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Branchline

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INCO "D" Day • Township Rails • End of CPR's Arbutus Line • N&W Modern Steam

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Branchline

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

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ON SHEET

A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. The next meeting will be on **September 4** - details in the September issue. Coffee, juice 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 Canada Science and Technology Museum. The next informal slide night will be **September 18**.

Equipment Restoration takes place every Saturday at the rear of the Canada Science and Technology Museum in Ottawa year round. Currently work is being carried out on the Society's GE 50-Ton #10, Steam Crane 4251 and Spreader 402818. Come out and lend a hand.

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

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

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

Corrections:

* Re the back cover photograph in the March 2001 **Branchline,** the caption incorrectly indicated that the trailing unit was CP SD40 5550. The trailing unit is CP SD40-2 5650 as denoted by the beacon (installed on EMD-built 5629-5658), extended-range dynamic brakes (not found of SD40s) and the louvers below the radiator grills (not found on SD40s). (Manny Jacob)
* Re the article "Utterson - 1953" in the May 2001 **Branchline**, the illustration of the Utterson area appears on Page 157 (not Page 137) of Ian Wilson's "Steam at Allandale". (Roger Boisvert);
* Re VIA's RDC Refurbishment Contract (June 2001 **Branchline**, Page 21) Victoria (not Vancouver) - Courtenay service will be maintained by RDC-1 6135 and leased former VIA RDC-1 6130.

Can You Help?: Mike Rice, 19 Buchan Road, London ON N5V 1K9 is looking for photos of McColl Frontenac tank cars, flat cars carrying farm equipment, and gondolas that were used to ship auto frames through London, during the 1950s.

On the Cover: **CP SD90MAC-H 9303 and SD90MAC 9119 power Train 402 through Carseland, Alberta (mile 144.6, Brooks Sub.), on August 23, 2000. Within a month following this photograph, the grain elevators here were demolished. Fuli "Velvia" photograph by Tom Newton.**

Press date for this issue was July 9
Deadline for the September issue is August 13

Twenty-Fifth Anniversary, TTC Mount Pleasant Carline Abandonment

by John Thompson

It's been 25 years since the last Toronto Transit Commission streetcar operated on Mount Pleasant Road, a major north-south thoroughfare in Toronto. In the early hours of Sunday, July 25, 1976, as the sun rose over the city, Small Witt 2766 write 'finis' to the newest streetcar route built by the TTC to that time.

Track on Mt. Pleasant Road, from St. Clair Avenue to Eglinton (about two miles) was opened to service on November 3, 1925. It was an extension of the St. Clair route which had been terminating at Moore Park loop on the north-east corner of Mt. Pleasant and St. Clair.

The Mt. Pleasant trackage served an area of mainly middle class homes, stores, and a large cemetery. The northern loop was on the north-east corner of Mt. Pleasant and Eglinton. The Moore Park loop was kept for short turn cars and night cars.

St. Clair cars continued to serve Mt. Pleasant Road until 1972, when it became the Mount Pleasant route. Cars operated between St. Clair Subway Station Loop on the south side of St. Clair, east of Yonge Street, and Eglinton Loop. This change was made due to declining patronage.

Then, in 1976, the TTC announced that the Mount Pleasant route would be converted to diesel buses. The immediate reason was the impending replacement of a short bridge over the former CNR Belt Line, south of Merton Street. However, the TTC evidently felt that patronage levels did not justify the cost of impending major track renewal required for Mt. Pleasant and, ultimately, new streetcars.

The TTC, in March 1976, estimated the total cost for retention of streetcar service on Mt. Pleasant at $875,000. This compared to $440,000 for trolley coach conversion, and $249,000 for diesel buses. This did not include vehicle purchases. The Commission seemed to favour abandonment of rail service.

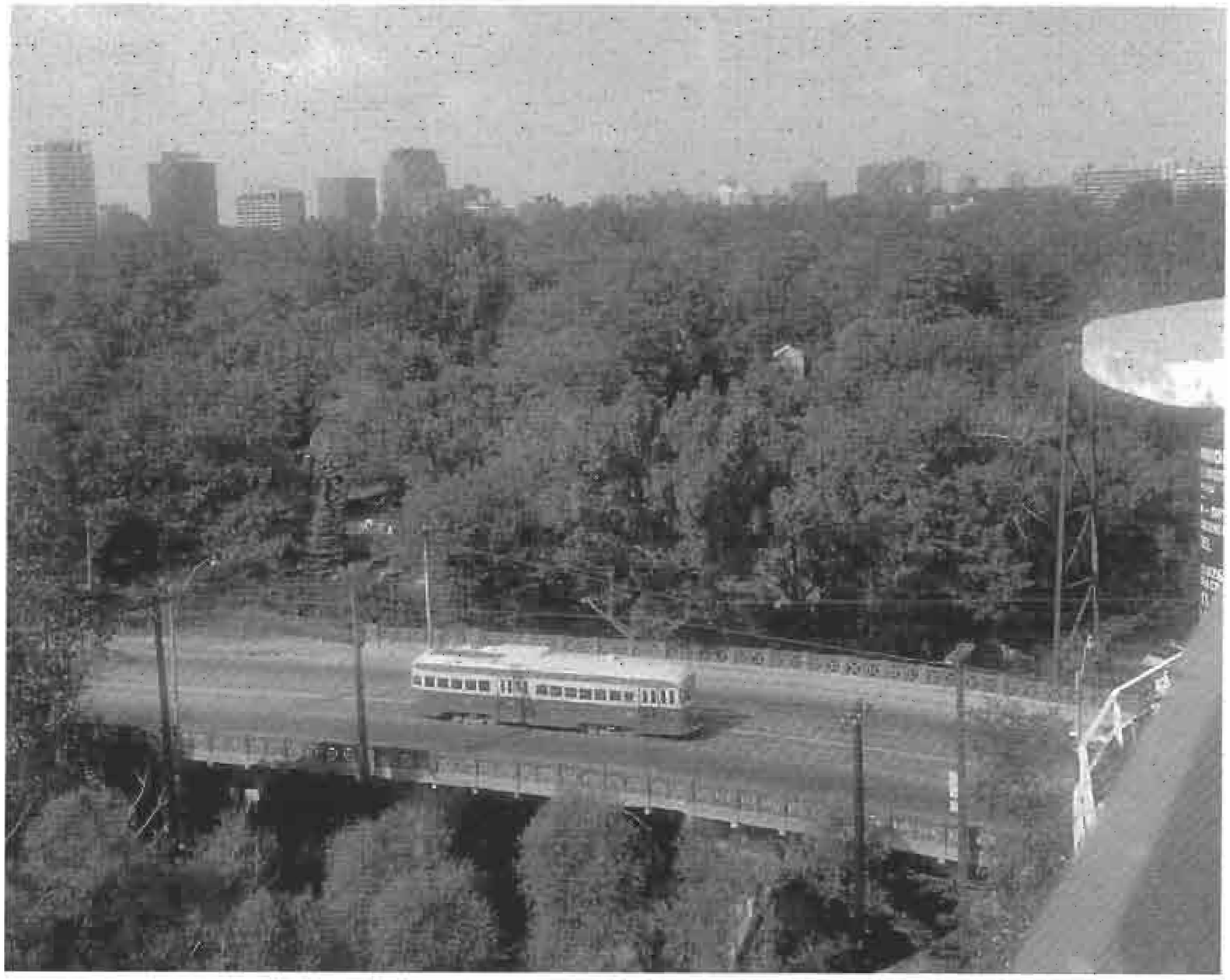
The abandonment came as something of a surprise, though, as the TTC had announced on April 27, 1976, that the Mount Pleasant streetcar operation would be retained. Track renewal was scheduled for 1977. The policy change evidently occurred due to pressure from the South Eglinton Ratepayers and Residents Association.

The decision was subsequently reversed. This was apparently due to pressure on the Commission from the Metropolitan Toronto Roads and Traffic Department. This body wanted streetcar service removed from Mount Pleasant to speed up motor traffic on this north-south road. The TTC kept the decision quiet until mid-July 1976, frustrating further efforts to save the line. Streetcar operations has traditionally suffered over the years as a result of priority being given to road projects in the Toronto area.

Small Witt 2766, operating on a railfan charter, circled Eglinton Loop for the final time at 6:00 a.m. on Sunday, July 25, 1976. The car then proceeded south along the deserted street. A last photo stop was held on the Belt Line bridge, with the semi-demolished Dominion Coal silos forming an impressive backdrop. Then a fast run was made past the cemetery, onto St. Clair Avenue and back to the St. Clair Carhouse.

The St. Clair night car operated as far east as Moore Park Loop until October 2, 1976, after which this track also passed into history. St. Clair cars now terminate at St. Clair Subway Station Loop. Trolley coaches took over on Mt. Pleasant in 1977, giving way to diesel buses in the early-1990s.

- Based in part on an article in the September-October 1976 "Rail and Transit", published by the Upper Canada Railway Society. ◘



A TTC 4500 series PCC crosses the CNR Belt Line Bridge on Mt. Pleasant Road, approaching Merton Street. The expanse of Mount Pleasant Cemetery is evident in this view taken from an apartment building roof on July 25, 1976, the last full day of service. Photo by John Thompson.

INCO "D" Day was May 24, 2001

Article and Photographs by Bob Chambers

As a professional photographer, I have photographed INCO's Copper Cliff, Ontario, operations for more than ten years. When I heard of the impending end of electric locomotive operation I asked to photograph the locomotives along with the new diesels and permission was granted to record the changeover.

The reason not too many pictures exist of the INCO rails is because all of the 56-mile line (that's 56 miles under catenary) is on private property. It is visible from some public roads but the opportunities are limited.

The line handles 10 million tons of ore a year, from three on-line mines and from farther afield from INCO mines served by Canadian Pacific. Hundreds of thousands of tons of other material come into the complex in Copper Cliff. Some 2,000 tank cars of acid are shipped each year to interchange with both CPR and CN, and one train per hour (yes, EVERY hour) of molten slag is taken to the slag dump. So it is a 24/7 operation moving tonnage and carload numbers that would make a shortline or Class One branch very happy.

INCO's main line is 14 miles long, the rest is yard trackage. There is no record of passenger service on the line since its 1926 inception but I have ridden INCO's underground rail passenger service in cars built to carry only workers, behind diesel and electric locomotives on the narrow gauge mine railways several thousand feet below the surface.

The photographs were taken on May 7, 8 and 9, 2001, just over two weeks from the end of electric use. This project was something like O. Winston Link's photographic efforts with Norfolk & Western steam in the 1950s. I felt the need to record this history. However, Link's photography lasted a few years and mine for only three days, so it's a pretty pathetic comparison. It certainly makes me appreciate his work even more.

Want an electric locomotive? INCO will donate any of the some 18 on the property.

On May 8, 2001, 100-Ton electric 114 (acquired new in 1942) and 85-Ton electric 126 (built as Kennecott Copper 63 in 1950) doublehead ore up the hill from South Mine. It's pose-for-a-photo time and the crew gets into the act as it will be one of the last photo-ops on the electrics.

Lookin' good ... newly-arrived GP38M-4 2001 (built in 1964 as Norfolk & Western GP35 222) comes up the hill from South Mine with ten cars of ore. The new operating plan is for one GP38-4 to replace two electric locomotives and two crews.

Newly-arrived GP38M-4s 2007 (nee C&NW 864) and 2006 (nee C&NW 841) are prepared for service in the immaculate INCO repair shop. To their right is 53-year old GE 100-Ton 116, one of the last four electric to see service. It was rebuilt in this shop in 1999.

GE 100-Ton 114 works the flat yard at the tipple where ore cars are dumped at the mill. A 100-Ton electric locomotive could handle over 80 cars in the flat yard.

The hill from South Mine to the mill took its toll on GP38M-4 2001 and she stalled near the top of the hill on May 7, 2001. GE 100-Ton 114 dropped down the hill to the rescue ... a rare case of electric and diesel doubleheading at INCO in Copper Cliff.

Township Rails

Article and Photographs by John Godfrey

Can it really be almost 22 years since the last Canadian intercity passenger train left Montreal's Windsor station for points beyond St-Jean, Quebec in October 1979?

It certainly does not seem all that long ago when one could settle into a roomette in a former CP stainless steel sleeper on VIA's 'Atlantic', enjoy the picturesque Eastern Townships, and awaken to hot coffee and breakfast in the diner after traversing piney woods of Maine under cover of darkness, before a mid-morning arrival in suburban Saint John, New Brunswick. Worse yet, 37 years have elapsed since the last RDC scorched the rails through Sutton and Highwater, Quebec, and Newport, Vermont, en route to seaside Boston, Massachusetts, via the B&M through the wilds of New Hampshire.

True, VIA continued to operate its 'Atlantic' over CP's former mainline to the Maritimes east of Lennoxville, Quebec, except for a period in the early-1980s, until December 1994. However, save for the occasional detour, the lines west of Lennoxville and north of White River Jct. (or should I put 'Wells River', as this is a CP piece?) have been relegated to 'freight-only' status for many a year.

What became of these once vital arteries of commerce and tourism in the intervening period of time? Until the mid-1990s, they remained the property of Canadian Pacific, capable of sustaining speeds of 40-50 miles per hour. Since that time, lines that were once thought to be destined for abandonment are now the property of Iron Road Railways of Virginia.

Sherbrooke Sub. trackage west of St-Jean remains assigned to CP, however, between that historic city on the Richelieu River and Lennoxville, and south from Brookport to MP 26.25 of the Newport Sub. are operated by IRR's Quebec Southern Railway. East of Lennoxville, the former CP main is operated as the Canadian American Railroad. The former CP Newport and Lyndonville Subs. in the state of Vermont are run under the Northern Vermont Railroad banner (NVR was named the designated operator of the abutting state-owned former B&M trackage between Wells River and White River Jct. by Vermont in the spring of 2000). All properties are components of IRR's Bangor & Aroostook Railroad System, which includes the original BAR and is headquartered in Bangor, Maine. A sister road, the Iowa Northern, operates largely former Rock Island trackage in the American mid-west.

