a bath.

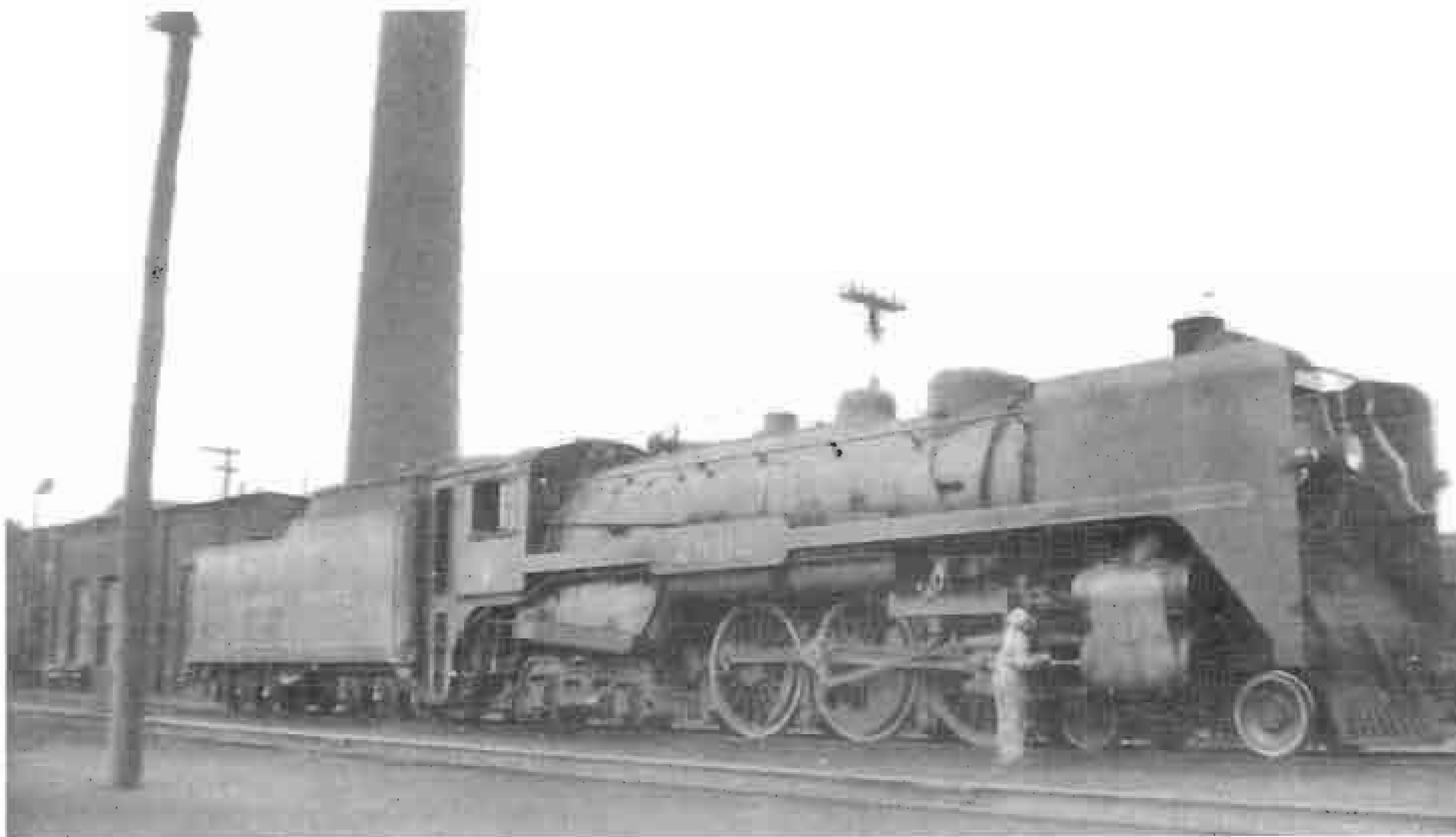
There were lots of fun times for crews on way freights and work trains, even though the company frowned on the practice, and in nearly all cases, no harm was ever done to anyone. ♦

The Almonte Wreck

As I write this Tid Bit it is just over 57 years since tragedy struck on the evening of December 27, 1942, at the Canadian Pacific Railway station in Almonte, Ontario, when a Canadian military troop train operated by Canadian Pacific struck the rear of a local C.P. passenger train.

Thirty six people died and 207 were injured, many very seriously, when the regular first class passenger train, No. 550, "The Pembroke Local", hauled by light Pacific No. 2518 and consisting of ten wooden cars was proceeding eastward toward Ottawa from Petawawa. At the time operation on the Chalk River Subdivision was by Timetable and Train Order, there were no automatic block signals. The train was crowded as a result of holiday traffic, the weather, and wartime conditions, and was consistently losing time at each station stop. If that wasn't enough fireman Frank Dixon was having trouble keeping the boiler pressure up on the 2518 due, in part, to a leaking flue in the rear tube sheet. The engineer on train 550 was Joe. Sauvé and the conductor was M. O'Connell, assisted by J. Morris with Trainmen J. Tunney and T. Gilmar. The weather certainly wasn't helping, in addition to it being dark, there was a rain and sleet storm to contend with.

Following train No. 550 was a 13-car troop train from western Canada, bound for Montreal, via Chalk River, Carleton Place and Smiths Falls on the Chalk River subdivision, and then via the Winchester sub. to its destination. It was designated by C.P. as Passenger Extra 2802 East, (2802 being its engine number, a C.P. Hudson [4-6-4] type locomotive), crewed by engineer Lorne Richardson and fireman Sam Thompson. Train 550's engine and train crew were unaware that they were being closely followed by a passenger extra but, even so, at Almonte, under the rules of the day they should have been "protecting" (with fuses) the rear of their train as it was outside "station limits" by 170 feet (as defined by the rule book). At Almonte the local was 40 minutes late, arriving there at 8:32 P.M.



CP 4-6-4 2802 stands on the shop track at Smiths Falls, Ontario, with those big smoke deflectors. Date unknown.

The crew of Passenger Extra 2802 East, with conductor John Howard in charge, were aware that they had been closing up on No. 550 since the operators at both Renfrew and Arnprior had been ordered by the dispatcher to hold their train in order to maintain the required 20 minute "block" behind the local. In fact the troop train had arrived at Renfrew only five minutes after No. 550 had departed and arrived at Arnprior only eight behind the preceding train.

Approaching Almonte, Passenger Extra 2802 East was proceeding at about 45 MPH at which time speed was reduced to about 25 MPH after a 12 pound brake pipe reduction had been made. The approach to the Almonte station is on a left hand curve approaching from the west, followed by the crossing of the swift flowing Mississippi River. The train order (board) signal at Almonte was briefly observed by Sam Thompson through the mist from the river and the rain and sleet as being "green" (indicating that no train orders were to be picked up). Lorne Richardson, on the right side of the 2802 as it rounded the left hand curve could not see the signal or the rear end of train No. 550 because the length of 2802's boiler obscured his view. It wouldn't have mattered much anyway as a train order (board) signal has nothing to do with indicating whether or not the track is clear. In addition to those other restrictions to visibility, 550 was also partially obscured by escaping steam from the tail end car heater line. On the assumption that train 550 had left the station at least 20 minutes before, engineer Richardson released the brake to drift through. As it turned out the train order was green alright, however, this was because the rear end of No. 550 had not yet passed it, the train still being stopped at the station, so the operator had not yet changed it. Neither Richardson nor Thompson saw the local until they were only about 400 feet from it when 2802's headlight reflected off the glass in the rear coach door. Richardson put the brake in emergency, but it was too late.

At 8:38 P.M. it happened, engine 2802 struck No. 550, completely telescoping the last car, coach 1028, and partially telescoping coach 1516, the second to last car, stopping midway through it. Both of these cars were reduced to scraps of metal and kindling wood. The troop train consisted of engine 2802, 13 heavy steel cars and a caboose, and weighed more than a thousand tons. The elderly wooden coaches offered little resistance to the onslaught or provided safety for the passengers. Fortunately, there was no fire as a result of the collision and there were lots of rescuers. A not-to-heavy jolt was all that was felt by engineer Joe. Sauvé and fireman Frank Dixon on the 2518 which shows the frailty of those wooden coaches.

Lorne Richardson suffered an injured chin, inflicted by flying debris from the wreckage of 550. Sam Thompson came through it without a scratch. Military personnel on the troop train got a minor shaking up, probably as much from the emergency application of the brake as the collision itself. On the local, things were very different. A massive rescue operation began, first by local people in Almonte and the surrounding area, by military personnel from the troop train and Sam Thompson off the 2802. Soon local doctors and nurses arrived and later medical people from Carleton Place, Smiths Falls and Ottawa. A nurse I know was ordered to come to work sometime after midnight at the Ottawa Civic Hospital from her home in Ottawa, as were other nurses and doctors. She didn't know why, and didn't ask, but responded to the call. An Ottawa to Petawawa passenger train was turned into a hospital train at Carleton Place, and the remains of train 550 was similarly made into a hospital train to transport the injured to Ottawa. The town hall and the O'Brien theatre in Almonte were turned into temporary morgues and a place of refuge for the injured. The Smiths Falls auxiliary was called out, however, it wasn't until after 5:00 a.m. the following morning that the line was cleared. Despite the amount of damage to the wooden rolling stock, the rails and ties were, basically, left undamaged. The 2802 had its pilot damaged and the engine truck derailed, really quite minor. Without a doubt it was one of the worst train wrecks in Canadian history.

Looking back at that terrible night, from the year 2000, the thought of wooden coaches being used as late as 1942 seems incredible to most outsiders, but was quite well accepted by railwaymen and the rail travelling public alike. Those old cars would outlast the wartime years and still be in service into the very late 1940s, and many into the 1950s.

A coroners inquest was established, with a jury of five men, and was held immediately after the tragedy. It was headed up by Dr. Smirle Lawson, the Chief Coroner of Ontario who, after hearing the evidence, was convinced that the C.P.R. should shoulder all of the blame. Obviously the Company disagreed, as did the Board of Transport Commissioners, who blamed many of the employees involved for rules violations.

"The inquest concluded that the blame for the wreck must be placed entirely on the Canadian Pacific Railway Company for three reasons:

First, they had no operator stationed at Pakenham when in (our) opinion the accident might have been avoided by the 20 minute block system.

Second, there was no protective signal at a most dangerous curve, at the entrance to the town (Almonte).

Third, the green light showing above the Almonte station gave the engineer of No. 2802 the impression that he might proceed. Had this signal been red, according to the testimony of the engineer and fireman, this train could have been stopped.

We place no blame whatever on the crews of the trains No. 550 and No. 2802, but we do feel that an effort could have been made from Smiths Falls to call an operator at Pakenham and Almonte.

We recommend that in order to prevent the occurrence of a similar catastrophe and to safeguard the travelling public, especially under wartime conditions:

(a) That an operator be placed on steady duty at Pakenham.

(b) The immediate installation of an automatic station protective signal west of Almonte.

(c) That a standing order be issued for a speed limit not exceeding 25 miles per hour through Almonte and that this order be strictly enforced by the railroad officials.

(d) That the block signal device at the station here be changed to give protection to standing trains".

At the inquest a great deal of the time was spent discussing the operating rules used by Canadian railways and by which train operation is governed. It is obvious the Chief Coroner didn't understand train operation, or the rules, and became very agitated when they were cited over and over by the various witnesses. In

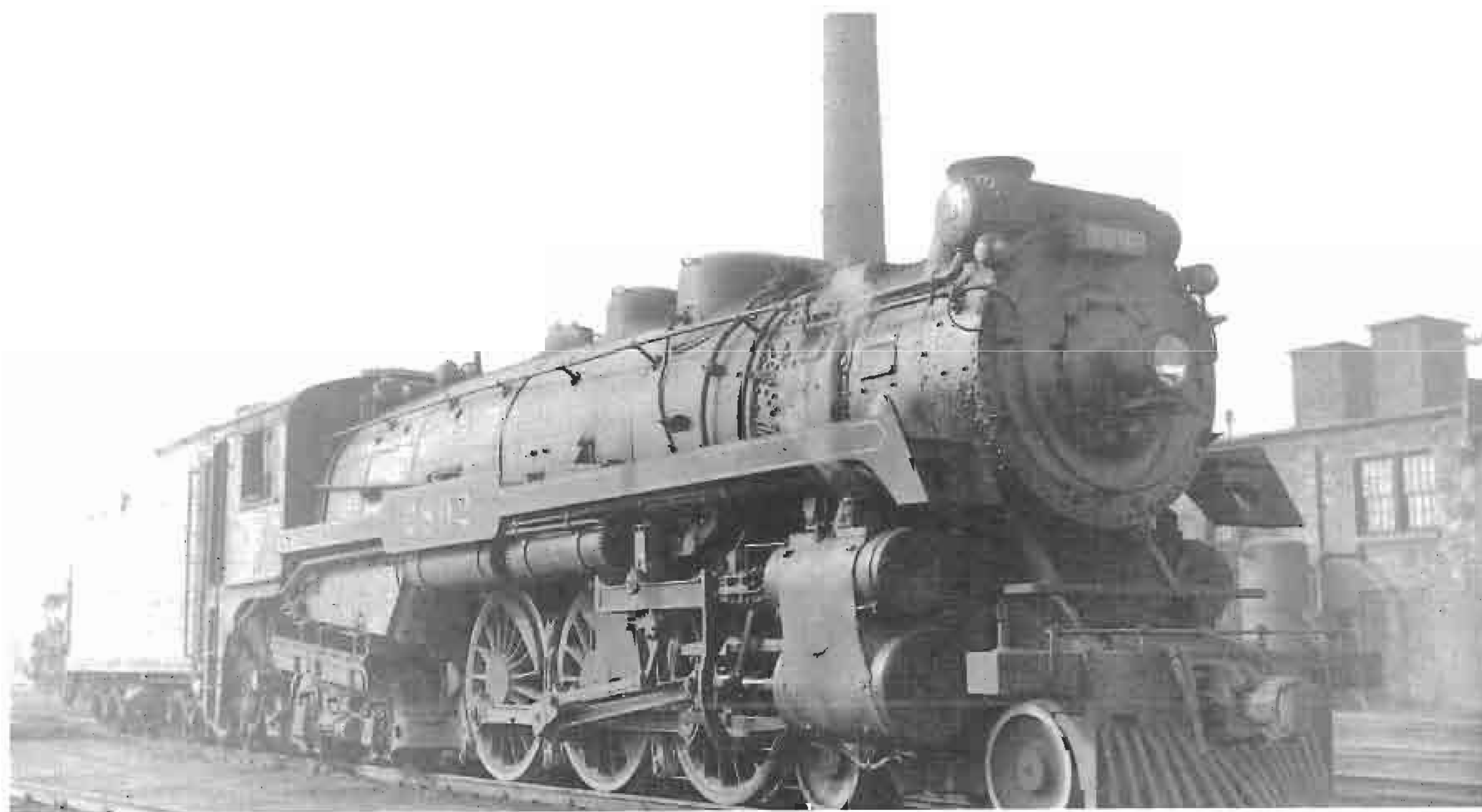
inquest recommendation d) it is obvious he had still not found out what the "block signal device" as he called it, (train order signal), at the station signified. Of course, it only signifies that there are, or there are not, orders for a train. It conveys no meaning whatsoever as to the status of the railway. In retrospect, it could have been a much more meaningful inquest in the opinion of this writer at this late date.