While railroad statistics highlight drastically increased cars moved, transit times have also increased under IRR ownership and operation for a myriad of reasons, much to the consternation of those interested in resurrecting some form of passenger service in the Eastern Townships. Whether time and the evolving economy bode well for the future of rail activity on the former CP east of Montreal remains to be seen. In the interim, vignettes of today's Iron Road Railway properties are presented for posterity...

LEFT TOP: Quebec Southern / Northern Vermont Train 242 (GP35Es 500 and 506) work their train in Farnham, Quebec, on March 12, 2000. Operating as a turn from Newport, Vermont, the train will shortly return to that northeastern Vermont city with an all too short consist, pausing only to make a set-out at the mill in Richmond, Vermont, en route on this overcast, snowy late winter Sunday.

RIGHT TOP: What little light there is on this overcast April 27, 2000, shines on Quebec Southern Railway Train 327 in the yard at Sherbrooke, Quebec. Most days, this train sets-out from Sherbrooke with cars for destinations to Magog, Quebec, 18.3 miles to the west on the Sherbrooke Sub before returning to Lennoxville to interchange traffic with the St. Lawrence & Atlantic just to the east of the former CN Sherbrooke station. An afternoon trick provides additional local service with the same motive power.

LEFT MIDDLE: The Quebec Southern St-Jean Road Switcher cruises past the former CP station on the shore of the Richelieu River in St-Jean, Quebec, on April 26, 2000, en route to interchange traffic with the CN west of town. Ownership of the line changes from IRR to CP right in front of the now-municipally owned facility. While CP has accorded Quebec Southern the right to switch CP customers in the area, it has retained the right to operate over the track in the event Montreal's Agence métropolitaine de transport (commuter agency) expand their territory to include St-Jean in their on-going effort to get traffic off of the Montreal Island's car-choked bridges.

RIGHT MIDDLE: Power heavy Maine-bound Quebec Southern Train 902 prepares to depart StL&H (now CPR) St. Luc Yard in the mid-morning sunlight on May 21, 2000. Essentially the continuation of a CP land bridge, 902 should arrive in Farnham sometime shortly after the noon hour, spend an hour or two picking-up and setting-out cars, before changing crews in Sherbrooke, hopefully before the hours-of-service catches-up with the Montreal-based crew. A rested Brownville Junction, Maine, based crew will take the train east from there. In the spring of 2000, almost 50% of the crews did not reach the end of their runs before the mandatory 12 hour duty limit was reached. A solid lash-up of BAR power is not unheard of on these through runs, though an eight unit consist is a little unusual, even though not all units were on-line.

LEFT BOTTOM: The Quebec Southern St-Jean Road Switcher pauses in St-Jean, Quebec, on April 26, 2000, while its crew dines at a nearby fast food emporium. In a few minutes, GP35Es 509 and 504 will return to Farnham with a respectable consist of traffic destined for other on-line locations.

RIGHT BOTTOM: Every operable unit on the roster of BAR System sister road Iowa Northern, heads a High Iron Travel passenger special at Rockford, Iowa, on June 11, 2000. Having to cope with similar working conditions as their co-workers to the east, IANR employees nonetheless went all-out to ensure the success of this weekend jaunt for rail enthusiasts. IANR GP38 3609 is the only serviceable unit to wear the road's corporate colours.

Last Trains to Molson's Mark End of CPR's Arbutus Line

By Ian Smith
(Photographs by the author)

The 6.3-mile Arbutus line section of Canadian Pacific Railway's Marpole Spur has seen its last revenue trains, bringing an end to 99 years of railway operation through the residential west side of Vancouver. In that time, the line saw a brief period of steam operation followed by many decades of electrified passenger and freight service, ending with diesel-hauled shipments to just one customer, Molson brewery.

The final service started with the last delivery of malt to the brewery on May 31. CP SW1200RSu 1237 made the northbound trip with two hoppers, starting from the O Yard office in south Vancouver. The Arbutus line, which takes its informal name from a major north-south street that parallels the tracks for several miles, was entirely within yard limits.

Arriving at the brewery at 09:33, the train set about its switching manoeuvers, picking up two empties and dropping off the loads. Billed in the media as the "last train", it drew a handful of railfans, curious nearby residents and a couple of TV crews, who interviewed the train crew.

Next day, June 1, CP 1237 returned light engine to the brewery at about 09:00 to retrieve the last empties. Molson workers had hung a sign on one hopper to commemorate the occasion, but that was the extent of the fanfare. The train was soon headed south along the undulating line, which features several 2.5% grades, one 3% incline and track speeds of 10 to 15 mph. By 09:45, the locomotive was back at the O Yard office, and the Arbutus line had seen its last train in regular service.

The scene played out in those last days reflected just the final era on the Arbutus line. Operations had only reverted to the line's owner, Canadian Pacific, some 15 years earlier, on January 1, 1986. That came after 80 years of operation by the B.C. Electric Railway and its successor, B.C. Hydro Rail, which leased the line from CPR.

Over the final 15 years, traffic was modest, with trains running as needed to serve Molson and the few other customers. After deliveries of plastic pellets to a packaging firm ceased in 1997, the only customer left was Molson, at the very north end of the line.

Expectations had been much higher when the line opened in 1902. CPR had tried to convince the BCER to build an electrified streetcar operation in the Kitsilano-Arbutus area. It wanted to boost the value of local property, much of which was held by CPR as land granted for building the transcontinental railway. When BCER declined, CPR forged ahead and built a 14-mile line south to Steveston, starting in Kitsilano at the south end of its trestle across False Creek (now MP 0 of the Marpole Spur). Incorporated as the Vancouver & Lulu Island Railway, the line began steam-hauled operation between Steveston and Vancouver in mid-1902, with the first passenger train running on July 1.

By 1905, BCER had changed its mind, and leased the V&LIR. CPR operation ceased on

July 3, and electric interurban service to Steveston started the next day. With traffic building, BCER added a second track in 1909 for the six miles from Kitsilano (site of its shops and car barns) to Eburne, as Marpole was originally known. Electric interurban service continued for some 50 years, eventually fading in stages.

First, passenger service between downtown Vancouver and Marpole was discontinued on June 18, 1952. Interurbans continued to run light along the Arbutus line between Kitsilano shops and Marpole, where they would operate revenue services, either south to Steveston, or east to New Westminster on V&LIR track leased from CPR since 1909.

But the days were numbered for those trains, too. Passenger service between Marpole and New Westminster ended on November 18, 1956, and the last Marpole-Steveston runs took place on February 28, 1958. The northbound track between Kitsilano and Marpole was removed, as the line shifted to freight-only operation after 56 years. By 1959, the trolley wire had been completely dismantled. Freight operations continued, although the BCER became B.C. Hydro Rail in 1962, as part of a provincial Crown corporation, the B.C. Hydro and Power Authority.

Twenty years later, the False Creek trestle at the north end of the Arbutus line was dismantled, as CP Rail vacated its major yard on the north shore of the creek to make way for Expo 86. The last train crossed the trestle on October 21, 1982. Soon after, with B.C. Hydro Rail and CP Rail unable to come to terms on a new lease for the V&LIR trackage, the "B.C. Electric" era drew to a close, with operations reverting to CP on January 1, 1986.

And now the CPR era has ended too, at least on the Arbutus line. The Steveston line from Marpole across the north arm of the Fraser River into Richmond, now called the Van Horne Spur, still sees regular switching operations along its first several miles.

Operations will continue on the rest of the Marpole Spur, too. The Arbutus line stretches from MP 0, adjacent to Molson brewery, south to MP 6.3 in Marpole, near the junction with the Steveston branch. From here, the Spur runs east along the southern edge of Vancouver and Burnaby to New Westminster, ending at MP 16.0, where it connects with the Westminster Subdivision, which continues to CPR's main yard at Port Coquitlam.

There is still a "BCER connection" to this day. Running rights from MP 13.5 to MP 16.0 of the Marpole Spur are held by Southern Railway of British Columbia, the privatized successor of B.C. Hydro Rail.

What fate awaits the Arbutus line? To date, there has been no announcement of when the tracks will be lifted. The task will include dismantling the hardware for 31 protected grade crossings.

And just as its origins were shaped by CPR's interest in its Vancouver landholdings, the line's destiny also revolves around matters of property. Late in 1999, CPR unveiled a plan to redevelop the Arbutus corridor, with a combination of townhouses, low-rise apartments and mixed commercial/residential buildings, as well as parkland and community gardens. But city council has since unanimously passed a bylaw restricting the corridor's future to "present rail uses and/or a variety of new uses including transit and greenway."

CPR is prepared to sell the corridor for transit use, but wants to be paid what the land is worth for real estate purposes, roughly $100 million. It is suing the city.

Some of the line's affluent neighbours oppose the city's plan, too. The Arbutus Corridor Residents Association doesn't want the right-of-way used for transit, unless it is underground.

Meanwhile, the B.C. Court of Appeal has ruled that four hectares at the very north end of the line, once the site of BCER's Kitsilano Shops, will revert to its status as an Indian reserve.

In announcing the end of freight service on the Arbutus line, CPR noted that no court date has been set for its challenge of the city's bylaw. It also said the city has not approached CPR about purchasing the land. "In the meantime," the announcement sniffed, "CPR will continue maintaining the corridor lands, which remain private CPR property."

Clearly, the final chapter in the 99-year history of the Arbutus line has yet to be written.

(Adapted by the author from his article in "The Sandhouse", journal of the CRHA Pacific Coast Division)

Captions for Page 8:

TOP: CP SW1200RSu1237 approaches the crossing of West Third Avenue at MP 0.45 of the Marpole Spur, with the final delivery of malt for Molson brewery on May 31, 2001. The Molson sign atop the brewery is barely visible in the upper left corner.

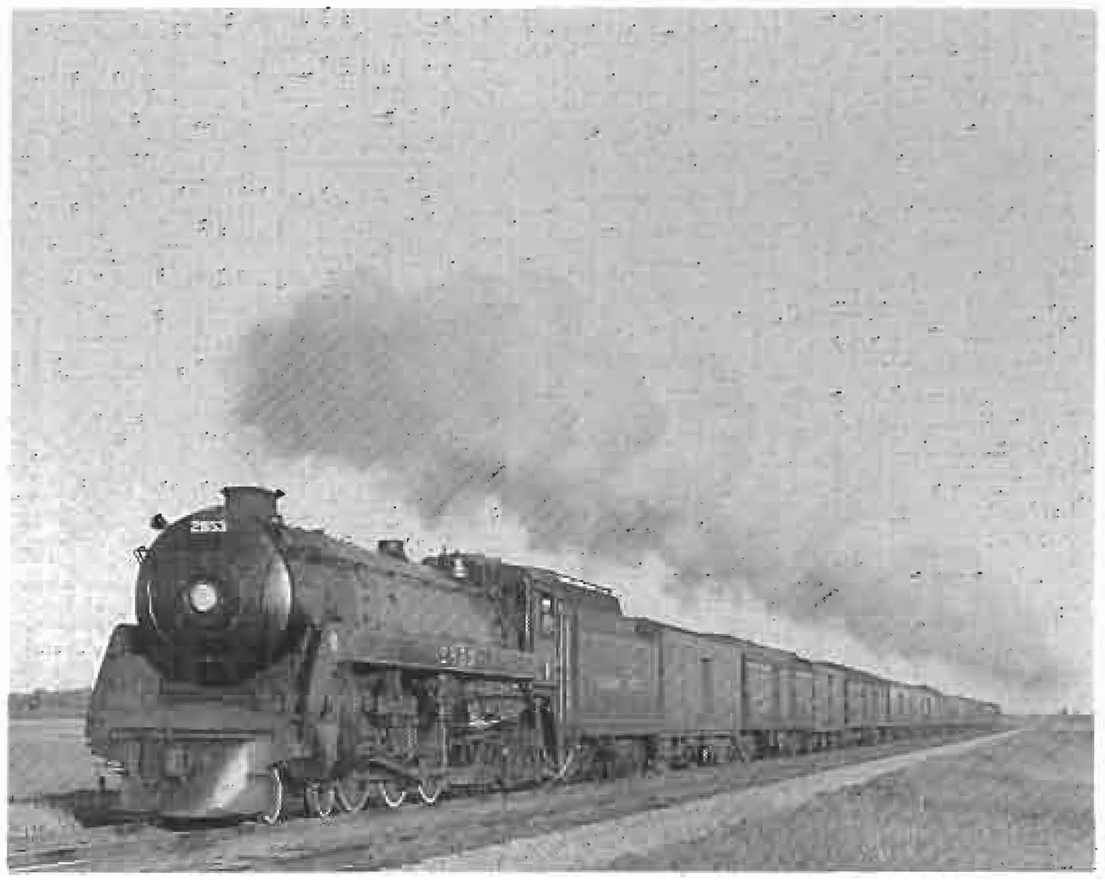
MIDDLE: CP 1237 is set to make the last-ever delivery of malt by rail to Molson brewery on May 31, 2001. It has already retrieved two empty hoppers and coupled them to the two loaded cars at the rear.

BOTTOM: With empties in tow, CP 1237 crests the 2.5% grade up to King Edward Avenue on May 31, 2001. The next day, it would repeat this scene for the last time, ending nearly 99 years of revenue service on the Arbutus line, named for the street seen behind the train. ◘

In Memoriam
Dr. Lawrence Stuckey, 1921-2001

Noted railway photographer and BRS member Dr. Lawrence Stuckey passed away on June 13, 2001, in Brandon, Manitoba. He joined CNR in 1940, and in May 1941 joined CPR in Brandon as a locomotive wiper / fireman. He joined the RCAF in October 1942 and served as a Navigator/Bomb Aimer overseas. Lawrence returned to CPR engine service in September 1945 and was promoted to locomotive engineer in 1950. With the rapid dieselization of the railway, he left the CPR in early-1958 to purchase Clark-Smith Photo Studio in Brandon which he and his wife Mavis operated for several years. Lawrence corresponded with hundreds of people around the world on a wide range of topics and interests including: botany, history, photography and politics. He was the author of four books, including "Prairie Cinders", a collection of stories about the railway portion of his life, published by Nickel Belt Rails in Sudbury in 1993. His lifelong collection of local historical information and photographs have been donated to the Brandon University archives. His extensive railway photography collection is now in the hands of several other collectors throughout North America.

R.I.P.



CPR Hudson 2853 hustles 15-car Train 58 through Carberry, Manitoba, on July 19, 1957. Harry often fired the Royal Hudsons out of Brandon, Manitoba, and occasionally ran them. Photo courtesy Paterson-George Collection.

Tid Bits by Duncan du Fresne

N&W's Year of the Big Decision

As most know, the Norfolk and Western Railway Company of Roanoke, Virginia, was the last major railway in North America to operate an all steam power railway. They stabled a fleet of "different" locomotives from rather ancient branchline 4-8-0s to very modern 0-8-0 yard goats, as well as elderly 4-6-2 and 4-8-2 types, and others – and it is these "others" we will concentrate on in this Tid Bit.

The Norfolk and Western was not a particularly large railway, in terms of mileage, ranging only from Norfolk, Virginia, on the Atlantic seaboard to Columbus and Cincinnati, Ohio, to the west, with a number of main lines, and secondary line branches thrown into the mix. The railway also had to contend with three mountain ranges and was a high tonnage railway so these mountain ranges posed some severe operating and motive power problems which were very effectively dealt with by a very progressive management.

I have always been, at least as far back as I can remember, a student of North American railway motive power. Because the Norfolk and Western was "different" they really sparked my interest. Let's see why.

Let's go back to 1915 and N&W's first attempt to electrify their mountainous regions. The original 12 electric locomotives were supplemented in 1924 by two considerably larger two unit sets, each weighed 416 tons, developed 4,750 hp, had a 1-D-1 + 1-D-1 wheel arrangement, and double cabs. No nose hung traction motors here, these monsters had four "traction" motors geared to four jack shafts, each of which powered two driving axles complete with steam era side rods. Quite a sight! Power was gathered by pantographs at 11,000 Volts, single phase, AC, and reduced to low voltage on board the locomotive for use at the traction motors. All these locomotives were equipped for regenerative braking. Ideal for the N&W's 1.8% grades and their many tunnels. Sound like "sound" reasoning for a modern heavy-haul railway? You bet! So what did the N&W do? Why, they went back to steam power, of course. So let's take a big jump ahead into modern times and see what N&W's progressive management did.

Well, what they did was to plan ahead to design and build in their own Roanoke Shops, three types of what N&W called "modern steam locomotives". What constitutes a "modern steam locomotive"? N&W stated it had to have a large high capacity boiler with 300 PSI boiler pressure. It must have roller bearings on all engine and tender axles, a one-piece cast steel bed frame with cylinders cast integral, complete mechanical and pressure lubrication to approximately 200 points, and improved cross-counter balancing of reciprocating and rotating parts. Two of the three classes had roller and needle bearings all through their main, side rods and Baker valve gear. They also had the advantage of low initial cost, high availability, and low maintenance. So the three types that evolved were of the 4-8-4 wheel arrangement, principally for passenger service, the 2-6-6-4 for fast freight service, and the 2-8-8-2 for the mountainous regions. Let's look at each of these types individually.

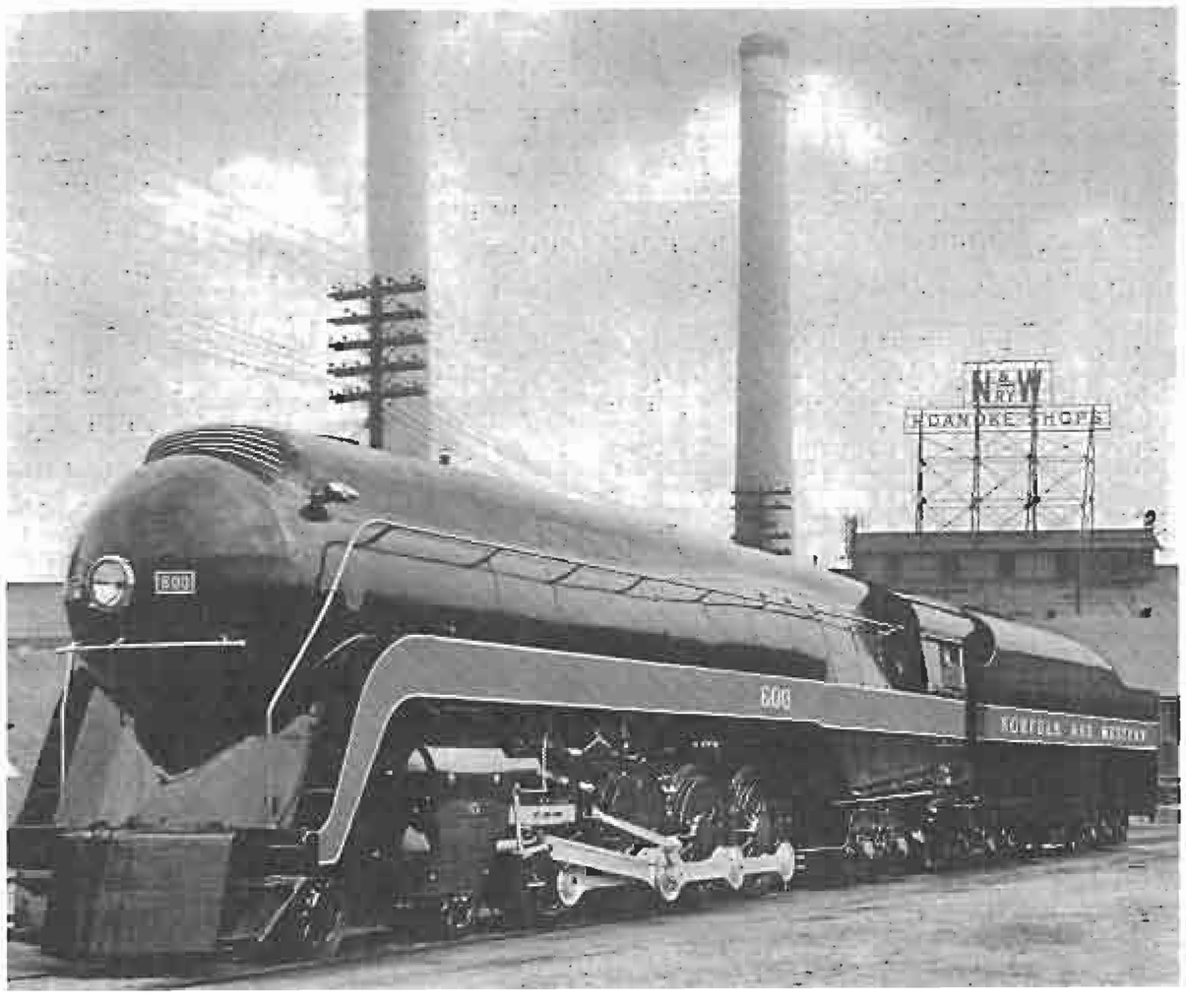
The 4-8-4s, class "J", had some pretty small diameter driving wheels for a 4-8-4, 70 inches! Ideal for the N&W's track profile, but small or not, in dynamometer car tests these low drivered and Baker valve gear equipped engines could, and did, exceed 100 MPH. Why bother with larger diameters? Besides, with a tractive effort of 85,800 lbs (with booster), they were the most powerful 4-8-4s ever built and could be pressed into freight service if required. No. 600 is shown new in the photograph to the left. And who designed and built them? Why, the Norfolk and Western in their own Roanoke shops, of course.

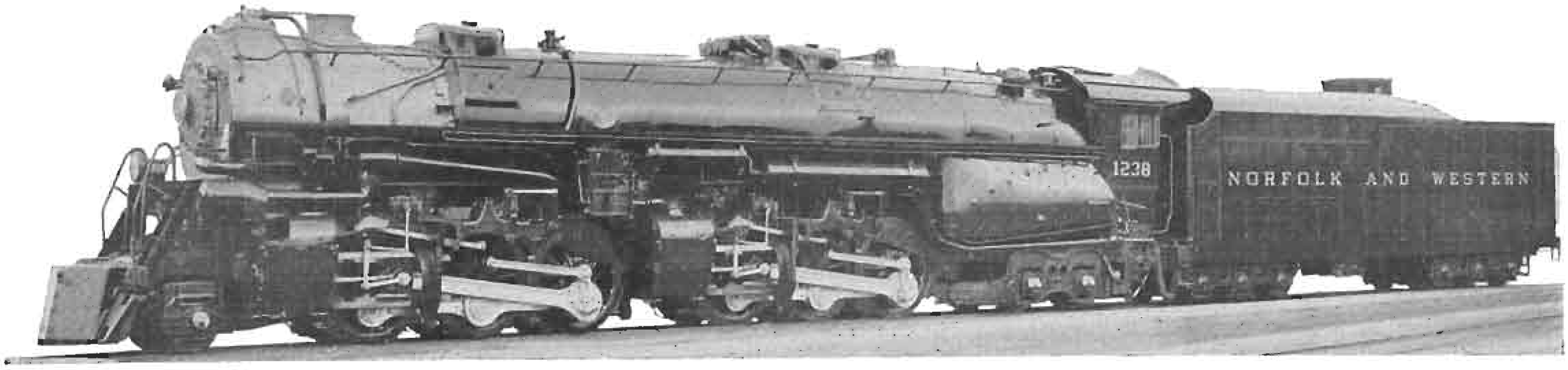
The 2-6-6-4s, class "A", were among the best single expansion articulated locomotives ever built. They adhered to N&W's "modern steam locomotive" principles throughout. Like the class "J" engines, the "A"s also had 70 inch diameter drivers, but they had a tractive effort of 114,000 lbs. They could slug it out on all but the worst of the grades and they could run at passenger train speeds with 12,000+ tons of coal tied on to their tender drawbars on level track. What a machine! No. 1238, the first "A" built, is shown in the upper photograph on Page 11. And who designed and built them? The Norfolk and Western in their own Roanoke shops, of course.

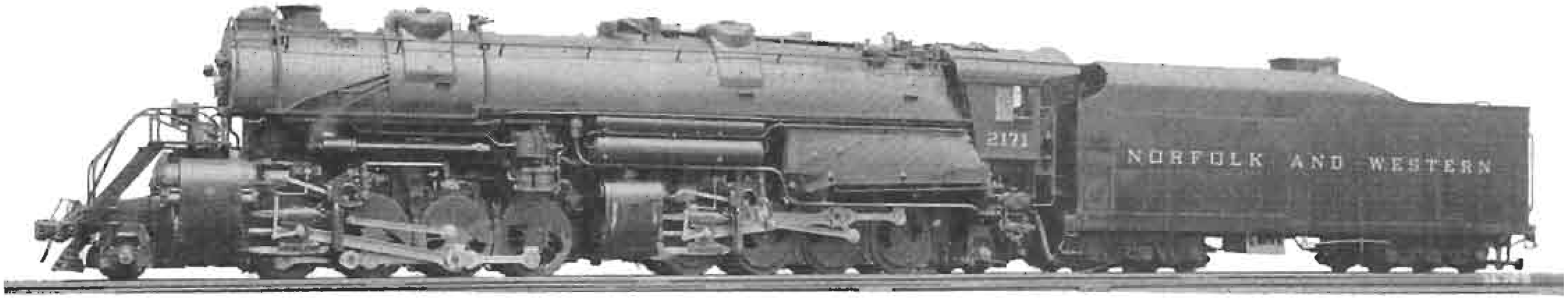
The third class of the group, class "Y" (and sub classes 5 and 6) were REALLY different. With a wheel arrangement of 2-8-8-2 (nothing unusual about this) but, and this is a big but, they were articulated Mallet compounds! The last of them were built as late as 1952! Imagine anyone building an articulated Mallet compound locomotive at this late date! The N&W did. Why? To get an efficient, thoroughly modern, and powerful coal hauler on the Blue Ridge mountain section. Although somewhat ponderous, they certainly were powerful. With 300 PSI coming off that boiler, and with those small 58 inch, yard engine size drivers, the class Ys could churn out a tractive effort of 152,206 (simple) and 126,838 (compound), they could even run as fast as 45 MPH on a good day. The high pressure cylinders were 25 inches by 32 and the low pressure ones were 39 inches by 32. Again, like the other two classes, these monsters were built in the N&W shops in Roanoke, the last "Y" being outshopped there in 1952! Outrageous! No. 2171, the first of the "Y6b" class is shown in the middle photograph on Page 11.

However they didn't stop here. Although not part of the "big three", the N&W didn't build their last steam locomotive in Roanoke until late in 1953 and, believe it or not, it was a super switcher, a very well designed 0-8-0, class "S1a". Its road number was 244 and it was pretty well identical to No. 201 shown in the bottom photograph on Page 11. This engine ended all production of steam power at Roanoke.

All of the engines described above were coal burners, and they burned a very good grade of it. The N&W was a coal hauling railway! Perhaps you can now see why a motive power freak like me couldn't help but have a special interest in the N&W. And, if this wasn't enough, the N&W went two steps further in their pursuit of coal burning steam power. They designed and built a steam switcher that could be run by an engineer ONLY. That's







right, no fireman! The firing was completely automatic, - on demand. Unfortunately it was an orphan, and it was not repeated, but a very interesting experiment. For those of you regular **Branchline** readers you will recall my Tid Bit on turbine locomotives and, specifically, Norfolk and Western's "Jawn Henry", their experimental steam turbine electric. In the final analysis it too went the way of so many other experiments, it was too expensive to build and to maintain. It sure was a powerful machine though and you can read more about it on page 16 of the September, 1998, issue.

For those readers who are statistically inclined, the following may help:

- By 1950, 50% of N&W's fleet of freight power were of N&W's "modern" design. These engines were handling 90% of the total freight gross ton miles

- In passenger service, 23% of the motive power fleet was composed of class "J" locomotives which were handling 77% of the total passenger car miles.

- N&W discovered that locomotives, other than those built to their "modern" specification, cost 50% more to maintain, for the same amount of service delivered.

- "J" class passenger engines exceeded 5,000 drawbar horse power.

- "A" class freight engines developed a sustained 6,300 drawbar horse power at 45 miles per hour.

- 90% of the weight of a class "Y" 2-8-8-2 was carried on the drivers and it developed 5,600 drawbar horsepower in the 25 miles per hour range, but LOOK OUT in the tractive effort department! It developed its greatest drawbar horse power at 15 MPH.