Parties involved at the inquest were, of course, passenger survivors of the wreck, the railway employees involved, the Brotherhoods representing the running trades employees, both minor and major officials of the railway, the Dominion Board of Transport, and others. The Brotherhoods put the blame on the C.P.R., mainly for not keeping the operator on duty at Pakenham, the first train order station west of Almonte. Had that operator been on duty the dispatcher might have had him hold the troop train at that location. The second war years and the holiday season presented a busy time on the railway with extreme demands on the system, as well as the men and equipment, even the Coroner said that current conditions demanded new rules and equipment. Had the troop train been following the rules, to the letter, they should have been able to stop, and had the crew on the local made an effort to protect the rear of their train, there would not likely have been a collision. Fault all 'round? Probably.

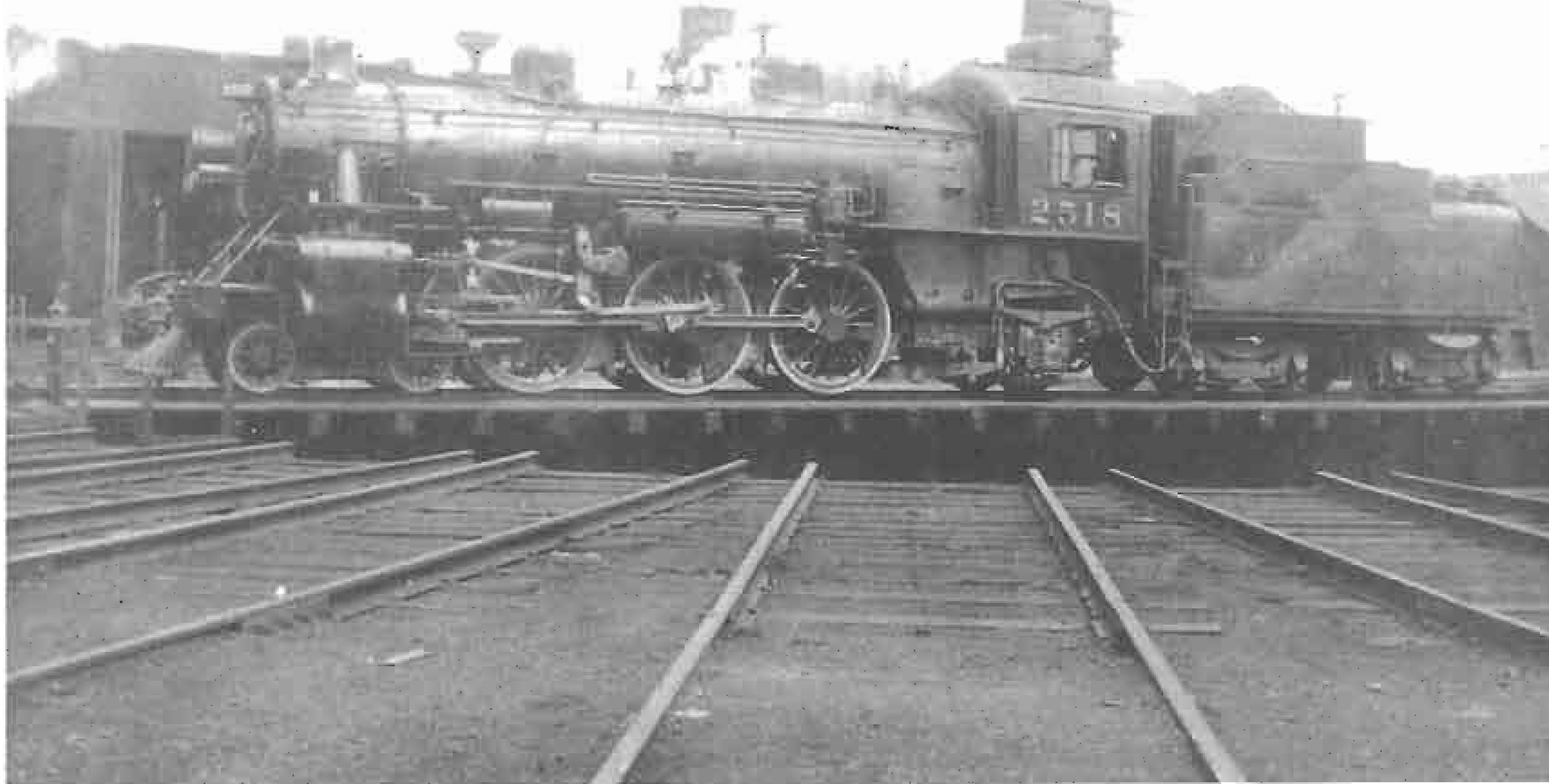
Three rules violations were cited in the Board of Transport Commissioners report. First, the crew of No. 550 did not follow rule #36, which states that "a red or yellow fusee, as the case may require, will be used for protection of a train which is not making the speed required by schedule or train order and is liable to be overtaken by a following train". The Board's report also stated that: "The crew of No. 550 had no advice that passenger extra 2802 was following them, but in view of the fact that the train was losing time due to the very heavy traffic incident to the holidays, and having in mind that the rear end of the train was two car lengths out side the west switch at Almonte, good judgment should have dictated to the crew of this train that some protection was necessary, and fusees should have been dropped in accordance with the above mentioned rule".

Secondly, rule 91, paragraph 3 states: "Schedule speed must not be exceeded by schedules of trains other than the first section, nor may a train following a train carrying passengers, exceed the schedule speed of such train unless clearance shows arrival at a station ahead". In the Board's report, they elaborated by saying: "This rule was applicable to passenger extra No. 2802 immediately that train was stopped by the train order signal at Renfrew for the twenty minute block on No. 550. It again

became applicable when this train was stopped by the train order signal at Arnprior, as has been pointed out [supra] in both instances, namely, between Renfrew and Arnprior, and Arnprior and Almonte. The schedule speed of train No. 550 was exceeded in the first instance between Renfrew and Arnprior by six minutes, and in the second instance between Arnprior and Almonte by five minutes. These two instances of exceeding the schedule speed of train No. 550 form a clear and most serious violation of the said rule, and a major contributing factor to the accident". And, in addition, they also said: "It does not appear that there was any determined effort on the part of the engineer or conductor of passenger



The 2802, standing on the shop track at West Toronto on November 1, 1957. The 2802 likely looked much like this in 1942, without those "elephant ear" smoke deflectors.



The engine that powered the ill-fated local train at Almonte, Ontario, on December 27, 1942, was CPR's light Pacific No. 2518, shown in Montreal in 1933 with open cab, little 5,000-gallon tender and single cylinder air compressor. A fine engine that had a life span of 49 years.

when it was known that their train was not making the speed required by schedule, and that the rear end of the train while standing at the station at Almonte projected some 170 feet west of station limits.

32. The west approach to Almonte Station is on a curve, and under certain weather conditions a mist arises from the falls near this west approach to the station. The combination of these facts having been disclosed, it appears that the erection of a station protection signal west of Almonte would be an additional safeguard to a train standing at Almonte Station. A direction to this effect will go to the Canadian Pacific Railway Company accordingly".

Engineer Richardson was taken out of service. The Brotherhood of Locomotive Engineers fought long and hard to have him reinstated and were moderately successful in getting him a job as a permanent locomotive fireman on a yard engine in Prescott, Ontario. Sam Thompson went on to finish his career as an engineer working out of Ottawa West. The conductor of passenger extra 2802, John Howard, became victim number 37 when

extra No. 2802 to actually check their times with the schedule speed of train No. 550, which they knew was ahead of them".

Without a doubt the worst of the three rule violations cited by the Board was rule 93a which states, in part: "The outer main track switches of passing tracks will be considered 'station limits', and main track may be used inside of such limits by keeping clear of first and second class trains. All trains except first and second class trains must, unless otherwise directed, approach and pass through such limits, prepared to stop unless the main track is seen to be clear..." They also said: "It is abundantly plain that the main track ahead had not been seen to be clear and it is equally plain that passenger extra No. 2802 did not approach the 'station limits' prepared to stop".

While I have only quoted the most salient points from the Board's report I am going to quote the Board's findings in total so that the reader may compare them with the findings of the Coroner's Inquest, which are very different:

"There can be no other conclusion drawn from the facts but that had the rules been observed there would have been no accident. Departure from the rules, resulting in the accident, may be summarized as follows:

30. Failure of the crew of passenger extra No. 2802, and in particular the engineer and conductor thereon, to observe the provisions of paragraph 3 of Rule 91 and Rule 93(a) of the General, Train and Interlocking Rules of the Canadian Pacific Railway Company, in that passenger extra No. 2802 exceeded the schedule speed of train No. 550, and that the engineer of passenger extra No. 2802 did not have his train under control and prepared to stop as he approached Almonte Station. It is also felt that the company's official who was riding this train at the time erred inasmuch as he failed to take such necessary action as would ensure compliance with the rules.

31. Neglect of crew of first-class passenger train No. 550 to provide protection by way of red or yellow fusee, as required by Rule 36 of the General, Train and Interlocking Rules of the Canadian Pacific Railway Company, to the rear end of No. 550

he took his own life (by drowning) before the inquest got underway. He left his son a letter which stated that taking the blame for the disaster was more than he could bear. Nine months short of retirement, John Howard had never been involved in an accident of any kind after 40 years of service. Truly a night, and a nightmare, to remember.

One night, about 10 years later, I was the fireman on one of those late night westbound through "western" passenger trains. The engineer I was with, whose name I have forgotten, said he felt sick, probably his heart, after leaving Carleton Place. In any event he stopped the train at the Almonte station, got off the engine and asked the station operator to get help and medical attention, which he did. In the meantime the Smiths Falls dispatcher, after an hour or so delay, got another engineer out to the train and we continued on to Chalk River. I'm sorry that I no longer remember any further details of that incident, but don't think I didn't remember the "Almonte Wreck" on that terrible night 10 years earlier while I was sitting on that engine at Almonte, protected, I might add, by automatic block signals.

As an occasional visitor to the town of Almonte, well over 50 years after that fateful night, when I cross the tracks on the road crossing immediately west of the location where the station used to stand, and where the Almonte town hall building still stands, I think about the infamous Almonte wreck and its devastating horror, shattered lives, broken bodies, and the sadness it brought to so many innocent people.

The story of the Almonte wreck was first printed in *Branchline* in December 1988 and was written by Ron Ritchie. Ron, a BRS member and friend, finished up his railroad career as Assistant to the President of the Canadian Pacific Railway Company and now lives in Hudson Heights, Quebec. I have somewhat embellished his original story with details I have learned in the interim, and remembered, and thank Ron for his diligence in keeping so many of the facts of this incident logged as well as so many other "happenings" on the railway. A big tip of the old Tid Bitter's cap to Ron. ♦

Southwestern Ontario Tales

by "NY Fore"

WAY UP HERE....

While manning the counter at Dundas one summer day in about 1972, an elderly lady detrained from the bus connection out of Hamilton and walked into the station waiting room. Spying me behind the counter, she inquired as to why "this station was way up here on the side of the mountain?" Suppressing a laugh, I replied, fully with tongue in cheek, "well ma'am I think they wanted it close to the tracks". Believe it or not she seemed quite satisfied by that answer and went to sit down to await the arrival of Train 141.

GA-NANA-KEW

Again an elderly lady approached the counter, this time at Burlington. "Young man, I should like a one-way coach ticket to Ga-nana-kew please". Well, I'd sold a number of tickets to some pretty far-fetched places, from Port aux Basques to Boston Bar, but never heard of Ga-nana-kew. Timidly, with a waiting room full of other passengers, I began to prod her as to the precise destination. "Where is it you wish to go?" I asked. When she repeated "Ga-nana-kew" she also launched into a story about her daughter and that no good husband, and how she, as Grandma, would have to come and stay for a while to take care of the Grandchildren while they worked things out. Oh great, just what I needed, to be in the middle of Family Feud!

Anyway, I grabbed a copy of the latest passenger timetable and began flipping the pages open, stating that I had never heard of Gananakew and could she help me out? "Why yes" she replied, "its right there between Kingston and Montreal". I ran my finger down the station stops until it suddenly dawned on me - she wanted to go to GANANOQUE !!!!!

FLANAGAN

Joe Lipnicky, Operator and Agent and consumer of beverages extra ordinaire, likes to tell this one: working at Merritton, he got to know the Conductor on the [former] NS&T job, a fellow named Flanagan. I guess this guy liked to write little notes after many of his shifts, detailing this and that about minor defects along the right-of-way. And when you think about it, what better way to convey said information when you finish your shift at midnight and no one else is around. Over a two week period, however, something really was amiss; one night he left a note that said "Off the track at GM [signed] Flanagan". A few nights later, again, "off the track again, Flanagan". Finally, an exasperating note, "off again, on again, gone again, Flanagan"!!

HOT TIP

Every Friday night, for over a year, this large man would catch Train 141 from Dundas to London. He was always slightly drunk, but not obnoxiously so, just friendly. Friendly enough to give me a tip after noticing I was always working the counter. "Here Red, a little something for you". Turns out he was hooked on the ponies and would be on his way to Western Fair Raceway.

After a while, and after he began tipping me [50 cents here, 75 cents there], he confided what he knew each week. "Go for OBSESSION in the 4th" he'd whisper. Or "sure thing for LADY LUCK in the 3rd"...things like that. After a few months of that, I looked forward to this guy, just for laughs. I never wanted the money, but in that position you take it, because a guy like that would make more noise if you didn't.

As time progressed, he'd make small talk, like "how's the train tonight, on time?" Or "my girlfriend wants to go with me sometime, I don't like that idea, what do you think?". I would still smile and try to give the correct answers, the guy was so easy going, affable, a friendly drunk....he would sit there when not gabbing with me and smile at all the old ladies, grin at the

younger ones.... One Friday he didn't show up and I missed him. The following week he was missing again and I began to worry - had he been rolled for his money on the way home? Did he finally croak from a heart attack? Then after three weeks he showed again - boy was I relieved! "Been to Florida, racing the dogs" he shouted, "made a bundle". He then proceeded to show me this pretty fancy belt buckle that he bought and pointed out his new Stetson hat. Some people have all the luck!

WHAT TIME FOR THAT TRAIN?

After answering the telephone about 9,765 times and handing out ticket and train information, you think you've heard just about everything, until....

"Hello, CN? What time does the 5:15 leave for London?"

"Hello, I'd like to make a reservation in a sleeper, preferably a Roomette, for my husband and I and our Dachshund"

"Hello CP? What time will the Canadian Transcontinental arrive from Moose Jaw"?

" I should like to get some information regarding the GO-GO trains for Scarboro"

"What time is the last train to London?" '11:44 pm'. "No, the later one". 'That is the latest, 11:44 pm'. "There isn't one later?" 'No, 11:44 pm is the last train to London' "OK, OK, then I'll take the later train that goes to Windsor and get off at London, so what time is that?" 'The last train to Windsor leaves at 8:11 pm'.

....click.....◆

Now Available

Canadian Trackside Guide® 2000

The updated 2000 edition of the **Canadian Trackside Guide®** is now available. This, our 19th edition, contains 736 updated and expanded 5½" x 8½" pages, current to mid-February 2000.

The only comprehensive guide to Canadian Railways:

- Locomotives of CN (including Illinois Central), CPR, VIA, Regionals and Industrials
- Preserved Equipment
- Urban Rail Transit
- Passenger Cars
- CN, CPR and VIA train numbers and routes
- Detailed divisional maps and subdivision listing for all Canadian railways and their U.S. components, including Station names and mileposts, radio frequencies, talking detectors, siding lengths, location of crossovers and wyes, and more
- Railway Reporting Marks
- Maps of major cities detailing rail lines,
- Cabooses
- Radio Frequencies
- Non-Revenue Equipment

Order your copy today direct from: Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1.