So, what's the problem? This Tid Bit is titled: "N&W's year of the big decision". What decision? Everything seemed right in the N&W's motive power department, or was it? In 1951, N&W president, Mr. R.H. Smith made a statement to N&W employees saying, in part: "I do not suggest that we will never use other types of locomotives, but I do say that before we adopt them they will have to prove by performance that under our conditions they will do a better all around job for us than those we build ourselves". That was a prophetic statement, and by the following year the N&W got into a head to head test, for they had to have proof on their own territory. They decided that they would compare the latest diesel-electric power from the Electro-Motive Division of General Motors, a four unit lash-up of 6,000 horse power against some of the N&W's own "home grown" articulateds. A freshly overhauled class "A" No. 1239 was selected and a brand new class "Y", No. 2197. The tests were conducted on level track for the "A" and the tough run between Williamson and Bluefield for the "Y". How did their home grown products do? And, perhaps more importantly, how did the diesels do? The 1239 proved it could do anything the diesels could do

on a level district, and the 2197 was very competitive with the diesels, especially at speeds where the Mallet developed most of its drawbar horsepower. The results were a standoff, the diesel better at the lower speeds and the big articulateds better at the higher running speeds. The fuel cost was a little higher for the coal burning locomotives when figuring for gross ton miles.

The fact is steam was very competitive with the diesel if the coal burning steam locomotive was worked at near capacity and at speed. If the speed dropped too low, then steam could not develop its maximum horsepower. In addition, when steam was not worked at maximum the reduction in fuel consumption was not directly proportional to the reduction in work required. Simply put, N&W's best steam power was only competitive and economical for the big, heavy tonnage, main line jobs. But there was no "big" advantage. The diesel won, hands down, when it came to working on lighter service lines or yard operations where varying power demands were constantly encountered. In this sort of service steam didn't compare well at all.

In any event, what effect did the "steam versus diesel tests of 1952" have on the N&W"? Initially, very little. Since the tests indicated essentially a standoff, there was no need, as N&W saw it, to change to diesels with no significant decrease in cost and with a modern steam fleet already in existence. It did show, however, that the diesel was the only practical and economical replacement to conventional steam power when that should occur. But there were some other factors that were not considered in the 1952 tests: from the end of World War II the cost of labour had become increasingly expensive, both on the railway and in the mines that produced the coal. Four dollar/ton coal was fast becoming a memory. The coal burning steam locomotive, modern or not, was a labour intensive machine, and N&W, being a progressive outfit, realized this. There seemed little doubt that despite their best efforts to remain a steam powered railway, the economics of change were about to take hold. Remember, the N&W were a proud company, they were proud of what they had designed and built. No one else had brought the reciprocating steam locomotive to the level they had. Change was not easy for them. But the "bottom Line" won out and within a few short years changes in motive power took place. It was not an overnight wholesale change, steam remained in use where it was best suited to the task – heavy main line work at full capacity in the higher speeds. But older power in both yard and road work went to the scrap line first, and soon it was over.

Besides the 1952 tests and the big decision, there were other mitigating factors effecting the demise of N&W steam power. When N&W built a locomotive at Roanoke they, like every other builder before them, had to buy so much of the locomotive that they couldn't build themselves: air compressors, dynamos, air brake systems, specialized parts no longer produced by the traditional steam locomotive supply company's (eg. firebox doors, lubricators, etc.) that had either gone out of business or had moved on to other lines. Another factor that had to be considered in this post war period was pollution. Smoke had not been a particular problem earlier but it was becoming a major one. Everyone had reached the point where they wanted a cleaner environment to live in. The steam locomotive didn't live in this new environment . In the final analysis, it was the costs of labour that provided the diesels with a knockout punch in the N&W arena.

I want to thank the Norfolk and Western (now Norfolk Southern) for producing the photographs I used in writing this Tid Bit and for their engineering information sheets without which I could not have produced the text. What a pleasure to write about a railway I admired for so much of my life. ◘

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Information Line

CN AND CSX INTERMODAL LAUNCH JOINT INTERMODAL SERVICES: CN and CSX have introduced new intermodal services connecting major Canadian and US markets. The marketing agreement offers shippers five-day service for coast-to-coast intermodal traffic moving between Vancouver, BC, and New York (Kearny, New Jersey). Other key lanes include Toronto-Florida (four days) and Toronto-New York (two days). Shippers will benefit from one-stop intermodal shopping under the agreement -- CN and CSXI each have the ability to 'through' price originating traffic destined to points on either network. Shippers will also enjoy efficient 'steel-wheel' interchange of intermodal traffic at the Chicago and Buffalo gateways. The new CN-CSXI intermodal products are available between: Western Canada and the US Northeast via the Buffalo gateway; Western Canada and the US Southeast, Florida and Mid-South via the Chicago gateway; and Eastern Canada and markets in the I-95 corridor along the Eastern Seaboard via the Buffalo gateway. Train 154 will be from Toronto to Syracuse, with 155 being the return to Canada. (**Business Wire**, May 28)

PULSE CROP SHIPPING FIRM WINS CASE AGAINST CN: A Melfort, Saskatchewan-area company involved in buying and shipping pulse crops has gained a partial victory in a dispute with CN on the supply of rail cars. The Canadian Transportation Agency has ruled that CN failed to provide Naber Seed and Grain Company Ltd. 'with a reasonable level of service' last fall and, as a result, breached its common carrier obligations under the Canadian Transportation Act. The ruling carries no financial penalties to CN. Naber Seed, which has shipping facilities in Melfort and Star City on CN's Tisdale subdivision and a shipping facility at Kathryn, Alberta, claimed CN's performance last fall caused it revenue losses of nearly $1 million. The company went to the CTA with a complaint this past winter that it couldn't get the number of hopper cars it had requested last fall. In response to the complaint, the CTA ordered CN to negotiate a service arrangement with Naber and implement some communication procedures acceptable to both parties. The CTA has also asked for detailed reports next fall on the service arrangement made, but they declined to provide Naber Seed with a specific ruling on service levels. (**Canada Newswire**, May 29; and **National Post**, May 30)

DAY & ROSS OFFERS CN INTERMODAL SERVICE: Fastrax Transportation, the truckload subsidiary of the Day & Ross Transportation Group, is offering customers intermodal service through Canadian National Railway. In an attempt to serve customers looking for new shipping options, Fastrax has acquired dry and refrigerated containers to move cargo city to city throughout Canada. The service debuted in May on routes from Toronto to and from Calgary and Winnipeg. It is also expected to expand in July to include routes from Toronto to the Maritimes. (www.todaystrucking.com, June 28)

CN WELCOMES NEW U.S. RAIL CONSOLIDATION RULES: CN is applauding the introduction of new rules governing rail mergers in the United States. The U.S. Surface Transportation Board issued the new rules, which will cover mergers of railways with more than US$250 million in revenues annually, as a 15-month moratorium on rail consolidations expired on June 11 (effective July 11). "Future merger applications will be required to bear a heavier burden to show that a major rail combination is consistent with the public interest," the board said in a release.

CN president and CEO Paul Tellier said he is pleased that the rules adopted by the U.S. transportation regulator will raise the bar for the quality of customer service in future railroad mergers. "CN is also pleased that the STB appears to have heard its concerns and plans to apply higher public interest standards for mergers equally to all applicants - both domestic U.S. companies and foreign-headquartered corporations," Tellier said. "If the goal of treating U.S. and foreign-headquartered railroads equally is met in the implementation of the rules, that will help stimulate competition in our industry," he said. (**CBC News Online**, June 11)

THREE RAILROADS DENY URGE TO MERGE: The heads of three major railroads - CSX, Canadian National and Kansas City Southern - told a US Senate panel they have no plans to pursue more mergers after a 15-month moratorium on major new consolidations ends July 11. Sen. John Breaux (Democrat-Louisiana) and other lawmakers and officials have expressed concern that the next wave of consolidations could reduce major rail freight carriers to one or two.

Paul Tellier, president of Canadian National Railway Co., said he now is focussing on a proposed merger with much smaller Wisconsin Central and the regulatory review process connected with that. "However, we have no plans at this time to merge with another rail carrier," Tellier said.

John W. Snow, president of CSX Corp., told the subcommittee that the line "has no plan, intentions or inclination" to initiate consolidations and would be opposed to it by anyone else until problems with previous mergers are solved.

Speculation on the next major merger has centered on Kansas City Southern because it was granted an exemption from the new rules. The railroad, with $572 million in revenues last year, is a fraction of the size of the six largest Class 1 railroads - each with $2 billion to $10 billion in annual revenue. Michael R. Haverty, president of The Kansas City Southern Railway Co. - the smallest Class 1 line - also said his company was not involved in merger negotiations, adding that the railroad has "worked diligently to maintain its independence." Haverty said the waiver from the new rules means the company will operate under the old, more lenient rules but didn't mean a for-sale sign had been hung on the company. (**Gannett News Service**, July 1)

RESIDENTS FAR FROM IMPRESSED WITH CN BRAMPTON TERMINAL: Milton, Ontario, residents had the opportunity to tour Brampton's intermodal site in the hopes of better understanding what an actual intermodal terminal is. Ian Thomson, director of communications for CN, said the purpose of the tour was to show the operation and design of an intermodal terminal, although Milton's facility will be modelled after the intermodal facility in Surrey, BC. One resident said he didn't buy his home 15 years ago to have "crap" in his front yard. The "bad part" about the whole development is the Town had no say in the location, resident Sandra Campbell told **The Champion.** "We're being victimized. It was here you go, live with it. It's not like they're building houses." (**Milton Canadian Champion**, June 5) *(Ed. see also http://miltonrail.com/ for residents' campaign against this proposed terminal)*

CN GETS PERMISSION TO SELL TWO RAILWAY STATIONS: Order in Council No: 2001-1126 dated June 14, 2001, has authorized CN to sell its railway station in North Bay, Ontario, to the North Bay Crisis Centre. Order in Council No: 2001-1125 dated June 14, 2001, authorized CN to sell its railway station in Huntsville, Ontario, to the Town of Huntsville. (http://canada.gc.ca/howgoc/oic/oiclist_e.html)

CN's TELLIER URGES LEVEL PLAYING FIELD: In a speech to the New York-Ontario Economic Summit held in Buffalo, New York, CN president and ceo Paul Tellier said railroads such as CN can play a bigger role in easing highway congestion at Canada-United States border crossings, but they need more government

cooperation to do the job. Tellier said CN's ability to make strides in reducing transborder highway congestion (last year it moved the equivalent of 240,000 long-haul truckloads of freight between New York and Ontario) is being hampered by discriminatory tax policies in Canada and cumbersome US customs procedures.

Tellier said that something must be done. In a single year alone, for example, truck drivers wait the equivalent of 425 years to clear customs between Canada and the US. But just when railroads are ready to offer greater road relief, he said, a new US customs policy is sometimes substantially delaying CN's transborder freight trains.

Tellier also said the US Customs' move to adopt a system of enforced customs compliance, in place of informed compliance, is interrupting the flow of CN's Canada-US traffic. US Customs officers stop CN's high-speed intermodal trains so inspectors can examine specific containers.

Tellier set out a four-step customs proposal: harmonization of Canada and US customs computer systems so that there is a single reporting requirement that would allow information to be shared by officials on both sides of the border; customs pre-clearance for all freight carriers having a proven record of customs compliance - a return to voluntary compliance; customs inspections of shipments at destination, rather than at border points, when this practice is more efficient; and the adoption of a 'North American' customs perimeter for all offshore shipments reaching the continent, no matter what their origin or destination, with a single customs agency doing inspections. This would allow for a more seamless movement of goods across the Canada-US border. (**Business Wire**, June 26)

CANADIAN PACIFIC RAILWAY

FCM AND CPR DEVELOP SIMPLIFIED APPROACH TO RESOLVE DISPUTES: The Federation of Canadian Municipalities and CPR announced the development of a process that will see municipalities and the railway work to reduce the costly intervention of courts and regulators in the resolution of community-based disputes. The jointly-developed FCM/CPR process is based on joint community/company resolution process, including, where appropriate, the formation of local working and/or advisory committees.

To standardize the management of emerging issues, CPR has established a Community Connect Line telephone system. By calling 1-800-766-7912, Canadian residents can advise CPR of their concerns or ideas for improvement. In cases where the company is planning a significant operational change or construction of new facilities, CPR will work with municipal officials to determine appropriate community involvement and communication. (**Canada Newswire**, May 28)

CAFB RECOGNIZES CPR AS AN OUTSTANDING VOLUNTEER IN THE FIGHT AGAINST HUNGER: The Canadian Association of Food Banks has announced that it will honour CPR for its outstanding contribution in support of the thousands of Canadians who rely on food banks each month. The CAFB recognizes CPR for three areas of contribution: In 2000, CPR moved close to one million pounds of food through the National Food Sharing System. In addition, the "Holiday Train," helped realize more than 11 tons of food donations and roughly $400,000 in cash contributions for Canadian food banks in 2000. CPR is also a strong supporter of the CAFB's public education efforts and provided funding for the CAFB's national conference: Putting hunger on the national agenda. (CAFB, May 31)

CPR SPENDS $36 MILLION ON INTERMODAL GROWTH: CPR has announced that it is investing $36 million to enlarge and improve three key facilities in Toronto, Calgary and Chicago.

The cornerstone of the CPR's 2001 intermodal capital investment plan is a $26-million, 55% capacity expansion program at its Vaughan Intermodal Facility, in the northern Greater Toronto Area, to bring capacity up to 350,000 container handlings per year.

CPR will also invest $8 million to expand its Calgary Intermodal Facility two years ahead of schedule. Opened just three years ago, the Calgary terminal will expand capacity to 150,000 handlings annually, from the current 105,000.

A further $1.6 million in improvements at CPR's Bensenville Yard, in Chicago, will speed the handling of international marine containers originating in or destined for Europe and the Pacific Rim.