- To Canadian addresses, except New Brunswick, Nova Scotia, and Newfoundland & Labrador: \$28.84; to NB, NS and Nfld & Lab. \$30.99 (all postpaid, taxes included).
- To United States addresses: US\$22.00 postpaid.
- To international addresses: \$30.50 postpaid (surface mail); or \$40.00 postpaid (air mail) in Canadian funds (or US equivalent).

Information Line



CN'S TELLIER URGES STB REVIEW TO FOCUS ON CUSTOMER SERVICE:

The clear public benefits of the CN/BNSF combination merit a fair and prompt hearing of the control application the two railroads will file in April, says CN President and Chief Executive Officer Paul M. Tellier. Tellier, in a statement filed with the United States Surface Transportation Board (STB), said: "Our railroad opponents hope that [the STB] will delay a fair hearing on our combination, at least until they feel that they are more ready to respond to it... That is protectionism on its face, and [the STB] ought to reject it as such..." Tellier underscored the fact the STB "exists to protect competition from what a railroad might do, not to protect railroads from what competition might do."

Tellier said the fact that "other railroads haven't been providing reliable, cost-effective service to their shippers shouldn't lead [the STB] to penalize those of us who are doing so and want to do even better." Bluntly, Tellier said: "There is no bad time for a good consolidation, just as there is no good time for a bad consolidation." Tellier said what matters most is the shipper, and that means the regulatory focus of STB control proceedings should ensure that service to shippers is protected.

Thus, four factors should guide the public interest test for all future railroad control applications, including CN's and BNSF's. The applicants must demonstrate: 1) successful past consolidations; 2) the fact that the proposed transaction will be like past consolidations that have generated efficiencies without service disruptions; 3) a commitment to service guarantees that will ensure pre-merger service levels are at least maintained; and 4) financial strength to overcome readily any service obstacles that may appear unexpectedly after a transaction. CN and BNSF meet these tests, said Tellier, adding that these standards will "raise the bar for future transactions." Tellier said the control application will demonstrate the CN/BNSF combination will be good for shippers, competition and the transportation system.

Tellier said the STB should give the CN/BNSF combination a prompt review. In an unprecedented move, CN and BNSF have agreed to guarantee equal or better service over their networks after their railroads are combined. And they have guaranteed that existing gateways will remain open. Moreover, the railroads have promised a service alternative for the very few shippers who would otherwise have one rather than two railroads to use after the combination takes effect.

[See March 2000 Branchline, page 10, for background information on the proposed CN/BNSF combination, reaction from major railways and one union, as well as the STB hearing it triggered to discuss major railroad consolidations at which more than 150 railroads, customers and government officials were scheduled to testify over four days in Washington] (Canadian National, 29/02/00)

Related news items:

THE BNSF-CN MERGER: WHY THE OTHER RAILWAYS ARE BALKING:

Writing an Opinion piece in the *Journal of Commerce*, Lawrence Kaufman says that it is no secret the other Class I railroads don't want BNSF and CN to merge. And if they can't block the transaction they will do what they can to delay it. Kaufman says Union Pacific has the most to lose if the merger succeeds. A lot of southbound traffic that now flows on CN from Canada and the automotive complex in Michigan to UP at Chicago won't any more. It's that simple. While CSX and NS don't stand to lose much traffic as a result of the merger, their opposition is based on economic reality.

As Kaufman points out, the CN/BNSF transaction will inevitably force the rest of the rail industry into defensive strategic moves, and the trend toward two giga-systems (the last merger round produced mega-systems) will accelerate. If you ask the question, if BNSF and CN merge, do the others have to

merge? Kaufman says the answer is technically, they don't. Practically, they do.

Kaufman predicts that once it becomes obvious to the other Class I's that they cannot kill or substantially delay BNSF and CN, watch for them to do their own deals quickly. And that's what they fear --having to do deals now. In the capital-intensive railroad industry, no company can allow its competitor to become significantly larger. Bigger carriers get even bigger because they can offer customers more options and can handle more of their transportation needs. Failure to respond can condemn a railroad to secondary status.

But if you look at stock prices and market capitalization, now is not a good time to have to merge. That's why UP, CSX and NS "need" delay. They figure to be worth more in a couple of years from now. In the end, it's all about who calls the shots and money. (*Journal of Commerce*, 23/02/00)

MOST CURIOUS: In an editorial, Clayton Boyce of *Traffic World* outlines his take on the proposed CN-Burlington Northern Santa Fe merger. According to Boyce, CN and BNSF will undeservedly find it more difficult to gain approval from the Surface Transportation Board, in comparison to past mergers. Some of the reasons why Boyce says the merger will be difficult include the fact that shippers are distrustful of another merger with the disaster of the Conrail carve-up still ongoing, and the fact that other railroads will fight against the merger to protect their own franchises. In addition, Boyce states that the STB has changed the rules and raised the bar that CN and BNSF must jump.

In contrast, Boyce's reasons for supporting the merger include CN's excellent customer service reputation, the fact that CN has successfully accomplished a similar end-to-end merger with Illinois Central, and also the proposed merger is a stock transaction, trading shares of each railroad for shares in a new umbrella corporation. All of this creates a curious picture of railroad regulation, says Boyce. Those who have failed in their merger efforts can use their failures to block those who have been successful, and by adopting rules that should have been followed all along, the STB can appear to be pro-shipper as it acts to protect other railroads from new competition. (*Traffic World*, 01/03/00)

BLE SUPPORTS CN/BNSF COMBINATION: The Brotherhood of Locomotive Engineers (BLE), CN and BNSF have announced that the BLE has agreed to support the CN/BNSF combination. The BLE is supporting the CN/BNSF combination after obtaining important job-protection commitments from the railroads, including no major downsizing of the engineer and Canadian traffic controller work force will occur in the U.S. or Canada as a result of the combination, and the railroads will extend to at least 10 years standard rail industry employee protection benefits to BLE members whose positions cannot be eliminated through attrition. If BLE members are adversely affected by traffic diversions, abandonments or other major change with respect to rail lines, facilities or operations, they will automatically qualify for these standard benefits. In addition, the carriers agree to preserve existing bargaining agreements to the extent possible, consistent with implementation of the transaction, and no BLE jobs will be transferred between Canada and the U.S. (PR Newswire, 06/03/00)

U.S. OFFICIAL CALLS CN/BN RAIL MERGER BENIGN: A senior U.S. official described CN's proposed merger with BNSF as "benign" but said regulators should seek increasingly higher standards from successive rail mergers. "It seems to me the BN/CN merger is as benign a merger as we can expect to see," said Federal Railroad Administration associate administrator Charles White, adding this was a personal view as the proposal had not been officially submitted. He did not see a great deal of benefit for shippers in the CN/BNSF deal but there would be some efficiencies. White said there was little overlap in the lines and the railroads had assured protection for the handful of shippers

reduced to one railroad option from two currently. "They are, right now, the two most efficiently run rail systems on the continent," he said. (Reuters, 01/03/00)

MARKETING ALLIANCE VS. MERGER: A KNOCKOUT?: In a recent Rail Business article, analysts speculated as to why CN and BNSF decided to merge, instead of forming a market alliance. One of the advantages of having a market alliance instead of a merger, is that marketing agreements do not require approval by the Surface Transportation Board. Unfortunately, there are many disadvantages to long-term market agreements, including the inability to achieve some of the synergies in terms of information technology and purchasing, and this is why CN and BNSF are merging instead. Despite the disadvantages of marketing agreements, however, the author points out that there might be several marketing agreements within the rail industry in retaliation to the proposed CN-BNSF merger. (Rail Business, 14/02/00)

OPPOSITION GATHERS STEAM AGAINST CN-BNSF: The plan to merge CN and BNSF into North America's biggest railway has drawn considerable criticism. The B.C. Council of Forest Industries argues that the merger is certain to reduce the kind of competition that keeps transport costs low.

CPR's chief executive Robert Ritchie said the merger could hurt the rail industry and its customers. He said his railway is "deeply concerned," adding that North American railways haven't recovered from disruptions caused by a previous round of consolidations. "In a number of instances, shippers have simply given up on the railroads and diverted their freight to other modes of transportation." Another round of mergers would force the remaining railways, including CPR, into a rapid consolidation as well, further deteriorating service in the short term. To regain confidence of shippers there has to be a period of stability and improvement, argued Ritchie. Ritchie's comments, echoing some U.S. railways and unions, were in a statement tabled with the U.S. Surface Transportation Board.

Ritchie said the purchase of Conrail by CSX and Norfolk Southern in 1998 was one of the worst mergers in U.S. rail history, causing major traffic congestion in CPR's eastern U.S. division. Similar problems happened in the Chicago and St. Paul terminal areas after Union Pacific acquired Chicago North Western and Southern Pacific. "Shippers as far away as British Columbia have been impacted by the recent service problems in the U.S. Northeast," Ritchie said. (Canadian Press, 03/03/00, 04/03/00)

BNSF-CN MERGER COULD MEAN MORE COMBINATIONS: Is North America heading to just two big railroads? That's the question raised by the proposed combination of BNSF and CN. The combination would create the largest railroad system in North America. Just as daunting, it could compel the other rail giants to pursue their own mergers as a competitive response. "If this proposal proceeds, it greatly increases the odds that we will prematurely trigger the endgame of the railroad industry into two big transcontinental systems," says John Snow, chairman, president and chief executive of CSX Corp.

All this comes after a wave of railroad mergers since the mid-1990s that left many rail customers reeling from freight disruptions and delays following mergers conducted by Union Pacific Corp., Norfolk Southern Corp. and CSX.

Some railroads are urging a moratorium on rail mergers. David Goode, chairman and chief executive of Norfolk Southern, said his company needs more time to straighten out service failures from its takeover of Conrail routes. "We need a period to concentrate on service improvements without the distraction of another major merger," he said.

The mergers left the North American railroad industry with six major players: two in the West, two in the East and two in Canada. If BNSF goes ahead with its combination with CN, analysts say that could lead Union Pacific to combine CPR. Union Pacific could also link with one of the eastern U.S. railroads, CSX or Norfolk Southern. The remaining eastern railroad could then find a home with BNSF/CN.

A spokesman for Union Pacific said the company isn't holding merger talks (*although UP did admit at the STB Hearing that it had studied buying CP last year, ed.*). "But if the BNSF/CN merger

goes through, we will have to consider our options," he said.

Robert Krebs, chief executive of BNSF, said railroads need to extend their systems to better compete with trucks. So far, attempts to expedite shipments through voluntary alliances and cooperative efforts among railroads haven't been effective enough, he said. "That to me is very disappointing, and a very powerful reason why we may end up with a coast-to-coast two railroad system," Mr. Krebs said.

Some economists agree. They say the railroad industry ought to be playing a bigger role in the economy, but trucks continue to gain transportation market share. "Rationalizing the system will make it more efficient, and that will mean they will be better players in the supply chain," said W. Bruce Allen, a professor of public policy and management and transportation at the Wharton School of the University of Pennsylvania in Philadelphia.

While airlines and trucks can travel nationwide, a given railroad is still constrained to its own infrastructure. Getting a freight car from coast to coast in the U.S. has to be done in a relay-race fashion with handoffs among railroads. "There are too many chances to drop the ball with the current industry structure," said Mr. Allen. "It means poorer service and less reliability."

Whatever the outcome, there's much at stake. Even with the mergers and efficiency gains since railroads were partially deregulated in 1980, the industry still doesn't make enough money to adequately pay for the track, equipment and technology it needs. Some analysts say railroads must shave off more costs and boost revenue or risk withering in the future.

Some see that as a loss, because railroads use less fuel, produce less pollution and place less demands on the environment to move freight compared with trucks. Still, others say that railroads don't need to merge to solve problems. Michael Galardi, a partner at Andersen Consulting LLC, said railroads could move more aggressively to schedule their freight train operations, which too often are run on a random basis, and to adopt a reservation system, so that freight flows are more predictable.

Some rail customers say they could live with fewer, bigger railroads if they were assured of competition from those that are left. In the trucking industry, there is competition for customers' business. But railroads are different, because many customers are captive to a single railroad. In the chemicals industry, that includes 63% of manufacturing plants. That's driving the Chemical Manufacturers Association to support legislation, fiercely opposed by railroads, that would provide competitive choice for rail customers that don't currently have it. "What's more important than the number of railroads," said Tom Schick, distribution counsel at the Chemical Manufacturers Association, "is that every rail customer has the right to service from more than one railroad." (Wall Street Journal, 07/03/00)

LOCOMOTIVE OVERHAUL CONTRACT AWARDED: CN has been awarded a major locomotive overhaul and upgrade contract by General Motors' Electro-Motive Division. The locomotives will be rebuilt for Locomotive Leasing Partners of San Francisco with delivery of the first upgraded locomotives coming in April.

CN's Transcona Shops will completely rebuild 24 GP38-2 locomotives, acquired from Long Island Rail Road. Once upgraded, they will be leased to another railroad customer. The work includes modernizing the locomotive cabs, electrical systems, diesel engines, and traction systems. The locomotives will also be completely repainted and equipped with new dynamic braking systems. (CN homepage, Canadian Press, 01/03/00)



**CANADIAN
PACIFIC
RAILWAY**

CPR HOLIDAY TRAIN RAISED \$300,000: The inaugural CPR holiday train from Montreal to Vancouver in December 1999 raised \$300,000, and based on its success, officials said they will hold the event again in 2000. Mark Seland, CPR's manager of communications, said \$200,000 has been collected in cash along with seven tons of food valued at \$100,000. "What is exciting is that donations are still coming in and this proves quite conclusively the success of this project....CPR was surprised by

the generosity," Seland said. The train's greatest impact was in the smaller towns and cities. CPR, through the Canadian Pacific Charitable Foundation, donated \$100,000. Canadian Tire and its Foundation for Families contributed \$60,000 in cash, toys and 5,000 festive lights. (Calgary Herald, Canadian Press, Edmonton Journal, 01/02/00)

RAILWAY PAVILION EARNS DOWNTOWN ACHIEVEMENT

AWARD: CPR has opened the doors of a new architectural landmark in Calgary, the CPR Pavilion. The 2,750-square-metre, glass-and-iron structure, built by CPR at a cost of about \$6 million, is situated at First Street SW, adjacent to the historic Palliser Hotel. The facility will serve as a new venue for dining and receptions and will be the launch-site for the "Royal Canadian Pacific", a luxury rail-excursion service scheduled to begin operations this spring.

The CPR Pavilion is highlighted by a 12-metre-high glass-and-iron rotunda that sits atop the railway overpass on First Street SW. At the west side of the rotunda is the Great Hall, a 152-metre-long wing built adjacent to the CPR main line, which will house the "Royal Canadian Pacific" fleet, consisting of eight vintage business cars and three 1950s-era passenger locomotives.

The Calgary Downtown Association (CDA) presented CPR with a Downtown Achievement Award, saying that the award recognizes the unique architectural features of the Pavilion and the railway's investment in the enhancement of downtown Calgary. (CPR News Release, 14/02/00)

CPR OFFERS LUXURY TRIP: CPR unveiled its new luxury charter service on February 14. Patterned after the "Orient Express", CPR is touting the nostalgia of riding the rails in style, with Banff and Golden, BC, as its centerpiece stops. In what will be Canada's most expensive train ride, passengers will pay \$7,455 each, single occupancy, to ride vintage rail cars, dating from between 1916 and 1929, on a scenic loop through the Rocky Mountains and Southern Alberta Plains. Tourists will be served elegant railway-style dinners on linen tablecloths, with genuine CPR china and silverware, the same kind that royalty used 50 years ago. The vintage tours will be operated under the name "Royal Canadian Pacific". CPR's premier tour is named the "Golden Loop". Tourists will travel for six days from Calgary-Banff-Lake Louise, and over the Great Divide to Golden, B.C. The "Royal Canadian Pacific" will then turn southeast, climb through the Crowsnest Pass including Fort Steele-Cranbrook to Lethbridge, then north back to Calgary.

Paul Clark, CPR vp of communications, said during the February 14th unveiling inside the station adjacent to the Palliser Hotel, "This is not for everyone. It is for people who have done the "Orient Express" and have flown on the Concorde. This is not to be confused with CPR getting into the passenger business again." But for those who would prefer just one evening on a train, CPR is laying on dinner specials, a three-hour run down to High River, Alberta, as the sun sets over the mountains. "People simply view this as something from another time, another place, that they wish to be a part of, hearts flutter, romance blossoms and people seem to take on a softer, gentler approach to life," Clark said. To prove how romantic the rails can be, CPR held a real-life Valentine's Day wedding ceremony in the \$6 million pavilion that houses the vintage cars.

The car "Killarney" has been restored to its splendour, along with the "Mount Stephen" built in 1926, that Canadian Prime Ministers favoured for their cross-country electioneering. The "Mount Stephen" seats 12 people in executive splendour on its rear observation platform. Vintage Tours will operate May 4, through to mid-October, with CPR putting on these grand excursions likely once a month this summer. In between those tours, it will be offering one-two-three day trips for special groups or corporate excursions. Companies will be able to book the train for executive retreats, parties, or board meetings. CP is offering one-way journeys from Calgary to Vancouver, or trips to Banff, Lake Louise and Golden, B.C. The cost will be high, \$1,500 to \$2,000 a person a day, but the service will be the same as that enjoyed by Royalty, prime ministers and presidents from around the world in the grand days of railroading. (CP and Various newspapers, 15/02/00)

CP TO SELL PORTION OF WESTON SHOPS: Canadian Pacific has signed a memorandum of agreement to sell a portion of its Weston Shops to Alabama-based Progress Rail Services Corp. Progress has agreed to purchase the metal fabrication, truck-manufacturing and wheel-reconditioning shops within the Weston Shops, as well as associated warehousing operations.

If the deal is approved by each company's board of directors, that will leave CPR with just a diesel repair shop at Weston, which CPR says it has no plans to sell. Progress specializes in providing products and services to North America's rail markets, so it will be more aggressive in marketing the products and services produced at Weston Shops.

Dennis Cross, president of Local 101 of the Canadian Auto Workers Union, which represents unionized workers in the shops involved, said most of the workers are pleased a deal has been struck with Progress. Cross said that CPR made little effort to upgrade the manufacturing equipment in the shops or to attract outside work in recent years. Approximately 40 supervisors and managers will become Progress employees, while about 350 unionized workers now employed in the shops will work for Progress and remain on CP's payroll. While CPR says it will let the unionized workers remain on their payroll because it will un-complicate the way of doing things, Cross indicated that the reason was due to CPR paying out \$60 to \$70 million in severance and pension-bridging benefits if their jobs were terminated.

CPR has signed a long-term agreement with Progress to buy the same railroad products and services from Progress that Weston already supplies to the railroad. CPR has also agreed to rent part of the former car shop to Progress, closed several years ago when car repairs were consolidated in Calgary. Progress already owns a railway axle reconditioning plant in Winnipeg, acquired last November when it purchased CAE Vanguard. (Winnipeg Free Press, 15/02/00, thanks to Jim Lewis)

CP CONSIDERS U.S. MERGER TO COMBAT ARCHRIVAL CN:

Canadian Pacific is prepared to forge a railway link with Union Pacific -- an alliance that could lead to the breakup of the venerable Calgary-based conglomerate -- if archrival Canadian National Railway is allowed its own U.S. mega-merger. In a recent meeting with analysts and institutions in Toronto, CP chief executive officer David O'Brien explained that his company is forging closer ties with long-time ally Union Pacific as a competitive response to the proposed merger of CN Rail and Burlington Northern Santa Fe Corp. "CP management indicated that should the CN-BNSF deal get approved by regulators, it could trigger a CPR-Union Pacific merger," said a report from transportation analyst James David at investment dealer Bunting Warburg Dillon Read Inc. The analyst, who was at the meeting with Mr. O'Brien, wrote: "A concurrent spinoff of CPR would provide the most transparent platform for this potential transaction."

Another analyst who took in Mr. O'Brien's briefing, Glynn Williams of Newcrest Capital Inc., wrote a report that said: "CP has entered into talks with Union Pacific that could lead to either a commercial alliance or a full-blown merger, depending on the regulatory climate."

A spokeswoman for Calgary-based CP declined to comment on specific talks with Union Pacific, but said "should the merger go through, CP would look at all its options, and they range from strategic alliances, with shared technology and marketing, through to a full-scale merger." A Union Pacific spokesman said there are "no active merger discussions going on at this time," but said: "We have said that if Burlington Northern and CN were to be allowed to merge, we would expect to see a wave of other mergers resulting from that union. Obviously, at that point, we weigh all our options."

Union Pacific's rail network extends for 54,200 kilometres through the central and western United States. Rival CN offers clients a superior shipping network, with 35,400 kilometres of steel that reach from sea to sea in Canada, and south to the Gulf of Mexico. The proposed merger with Burlington Northern would add another 88,500 kilometres of track, most of it in the western United States, and makes CN the continent's largest railway.

A merger between CPR and Union Pacific would have to be

blesed by federal regulators on both sides of the border (as would the BNSF-CN ..ed). (**The Globe and Mail**, 26/02/00, thanks to Adrian Telizyn)

UNION PACIFIC CHIEF ADMITS INTEREST IN CPR: Union Pacific seriously considered merging with Canadian Pacific Railway Co. in 1998 after Canadian National Railway Co. bought Illinois Central. Richard Davidson, chairman, president and chief executive of UP, told a hearing into the U.S. rail industry that in the wake of CN's earlier merger, his company looked to buy CPR. "It was further than just thinking about it, we did considerable study on it," Mr. Davidson said. He said the company did not consult with either CPR or its owner, Canadian Pacific Ltd., at the time of the deliberations. UP abandoned the idea when the feared loss of \$200-million in annual business did not materialize and it realized a merger would cause more trouble than it was worth, he said.

Mr. Richardson's statement appeared to surprise Robert Ritchie, the president and chief executive of CPR, who at the time was sitting at the same witness table during testimony on the state of the rail industry. "I'm not looking for a home," joked Mr. Ritchie at the hearing. "I don't need a home and I'm glad Dick came to that conclusion." Later, he said in an interview, he wasn't surprised by the news that UP had considered a merger, explaining that often happens in the industry.

But the fact UP thought about it underscores how serious the major U.S. railways are when they say they will undertake defensive mergers if CN and Burlington Northern Santa Fe are allowed to merge, he said. Industry watchers say UP and CPR are a natural pairing, and Mr. Ritchie has said in the past the railway doesn't rule anything out. Further, CP Ltd. has said the company is considering spinning off assets. (**National Post**, 08/03/00)

STB WON'T REOPEN CPR'S DELAWARE & HUDSON ACQUISITION: The US Surface Transportation Board (STB) announced that it was unable to reopen the 10-year-old decision authorizing CPR to acquire the assets of the bankrupt Delaware & Hudson Railway. The decision came in response to an effort by the American Train Dispatchers Department of the International Brotherhood of Locomotive Engineers to block the transfer of train dispatching jobs to Montreal. In a December 1998 decision, based on safety concerns raised by the Federal Railroad Administration, the STB sided with the union. This decision was overturned by the US Court of Appeals for the District of Columbia in December 1999.

The union was concerned that Canadian hours of service laws are different from those in the United States, and that Canadian workers are not subject to random drug testing. The STB ruled that "when the FRA has better formulated its position regarding the magnitude of any safety problem that might be identified and what conditions, if any, might be appropriate regarding Canadian-based dispatching, we will be better able to assess whether or not it would be appropriate to reopen this proceeding to consider any request by FRA for a specific condition. If there are any urgent safety problems in the meantime, FRA, which . . . is the agency principally responsible for rail safety, can exercise its own emergency powers." (02/03/00)



VANCOUVER ISLAND RAILWAY SOCIETY GIVEN CONTROL OF SERVICE: The Vancouver Island Railway Society (VIRS), which aims to preserve and rejuvenate passenger rail service on the island, proposed to form a passenger rail authority, similar to a port or airport authority, to take over passenger train service on the island. The society asked Ottawa to hand over the \$3 million annual subsidy to VIA Rail's dilapidated passenger service to the proposed rail authority. The authority would then oversee passenger rail service, contracting out to a rail operator, and invest in improved services and infrastructure. Tourism and excursion services would also be a part of the mix.

On February 29, Vancouver radio station CKNW-FM reported that VIRS has been given control of passenger service on Vancouver Island from Victoria to Courtenay and Parksville to Port

Alberni. Transport Canada accepted VIRS's proposal to create a passenger rail authority on the Island to take over responsibilities and the federal subsidies from VIA Rail to operate passenger train services. The details will be made public later. (Daily News, 26/02/00, thanks to Dale Whitmee, and CKNW-FM 29/02/00)

OTHER INDUSTRY NEWS

EXPANDED RAIL FACILITY OPENS: A \$110-million expansion at BC Rail's Vancouver Wharves in North Vancouver opened on February 8, offering the West Coast's first full-service facility for specialty agriculture products. The revamped facility, best known for its acid-yellow mountains of sulphur, is capable of handling 3,000,000 tonnes of grain a year, and now provides floating conveyors for products that require gentle handling, such as lentils. (**Vancouver Sun**, 09/02/00, thanks to Dale Whitmee)

MORE GO TRAIN SERVICE COMING IN MAY: GO Transit announced on February 11 that major improvements to GO Train service will begin on May 1, 2000. The improvements will reintroduce all-day train service on weekdays along the Lakeshore between Burlington and Oshawa that ran from May 1992 until July 1993, when funding reductions forced GO to cut them back. A new weekday express train will leave Union Station at 18:35, running express to Clarkson and then serving all stations on to Hamilton, arriving there at 19:44. Westbound late-night service will also be improved. Other new trains will extend the traditional rush hour to attract customers and give people more travel choices:

- Two new weekday trains will run on the shoulders of the traditional rush hour on the Stouffville line: a morning train will leave Markham at 08:30 and arrive in Union at 09:13, and an early-evening train will leave Union at 18:30 for arrival in Markham at 19:10.

- A new weekday evening train will leave Union Station at 19:40, serving all stations on the Richmond Hill line, arriving there at 20:21.

All train times are proposed and must still be finalized with the railways, which operate train service for GO Transit. These improvements will cost an additional \$1.6 million a year to operate, but will not require any more equipment.

There will be a fare increase on April 17, the first one since May 1998, to help pay for improvements such as these new services. The price of all tickets and passes will go up based on an increase of 15 cents to every adult one-way ticket. (GO Transit release)

UTU REACHES HISTORIC AGREEMENT WITH U.S. CARRIERS: The United Transportation Union (UTU), North America's largest rail-transportation union, has reached an historic agreement with the major railroads in the United States for legislation that will provide better protection for workers affected by merging railroads. The UTU and the Class I railroads represented by the National Carriers Conference Committee (NCCC) have agreed to end 'cramdown' during railroad mergers. 'Cramdown' is the practice of railroads overriding or modifying collective bargaining agreements in the implementation of consolidations, mergers, and acquisitions of control under Section 11323 of the Interstate Commerce Act. The agreement and statute will give the union the right to pick which contract applies.

The agreement, which other rail unions are studying, will be presented to Congress in the form of a statute for approval. Until it becomes law, however, the Class I carriers belonging to the NCCC have agreed to be bound by its terms. Those railroads include: UP, NS, CSX, BNSF, and KCS. (Press Release, 14/02/00)

RAIL COMPANY SAYS IT COULD PROVIDE PASSENGER SERVICE TO MONTREAL: Frustrated with efforts to get Montreal rail service restored through Amtrak, Vermont state lawmakers say it is time to look for a private operator. They heard from the Maine-based Bangor & Aroostook System, which said it could get the job done within a few years and without a state subsidy. The BAR would use 41 miles of rail line recently purchased by the state between Wells River and White River Junction to connect White River Junction to BAR's extensive network of freight lines

(the Vermont Northern .ed). By adding some freight cars to a passenger train, BAR says it could profitably run a rail service between Montreal and White River Junction almost entirely on its own lines. That would remove one of the obstacles most often cited by Amtrak, the expense of using Canadian National's lines to extend Amtrak's existing Vermont service into Canada.

Vermont lost its passenger rail link to Montreal when Amtrak stopped running its overnight "Montrealer" in 1995. Its replacement, the "Vermont", travels north only as far as St. Albans. Amtrak's last estimate of the cost to get the "Vermont" all the way to Montreal was \$900,000 a year or more. A major expense is the transfer of crew and cars to the Canadian National system.

The state is expected to pay Amtrak a subsidy of \$1.2 million this year for the "Vermont" and Amtrak's other Vermont train, the "Ethan Allen Express", which runs between New York and Rutland. The subsidy is based on ticket revenues. The "Vermont"'s performance has been less than stellar, hitting a high point in 1997 and then dropping 3 percent in 1998 and 3 percent again in 1999, according to a state report. Many rail supporters and members of the Senate Transportation Committee say the "Vermont" can only be viable if it is extended to Montreal. But Amtrak has balked even at discussing that option.

(The BAR is one of four bidding to take over as operator of the Wells River-White River line, which the state bought in December from the Boston & Maine Corp. The line was in poor shape, and the state is restoring it. BAR officials said whether they buy the line or not, they would ask the state for an additional \$2 million in rehabilitation costs. But if BAR doesn't win a contract to use the line to White River Junction, they say there would be no point in running a passenger train to Montreal. If BAR does win the contract, they say it would take about three years to establish the passenger connection with Montreal.) (Boston Globe, 15/02/00)

VERMONT, GUILFORD SIGN RAIL DEAL FOR SERVICE VIA BENNINGTON: Faster rail service to Rutland and restoration of passenger service all the way to Burlington is one step closer thanks to a deal between the state of Vermont and a major rail owner. The Vermont Agency of Transportation and Guilford Transportation Industries signed a deal February 25 that will route Amtrak's "Ethan Allen Express" through Schenectady, N.Y. to Bennington and Manchester before heading to Rutland. The new route, which passenger trains last used 50 years ago, is expected to save up to 30 minutes of travel time. Currently, the "Ethan Allen Express" is routed from Schenectady, N.Y. to Whitehall, N.Y. on Canadian Pacific, then east on the Vermont Railway to Rutland, Vermont.

The rerouting is expected to start next winter, but the project's capital costs must be weighed against other rail projects in the state. If the Bennington project is not deemed profitable, repairs to the rail route, and negotiations with Amtrak to reroute the "Ethan Allen Express" will not receive funding priority from the state. (Boston Globe, 10/03/00)

CEREMONIES MARK START OF CONSTRUCTION OF NEW RAILWAY IN PANAMA: Groundbreaking ceremonies for the Panama Canal Railway Company (PCRC) were held on February 15 in Colon, Panama, hosted by Mike Haverty, KCS President and CEO. The PCRC is jointly owned by KCSI and Mi-Jack Products, Inc., an intermodal terminal operating and terminal equipment supply company based in Hazelcrest, Illinois. In 1996, the Panamanian government awarded the two companies a 25-year concession to operate the railroad with the option to renew for an additional 25 years.

The original Panama Canal Railroad opened in 1855 and for more than a century flourished as both a freight and passenger carrier. The government-owned railroad fell into serious disrepair in the 1980s and most operations had ceased at the time the concession was granted.