More North Atlantic container freight moves across CPR's Montreal-Chicago corridor than any other rail-port routing in North America. Intermodal freight is now the biggest revenue generator among CPR's lines of business, having surpassed grain as well as coal and other bulk commodities. (CPR news release June 5)

CPR ANNOUNCES CHANGES IN EXECUTIVE POSITIONS: Robert J. Ritchie, CPR's president and ceo, announced that Ed Dodge, currently evp, operations, has been appointed evp and chief operating officer. Hugh MacDiarmid, evp, commercial, will be leaving the company at the end of June to pursue another career track.. In his new position, Dodge will be responsible for all of CPR's operations and commercial activities. (CPR news release, June 13)

CANADIAN PACIFIC FIXES VALUE ON CORPORATE ASSETS: Despite being required to take on an additional $700-million in debt, Canadian Pacific Railway Co. has managed to dodge a downgrade of its debt from one major rating agency. The railway's parent, Canadian Pacific Ltd., said the railway will be required to pay out a $700-million special dividend as part of the break up of the conglomerate. CP Ltd. had said at the time it announced its dissolution this year that the railway would have to pay out the dividend as part of the capitalization process for each of its five units.

The move will leave CPR with an expected book equity of about $3-billion and a net debt to capital ratio of about 50%. The level of debt at the railway was a concern because historically railways have not been able to earn their cost of capital and must borrow to pay heavy capital expenditures that typically run 18% to 20% of revenue yearly.

The parent also said on June 13 preferred shareholders will have the choice of receiving $26 a share, preferred shares in a special purpose firm adequately funded to cover future dividends, or retain existing shares in the parent after the spinoff. (**Financial Post**, June 14)

ALSTOM TAKES OVER MANAGEMENT OF CPR'S LARGEST REPAIR FACILITY: ALSTOM took over management and operation of CPR's largest maintenance and overhaul facility, Ogden Shops, located in Calgary, Alberta, on June 27. The transfer gives ALSTOM a western North American base from which to enhance its leadership position in overhaul of rail equipment, and enables CPR to further reduce expenses by increasing utilization of repair facilities. ALSTOM will acquire the inventory and equipment at Ogden Shops, and will have a long-term lease on the facility's buildings. ALSTOM will provide CPR with the equipment overhaul and repair services the railway had previously performed on its own behalf at Ogden.

CPR president and ceo, Rob Ritchie said, 'The transfer to ALSTOM is a winning formula for everyone involved. It removes the problem of capacity under-utilization at our largest maintenance facility, and builds shareholder value. As a buyer of ALSTOM's services at Ogden, CPR expects to see a positive impact on our maintenance and repair costs from economies of scale as business grows under the new operator.'

Thirty-five former CPR supervisors have become ALSTOM employees. They will manage approximately 500 unionized shop workers who will remain employees of CPR, and who are represented by the Canadian Auto Workers and the United Steel Workers. Dirk van-der-Weeen has been appointed General Manager of the Ogden shops. (CPR news release, June 27)

VIA Rail Canada

HALIFAX LOSES OUT ON VIA RAIL PROPERTY FOR HARBOUR CLEANUP PLANS: VIA Rail has thrown a wrench into the Halifax harbour cleanup plans by selling property the city sought for one of its sewage treatment plants. Halifax Mayor Peter Kelly said the municipality is seeking legal advice on what action it can take against VIA after receiving word that the old VIA Rail maintenance shop behind the city's train station had been sold to the Halifax Port Authority just hours before council was to approve a deal to buy the property. VIA spokesman Malcolm Andrews said that VIA never made any secret that the land was being sought after and would go to the buyer who offered a fair market price and binding deal. Andrews said the land was sold to the port authority for about $1.7 million. (**Canadian Press**, May 26)

VIA BRINGS BACK FREE SUMMER TRAVEL FOR CHILDREN: VIA Rail has brought back free rail travel for children accompanied by their parents this summer. From June 1 until August 30, children aged between 2 and 11 can travel free on VIA Rail, in economy class, accompanied by an adult having purchased a ticket. In addition, this year children can travel free on any Saturday until December 17, and on all long-weekend Sundays. (VIA release)

TRANSPORT 2000 ATLANTIC WANTS PASSENGER RAIL RESTORED TO SOUTHERN NEW BRUNSWICK: Transport 2000 Atlantic wants passenger rail service restored to southern New Brunswick, and the lobby group expects to deliver a petition to Fredericton MP Andy Scott soon. Spokesman Lewis Morgan says it's a mode of transportation whose time has come again, not only because of high air fares and rising gas prices, but also for environmental reasons. (**Canadian Press**, May 28)

SIDES AT ODDS OVER VIA REPORT: A report outlining $22 million worth of taxpayer savings should Peterborough get a VIA Rail link to Toronto cannot be made public due to federal policies, according to local economic development officials. But a federal Transport Canada spokesman disagreed, saying the decision to release the information lies not with Ottawa, but the Greater Peterborough Area Economic Development Corporation. The GPAEDC gave its report to Transport Minister David Collenette May 10 as part of the agency's pitch to the government and VIA. At the time, the agency did not definitively state the report was for 'public consumption,' GPAEDC president Susan Cudahy said. Since the document is now being reviewed by the ministry, the government has requested it remain secret, she said. Cudahy was quick to indicate her refusal to release the document should not be considered a means to hide details or spark controversy. 'There's nothing in there that I'm the least bit worried about,' she said. 'I just don't want to put pressure on VIA or the ministry.' (**Peterborough Examiner**, May 30)

VIA AND CAW REACH A TENTATIVE AGREEMENT: VIA Rail Canada and the Canadian Auto Workers (CAW) have negotiated a tentative settlement with the assistance of conciliator Thomas Dinan for new collective agreements covering on-train, off-train and shopcraft colleagues. The tentative three-year agreement, which applies to some 2,200 VIA employees provides for a wage increase as well as improvements to benefit plans. Improvements in work rules will enhance efficiency and allow employees to be more productive. The new contract will come into effect August 1, 2001, with some of the provisions such as the wage increase retroactive to January 1, 2001. The parties have agreed that the ratification process for the collective agreements will be carried out in July 2001. The union was looking for an increase of 3% a year for three years, comparable to settlements at CN and CP. (**Financial Post**, June 27; and VIA Rail release, June 29)

VIA RAIL TO ACCEPT AIR MILES ON SOME ROUTES: VIA Rail has struck a deal with the Air Miles loyalty program to let passengers use points to ride on its trains. The program is only available to VIA passengers riding the eastern corridor between Windsor, Ontario, and Quebec City, Quebec. It took effect July 3. (**National Post**, June 8)

OTTAWA TO FIGHT SMOG, VIA RAIL SERVICES EXTENDED: Ottawa has announced new measures to fight smog in Canada's largest cities. In total, Ottawa will spent $110-million on measures to reduce smog. Ottawa will give automakers more money to make electric vehicles cheaper, allowing more people to drive them. And the federal government is also helping VIA Rail increase passenger service in its busiest area, the corridor from the greater Toronto area to Montreal. The money, however, is not new; it's part of a larger environment fund announced last year.

In his address to the Smog Summit in Toronto, Transport Minister David Collenette said 'VIA is in discussion with community groups in the Peterborough area, GO Transit and Kawartha Lakes Rail, a CPR subsidiary, to examine the operational requirements for extending VIA service to Peterborough.' Collenette also alluded to studies that are working toward restoring VIA Rail service to Barrie, Ontario. About 20% of Barrie workforce commutes to the Greater Toronto Area. Joe Tascona, Conservative MPP for Barrie-Simcoe-Bradford, said he was 'very disappointed' there wasn't anything more concrete from Collenette. He has been involved in a local study being conducted by the Barrie Passenger Rail Advisory Committee aimed at bringing GO service back to the city - the study involves the City of Barrie as well as Innisfil, Essa and New Tecumseth.

VIA will be signing an interline agreement with GO Transit to carry each other's passengers between shared stations at Oakville, Malton, Brampton, Georgetown, Aldershot, Hamilton (TH&B) Station, Toronto, Guildwood and Oshawa, beginning October 2001. VIA will also increase the frequency of existing services to improve connections from the City of Hamilton (TH&B Station) and outer-urban communities of Burlington, Oakville, Kitchener-Waterloo, Guelph, Georgetown, Brampton and Oshawa to the Greater Toronto Area for the fall (2001). Starting in October, 2001, plans are for the first morning VIA train from Toronto to Montreal/Ottawa (currently #52/40 which starts in Oakville at 06:30), to leave from Hamilton TH&B Station, with stops at Aldershot & Oakville. An unidentified westbound Montreal/Ottawa train arriving Toronto in the afternoon/evening, will carry on to Hamilton TH&B Station with stops at Oakville and Aldershot. The morning train from Toronto to Windsor (currently #71) will start from Oshawa with one stop at Guildwood. An unidentified late afternoon/early evening arrival in Toronto from Windsor, will carry on to Oshawa, stopping only at Guildwood. A second morning train from Kitchener to Union Station will stop at Guelph, Georgetown, Brampton and Malton and after a more lengthy stop in Toronto, proceed on to either Ottawa, or Montreal, or as an Ottawa/Montreal combined train. There is to be a westbound counterpart back to Kitchener in late afternoon or early evening, in addition to VIA #87. (**Canadian Press, Globe and Mail**, June 11; **Barrie Examiner**, June 12, and John Freyseng)

BARRHAVEN STATION ON TRACK: Federal Transport Minster David Collenette announced at Toronto's Smog Summit, that a new VIA Rail station will be built in Barrhaven (part of Ottawa) to cut inter-city travel times and add a new commuting option for southwest Ottawa residents. Very few details are known about the Barrhaven station at this time. VIA is still negotiating with OC Transpo and the City of Ottawa. A VIA spokeswoman said the new stop is at least a year away. (**Ottawa Citizen**, June12)

REGIONAL / SHORTLINE NEWS

TOURISM COULD BE NEW ROLE FOR NORTHLANDER: The Northeastern Ontario Municipal Association (NEOMA) is asking the provincial government to conduct a series of studies before privatizing the Ontario Northland Transportation Commission (ONTC). They approved a resolution asking for studies to be conducted prior to divesting pieces of the ONTC including ON

Telcom and also for some immediate improvements to rail service.

The ONTC must be kept for benefit of all Northeastern Ontario communities, said Reynald Brisson, chairman of NEOMAs Emergency Task Force on the ONTC. Northeastern Ontario is still in the developmental stage. We need rail to provide freight transportation to industry at a reasonable cost. Some of the recommendations from NEOMA include:

- An immediate change over to a night train, both ways, for the Northlander. Currently the train leaves Cochrane in the early morning and arrives in Toronto at 16:30. It then turns around and leaves Toronto for the North at about 17:30.
- ONTC management and unions submit a new operational plan and a schedule to introduce new equipment such as sleepers.
- Steps be taken to provide better food on the train.
- The Ministry of Culture, Tourism and Recreation carry out a study on the role rail could have for tourism. (**Timmins Press**, June 4)

OTTAWA CENTRAL RAILWAY EXPANDS SERVICE AND FACILITIES: Short line railway Ottawa Central, Rideau Bulk and CPR opened a new warehousing and distribution centre that will help relieve highway congestion in the Ottawa area. Eight hundred carloads of forest products have started moving by rail from Espanola to OCR's Walkley Yard on Albion Road South. The traffic will be transferred there to truck for local delivery to Domtar's E.B. Eddy plant in Hull, taking 2,000 truckloads of freight a year off Highway 17.

James Allen, OCR general manager, said 'We're already providing a variety of services for our customers' outbound shipment requirements. That includes warehousing, trans-loading to rail or truck and a variety of related services for inbound and outbound shipments. We're now taking commodity handling to the next level.'

Products handled by the OCR and Rideau Bulk for customers in eastern Ontario and western Quebec include a variety of dry goods, wood and lumber products, steel, construction equipment and computers. Since its start-up in October 1999, Ottawa Central Railway traffic has grown from 8,964 carloads to a planned 21,000 carloads annually, a 134 per cent increase. (OCR, May 28; **Ottawa Citizen**, May 29)

RUNNING RIGHTS APPEAL UNLIKELY: OmniTRAX Canada and Ferroequus Railway, the two railways that lost their bid to gain running rights on Canadian National track, probably won't appeal the Canadian Transportation Agency's decision. The companies had until June 3 to decide whether to launch a formal legal appeal. The CTA decision stated that the Canada Transportation Act doesn't give railways the right to solicit freight traffic such as grain on another railway's lines. In interviews in late-May, senior officials with the two rail companies weren't ready to rule out an appeal, but indicated they were leaning against it. A legal challenge could take years and create even more uncertainty. (**Western Producer**, June 1)

RAIL WORKERS HOPE STRIKE VOTE GETS TALKS ON TRACK: The International Brotherhood of Locomotive Engineers, which represents 28 workers on RailAmerica's Cape Breton and Central Nova Scotia rail line, are hoping a strike vote will help get contract talks back on track after the dispute bogged down over wages. The union, which represents more that half the company's workforce, was created last September and is trying to hammer out a first contract with the company. (**Canadian Press**, June 4)

SATELLITE PHONE SYSTEM KEEPS RAILWAY ON TRACK TO BETTER COMMUNICATIONS: When you're a dispatcher controlling more than 1,200 kilometres of railway - giving track clearances, handling emergencies and ensuring all crews know exactly who's where and who's doing what - access to a reliable communication system is a challenge. For Hudson Bay Railway, which operates about 1,300 km of track in northern Manitoba, stretching from The Pas to Lynn Lake in the northwest and Churchill in the northeast, that challenge became real when Manitoba Telecom Services announced it would be stopping its terrestrial dispatch service a few years ago. The existing MTS tower system was aging and difficult to maintain, so HBRY was faced with two choices: work with the telephone company to erect new towers at its own expense and then lease the MTS FleetNet 800 wireless service, or investigate alternatives, including satellite. The railway opted for a mobile satellite dispatch radio service from wireless service provider Glentel Inc. of Burnaby, BC. In the future, HBRY is looking to add a global positioning system feature to its satellite system so that a dispatcher can track and locate railcars via a Web site. (**Communications & Networking**, June 1)