Construction of the 47.6-mile standard-gauge railroad (to replace the original broad-gauge railroad opened in 1855) will take approximately 18 months at an estimated cost of \$75 million. When completed the PCRC will move commodities across the isthmus and will supplement the activities of the Panama Canal. (KCS News, 16/02/00)

ROCKY MOUNTAINEER RAILTOURS EXPANDS FLEET, EXTENDS GOLDLEAF DOME SERVICE TO JASPER, ALBERTA: Rocky Mountaineer Railtours has announced the expansion of its luxury GoldLeaf Dome Coach Service to Jasper, Alberta, and the construction of two \$2.8 million bi-level, dome coaches which will service the route for the first time. GoldLeaf Service to Jasper will be available at the start of the 2000 season, running from mid-April and mid-October.

Since the introduction of GoldLeaf Service in 1995, Rocky Mountaineer Railtours has commissioned the construction of eight dome coaches to date with a combined capacity of 560 guests. Each dome coach includes a full-length dome with panoramic views, a state-of-the-art galley, a dining lounge with gourmet menus and an outdoor observation platform. The company also maintains a fleet of 40 RedLeaf Service coaches which were originally built in the 1950s and formerly belonged to VIA Rail. (Press Release, 23/02/00)

RAIL FREIGHT TRAFFIC UP IN FEBRUARY: Canadian rail carload traffic was up 7.7% in February 2000, led by sharp gains in agricultural products, up 33.2% for the month. Canadian coal traffic was up 6.9% in February, while carloads of motor vehicles and equipment were up 4.4% for the month. Year-to-date Canadian carload traffic was up 7.1% through February, paced by agricultural products up 23.5%, motor vehicles and equipment up 12.1%, and nonmetallic minerals up 9.7%.

For Canadian railroads during the week ended February 26, the AAR reported volume of 56,401 carloads, up 6.1% from last year; and 34,069 trailers and containers, up 16.2% from the corresponding week in 1999. For the first eight weeks of 2000, carload traffic on Canadian railroads totalled 439,787 cars, up 7.1% from last year; intermodal volume totalled 242,575 trailers and containers, up 13.0% from 1999.

Canadian Pacific and Canadian National railways continued to show good carload and intermodal growth. CP carload volume was up 5.5%, while CN increased 4.6%. CN intermodal volume spurted nearly 10,000 units, or 17.1%. CP intermodal volume was 6.4% higher than in February 1999. (Association of American Railroads homepage 03/03/00; Journal of Commerce, 08/03/00)

BC COAL MINE CLOSING EARLY; BC RAIL ORDERED TO TAKE A \$600M WRITEDOWN: The NDP government has ordered BC Rail to take a \$600 million writedown on its Tumbler Ridge coal investments, so that BC Rail's books reflected the financial reality of the much declined value of the Tumbler Ridge properties. This follows the announcement that, due to sliding coal prices, reduced export volumes, and a strengthening Canadian dollar, Teck Corp. was forced to close the Quintette coal mine in August 2000, 30 months sooner than planned. About 500 workers at the open-pit operation will lose their jobs. The mine was slated to close in 2003, but the mine is losing \$1-million per month. (Canadian Press, Vancouver Sun, 02/03/00; and National Post, 03/03/00)

SARNIA WORRIES ABOUT RAIL CHANGES: Sarnia, Ontario, Mayor Mike Bradley fears a recent announcement of expanded American rail service could mean the end of the line for service in his city. Sarnia is on the Amtrak route from Toronto to Chicago, but Amtrak said it will be expanding its service between New York and Chicago, and abandoning its Port Huron link. Kevin Johnson, Amtrak's media relations manager, said the decision to change the route was for economic reasons. The plan still has to be discussed with VIA Rail Canada and the communities along the route. VIA says it hasn't seen the details of the Amtrak announcement and won't be responding to it for at least a couple of weeks. VIA Rail spokesperson Catherine Kaloutsky said the announcement has no impact on the service VIA offers to Sarnia. "Our commitment is to the level of service that we provide to Sarnia, which is two trains a day," she said. (London Free Press, 03/03/00)

(Amtrak announced it was going to reroute Chicago-to-Toronto trains to go via a more populated route through Detroit-Windsor. It also announced a new New York-to-Chicago train, via a new route through Niagara Falls and Detroit across Canada.)

TRANSPORT MINISTER ANNOUNCES REGULATIONS: Transport Canada announced proposed Railway Safety Management System Regulations on February 26, 2000. The regulations were developed in consultation with a working group established under the Railway Safety Consultative Committee and included representatives from the major railway companies, the Railway Association of Canada, shortline railway companies, unions, and the provinces.

Under these regulations, railway companies will develop Safety Management Systems, which will improve railway safety by reducing public and employee fatalities and injuries, and property damage resulting from railway accidents, as well as the impact of accidents on the environment. It is expected that SMS will promote a safety culture within railways, enable railways to demonstrate their commitment to safety, and show that they are in compliance with regulatory requirements. The proposed regulations are designed to be sufficiently flexible to accommodate the nature of individual railways, and in particular, new small railways. They will be monitored by a formalized auditing program and analysis of safety performance indicators. The proposed regulations are expected to come into force on December 31, 2000. (Transport Canada, 03/03/00)

SMOKY LAKE'S RAIL LINK LOST: Shawn Smith, vp of Central Western Railway Corp., has notified the Town of Smoky Lake, Alberta, of the railways intention to discontinue operations of its Coronado subdivision from mile 50.5 near Waskatenau to Elk Point, mile 139.7, and on its Bonnyville subdivision from Adeline Junction, mile 00, to Grande Centre, mile 61.1, by about October 31, 2000. The railway, which purchased the CN lines, had to abandon the track when its main customer opted for truck transport. The abandoned railway lines are expected to be used as part of the Riverland walking trail system. (Smoky Lake Signal, 23/02/00)

AMTRAK FAILS CANADIAN TEST: Car inspectors at Niagara Falls, Ontario, refused Amtrak Train No. 63 access to Canada on both February 2 and 3. On both days, the train was failed because of frozen doors. Canadian inspectors stated that snow was blowing in to vestibules and was melted by heaters inside the cars. Once the temperature dropped during transit, the water re-froze and the doors iced shut. "If you can't get out the doors in an emergency, I'd call that a safety issue," said a VIA Rail employee. Buses were used to complete the trip to Toronto on both days. (The Niagara Falls Review, 05/02/00, thanks to Rev. Bill Bresnahan)

GYPSUM MINE WANTS TO USE TRUCKS NOT RAIL TO HAUL MATERIAL IN CAPE BRETON: Georgia Pacific wants to use trucks to haul gypsum from its Melford Mine (Cape Breton, Nova Scotia) to the company's terminal in Point Tupper on the Strait of Canso. Critics are opposed to the idea because it means that 35 tonne trucks will be making 250 round trips a day along a busy two-lane highway that also passes through the Port Hawkesbury shopping district. At the moment, the mine does not have rail access but the Cape Breton and Central Nova Scotia Railway has developed plans for a 12 km spur line that avoids both environmentally sensitive and populated areas.

Georgia Pacific has rejected rail because it worries about gypsum freezing in the rail cars - a problem which it experienced with shipments from its present Sugar Camp Mine. Trucks haul the output from Sugar Camp mine.

There are two examples of gypsum rail haul in Nova Scotia - between Windsor and Hantsport and between Milford and Halifax. (The Chronicle-Herald, 04/02/00, thanks to Douglas Courtney)

WOOD TRAFFIC UP ON GASPE LINE: Still smarting from the loss of paper mill traffic at Chandler, Quebec, the Chemin de fer Baie des Chaleurs has seen an increase in traffic from other commodities, notably linerboard from New Richmond and saw and pulp logs from Gaspé. Two freights per week have been running from Gaspé, unheard of in CN days. However, all is not rosy in

the future. The Gapesia copper mine was closed recently although copper anodes continue to be shipped. Community interests continue to watch out for the line's future and Ottawa politicians are constantly lobbied. It is felt that its abandonment would deal a serious blow to the Gaspé Peninsula's economy. (Spec, 16/02/00, merci à Michel Tremblay)

"NORTHLANDER" TO KEEP RUNNING: The Minister of Northern Development and Mines Minister announced that the Toronto-Cochrane "Northlander" will continue to run, while the Board of the Ontario Northland Transportation Commission (ONTC) conducts a review of ONTC's operations, including passenger rail service. The goal of the review (to be conducted by September 2000) is to develop a Service Improvement Strategy. Minister Hudak has asked the Board to consider every possible option, with the goal of "overall service improvement". (ONTC Release, 08/03/00)

RAIL INDUSTRY READY TO STEP IN: The rail industry is poised to take advantage of the truckers' protest over diesel fuel price increases, a CN spokesperson said. If the protest continues and fuel prices remain high, business and industry, which rely heavily on trucks to ship goods, may look closely at the rail industry. If they do, the railways will be ready, said Jean-Daniel Hamelin, director of communications for CN in Montreal. "We may see some increase in volume. If shippers look to us and ask for service, we will supply them as best we can," Hamelin said. "We may attract a couple of new customers."

The truckers are protesting a steep rise in the price of diesel fuel -- from 35 cents a litre in January 1999 to about 70 cents. Nearly half the cost of a litre of gasoline is comprised of federal and provincial taxes. Hundreds of independent truck drivers have parked their rigs and threatened to block the Canada-U.S. border in protest. Diesel fuel costs account for about eight per cent of rail costs, compared to 30 per cent for truckers, CN spokesperson Mark Hallman said from Toronto.

CPR spokesperson Paul Thurston said it's too early to tell whether the rail industry will benefit from the protest and there is every chance the protest will hurt. Intermodal freight -- where trucks deliver goods to freight trains for shipping -- is the largest growth segment for the rail business and a prolonged protest may jeopardize that, Thurston said. "We work in partnership with a lot of truckers in southern Ontario. We have made ourselves very useful and it is better business to work with them." CP's intermodal freight business grew 12 per cent in 1999 to \$204 million, up from \$182 million in 1998. Total freight revenue for the rail line in 1999 was \$899 million, up from \$851 million in 1998.

Jeff Willsie, president of Ontario Southland, an independent railway serving southern Ontario, said there is little chance railroads will benefit from the protest. "The railroads are set up to handle just what they have now and they would not be able to handle a deluge of trucks. The railroad will never be able to pick up the slack." Freight also takes too long, he added. One plant which ships truck frames to Oshawa from St. Thomas by rail takes about 14 hours. A truck takes about four hours. "The railroad just can't pick up the slack. Look at the trucks on (Highway) 401 and imagine them on rail cars. That's a lot of rail cars," Willsie said. (London Free Press, 23/02/00)

TTC WORKERS WIN 7.75% WAGE HIKE OVER THREE YEARS: A provincial arbitrator has awarded Toronto Transit Commission workers a three-year contract containing a 7.75% wage increase. Both TTC management and the union were unhappy with the award which provides for a 2% increase in 1999, 2.75% in 2000 and 3% in 2001.

Binding arbitration was reluctantly agreed to by both management and the union in April 1999 after a two-day strike over wages by transit drivers, mechanics and fare collectors. The union demanded a 9% increase over three years; the TTC offered 6%. (National Post, 24/02/00, thanks to John Thompson) ♦

B.R.S. "Sales Desk Service"
 PO Box 141, Station 'A', Ottawa, Ontario, K1N 8V1
 or e-mail: paul.bown@sympatico.ca

	PRICE/SHIPPING
Canadian National Color Guide to Freight and Passenger Equipment, Volume 1 by John Riddell. The first of two volumes, this volume covers CN passenger cars and non-revenue equipment in more than 300 colour photos. All colour, hard cover, 128 8½" x 11" pages.	65.00 5.00 - NEW -
Magnetic North - Canadian Steam in Twilight by Roger Cook and Karl Zimmerman. This book covers steam's final show in eastern Canada. Karl and Roger first ventured to Canada in 1958 and continued to return until the demise of steam. Follow these journeys in both words and fantastic photos. This is the "Canadian Steam" of the '90s. Additional photos by Jim Shaughnessy, Don Wood and others. Hard cover, 160 8½" x 11" pages, 180 black and white photographs and 40 colour photographs.	47.95 5.00 - NEW -
Iron & Steam - A History of the Locomotive and Railway Car Builders of Toronto by Dana William Ashdown. From James Good's locomotive "Toronto", over the next seven decades Toronto's factories rolled out more than 220 steam and electric locomotives and hundreds of cars for Canadian railways. This book, in text and photographs, tells the story of these Canadian pioneers for the first time. There are descriptions of equipment including coverage of every known locomotive built. Soft cover, 300 7½" x 7½" pages, about 140 photographs, drawings and maps.	21.95 5.00 - NEW -
Thunder Bay to Gunflint - The Port Arthur Duluth & Western Railway by Elinor Barr. The PAD&W started as an international railway running from Thunder Bay to Minnesota. This is the history of the line through the struggles to commence construction, the construction and early operational period up to the purchase by the Canadian Northern Railway. An interesting addition to Canadian railway history. Soft cover, 156 8½" x 11" pages, photographs and maps.	23.95 5.00 - NEW -
Canadian Railway Atlas - 2nd Edition published by the Railway Association of Canada. We have a supply of the 2 nd Edition, published in 1996, at a bargain price. Soft cover, 72 8½" x 11" pages.	10.00 2.50
A Companion to Canadian National Railways: An Annotated Historical Roster of Passenger Equipment by Gay Lepkey. This companion to the original volume provides dispositions updated to December 1998, as well as additional information that has become available since the publication of the original volume. Included are 249 photographs and 297 car diagrams, along with cross references and a great deal of related material.. Hard cover, 336 8½" x 11" pages,	64.95 6.00

Note: ■ All items, and associated shipping charges, are subject to 7% GST when shipped to a Canadian address except in Newfoundland & Labrador, Nova Scotia and New Brunswick. ■ The 15% HST applies to all items and associated shipping costs to an address in Newfoundland & Labrador, Nova Scotia and New Brunswick. ■ U.S. orders in U.S. funds, please, to cover higher shipping charges, however, please deduct 20%.

In Praise of Kodachrome 25

by John Thompson

Most railfans, it seems, use colour slides as their preferred method of recording the railway scene. This has been the case for perhaps 40 years, if not longer.

The favourite film has traditionally been Kodak Kodachrome because of its accurate colours, sharpness, and image permanence (how nice to look at those slides of CP 2400s (heavy Pacifics) taken in the 1950s, with the colours as vivid as though they'd been exposed last week).

From 1936 to 1961, Kodachrome was ASA 10. In March 1961, Kodachrome II, rated at 25 ASA, was introduced. It was followed about two years later by Kodachrome X, at 64 ASA.

These films, in turn, were replaced in 1974 by Kodachrome 25 and 64 respectively. The composition of the films was reportedly changed at that time to reduce the quantity of increasingly expensive silver required.

Over the past quarter century, Kodachrome 64, which is a considerable improvement over Kodachrome X, has been the favourite film of railfans because of its speed. However, I would like to offer some words of support for Kodachrome 25.

I have been using this film almost without interruption since its debut. The reason, basically, is that I feel it gives superior colour rendition, especially on sunny days, to Kodachrome 64.

To me, the colours of Kodachrome 25 are more vivid, especially blue skies, more pastel, more life like, than those rendered by Kodachrome 64. The faster film has greater contrast, it seems, and lighter colours, especially grey or cream, and sunny day slides exhibit an unpleasant hue as though taken through the notorious Los Angeles smog. This is particularly apparent of the object is somewhat backlit.

I have used Kodachrome 64 periodically, and have found that

it lacks the same exposure latitude as its slower running mate. Overall, the colours don't seem to have the same "sparkle".

I'll admit Kodachrome 64 is a handy film for action shots on a heavily overcast day, at shutter speeds of 1/500th of a second. However, I don't usually go out taking slides under such conditions; if I do, especially on a vacation trip, I simply load a spare camera with Kodachrome 64.

There may be a misconception that Kodachrome 25 has been discontinued. It was taken off the market in Canada four about a year, due to packaging difficulties, but has since been reintroduced. I hasten to add that I'm referring to the so-called "amateur" version of Kodachrome 25; the professional emulsion is gone, according to Kodak.

In Toronto, my hometown, Kodachrome 25 is carried in two stores that I know of: ALT's and Henry's Kodak also sells the film at its store located at 3500 Elginton Avenue West, Toronto, just east of Weston Road.

If your local camera store does not stock Kodachrome 25, it can be ordered from Kodak; the catalogue number is 3786456. The minimum quantity is 20 rolls, so you might want to split an order with a friend. As an alternate, you could contact ALT's or Henry's in Toronto to see if you could order a smaller quantity from them by mail.

I haven't touched on Kodachrome 200 film simply because I've never had occasion to use it. However, I have seen slides taken with this film on sunny days, and they don't compare, in my book, with Kodachrome 25.

To sum up: I've been shooting slides since 1962 and for my purposes the 25 ASA Kodachrome has always been the best. Try it, you'll like it! ♦

A SELECTION OF PASSENGER CONSISTS

26 February 2000 VIA #15 - "Ocean" at Moncton, New Brunswick	26 February 2000 VIA #27 at Quebec City, Québec	2 March 2000 VIA #1 - "Canadian" at Toronto, Ontario	6 March 2000 VIA #1 - "Canadian" at Edmonton, Alberta	9 March 2000 VIA #88 - "International" at Toronto, Ontario
F40PH-2 6406 F40PH-2 6413 Baggage 8622 Coach 8116 Coach 8135 Coach 8146 Skyline 8506 Diner "Louise" Sleeper "Chateau Latour" Sleeper "Chateau Rouville" Sleeper "Chateau Dollard" Sleeper "Chateau Maisonneuve" Sleeper "Chateau Rigaud" Dome-Observation-Sleeper "Waterton Park"	F40PH-2 6437 LRC Club 3454 LRC Coach 3363 LRC Coach 3369 ----- 4 March 2000 ONR "Northlander" at North Bay, Ontario FP7Au 2001 EGU 204 Coach 612 Snack Car 700 Coach 604	F40PH-2 6440 F40PH-2 6438 Baggage 8605 Coach 8129 Coach 8108 Skyline 8500 Sleeper "Blair Manor" Sleeper "Allan Manor" Sleeper "Brant Manor" Diner "Frontenac" Sleeper "Dawson Manor" Sleeper "Fraser Manor" Sleeper "Craig Manor" Dome-Observation-Sleeper "Assiniboine Park"	F40PH-2 6445 F40PH-2 6441 HEP-II Club 4002 # Skyline 8504 # Baggage 8604 Coach 8122 Skyline 8509 Diner "Fairholme" Sleeper "Bell Manor" Sleeper "Burton Manor" Sleeper "Sherwood Manor" Dome-Obs.-Sleeper "Tremblant Park"	AMTK P32-8WH 513 AMTK Coach 34029 AMTK Coach 34028 AMTK Coach 34086 AMTK Diner 35005 AMTK Material Handling Car 1529 AMTK Sleeper 2455 * AMTK Sleeper 2448 * AMTK Sleeper 2449 * * "10-6" sleepers for lease to VIA

(Thanks to John Bruketa, Doug Cameron, Harm Landsman, Claude Léger and Peter Phillips)

A SAMPLE OF DIESEL LASHUPS

- Feb 6 - BCOL northbound at Prince George, BC: BCOL Dash 8-40CM, BCOL SD40-2s 752 and 743, and HLCX SD40-2 6298.
 Feb 9 - CN empty coal at Price George, BC: GCFX SD40-3s 6042, 6041 and 6054.
 Feb 12 - CN 415 at Edmonton, AB: CN SD60F 5542, and KCS SD40-3 6621.
 Feb 15 - SRY west turn 2: GP9s 122 and 129, SD38AC 381 and MP15DC 152.
 Feb 15 - CFMG 403 at Campbellton, NB: CFMG SD40 6908, NBEC RS-18u 1841, CFMG SD40 6910, and LLPX GP38-3s 2219 and 2220.
 Feb 15 - CN 453 at Roblin, MB: CN Dash 9-44CWL 2573 and KCS SD40-3 6631.
 Feb 17 - BCOL northbound at Prince George, BC: B36-7s 3607 and 3609, M-420(W)s 647 and 646, and B36-7 7489.
 Feb 17 - CP 747 at Cambridge, ON: AC4400CWs 8567 and 8562.
- Feb 17 - CP at Bedell, ON: Sperry Rail Service S.R.S. 119.
 Feb 18 - BCOL northbound at Prince George, BC: B36-7s 3610 and 3613, M-420(W) 644, and B36-7s 7488 and 3611.
 Feb 20 - CN 814 at Edmonton, AB: Dash 9-44CWL 2591, SD40 5116, SD60F 5517 and Dash 9-44CWL 2573.
 Feb 20 - CN 340 at Winnipeg, MB: CN Dash 8-40CM 2437, CN SD40-2(W) 5291, and Okanagan Valley GP10s 1038 and 1049.
 Feb 20 - CP 991 at Kamloops, BC: CP AC4400CW 9644, CP SD90MAC 9155, CP AC4400CW 8570, HATX GP40-3 800, and CP SD40-2 5754.
 Feb 20 - CP 463 at Kamloops, BC: SD40M-2 5491, SD40-2 5808 and SD40-2F 9002.
 Feb 21 - CP westbound at Ralston, AB: CP SD40-2F 9015, CP SD40 751 and SOO SD40-2 6617.
 Feb 21 - CN 327 at Massena, NY: CN SD40-2(W) 5260, CN SD40u 6007, CSXT SD40-2 8818, and FURX SD40-2s 3018, 3013, 3017, 3015 and 3014.
- Feb 22 - CN 898 (Grain) at Coteau, QC: KCS SD40-3s 6631, 6625 and 6605.
 Feb 23 - CP 482 at Thunder Bay, ON: CP SD40-2 6013, UP C40-8 9151 and CP GP9RM 8243.
 Feb 24 - CN 162 at Vancouver, BC: GCFX SD40-3s 6076, 6055, 6047 and 6049.
 Feb 26 - CN 447 at Edmonton, AB: CN GP38-2(W) 4800, CN SD40 5230, ARN B30-7 1008, and CN GP38-2(W) 4795.
 Feb 26 - CP 979 at Lethbridge, AB: CP SD40-2 5970, UP C44-9W 9709 and UP SD90MAC 8111.
 Feb 28 - CN 448 at Toronto, ON: CN SD75I 5671, SD40-2(W) 5332, and NREX SD40s 3107 and 3186 (NREX units en route to Alstom).
 Feb 29 - BCOL northbound at Prince George, BC: BCOL SD40-2 753, HLCX SD40-2 6229 (nee CP 5839), and BCOL B36-7 7489.
 Feb 29 - CN 480 at Toronto, ON: CN SD40-2(W) 5270, hauling EWS JT42CWR 66204-66212, 66214 and 66216.
- Mar 4 - GEXR 432 at Kitchener, ON: GEXR GP40 4019, GTW SD40 5922, GEXR GP40 4046, SLC GP38 3821 and GEXR GP38 3856.
 Mar 4 - CDAC at Ballantyne, QC: CDAC F40PHm 452, CDAC GP40 40, and BAR GP38-3s 353 and 361.
 Mar 4 - CP eastbound at Beaufort, QC: SOO SD60 6026 and STLH SD40-2 5448.
 Mar 4 - STLH at Kitchener, ON: CP SW1200RS 8136, and CP GP9u's 8232 and 1618.
 Mar 5 - CP at North Bay, ON: CP SD40-2s 6016 and 5923, SOO SD60 6010, and CP SD40-2s 6012, 5764, 6058, 5879 and 5920.
 Mar 7 - CN 216 at Bayview, ON: CN SD75Is 5735, 5799, 5730, 5687 and 5642, LLPX GP38-2s 2231 and 2232 (nee Belt Railway of Chicago), BNSF GP50 3205, CN SD70I 5601 and SD75I 5634.
 Mar 7 - CN 435 at Toronto, ON: CN GP40-2L(W) 9450, LMSX C40-8Ws 725 and 724, and CN GP40-2L(W) 9469.
- Mar 8 - CDAC 902 at Bromont, QC: BAR GP38-3 361, HATX GP40 420, and BAR GP38-3 353.
 Mar 8 - CN 435 at Aldershot, ON: CN SD75Is 5633 and 5632, and Southern Ontario Railway GP35m 2210.
 Mar 8 - CN 324 at St-Lambert, QC: NECR GP40 4047, NECR GP38 3852, and NECR GP40s 4048 and 4049.
 Mar 8 - CN 809 at Calgary, AB: CN SD38-2 1652, CN SD40 5230, and Indiana & Ohio SD40-2 4085 (ex-CP 6070).
 Mar 9 - CN 205 at Washago, ON: CN Dash 9-44CWL 2594, SD75I 5663, SD40 5210, and EMDX GP38-2s 257, 273, 252, 275 and 277 (nee LIRR).
 Mar 9 - Lakeland & Waterways at Edmonton, AB: GP35 5013, GP10 1754, FP9Au 1400, GP9-4 4001, GP9 1759, and GP35 5011.
 Mar 9 - CN 394 at St-Hyacinthe, QC: Dash 9-44CWL 2600, SD50F 5408, SD75I 5704, and LLPX GP38-2s 2231 and 2232 (ex-Belt Railway of Chicago).
 Mar 10 - CP 514 through CN Van de Water yard in Windsor, ON, account derailment: SD40-2s 5566, 5664, 5581 and 5729.

(Thanks to Bill Bishop, Doug Cameron, John Eull, John Godfrey, Richard Green, Peter Huene, Harm Landsman, David Maiers, Fred Mills, Mark Paterson, Bruce Redman, Bill Rood, Stan Smith, Mike Swick, Jon Snook and Joe Zika)

Legend: **AMTK** = Amtrak; **ARN** = Alberta RailNet; **BAR** = Bangor & Aroostook; **BCOL** = BC Rail; **BNSF** = Burlington Northern Santa Fe; **CDAC** = Canadian American Railroad; **CFMG** = Chemin de fer Matapedia & du Golfe; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSXT** = CSX Transportation; **EMDX** = Locomotive Leasing Partners; **EWS** = English Welsh & Scottish; **FURX** = First Union Rail; **GCFX** = Connell Leasing (GEC Alstom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western; **HATX/HLCX** = Helm Leasing; **KCS** = Kansas City Southern; **LLPX** = Locomotive Leasing Partners; **LMSX** = GE Leasing; **NECR** = New England Central; **NREX** = National Railway Equipment; **ONR** = Ontario Northland; **SOO** = Soo Line; **SRY** = Southern Railway of British Columbia; **STLH** = St. Lawrence & Hudson; **UP** = Union Pacific; **VIA** = VIA Rail.

Along the Right of Way

CSXT SAFETY-INSPECTION TRAIN IN SOUTHWESTERN ONTARIO: On February 18, a CSXT six-car safety-inspection train operated through the tunnel from Detroit to Windsor, then proceeded to Chatham over STLH's Windsor Subdivision, then over CSXT to Sarnia, thence into the CN Sarnia-Port Huron tunnel en route to Detroit and Cincinnati. The consist included F40PH 9992 (nee Amtrak 390), and business cars 363 - "Kentucky", 8 - "Mississippi", 317 - "Baltimore", 319 - "Greenbrier", 12 - "Michigan" and 318 - "Georgia". (Ken Garber)

NEW INLAND TERMINAL: A new Agricore 460,000-bushel steel inland terminal elevator has opened in Minnedosa, Manitoba. The elevator has 32 inside bins and 5 storage bins outside. The 56-car spot capacity elevator is served by Canadian Pacific through a segment of its Minnedosa yard trackage. (David Maiers)

TORCHED: Arson is suspected as the cause of a fire in Welland, Ontario, that destroyed former CN flanger 56452 on February 26. The flanger, which was located on Prince Charles Drive near West Main Street, was owned by the town and utilized for several years by the Welland Chamber of Commerce. (Paul Duncan)

STATION TO BECOME TELEVISION STUDIO: The former CN station in Barrie, Ontario, will eventually become a television studio. The local television station, "New VR", will purchase the city's property at the foot of Tiffin Street near Kempenfelt Bay, but the heritage aspects of the building will be protected. Although long abandoned, the station was designated a heritage site a decade ago.

The facility was built as the Grand Trunk Railway's Allandale Station in about 1905, named for a residential district immediately south of Barrie proper. The actual Barrie station was an elaborate brick structure situated about a mile to the north of the Allandale station; it was demolished about 35 years ago, and the Allandale Station assumed its name. The ex-Allandale station is situated at the former junction of the Newmarket Subdivision, and the Collingwood line which in turn branched off to Penetang. The Allandale roundhouse was just south of the station. Most of the extensive Allandale yard has been lifted. The remaining trackage is used by the Barrie-Collingwood Railway whose line passes to the west of the former Allandale station.

The City of Barrie previously purchased the two-storey frame station and its surrounding lands as part of property it acquired from CN. This included the abandoned railway line from the border of Oro-Medonte Township to Tiffin Street, which is to eventually become a recreational trail. Also included is the existing rail line from Tiffin Street through to Bradford (20 miles) which could provide a future railway link to Toronto, as well as the Allandale Station buildings and property. (Barrie Examiner, 18/02/00, thanks to Eric May, with background information by John Thompson)

NOTICE OF DISCONTINUANCE: CN on its own behalf, and on behalf of the St. Lawrence & Hudson Railway, CNCP Niagara-Detroit and the Canada Southern Railway Company, in accordance with the Canada Transportation Act, has given notice that it intends to sell its ownership and/or operating interest in the CN Leamington Subdivision from the point from where the track leaves the right-of-way property line of the CASO Subdivision near Comber (mile 0.00) to Leamington, Ontario (mile 13.80). If not transferred, CN will discontinue operations of the line. (CN, 25/02/00, thanks to Ian MacKenzie)

DEFECTIVE WELD BELIEVED CAUSE OF DERAILMENT: A preliminary report has been released by the Canadian Transportation Safety Board on the December 30th, 1999, wreck involving two CN freight trains in Benoit, near St-Hilaire, Quebec. The report focuses on the fact that a defective weld on the north track (of the double-tracked) CN St-Hyacinthe Subdivision likely

caused the derailment. A conclusive report will be released upon completion of the investigation. The collision killed two CN crewmen, derailed 84 cars (many carrying gasoline) and destroyed two locomotives (SD75I 5753 and SD40 5038). Over 700 people living in the area, had to be evacuated for over 36 hours while firemen contained the inferno. The line was closed for almost a week.

STEAM LOCOMOTIVE TO OPERATE: Former CN 4-8-2 (Mountain) 6060, owned by the Rocky Mountain Rail Society and operated over the Alberta Prairie Steam Tours lines, will be operating during the summer of 2000 on trips out of Stettler Alberta:

Saturday, June 17 (H)
Sunday, June 25 (BV)
Saturday, July 1 (Co)
Sunday, July 2 (H)
Thursday, August 24 (C)
Friday, August 25 (H)
Saturday, August 26 (Co)
Sunday, October 15 (BV)

(H): destination Halkirk, about 40 miles from Stettler
(BV): destination Big Valley, about 20 miles from Stettler
(C): destination Castor, about 50 miles from Stettler
(Co): destination Coronation, about 60 miles from Stettler

The line from Stettler to Big Valley is over light 60 pound rail, limiting the train to 20 miles per hour, while the track to the other towns is 85-pound rail, over which the train can go about 25 miles per hour at the most. Fares are in the range of \$60-70 per adult for the longer trips and include a meal (this is a ballpark figure only).