FEDS PROVIDE FUNDING TO CONTINUE NORTHERN ONTARIO PASSENGER SERVICE: Bob Wood, MP for Nipissing, on behalf of Transport Minister David Collenette, announced that the federal government has agreed to fund the Ontario Northland Transportation Commission to continue its passenger rail service between Toronto and North Bay. The funding of $2.5 million is for one year and takes effect July 1, 2001. 'The ONTC Northlander provides an important link from northern Ontario to Toronto,' said Wood. 'This funding will help ensure year-round rail passenger transportation for residents of North Bay. I am pleased that the Minister of Transport has acted upon the concerns expressed by residents of North Bay and northern Ontario.' This funding will extend a 1996 contract between the Government of Canada and the ONTC to provide regular passenger rail service between Toronto and North Bay. When asked to comment on the announcement, Ontario Premier Harris said the federal government was merely extending a five-year agreement it has with the province for another year, and invited them to match Ontario's funding of $15 million each year. (Transport Canada, June 19; **Canadian Press**)

OTHER INDUSTRY NEWS

RAILWAY SOCIETY MAKING PLANS FOR NEW TOWN SITE: The Great Canadian Plains Railway Society is creating an historic railway town site on the society's property near Stirling, Alberta. Centrepiece will be the old Coutts, Alberta, railway station which was moved last year. The society's recent annual meeting saw the re-election of president Bill Hillen. During the meeting the efforts of numerous supporters, including CPR's corporate historian Jonathan Hanna, were recognized. (**Lethbridge Herald**, May 27

ALASKA-CANADA RAILWAY LINK BUILDING STEAM: A century-old dream of a railway linking Alaska to Canada and the lower 48 states is getting a fresh look thanks to a new US law and plans for a natural gas pipeline along the same route. Anticipating an imminent US request to set up a bilateral commission, Canadian officials have confirmed they are actively studying the viability of a 2,000-kilometre railway through rugged wilderness from Fairbanks in central Alaska through Yukon to Fort Nelson, BC. "It's at a nascent stage, but it's definitely on our radar," Foreign Affairs spokesman Carl Schwenger said. The federal government has commissioned a study to look at several key issues, including determining the economic viability of a railway, identifying possible sources of funding for the Yukon leg and gauging private-sector interest. The study is expected to involve both Foreign Affairs and Transport Canada. (**Globe and Mail**, May 30)

LINK HULL, OTTAWA BY RAIL: A study recommends building a six kilometre light-rail system worth between $110 million and $200 million to make crossing the Ottawa River easier for commuters and tourists. The study also recommends a $65-million Rapibus system similar to Ottawa's Transitway, to connect Gatineau to Hull using bus lanes built in an existing railway corridor. The $150,000 study, unveiled at the Société de transport de l'Outaouais (STO) office in Hull, was led by the STO and drew financial support from OC Transpo, the City of Ottawa, the Outaouais Urban Community, the National Capital Commission and Quebec's Transport Ministry. Anthony Polci, spokesman for

federal Transport Minister David Collenette, said the government pledged support for urban transit in the throne speech but couldn't say if that support would extend to funding.

Ottawa Mayor Bob Chiarelli said the city is in "active discussions" with the federal government on the project and has received "strong encouragement." But he believes the costs should be entirely federal. "If the federal government isn't going to finance it, then it's dead from my point of view," he said. The inter-provincial loop would mean a train or other guided transit connecting commuters and tourists on either side of the Ottawa River with downtown offices, Parliament Hill, museums and galleries. (**Ottawa Citizen**, May 30, June 21) *(Ed: the full report is at http://www.sto.ca/english/news/middle/rapid_transit.pdf)*

GO TRANSIT HONOURED WITH ENVIRONMENTAL AWARD: GO Transit has won a transportation industry award of excellence for environmental leadership. It was presented at the annual awards breakfast of the Ontario committee of National Transportation Week. GO won the award for its ongoing work to reduce bus and support vehicle engine emissions, and for its role in the Repair Our Air program, in which several private-sector and public-sector organizations in Toronto challenge each other to reduce their fleets' emissions, fuel consumption, and maintenance costs. (**Canada Newswire**, May 30)

TRANSPORT MINISTER RELEASES ISSUE PAPER ON TRANSPORTATION CHALLENGES: While addressing a National Transportation Week audience, Transport Minister David Collenette released an issue paper on the challenges facing transportation in Canada. The paper, *Creating a Transportation Blueprint for the Next Decade and Beyond: Defining the Challenges*, represents the next step in the Government of Canada's transportation blueprint project, launched on April 11, 2001. The objective of the blueprint project is to renew the transportation agenda of the Government of Canada by developing a strategy that will guide decisions to help further the development of a safe, efficient, integrated, affordable, accessible and environmentally responsible transportation system. The project will build on the work of the Canada Transportation Act Review Panel, the Transportation Climate Change Table and discussions which took place at the June 2000 Millennium Conference. Over the next 12 months, the Minister and senior Transport Canada officials will hold consultation sessions with the transportation industry, stakeholders, academic community, shippers and provincial, municipal, territorial and local governments. (Transport Canada, June 1)

BEHIND THE WHEEL: National Transportation Week 2001, running from June 1-9, is based on the theme, "Transportation: Always on the move." Canada is the only G8 country without a comprehensive, national transportation plan. The Canadian Automobile Association's primary concern is to ensure that Canada develops an integrated transportation plan that will outline a comprehensive transportation system for moving people and goods safely and efficiently. The CAA feels that shippers and travellers need more than one mode of transportation including highway, transit, air, rail, waterways and bikeways. To have this balance, all transportation options must be considered and given fair and equal treatment. Safe and effective multi-modal transportation systems for future generations, will link people and places and facilitate trade and tourism. (**Globe and Mail**, May 31)

AIRPORT RAIL LINK IS DRAWING A CROWD: Eight companies have submitted broad plans to Transport Canada to build a high-speed rail link between Pearson airport and Union Station in Toronto. Anthony Polci, an aide to Transport Minister David Collenette, said the plans are "broad stroke" descriptions of what could be built. The companies will be asked to submit more detailed proposals in the fall. Transport Canada spokesman Colin McKay said the proposals, which are still being examined, generally follow the model put forward by Collenette earlier this year. Collenette has predicted construction on the project will start by the fall of 2002. (**Toronto Sun**, June 6)

CANADIAN TRANSPORTATION AGENCY ANNUAL REPORT 2000: On June 12, Transport minister David Collenette tabled in the House of Commons the Canadian Transportation Agency Annual Report for the year 2000. The report describes the Agency's activities in 2000 including its significant decisions. As well, it assesses the operation of the Canada Transportation Act and any difficulties the Agency encountered in its administration of the Act in 2000. A section of the report is also dedicated to the Agency's activities in removing undue obstacles to the mobility of people with disabilities. A copy of the report is available on the Canadian Transportation Agency website at www.cta.gc.ca. (Canada Newswire, June 13)

CARLOADINGS DOWN, INTERMODAL UP: Intermodal traffic was up while carload freight was down slightly on Canadian railroads during the week ended June 23. Intermodal traffic totalled 36,272 trailers and containers, up 6.6 percent from last year. Carload volume was 60,899 cars, down 0.3 percent from the comparable week last year. Cumulative originations for the first 25 weeks of 2001 on the Canadian railroads totalled 1,572,539 carloads, down 1.5 percent from last year, and 872,498 trailers and containers, up 2.8 percent from last year.

WORK DRIES UP AT CENTURY-OLD RAIL-CAR PLANT IN TRENTON, NOVA SCOTIA: Production at TrentonWorks in Nova Scotia, a rail-car manufacturing plant that has been in operation for more than 100 years, will come to a virtual standstill in September. About one third of a 300-car order was cancelled recently, meaning employees who were to have stayed on the job until mid-December will be laid off in late August. 'The whole rail-car business is at an all-time low,' company spokesman Sandy Stephenson said, but denied rumours that the plant is being mothballed and that contracts are being shipped to operations in Mexico. Two weeks later the owners of the plant, Greenbrier, warned of further cutbacks, and that one plant may close or temporarily shut down unless new orders are received for fall or winter production, but it wouldn't reveal which plant would be affected. (**Canadian Press**, May 31; **Canadian Press**, and **PR Newswire**, June 11)

A LICENCE TO KILL: A federal government proposal to let truckers drive 14 hours a day for up to six days a week hinges on the promotion of anti-tiredness training, a plan critics say amounts to giving long-haul drivers a licence to kill for passing a "fatigue management'' course. Under proposed new regulations drafted by Transport Canada officials, truckers who complete training in fatigue management -- to learn about sleep cycles and healthy lifestyles -- could be allowed to drive extra hours, on top of the already extended hours proposed for all truckers.

"It's a lovely term for programs that kill people," says Bob Evans, a lobbyist with Canadians for Responsible and Safe Highways. "Fatigue is a biological state. You cannot teach people not to be fatigued." The controversy over fatigue management is based on the perceived motives of the trucking industry and government in promoting education about sleep rather than imposing strict rules that would guarantee more shut-eye for truckers. Safety advocates and labour leaders say the trucking industry is more interested in using fatigue management to turn "flexibility"' into longer hours and thus squeeze more miles out of each trucker. Brian Orrbine, the senior policy official at Transport Canada who oversaw the writing of the proposed new rules, argues that fatigue management is the logical way to give the industry maximum flexibility while directly addressing the threat of having tired truckers on the road. (**Ottawa Citizen**, June 18)

ONLY A MONEY TRAIN CAN HELP TRANSIT: GO Transit's managing director, Gary McNeil, says that Transport Minister David Collenette's announced plan to integrate VIA Rail and GO train services in and around the GTA, is mostly nonsense. "Collenette is making this out as if it's a great announcement when what we really need is tons of money and the senior governments are avoiding the fact," McNeil says. All together, Collenette's proposals might look impressive. But taken one at a

time, they reveal themselves to be uncertain or insignificant, McNeil added. Others like Connie Woodcock of the **Toronto Sun** say they may be cheering in Hamilton and elsewhere along existing GO routes, but it does nothing to extend service where it's needed. (**Toronto Star**, and **Toronto Sun**, June 18)

RAIL THE SAFEST MODE OF SURFACE TRANSPORTATION: Mike Lowenger, vp of Operations and Regulatory Affairs for the Railway Association of Canada, said the efforts of Canada's railways to continuously improve their safety performance are working. "Canadian railways were involved in 13.8 accidents per million train miles last year, down from 15.2 the year earlier, and better than the five-year average of 15.5," said Lowenger. "More than 95% of those "accidents" involved highway/railway crossing collisions and trespasser incidents over which neither the railway nor the locomotive engineer had little, if any, control to prevent."

There has been a significant industry effort to minimize operator fatigue wherever possible. Although locomotive engineers are allowed to work 12 consecutive hours a day, under collective agreements, the work week is an average of 40 hours for the industry. Canadian railways are proposing new hours of work and rest rules that will mandate the use of the Fatigue Management Plans. The railways also have napping provisions in their collective agreements that allow engineers who are experiencing fatigue to take action to obtain the required sleep. (**Canada Newswire**, June 20)

APPOINTMENT OF MONITOR FOR GRAIN HANDLING AND TRANSPORTATION SYSTEM: The Federal government has announced that Quorum Corp. has been hired to monitor and assess the overall efficiency of Canada's grain handling and transportation system. Quorum Corporation, an 18-month old transportation research company, will spend 30 months studying how efficiently grain gets from the producer to the ports. They will provide quarterly and annual reports that will track overall changes in the structure of the grain handling and transportation industry, the effectiveness of Canadian Wheat Board tendering, commercial relations, the efficiency and reliability of the system, short-term operational performance and producer impacts. Freight and handling rates will also be monitored at selected grain delivery points. "The Government of Canada's reforms included a commitment to provide for an independent, third-party monitoring program to ensure an efficient and effective grain handling and transportation system," said Transport Minister Collenette. "Information from the monitoring program will be used to identify any problems and opportunities to improve the system further." (CCN Disclosure, June 19; Regina Leader Post, June 20; Edmonton Journal, June 22)

AUSTRALIAN IRON ORE TRAIN INTO THE RECORD BOOKS: A 7.35-kilometre long Australian train has entered the record books. With eight GE AC4400CW locomotives and 682 cars of iron ore, the world's longest and heaviest train pulled the biggest single load on record. The 82,000 tonne-train travelled 275 kilometres in just over 10 hours (about twice as long as expected due to a broken drawbar). BHP Iron Ore, which also held the previous record with a train 5.9 kilometres long, said the successful running of the train had provided a valuable insight into the railroad's capacity and rolling stock. (**Agence France Presse,** June 22)

AMERICAN ORIENT EXPRESS MAKES TWO VANCOUVER-MONTREAL RETURN TRIPS: The 16-car American Orient Express will operate two Vancouver-Montreal return trips in July and August, over a mainly CN routing (3,235 miles in each direction). Trip 1 leaves Vancouver at 15:00 PDT on July 15 and arrives in Montreal at 16:30 EDT on July 23; Trip 2 leaves Montreal at 19:00 EDT on July 24 and terminates in Vancouver at 13:50 PDT on August 1. Trip 3 operates on the same schedule leaving Vancouver on August 2 and arrives in Montreal on August 10; Trip 4 leaves Montreal on August 11 and arrives in Vancouver on August 19. Layover locations are in Kamloops, Jasper, Saskatoon, Winnipeg, Thunder Bay and Ottawa. The planned power for the trains include CN GP40-2(W)s 9671 and 9672 (nee GO Transit 9812 and 9813), and an Amtrak F40PH. (Matt Cummins)

O TRAIN ON TRACK FOR SEPTEMBER: With an innovative new marketing campaign and free rides for a trial launch, Ottawa's pilot light rail project is scheduled to welcome passengers on board beginning September 5, with an official launch at Carleton University, during the school's orientation week. Last-minute preparations, which include restoring bridges and tunnels, completing rail track and polishing up six stations, is under way to get ready for the influx of commuters. The project is running at least $2 million over its $24-million budget due to added security features, consulting costs and training programs. By the time service starts, about 31 drivers will have been trained to operate the trains. Although the course is six weeks long, they'll only get about two weeks practice at driving before the service begins taking passengers. They will be accompanied by training mentors for the first few weeks of service until they get the hang of driving the new equipment. (**Ottawa Citizen,** and **Ottawa Sun**, July 5)

IMPROVED SAFETY AT RAILWAY CROSSINGS ACROSS CANADA: Transport Minister David Collenette announced that the Government of Canada will provide $8,564,323 to improve safety at 68 railway crossings across Canada. Since 1994, Transport Canada has contributed $63.7 million to 669 projects across Canada.