For more information, contact Alberta Prairie Steam Tours at: P.O. Box 1600, Stettler, Alberta, T0C 2L0; tel. (403) 742-2811 or <http://www.nucleus.com/Heartland>; e-mail: apsteam@telusplanet.net

MODIFICATIONS TO HISTORIC HUDSON RAILWAY STATION: The former Canadian Pacific station in Hudson, Quebec, will have its external appearance altered by the addition of an extension to the building. The 110-year-old station building, the only remaining structure built by the Montreal & Ottawa Railway, was bought in December 1999 by Village Theatre West, a professional summer-stock theatre, which also bought the land on which the structure is located.

The exterior modification is primarily an extension on the track side of the building. This side will be built out to the width of the bay window and the extension will run not quite the length of the building. In addition to modifications already carried out, the current ceiling will be removed to allow for enhanced graded seating. There will be the addition of over 40 seats and the stage will be enlarged. A lobby will be built under a portion of the higher seats. Basement modifications will include public washrooms and artists' dressing rooms, along with the heat and air conditioning units to make the facility usable all year-round. The renovations are expected to begin in March and will be completed by June 15. When the renovations are completed, it will be a 144-seat facility which will have the possibility of running year round.

Prior to the lease to the theatre group, an application was made to the federal government to get the Hudson station listed as a heritage railway station. The federal government refused this application. Part of the problem was that the person drawing up the application overlooked some information she had been given. The key piece of information missing from the application was the station's status as the only remaining structure built by the Montreal & Ottawa Railway. Another factor in the refusal may have been opposition from local merchants near the station. Property owners near a heritage station must ask the federal government's permission before altering the exteriors of their buildings. (Thanks to Jim Sandilands and Gilles Chevrier)

CITY BIDS TO CLEAR THE TRACKS: North Bay [Ontario] and CN are negotiating to remove the urban portion of CN's tracks that could clear the way for expansion of three of the city's arterial roads. CN submitted a plan to abandon the line and service about a half dozen customers in the city's west end using alternate transportation such as trucks. The city supports the concept providing businesses relying on rail are adequately serviced. (North Bay Nugget, 23/02/00)

RAIL LANDS PIQUE INTEREST: At least two development companies are interested in North Bay's waterfront rail lands, Mayor Jack Burrows says. The city is purchasing the land from CPR. Some property has already been transferred, and Burrows said, "The next step is moving forward with the development of the old CPR Station and getting RaiLink [now RailAmerica] out of there and into their own building." (North Bay Nugget, 23/02/00)

INTERURBAN STATION MAY BE ON THE ENDANGERED LIST: The City of Nanticoke, Ontario, has declared as surplus the former Lake Erie and Northern railway station in the town of Port Dover, Ontario. The LE&N was an electrified subsidiary of Canadian Pacific, running between Galt and Port Dover. The station, said to be one of two known remaining stations of the interurban, was built in 1947. Up until that time, LE&N shared facilities in Port Dover with Canadian National. LE&N rail operations to Port Dover ended in 1962. Afterwards, the station was a terminal for CP Express. The town subsequently bought the station from the CPR a decade later. No one knows if the town will demolish the building or use it for other purposes. The other extant LE&N structure is in Mount Pleasant. (The Hamilton Spectator, thanks to Don Grove)

CALGARY TRANSIT EXPANSION: Calgary Transit began work in the fall of 1999 on a three-mile extension of its South LRT line. The line will extend from the present terminal at Anderson Road to 162nd Avenue in the city's far south end. The line from downtown to Anderson Road, Calgary's first LRT route, was opened about 20 years ago. The extension to 162nd Avenue is the first undertaken in a decade, since the first train ran on the Northwest Line. CTS also operates an LRT line to Whitehorn Drive, in the city's northeast section.

The 162nd Avenue extension is being built beside the CPR's Macleod Subdivision south from Calgary. The LRT construction requires moving the CPR's tracks slightly to the east to accommodate the transit tracks in the right-of-way. A new bridge will be built for the LRT across Fish Creek. (John Thompson, based on information from Robert Sandusky)

TTC QUEENS QUAY LRT EXTENSION UPDATE: Work has continued on this project during the winter. Along Queens Quay, the centre poles and bracket arms for the overhead wire were installed. On Bathurst Street, sturdy new metal poles have been placed on each side of the street to support crosswire span wires.

Installation of rails across Lakeshore Road, and switches to connect with the Bathurst carline, is scheduled to commence in mid-March. Streetcar service will be replaced by buses for over a month during the trackwork, which also includes some track renewal on Bathurst Street to the north end of the ramp leading to the bridge over the railway tracks.

The Queens Quay Extension is scheduled to open for service in July 2000. Cars will run from Exhibition Loop, located at the Canadian National Exhibition grounds, to Union Station. (John Thompson)

TTC'S TWO PCCs TO BE REFURBISHED: The Toronto Transit Commission's will spend \$100,000 to refurbish its last two PCC streetcars (Nos. 4500 and 4549), and another \$200,000 for a garage to house them. The TTC once operated a fleet of 745 of the "Red Rockets". The cars will be seen on downtown street this summer and will be available for group rentals at about \$360 for a three-hour tour. (Toronto Star, 14/02/00, thanks to John Thompson)

ELEVATOR BURNS: The United Grain Growers elevator at Fort Whyte (near Winnipeg, Manitoba) went up in flames early on March 11. The elevator was completely destroyed and blocked CPR's La Riviere Subdivision for most of the day. (Ross Harrison)

TTC CONTROL CENTRE UNDER CONSTRUCTION: The Toronto Transit Commission's new, state-of-the-art transit control centre is taking shape on the southwest corner of Bathurst Street and Davenport Road. Its opening is scheduled for the spring of 2002.

The new centre is officially named the David L. Gunn Communications Centre, in honour of the recently departed but still very much alive former chief general manager. Normally TTC buildings are named for deceased former officials. Commission staffers are already calling the facility the Gunn Control Centre!

Located in the Hillcrest shops and office complex, the new centre will replace a facility that dates from 1970.

The centre's role is to control rapid transit operations, including situations such as train breakdowns, onboard passenger illnesses and other problems. Subway maintenance is another function of the centre. Power control, involving the supply of electricity to the rapid transit and streetcar system also falls under the centre's responsibility.

When the centre is completed, staff will be working on the site of the Hillcrest baseball field. It was there - before the TTC took over the property circa 1923 - that racehorses also thundered down the home stretch of the Hillcrest Racetrack. (John Thompson)

BUSINESS CAR AVAILABLE: The Smiths Falls Railway Museum of Eastern Ontario wishes to make former CPR wood business car 23 available to other groups for restoration. No. 23 was built by Crossen in June 1896. Contact David Strong at (613) 267-5503.

Register Book

GUELPH, ONTARIO: The Guelph Historical Railway Association will be operating a series of excursions between Guelph and Guelph Junction on **April 14-16**, utilizing Waterloo-St. Jacobs FP9As 6508 and 6520 and their ex-VIA/CN rolling stock. Two-hour excursions depart Guelph at 18:00 on April 14; 10:00 and 13:00 on April 15; and 11:00 and 14:30 on April 16. Adults \$15; children under 12 \$10. A dinner train will operate at 17:30 on April 15 - dinner train tickets, by reservation only, range from \$40 to \$49. Information: The Guelph Historical Railway Association, PO Box 23001, The Root Plaza, 666 Woolwich Street, Guelph, ON N1H 8H9. Further details are available from: <http://www3.sympatico.ca/paterson.dave/tourist.html>

RIDGEWAY (FORT ERIE), ONTARIO: The Fort Erie Railroad Museum, home of CN 4-8-4 6218, will hold its 26th Anniversary Open House on **June 18** (father's day). Free admission. Information: (905) 871-1412.

FIELD, BRITISH COLUMBIA: The Friends of Yoho are sponsoring two two-day courses to study CPR's world famous tunnels on the weekends of **June 24-25**, and **August 26-27**, 2000. Led by Donald Bain, the first day will involve lectures, discussions and slide shows in the Field Community Centre, which overlooks the Field, BC, station, with "time outs" to view passing trains from the balcony. On the second day is the "Field field trip" to numerous locations between Lake Louise and Ottertall bridge. Contact The Friends of Yoho, PO Box 100, Field, BC VOA 1G0, or fax (250) 343-6012 for further details and an order brochure.

CONVENTION SET FOR 2001: "The Capital Express" NMRA-NFR Regional Convention will be held in Ottawa, Ontario, on **April 27-29, 2001**. Information and advance registration through the website at: www.cyberus.ca/~g_knowles/sld/conv/index/htm or contact Grant Knowles at 57 Eisenhower Crescent, Nepean, ON K2J 3Z8, or (613) 825-5438.

AVOID THE PAIN - TAKE THE TRAIN



Photo Corner

LEFT: CN SD38-2 1653 is switching Riverside Mill in Kelowna, B.C., on February 3, 2000. On February 7, the Kelowna Pacific Railway took over operations of CN's lines in the Okanagan north of Kamloops. The network comprises CN's Okanagan and Lumby Subdivisions. Photo by George Bergson.



RIGHT TOP: Canadian National 4-6-2 5299 accelerates Train 74 at Oakville, Ontario, on June 6, 1958. Toronto Union Station is 21 miles away. No. 5299 was retired in March 1959 at the age of 39. Photo courtesy Paterson-George Collection.

LEFT: Canadian Pacific SD40-2 6017 and two sisters head Train 406 at Baby Lake, Mile 118.5 of the Parry Sound Subdivision, on May 28, 1999. Photo by David Franklin.



RIGHT BOTTOM: Canadian Pacific 2-8-0 3611 powers 16-car Mixed Train 309 at Pitt Meadows, B.C., on May 14, 1949. While removed from service circa 1960, No. 3611 remained on the roster until June 1966. Photo courtesy Paterson-George Collection.

LEFT: Canadian National H12-64 1617 waits at Charlottetown, P.E.I., with Train 115 on July 8, 1967. No. 1617 was retired on December 5, 1968. CN operations on Prince Edward Island were terminated at the end of 1989. Photo by John Thompson.





RIGHT: A BC Rail test train of 60-foot boxcars re-enters the main line at Clinton, B.C., on January 18, 2000, after clearing for other traffic and having wheels changed out. Photo by Rick Bennett.



LEFT TOP: Canadian National SD70I 5621 leads Train 143 through Penn, Michigan, (mile 128.9, South Bend Sub.) on December 18, 1999. Photo by Thomas F. Bowers.

RIGHT: INCO 100-Ton electric 117 is at Levack Station (near Sudbury), Ontario, on September 16, 1993. Kodachrome slide by E. Roy Ward.



LEFT BOTTOM: Locomotive Leasing Partners GP38-3 Nos. 2212 and 2211 pause at Illinois Central's Woodcrest Shop in Chicago on November 28, 1999. These are two of 22 former Grand Truck Western GP38AC units upgraded by CN at its Transcona, Manitoba, shops. Photo by Kenneth Lanovich.



RIGHT: On July 25, 1998, the Cape Breton & Central Nova Scotia Railway operated a special train for bum victims attending a "Bum Camp" at Irondale, Nova Scotia. The special, shown crossing Ottawa Brook, operated to Orangedale and return utilizing CBNS GP18 4700, former VIA combine 7209 (privately owned), a CBNS caboose, and CBNS GP50 3104 (since renumbered 5004). Photo by Sandy Chisholm.

The Motive Power and Equipment Scene



RETIRED:

- CN GMD1m 1154, 1160, 1180 (all on 29/02).
- CN SW1200RM ("Sweep") 7100-7107 (all on 29/02).
- CN SW1200RM 7302, 7307, 7308, 7310, 7312, 7317 (all on 03/03)

RETIRED UNITS SOLD:

- IC GP10 8313 and CC&P GP10 8409, reported last issue as sold to Progress Rail, are en route to C&F Locomotive in Patterson, Georgia.
- IC GP11 8725 to National Railway Equipment.

TRANSFERRED:

- "Unassigned" to Edmonton: CN GP9RM 7271.
- Montreal to Prince George: CN GP9RM 7040, 7041, 7042.
- Toronto to Prince George: CN GP9RM 7043.
- Toronto to Edmonton: CN SD40u 6000-6028.
- Toronto to Montreal: CN GP9RM 4109.
- Toronto to "Unassigned": CN GP40-2L(W) 9400, 9404-9407, 9413, 9417, 9419, 9420, 9426, 9430, 9431, 9441-9443, 9447, 9448, 9456, 9457, 9464, 9479, 9481, 9494, 9485, 9490, 9504, 9505, 9509, 9514, 9520, 9528, 9534, 9548, 9552, 9564, 9578, 9587, 9600, 9603, 9605, 9610, 9613, 9628, 9631; GP40-2(W) 9637, 9638, 9643, 9645, 9658, 9661.
- Winnipeg to Toronto: CN GP38-2(W) 4810.
- Winnipeg to Edmonton: CN SD40 5109; GP38-2m 7532; HBU-4 503.
- Winnipeg to Vancouver: CN GMD1u 1419, 1420, 1421.
- Edmonton to Winnipeg: CN GP38-2(W) 4791, 4793.
- Edmonton to Toronto: CN SD75I 5702-5730.
- Edmonton to "Unassigned": CN SD40 5101.
- Prince George to "Unassigned": CN GP9RM 7000, 7002-7004.
- Vancouver to "Unassigned": CN GP9RM 7007, 7011.

UPGRADED AND PAINTED IN CN LIVERY WITH I.C.R.R. SUBLETTERING:

- IC SD40-2 6157 to SD40-3 6255 in February.
- IC SD40-2 6138 to SD40-3 6265 in March.

WINTER DEPLOYMENT: The following 20 Kansas City Southern SD40-3 units (all former CN SD40s) were working on CN lines at press time: 6600, 6602, 6603, 6605, 6606, 6608-6611, 6617, 6619, 6621, 6625, 6626, 6631-6633, 6635-6637.

120 UNITS LEASED OUT:

- 44 to Helm Leasing (assigned to Norfolk Southern): CN GP40-2L(W) 9401, 9403, 9408, 9412, 9414, 9432, 9434, 9438, 9458, 9459, 9463, 9465, 9466, 9470-9472, 9478, 9480, 9522, 9526, 9570, 9632; CN GP40-2(W) 9634, 9636, 9641, 9642, 9644, 9646, 9647, 9649-9653, 9655-9657, 9659, 9660, 9662-9665, 9667.
- 40 to CSX Transportation: GTW (IC) GP40-2 6406-6410, 6413, 6415, 6419, 6420, 6424; CN GP40-2L(W) 9404, 9406, 9413, 9420, 9426, 9431, 9441-9443, 9457, 9464, 9485, 9490, 9504, 9505, 9514, 9519, 9520, 9541, 9574, 9578, 9603 and 9610; CN GP40-2(W) 9637-9639, 9645, 9658, 9661, 9666.
- 24 to Norfolk Southern Railroad: GTW (IC) GP40-2 6418; CN GP40-2L(W) 9400, 9405, 9407, 9417, 9419, 9430, 9447, 9448, 9456, 9479, 9481, 9484, 9509, 9534, 9548, 9552, 9564, 9600, 9605, 9613, 9628 and 9631; CN GP40-2(W) 9643.
- 3 to Quebec Gatineau Railway: CN GP40-2L(W) 9423, 9602 and 9615.
- 3 to St. Lawrence & Atlantic Quebec: CN GP40-2L(W) 9415, 9473; GP40-2(W) 9676.
- 2 to Kelowna Pacific Railway: CN GP40-2L(W) 9437, 9530.
- 1 to Mackenzie Northern Railway: CN GP38-2 4717.
- 1 to Southern Ontario Railway: CN GP40-2L(W) 9592.
- 1 to Hudson Bay Mining and Smelting, Flin Flon, Manitoba: CN SW1200RS 1357.
- 1 to Simplot Chemical, Brandon, Manitoba: CN SW1200RS 1363.