Under Transport Canada's grade crossing improvement program, eligible railway crossings are either upgraded, relocated or closed. Improvements may include the installation of flashing lights and gates, the addition of gates or extra lights to existing systems, the interconnection of crossing signals to nearby traffic lights, the modification of operating circuits, or the addition of new circuits or timing devices. The department finances up to 80% of the total cost of the improvements, with the balance provided by the railways, municipalities or provinces. "Although accident rates and crossing fatalities across Canada have decreased over the last 10 years, accidents at railway crossings resulted in 33 fatalities and 33 injuries across the country last year," said Collenette. "This financial assistance will help communities and railways improve the safety of railway crossings in Canada." (CCN Disclosure, June 28)

SASKATOON BECOMES TRAINING CENTRE FOR ENGINEERS: People wanting to become engineers with the Brotherhood of Locomotive Engineers in the future will more than likely "train" in Saskatoon, Saskatchewan. That's because of the BLE's new state of the art training facility and locomotive simulator, which opened in the city late last year. CN played a major role in the development of the training centre, especially in acquiring the simulator, the centrepiece of the facility. The simulators were previously housed at the CN training school in Gimli, Manitoba. (**Saskatoon Star Phoenix**, June 28)

FINAL REPORT ON CANADA TRANSPORTATION ACT REVIEW RECEIVED: Transport Minister David Collenette has received the Final Report of the panel reviewing the Canada Transportation Act. "I would like to thank the members of the CTA Review Panel for their excellent work over the last year in conducting this review," said Collenette. "The panel has made some 90 recommendations on how to improve the national transportation system and we will take the time necessary for a thorough review of the report to address the complex transportation issues the panel has identified and to draft any amendments to the Act." The report will be tabled in Parliament at the first possible opportunity, which could be as early as July 18, at which time it will also be made public. "Our goal should be nothing less than the best national transportation system in the world," added Collenette. "We will use this report as an important building block in our current work to create a transportation blueprint that will take us into the next decade and set out future directions and actions." (CCN Disclosure, June 29) ◘

Product Reviews

The Niagara Gorge Belt Line - A Pictorial Album, edited by Gordon Thompson. Softbound, 8½" x 11", 68 pages, over 100 photographs, full colour, foldout map. Available from Niagara Frontier Chapter, National Railway Historical Society, 21 Francis St., Middleport, NY 14105, USA, at $14.95 plus $4.00 shipping (US funds).

This is an excellent book about a unique electric railway, the Niagara Gorge Belt Line. The operation is unusual in that it served both Canada and the United States, with the American portion being mainly located near the bottom of the rocky Niagara River Gorge. It was also a highly visible and popular line, being situated near Niagara Falls.

The Great Gorge Route, as it was known, began in downtown Niagara Falls, New York. It proceeded to the edge of the gorge, downriver from the site of today's Rainbow Bridge. Descending a long grade, the line reached an alignment not far above the river. The tracks followed the gorge to Lewiston, New York, across from Queenston, Ontario. After crossing the river on a low level suspension bridge, the line climbed to the top of the gorge. A spur led to the steamer dock at Queenston, where passengers could transfer to boats for Toronto. From Queenston the tracks followed a route on private right-of-way to Niagara Falls, Ontario. The Falls View Bridge took the cars back to the American side, although a branch continued on the Ontario side to Chippewa. The line had originally been projected to reach Fort Erie. The Canadian operation lasted until 1932; the American until 1935.

The text is minimal, but effectively summarizes the line's history. Extensive captions provide a great deal of information. Reproductions of brochures and tickets, plus maps and rolling stock rosters, complete the job. Photo layout and reproduction, and the layout are superb, especially considering that some of the originals were of less than optimum quality. The line, fortunately, was well photographed by its owner and, latterly, by railfans.

The book is a cooperative effort by Niagara Frontier Chapter members, prepared over a period of years. Overall editing was by Gordon Thompson, who unfortunately died before publication. Gordon was a highly regarded transit consultant, living in Buffalo, and former Manager of Planning for the Niagara Frontier Transportation Authority. He was a thorough, painstaking professional; everything he did he did well. Readers of the "Niagara Gorge Belt Line" may be sure that, with Gordon's name on it, accuracy and completeness are as close to 100% as possible. This volume is dedicated to him, and also to four other long-time Niagara Frontier railfans who are no longer with us.

This well produced book will be an excellent addition to the libraries of anyone interested in electric railway history, and that of the Niagara area. (Reviewed by John Thompson)

Canadian National Railway, Historical Review and Motive Power Directory by Robert C. Del Grosso. Just released, this book is a combination review of the first five years of the privatized CN, and a complete illustrated motive power roster.

The first 25 pages of the book contain a brief historical review of CN from its early roots in 1919 through to privatization in 1995. Through the next 60 pages, the author leads the reader through the proposed CN-BNSF merger, providing detailed information on both railways' operations including colour system maps, a colour gallery, and details of the STB hearing, 15-month merger moratorium and the ultimate defeat of the merger plan. It is an interesting chronology that presents in one place a great deal of information on what would have been the North American Railways.

The last 50 pages contain an illustrated roster as of May 31, 2001. Each model is listed in number sequence, along with builder, builder number, build date, and former number(s) if any. In addition, horsepower, mechanical data and wheel arrangement and the total number of units are provided for each number series. There is also at least one photograph of each model/number series. This book would make a good companion to the **Canadian Trackside Guide**.

This 148 page book is hardbound in 6" x 9" format, with 125 black and white photographs, a 16-page colour section and colour foldout maps. Price is US$33.00, postage and handling included, from GNP Publications, Rt. 4, Box 627-A, Bonners Ferry, ID 83805. (Reviewed by Dave Stremes)

Ghost Railways of Ontario, Volume 2 by Ron Brown. Softcover, 7¼" x 9", 224 pages, over 100 photographs. $24.95. Distributed by North 49 Books, 35 Prince Andrew Place, Toronto ON M3C 2H2

Toronto author and BRS member Ron Brown has written a companion piece to his original "Ghost Railways of Ontario", published several years ago.

The format is similar: a thumbnail historic sketch of 26 different steam and electric railways, followed by directions of how to trace the roadbed, where possible, and how to find surviving buildings, bridge abutments, etc. Both period and contemporary black and white photographs are included. Photo reproduction is generally adequate, except in the cases of some of the older views. Rather strangely, the picture of the now-restored TH&B Brantford station shows it in its earlier fire-damaged state. The lack of maps is a nuisance, although the author recommends government topographical maps to trace the lines.

Ontario's interurban (radial) railways are covered, including such long-gone operations as the Chatham, Wallaceburg and Lake Erie Railway, and the Woodstock, Thames Valley and Ingersoll Railway. The Canadian portion of the famous "Great Gorge Route" along the Niagara River (from Queenston to Chippewa) is also featured.

Steam railways covered include the Kincardine Branch of the Wellington, Grey and Bruce Railway; the TH&B from Aberdeen to Waterford; the Lake Simcoe Junction Railway; the Thousand Islands Railway; the Spruce Falls Power and Paper Company Railway; and Ontario's Drowned Railway from Cardinal to Cornwall.

The saddest aspect of reading Brown's book is to learn how few railway stations, relatively speaking, survive. Uncooperative railways, apathetic communities and the ever-present arsonists have deprived future generations of countless attractive and historic buildings. For example, the lovely brick station at Kincardine was destroyed by fire on Halloween, circa 1979, even as the town made plans to acquire it. One surprising survivor is the stone-base water tower at Dalhousie Station, Quebec (on the Ontario/Quebec border).

"Ghost Railways of Ontario - Volume 2" is a good capsule historic volume on vanishing Ontario railways and a useful guide for "railway archaeologists". (Reviewed by John Thompson)

From Railway and Shipping World

thanks to Colin Churcher

August 1901, Page 236: "Roadmaster Henderson, on July 14, with a gang of 190 men, relaid 20 miles of the west bound line between Lyn and Thousand Islands Junction [Ontario] in 11 hours. The new rails put down are 80 lbs. replacing 73 lbs. The single track between the two points was used while the work was being performed."

February 1903, Page 53: Not "Off-again, On-again this time. The following telegram, from which name, etc. are omitted, was recently received by one of the superintendents at Toronto union station from a station agent: - "When train no.- was about to leave here, brakesman found man lying on main line with head cut off. Dr.- was called, and after examination pronounced the man dead."

A SELECTION OF PASSENGER CONSISTS

25 May 2001
VIA #2 - "Canadian"
at Vancouver, BC

F40PH-2 6454
F40PH-2 6439
F40PH-2 6449
Baggage 8616
Coach 8120
Coach 8129
Coach 8116
Skyline 8517
Sleeper *Hearne Manor*
Sleeper *Drummond Manor*
Sleeper *Wolfe Manor*
Skyline 8516
Diner *Imperial*
Sleeper *Macdonald Manor*
Sleeper *Laird Manor*
Sleeper *Cornwall Manor*
Sleeper *Douglas Manor*
Sleeper *Chateau Dollard*
Sleeper *Sherwood Manor*
Sleeper *Allan Manor*
Sleeper *Dawson Manor*
Skyline 8510
Diner *Princess*
Sleeper *Monck Manor*
Sleeper *Osler Manor*
Sleeper *Cabot Manor*
Dome-Sleeper-Observation
Kootenay Park
RDC-1 6133 (en route to Sudbury-White River service)

30 May 2001
VIA #693 - "Hudson Bay"
at The Pas, Manitoba

FP9Au 6311
Baggage 8600
Coach 8104
Coach 8101
Diner *York*
Leased Amtrak Sleeper 2462

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3 June 2001
CPR Track Evaluation Train
at North Bay, Ontario

GP9u 8218
Hopper 388545
Tool Box Car 424994
Accommodation Car 65
Track Evaluation Car 64

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5 June 2001
VIA #618 - "Bras d'Or"
at Orangedale, Nova Scotia

F40PH-2 6414
Baggage 8620
Coach 8100
Coach 8109
Skyline 8506
Dome-Sleeper-Observation
Assiniboine Park

12 June 2001
CN 483 (Test Train)
at Canora, Saskatchewan

SD40-2 5383
PROX 83806 (tank car)
Ballasted Box Car 15004
Track Geometry Car 15003

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31 May 2001
CP Special at Sedgewick, AB

FP7Au 1400
F9B 1900
Business Car *Assiniboine*
Generator/Baggage 95
Business Car *Killarney*
Stateroom Car *N.R. Crump*
Business Car *Van Horne*
Business Car *Royal Wentworth*
Business Car *Mount Stephen*

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13 June 2001
West Coast Express #15
at Port Haney, BC

F59PHI 901
Coaches 302, 219, 218, 220, 308, 210, 208
Coach ("Cappuccino") 204
Cab-Coach 103
(9-car experimental train)

15 June 2001
ONT/CN 697 - "Northlander"
at Richmond Hill, Ontario

ONT GP38-2 1806
ONT EGU 202
ONT Coach 600
ONT Snack car 700
ONT Coach 852
CN Company Service 15162 -
Coureur des Bois
CN Reception/Marketing 15165 -
Tawaw
CN Track Inspection Car 15060 -
Sandford Fleming

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23 June 2001
VIA #51 - "Enterprise"
at Toronto, Ontario

F40PH-2 6400
Coaches 4107, 4122
Sleeper *Chateau Radisson*
Dome-Sleeper-Observation
Banff Park

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1 June 2001
VIA Special at CPR Windsor Station in Montreal, Quebec

F40PH-2 6435
LRC Club Cars 3454, 3469
Euro Coach 7200
Euro Service Car 7300
Euro Sleeper 7500

24 June 2001
ACR #3 at Canyon, Ont.

WC GP40 3014
WC GP40 3002
Coach 5494
Café-Coaches 3239, 3243
Coaches 9301, 5514
Diners 506, 505
Coach 5545
Café-Coaches 3236, 3230
WC Dome-Lounge 901 -
Algoma Country
WC Official Car 550 -
Agawa

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24 June 2001
ACR #2 at Sault Ste. Marie

WC GP7u 1505
Baggage 311, 300
Coach 5617
Café-Coach 3210
WC Camp Car 77 -
Canyon View

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2 July 2001
VIA #75 at London, Ont.

F40PH-2s 6403, 6437
Baggage 8618
Club 4009
Coaches 4105, 4101, 4102, 4118, 4110, 8129, 4116
Club 4008
F40PH-2 6427

(Thanks to Douglas Bardeau, Paul Bloxham, Martin Boston, Tom Box, Doug Cameron, John Godfrey, Rick Howey, Iain MacIntyre, Mark Perry and Chris Wasney)

SAMPLES OF DIESEL LASHUPS

May 24 - WHRC at Windsor, NS: RS-23s 8038, 8041 and 8037.
May 25 - Carlton Trail at Warman, SK: M-420(W) 3532, RS-18 208-2 and M-420(W) 3547.
May 26 - SOR at Paris, ON: SOR GP35 5005, TOR GP9 4205, and RLK GP35 2210.
May 26 - CP westbound at Boston Bar, BC: SD90MACs 9142, 9114 and 9115.
May 26 - CN 418 at Edmonton, AB: SD40s 5013 and 5060, and GP38-2(W) 4761.
May 27 - CN 305 at Cornwall, ON: SD75I 5792, SD40-2(W) 5333, GP38-2 4721 and GP9RM 4125.
May 28 - CP westbound at Calgary, AB: GP38-2s 3108, 3101 and 3134, AC4400CW 9551, SD90MAC 9111 and AC4400CW 9655.
May 28 - CN 513 at Lucky Lake, SK: GP40-2L(W) 9450 and SD40-2(W) 5325.
May 29 - Lakeland & Waterways 579 at Edmonton, AB: RLK GP-4s 4004 and 4002, CSCD GP40 6636, and RLK GP-4 4001.
May 31 - CP eastbound at Kamloops, BC: CP AC4400CW 8515, CEFX SD90MAC 124, and CP AC4400CW 8537.