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

- IC E9Ar 100*, 101*, 102*, 103*.
- CN HBU-4 519*.
- CN YBU-4m 524*.
- CN GMD1m 1063, 1078, 1082, 1171, 1177, 1179.
- CN SW1200RS 1339, 1355, 1371, 1375, 1385, 1396.
- CN GMD1u 1430*, 1431*.
- CN GP38-2 4700, 4701, 4703-4707.
- GTW (IC) GP38-2 4917, 5832.
- GTW (IC) GP40-2 6412*, 6414, 6417*, 6421, 6423*.
- CN GP9RM 7000*, 7001, 7002*, 7003*, 7004*, 7005, 7006, 7007*, 7008, 7009, 7010*, 7011, 7012, 7013, 7213*.
- CN SW1200RM 7300, 7301, 7303, 7305, 7306, 7311, 7313,

7314.

- CN GP38-2m 7510*, 7514*, 7526*.
- IC GP11 8709, 8715, 8718, 8724, 8726, 8731, 8733, 8741, 8744, 8747.
- CN GP40-2(W) 9670*, 9671*, 9672*.

STORED UNSERVICEABLE: (* added since last issue)

- IC E9Ar 104.
- CN GP9 Slug 217*, 246.
- CN GMD1u 1436.
- IC SW14 1476, 1489, 1493, 1494, 1501, 1502, 1508, 1510.
- IC GP40u 3106*.
- CN (IC) GP9RM 4009, 4016, 4029.
- CN GP9RM 4120.
- CN GP38-2 4708*, 4715*, 4723.
- CN GP38-2(W) 4769, 4771, 4779, 4798, 4807*, 4809*.
- CN SD40 5101*, 5201, 5218.
- GTW (IC) GP38-2 5829*.
- IC SD40-2 6143, 6160.
- IC SD40-3 6259.
- GTW (IC) GP40-2 6411, 6422, 6425.
- CN GP9RM 7073, 7252.
- IC GP11 8701.

REBUILT UNITS RELEASED FROM TRANSCONA: LLPX GP38-3 2224, rebuilt from GTW GP38AC 6217, has been released from CN's Transcona Shops in Winnipeg.

TO TRANSCONA FOR OVERHAUL: EMDX (former Long Island Rail Road) GP38-2 251, 252, 256, 257, 260, 264, 267, 269, 273, 274, 275 and 277 arrived at Transcona Shops in March for overhaul for Locomotive Leasing Partners.



**CANADIAN
PACIFIC
RAILWAY**

SOLD:

- CP SD40-2 5832 and 6070 to First Union Rail on February 24 and March 7 respectively. The units were released from Ogden Shops in Calgary in RailAmerica livery and numbered IORY (Indiana & Ohio) 4084 and 4085.
- Retired SOO SW1200 1209, still in the classic "Milwaukee Road" livery, was shipped on a flat car from Winnipeg to Transglobal Transportation Services in Marshalltown, Iowa, in late-February. Her trucks were shipped in a gondola.

LEASED OUT:

- To Abitibi, Kenora, Ontario: CP SW9u 1203.
- To Port of Montreal: CP [STLH] SW1200RSu 1271.
- To Inco Metals, Copper Cliff, Ontario: CP [STLH] SW1200RSu 1268 and CP [STLH] SW1200RS 8132.
- To Fort James Marathon Ltd., Marathon, Ontario: CP SW1200RS 8171.

LEASED: At press time, 18 units leased from Helm had arrived:

- HLCX SD40u 6202 (nee QNSL SD40 219);
- HLCX SD40-2 6206 (ex-BCOL 738; nee KCC 103);
- HLCX SD40u 6310 (ex-FNM SD40 8509; nee NdeM 8509);
- HLCX SD40u 6312 (ex-FNM SD40 8569; nee NdeM 8569);
- HLCX SD40-2 7173, 7180-7183, 7186, 7187, 7191, 7199, 7204 (nee BN, same numbers);
- MKCX SD40M-2 9001 (ex-MPI 9001; exx-NW 2965; nee Illinois Terminal SD39 2305);
- MKCX SD40M-2 9032 (ex-CNW 6516; nee CR/PC/PRR 6189);
- MKCX SD40M-2 9034 (ex-CNW 6505; nee CR/PC/PRR 6176);
- MKCX SD40M-2 9036 (ex-CNW 6550; nee CR/PC/PRR 6227).

NOTE: HLCX SD40-2 6226 and MKCX SD40M-2 9027 were pending delivery at press time.

STORED SERVICEABLE:

- CP SW1200RSu 1210, 1250.
- CP SW1200RS 8111.

STORED UNSERVICEABLE: (* added since last issue):

- SOO GP9 402*, 414*.
- SOO SD40 751*, 756.
- CP SW10 1280*, 1281*, 1282*, 1283*, 1284*, 1285*, 1286*, 1287*.
- CP FP9A 1401*.
- CP [SOO] MP15AC 1424*.
- CP GP9u 1536, 1556, 1557.
- CP [STLH] GP9u 1625.

- SOO GP40 2008, 2033, 2046.
- CP [SOO] GP40 4600*, 4607.
- CP SD40 5413, 5500.
- CP SD40M-2 5499.
- CP [STLH] SD40 5512 [for sale].
- CP [STLH] SD40-3 5685 (collision accident at Savona, BC, on 20/08/95).
- CP [STLH] SD40-2 5687.
- CP SD40-2 5757, 5863, 5921 [wreck damaged, for sale].
- SOO SD60 6013*.
- SOO SD39 6241.
- CP [STLH] GP9u 8234, 8236.
- CP [SOO] AC4400CW 8566 (in collision accident near Bordulac, North Dakota, on 25/06/99).
- CP SD90MAC-H 9302, 9303.

TRANSFERRED:

- Calgary to Thunder Bay: CP GP9u 1521 and 1526.
- Thunder Bay to Toronto, then to Montreal: CP GP9u 1543 and 1603.
- Toronto to Montreal: CP GP7u 1502 and SW8-Slug 1011; GP9u 1602 and SW900-Slug 1015.
- Montreal to Toronto: CP SW1200RSu 1244; SW1200RS 8167.

RELETTERED: EN GP38AC 3005 was relettered CP 3005 on March 8. The 3005 retains most of the green Esquimalt & Nanaimo livery, with the yellow horizontal stripe repainted in a different shade of green. 'Stacked' Canadian Pacific is lettered on the long hood in white.

NEW IDENTITIES FOR RECENTLY SOLD UNITS: SD40 5502, 5522 and 5551 are now HLCX 6314-6316. Nos. 6314 and 6316 are leased to the Mackenzie Northern Railway.

FOR TESTING: Union Pacific C40-8 9144, 9151, 9162 and 9215 were delivered to CP in February for tests.

CABOOSES REASSIGNED: Caboose 434696, 434701 and 434901 have been reassigned as MOW Transporters and renumbered 420987, 420988 and 420986 respectively. All have been repainted white with red lettering.

ALSTOM

RELEASED:

- Agence métropolitaine de transport former GO single-level coaches 1052, 1067, 1072, 1074, 1083, 1088, 1090 and 1095 from various repairs and upgrades.
- First Union Rail (FURX) SD40-2s 3010-3027, upgraded, overhauled and renumbered from the following: 3010 (from DM&E SD40 6061); 3011 (CP SD40 5505); 3012 (STLH SD40-2 5447); 3013 (DM&E SD40 6059); 3014 (DM&E SD40 6060); 3015 (DM&E SD40 6058); 3016 (DM&E SD40 6056); 3017 (DM&E SD40 6063); 3018 (DM&E SD40 6066); 3019 (EMDX SD40 6402); 3020 (EMDX SD40 6426); 3021 (STLH SD40T-2m 5449); 3022 (DM&E SD40 6062); 3023 (DM&E SD40 6065); 3024 (DM&E SD40 6067); 3025 (LLPX SD40 4306); 3026 (EMDX SD40 6400); 3027 (EMDX SD40 6431).
Correction: FURX 3008 and 3009 were turned out by Alstom in reverse to that planned: 3008 is ex-DM&E SD40 6057 and 3009 is ex-DM&E SD40 6064.

WORK IN PROGRESS:

- Agence métropolitaine de transport former GO single-level cab coach 102, and coach 1097 for various repairs and upgrades.
- Private Car "Intrepid", lettered for Southern Railroad, for repainting.
- Massachusetts Bay Transit Authority GP40LH-2 1119 for retrofits.
- The following SD40 or SD40-2 units are being remanufactured to SD40-2 specifications for First Union Rail (FURX 3028-3049 series):
 - ex-CP SD40-2 5483, 5484;
 - ex-EMDX SD40 6401, 6403, 6405-6411, 6416, 6419, 6420, 6421, 6423, 6425, 6427, 6429, 6501, 6509;
 - ex-SOO SD40 754.
- Caltrain (California) Bi-Level coach 4002 for overhaul [the first of a contract for 73].

WORK PENDING:

- ex-CN GP40-2L(W) 9428, 9562, 9595, 9621.
- ex-CN GP40-2(W) 9633 and 9635.
- ex-CP SD40-2 5596, 5608, 5628, 5659, 5686, 5740.
- ex-NREX SD40 869, 872, 878, 882, 886, 889, 892 (all nee C&NW); 3107 (ex-UP); 3186 (ex-NS); 5050 (nee CN).



LEASED OUT: F40PH-2 6451, 6457 and 6458 are leased to Agence métropolitaine de transport (Montreal commuter service).

UNDER REPAIR: The following wreck damaged cars are undergoing

repairs at CAD Railway Services in Lachine, Quebec: Coach 8118; Sleepers 8305 - "Bayfield Manor" and 8340 - "Stuart Manor". [Note - coach 141 {temporary number}, acquired for the "HEP" programme but not included, is providing parts for the repair of the damaged cars.

SOLD: Baggage 9613 has been purchased by David Walmsley (dealer); Tempo Coach 370, Café-Coach 3235 and Coaches 5439 and 5443 have been sold to Icon International, a U.S. barter company.

BEING CONVERTED: At press time, HEP-II Coach 4123 was being converted to Club Car configuration and will be renumbered 4007. Coaches 4124 and 4125 will become Club Cars 4008 and 4009.

LEASED: Amtrak '10-6' sleeper 2448 - "Oak Grove", 2449 - "Maple Grove" and 2455 - "Elm Grove" were delivered to VIA in March, the first of five to be leased by VIA. They were built by Budd in 1950 as Southern Pacific 9004, 9006 and 9000 respectively and arrived in Montreal on Train 50 on March 11 for refurbishing. To follow are Amtrak '10-6' sleepers 2462 - "Silver Chasm" and 2463 - "Silver Dale", built by Budd in 1952 as Chicago Burlington & Quincy 430 - "Silver Chasm", and 431 - "Silver Dale".

ON THE SHORTLINE / REGIONAL SCENE

E&N RAILWAY: Leased LLPX GP35m 2009 was transferred to the Toledo Peoria & Western in late-February.

PACIFIC WILDERNESS RAILWAY COMPANY: This new company will be utilizing Ohio Central Railroad GP10 705 and 706, lettered Pacific Wilderness Railway, for its new excursion service between Victoria and Malahat, B.C. commencing June 17, 2000. No. 705 was formerly Southern Pacific Construction Services (SPCX) 705, exx-MidSouth 1044, exxx-ICG 8071, nee IC GP9 9071; No. 706 was formerly SPCX 706, exx-MidSouth 1071, exxx-GMSR 8228, exxxx-ICG 8228, nee IC GP9 9228. PWRC will utilize 10 Ohio Central coaches (former VIA/CN coaches 3208, 5444, 5499, 5583 and 5584; former CN heavyweight coaches 5010 and 6609; former Southern coach 3659; former GTW coach 4863; and former CB&Q coach 6144) and former CN steam generator unit 15505. All equipment was en route at press time.

ESSEX TERMINAL: Recently-acquired former IC SW14 1475 has been relettered and renumbered 104 (second use of number).

SOUTHERN ONTARIO RAILWAY: RailLink-Lakeland & Waterways' former CP GP35 5010 has been refurbished at CLN in Charny, Quebec, repainted in RailAmerica's red/silver/blue livery, sublettered Southern Ontario Railway and renumbered 2210.

GO TRANSIT: F59PH 553 was released from CLN Industries in Capreol, Ontario, in late-February after a mid-life overhaul. F59PH 538 was shipped to CLN Industries for a mid-life overhaul in late-February.

PORT OF MONTREAL: CLN Ventures Inc. has been awarded a contract from the Port of Montreal to manufacture three locomotive booster units. The work will be performed at CLN Industries International Inc.'s shop in Charny, Quebec, over the next four months.

QUEBEC-GATINEAU RAILWAY: Rochester & Southern GP40 105 (ex-Conrail 3072; exx-Penn Central 3072; nee New York Central 3072) was reassigned to the Quebec-Gatineau Railway in late-February.

NEW BRUNSWICK EAST COAST: The NBEC leased LLPX GP38-3 2219, 2220, 2223 and 2225 (ex-GTW 6208, 6211, 6216 and 6219 respectively) in mid-February, mainly for operation on the Chemin de fer Matapédia et du Golfe.

CANADIAN AMERICAN RAILROAD: CDAC took delivery of F40M-2 458 (nee Amtrak 360) and 459 (nee Amtrak 266) in February.

ON THE INDUSTRIAL SCENE

NEW ARRIVAL: Rail Serve GP9E 3840 was delivered to Union Carbide Canada in Prentiss, Alberta, in late-February to provide contract in-plant switching. No. 3840 was built in 1959 as Texas & New Orleans 450, was renumbered SP 3654, was later upgraded and renumbered SP GP9E 3840, worked as Northwestern Pacific 3840, and latterly was OmniTRAX Leasing 3840.

ON THE PRESERVED SCENE

IN THE MOVIES: VIA Coach 5500, acquired in the fall of 1999 by Springwood Productions in Toronto, was used in a movie shoot in which about 1/3 of the body was removed and replaced with a foamboard and masonite replica. The shoot involved having something "crash" into the coach, breaking it open and crushing the fake end. After the shoot, what was left of coach 5500 was acquired by David Walmsley (dealer) for disposition.

Our thanks to Lesley Bernard, Bruce Chapman, Ray Corley, Doug Cummings, Ken Garber, John Godfrey, Ross Harrison, Roman Hawryluk, Roland Legault and Mike Swick. ♦




EASTERN SCENERY: St. Lawrence & Hudson Railway Train 558, powered by CP SD40-2 5644, SOO SD60 6024 and CP SD40 5546, is slowly making its way through Campbellville, Ontario. The train will soon enter the Hamilton Subdivision at Guelph Jct. for the journey to Niagara Falls, and thence to Philadelphia. Kodachrome slide by Jason Noe.

Bytown Railway Society
 PO Box 141, Station A
 Ottawa, ON K1N 8V1

Expiry 200101
 David Strenes
 214 Belfori Crescent
 Ottawa ON K1Z 7R1

1/3
 xx21 (R)

CANADA		POSTES
POST		CANADA
Postage paid		Port paye
Publications Mail		Poste- publications
1591630		

PLEASE DO NOT BEND!