May 31 - CP eastbound at Sedgewick, AB: GP38-2s 3118 and 3104.
Jun 1 - CN eastbound at Prince George, BC: CN SD75Is 5678 and 5630, CN SD40-2(W) 5303, CN SD50F 5404, GCFX SD40-3 6058, and CN SD60F 5531.
Jun 3 - CN eastbound at Aldershot, ON: SD40-2(W) 5244, SD75I 5763, Dash 9-44CWL 2541 and SD75I 5645.
Jun 5 - CN (NECR) 324 at St-Lambert, QC: NECR GP40 4048, SGVY GP38 301, and GSCX SD40-2 7362.
Jun 7 - CN 391 at Paris Jct., ON: Dash 9-44CWLs 2612 and 2563, and Dash 8-40CM 2415.
Jun 9 - CP northbound at Wanup, ON: AC4400CWs 8546, 9606 and 8504.
Jun 9 - CN 201 at St. Cloud, ON: Dash 9-44CWL 2564, SD40-2(W) 5361 and GP40-2L(W) 9544.
Jun 9 - CN 316 at Oakville, ON: GP40-2(W) 9677, CN idler covered hoppers 53399 and 53396, WCEX 102 (22-axle Schnabel car with turbine) and KRL caboose 076.
Jun 12 - CP eastbound at Brighton, ON: GP40-2s 4655 and 4652, SD40-2 5836 and SD40-2F 9013.
Jun 15 - CN 396 at Paris, ON: CN SD60F 5535, CN SD40-2(W) 5354, CN Dash 9-44CWL 2559 and GTW SD40 5924.

Jun 15 - NBSR 905 at McAdam, NB: NBSR GP38-3s 9802 and 9803, and CDAC (Helm) GP40 40.
Jun 15 - CN 418 at Edmonton, AB: CN SD40s 5000 and 5109, CN SD40-2(W) 5336, CN SD40u 6025, HATX SD45-2 913, LLPX GP38-2 2228, EMDX GP40 191, and LLPX GP38-2 2229.
Jun 17 - CN 705 (oil train) at Cornwall, ON: SD75I 5746 and GCFX SD40-3 6065.
Jun 18 - CN 434 at London, ON: CN SD75I 5744, GCFX SD40-3 6039, and CN SD40u 6013.
Jun 19 - CBNS 306 at Truro, NS: HATX SD45-2 907, CN GP40-2L(W)s 9618 and 9576, and HATX SD45-2 910.
Jun 17 - CN 398 at Toronto, ON: CN Dash 9-44CWL 2564, CN SD75Is 5774, 5762 and 5653, ONT SD40-2 1734, CN SD50F 5425, and CN SD75Is 5764 and 5646.
Jun 20 - CN 586 at Talbotville, ON: GP9RM 4141 and GP38-2 4711.
Jun 21 - CN 400 at Joffre, QC: CN SD40-2 5379, CP SD40-2 5765 and CN GP38-2(W) 4806.
Jun 21 - CP 103 at Reynolds (near Parry Sound), ON: AC4400CWs 8505, 8548 and 8513, SD40-2 6013 and SD90MAC 9129.
Jun 22 - ONT 515 at Hearst, ON: GP38-2 1801 and 1805.

Jun 23 - CP 923 at Merrickville, ON: SD40-2s 5591, 6055 and 5704, SW1200-Slug 1000, and GP9u 1639.
Jun 23 - ACR 11 at Hawk Jct., ON: WC SD45 6596, WC GP38-2 2001 and WC SD45 6512.
Jun 23 - NBSR 905 at McAdam, NB: NBSR GP38-3 9802, BAR (Helm) GP38 300, CDAC (Helm) GP40 40, and HATX GP38 175.
Jun 24 - CP 906 at Smiths Falls, ON: CP SD90MAC 9130, CP SD40-2 5935, STLH GP38-2 7308, CP AC4400CW 8524 and CP SD40-2F 9004.
Jun 25 - CP 511 at Streetsville, ON: AC4400CW 9566, SD90MAC 9115, and AC4400CW 8539.
Jun 26 - CP 529 (RoadRailer) at Puslinch, ON: Control Cab 1104 and SD40-2 5592.
Jun 28 - CN transfer at New Westminster, BC: GP38-2 4709, GMD1u 1419, and GP38-2 4702.
Jun 30 - CN 385 at London, ON: CN SD60Fs 5556 and 5545, NS SD70 2579 and NS SD40-2 3208.
Jun 30 - CP westbound Potash at Banff, AB: AC4400CW 9627, SD90MAC 9111, and AC4400CW 9524.
Jul 1 - CN eastbound at Brighton, ON: CN SD40-2(W) 5315, and ONT SD40-2s 1734 and 1735.
Jul 2 - CN 396 at Bayview Jct., ON: CN SD40u 6027, CN Dash 9-44CWL 2575, UP C40-8 9252, UP SD60 5974, SSW GP60 9636 and UP SD60M 6105.

(Thanks to Paul Bloxham, Chris Boon, Pierre Bouvier, Doug Cameron, James Gamble, Rick Howey, Peter Jobe, Jeff Keddy, Harm Landsman, Steve Lucas, Mark Paterson, Peter Phillips, Bill Sanderson, Fred Scott, Jon Snook, Geoff Sockett, Stan Smith, Dave Stalford, Ed van Pelt, Joe Zika and CNET 2001 Bayview Gang)

LEGEND: **ACR** = Algoma Central; **BAR** = Bangor & Aroostook; **CDAC** = Canadian American Railroad; **CEFX** = CIT Financial; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSCD** = Cascade & Columbia River; **EMDX** = Locomotive Leasing Partners; **GCFX** = Connell Finance (lettered GEC Alsthom); **GTW** = Grand Trunk Western; **HATX/HLCX** = Helm Financial; **LLPX** = Locomotive Leasing Partners; **NBSR** = New Brunswick Southern; **NECR** = New England Central; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **RLK** = RaiLink (now RailAmerica); SGVY = Saginaw Valley; **SOO** = Soo Line; **SOR** = Southern Ontario Railway; **SSW** = Union Pacific; **STLH** = St. Lawrence & Hudson; **TOR** = Trans Ontario; **UP** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central; **WCEX** = Westinghouse Electric; **WHRC** = Windsor & Hantsport.

Port Alberni Inaugurates New Steam Train Ride

By Barry Miller

This summer a new tourist steam train opened on the West Coast of Vancouver Island at Port Alberni, British Columbia. On Friday, June 8, 2001, the Alberni Pacific Railway made its first scheduled run with paying passengers using track owned by RailAmerica's Esquimalt & Nanaimo Railway. The right-of-way forms part of the Port Alberni Subdivision mainline which commences at Parksville on the island's eastern coast and extends through the Beaufort Mountain Range, terminating at sea level on the Alberni Inlet at the west coast city of Port Alberni.

The new steam train boards its passengers at a restored CPR station situated on the town's waterfront, then travels eastward six miles on the E&N track to a recently restored steam powered sawmill. The sawmill is pat of a former camp complex originally owned and operated by R.B. McLean Lumber Company. The lumber company was a family run business which operated from 1926 to 1965. In 1984, the mill, buildings and equipment were donated to the City of Port Alberni by the McLean Family and in 1989 the McLean Mill was declared a National Historic Site by the Historic Sites and Monuments Board Canada. In 1994, an extended land base around the mill was donated by MacMillan Bloedel Ltd.

In 1980, a group of Alberni Valley model railroaders decided to move up to real trains by leading a restoration project of a 1912 42-Ton Shay locomotive. The loci, known locally as the 2-Spot, had spend its entire life working in the valley's logging industry and hat sat idle on display at a city street corner since 1953. Bob Swanson of "Royal Hudson" fame was called for advice and by August 1984 the little locomotive was in steam and hauling visitors along a two-mile stretch of industrial rail yards on the Port Alberni waterfront. Passengers rode in an old CPR transcontinental day coach. During restoration the Western Vancouver Island Industrial Heritage Society was incorporated to help support the project. In May 1986, the locomotive, along with a steam donkey, were transported to the BC mainland aboard two CPR flatcars to become star attractions at a logging demonstration held as part of SteamExpo, held at Expo 86 in Vancouver.

Sadly, the old Shay lost her boiler certification in 1994 and the Society members cast their eyes toward a 1929 Baldwin 2-8-2T rod locomotive that the BC Provincial Government had acquired and was holding in storage at Ladysmith for future restoration. Numbered 1055, the loci had spent her entire working life on Vancouver Island, which included a 10-year stint in the Alberni valley during the 1940s. The Baldwin locomotive was generously donated to the City of Port Alberni in 1991. Under the guidance of the Alberni Valley Museum, the Society took four years and over 5,000 hours of volunteer labour to restore the locomotive to operating condition. The 1055 was renumbered to No. 7 and painted "Alberni Pacific" on its tank, just as it was when it operated in the valley during the 1940s.

During restoration, Society volunteers assembled a passenger train by reconstructing three steel former CN transfer cabooses. Two cars were left enclosed with new windows and rows of seats. The third caboose was converted into an open-air car. At this point it became the dream of the Western Vancouver Island Industrial Heritage Society to break out of the short waterfront yard run and extend their route by obtaining mainline running rights on the Esquimalt & Nanaimo Railway as far as the McLean Mill Heritage Project that the City of Port Alberni was at the time restoring as a tourist destination. After a year of meetings with railway company officials a deal was struck with the E&N Railway to allow the steam train to operate on their property. A half mile siding off the mainline was then constructed in a matter of weeks so the new tourist train could access the McLean Mill site. In 2001, trains are running throughout July, August and September.

The Alberni Pacific Railway passenger train is managed by the Western Vancouver Island Industrial Heritage Society for the City of Port Alberni. A railway manager was hired to oversee the rail operation plus a four-man certified professional crew to run the train. Volunteers of the Society assist the train crew on weekends and other heavy passenger load days.

Alberni Pacific 2-8-2T No. 7 waits at the Port Alberni Station for the 11:55 departure.

Having just cleared the E&N mainline, No. 7 is fighting a 3.4 percent grade on new track to the McLean Mill.

Schedules, ticket prices, etc., can be obtained through the McLean Mill website at: www.alberniheritage.com or by calling the mill site at (250) 723-1376. ◘

Along the Right of Way

STATION TO BE MODIFIED: The vacant former CN Moose Jaw (Saskatchewan) station, built in 1919, will be developed into office space on the ground floor and a condominium on the upper level. The new owner is going through the process of completing the deal under the Railway Passenger Station Protection Act. One condition of the sale is securing municipal heritage designation.

The exterior will be preserved with new roofing on the three-tiered roof, new windows, doors and repainting of the masonry. (**Moose Jaw Times-Herald**, May 2, thanks to Bill Heselton)

FORTY YEARS AGO, AND AGAIN: CN's Montreal Yard opened on June 4, 1961, with the transfer of operations from Turcot Yard. It was later renamed Taschereau Yard. In March 2001, CN announced that it will build a state-of-the-art intermodal terminal at Taschereau Yard - under the plan CN's intermodal operations will move from Turcot Yard to Taschereau Yard. At press time, the Taschereau hump hill had been removed, the middle part of they yard had been dug out and new track for the intermodal yard was being laid.

SPECIAL TO NIAGARA FALLS: On June 14, VIA operated a special train from Toronto to Niagara Falls and return for Richard Branson, owner of Virgin Air and Virgin Trains, and his party. The consist included F40PH-2 6458, HEP-II coaches 4108, 4118 and 4117, and Dome-Observation-Sleeper *Tweedsmuir Park*. The party arrived in Toronto on Virgin Air's first flight of a new service from England to Toronto.

SPECIAL TRAINS TO MUSEUM: Montreal's Agence métropolitaine de transport will operate one round trip to the Canadian Railway Museum in St-Constant, Quebec, on July 15 and 29, August 5 and 19, and September 9 and 23. Trains will depart Windsor Station in downtown Montreal at 13:00 and run directly to the Museum in 30 minutes. The return trip leaves the Museum at 16:15. Plans are to utilize one of AMT's three serviceable FP7A units. Information from (514) 287-7866 or www.amt.qc.ca (John Godfrey)

EQUIPMENT DISPLAY AT PORT OF MONTREAL: Over the Canada Day weekend, the following Canadian Railway Museum equipment was displayed at the Port of Montreal: CN Diesel-Electric Railcar 15824, CP Mail-Express 3618, CP School Car 51, Sydney & Louisburg Combine 4 and former CN Museum Train Colonist Car 2541 (now numbered ICR 531).

NEW CPR-BNSF RUN-THROUGH IN NEW WESTMINSTER: Commencing June 20, a CPR road switcher handles cars from CPR's Coquitlam Yard to BNSF's New Westminster Yard. A BNSF crew then takes the cars to Brownsville, BC, where they pick up traffic BC Rail and CN traffic delivered by CN and then head south to the United States.

Previously traffic was interchanged between CPR and BNSF at Sumas, Washington (adjacent to Huntingdon, BC). After a 30-day trial, it is expected BNSF crews will operate directly into and out of CPR's Coquitlam Yard. The expected agreement is similar to the present CN-BNSF agreement whereby northbound BNSF trains with CN and BC Rail traffic go directly to CN's Thornton Yard in Surrey, BC, and southbound BNSF crews originate at Thornton Yard.

GM IN LONDON SHIPS 8,000TH (OR SO) UNIT: Union Pacific SD70M 4652 was "designated" by Diesel Division General Motors to be the 8,000th unit shipped from its plant in London, Ontario. It had been projected as the special unit some days ahead of the actual delivery on May 11, 2001, however, production changes in the shipping schedule made it the 8,008th unit to leave the plant over the last 51 years. A news feature in the company's GM INSIDE WEEKLY for May 23 reported the count "unofficial" and that the 8,000th milestone "might have passed unnoticed without the tip off from employee and confirmed rail fan Larry Hugill, a lead hand in Department 513". (Don McQueen)

NEW HOME: Former Toronto Hamilton & Buffalo Steam Generator Car 500, built from the tender of TH&B 4-6-4 502 (nee New York Central 5313) in 1955, was sold to the Green Mountain Railroad in New Hampshire in 1987. It had seen very little use on TH&B passenger trains but remained in the Chatham Street Roundhouse in Hamilton for many years, often utilized to supplement the heat in the roundhouse. The car was little used on the Green Mountain Railroad. Now privately owned, the car has recently been repainted into a NYC-like scheme and renumbered NYC X5313 in preparation for shipment to Steamtown National Historic Site in Scranton, Pennsylvania.

NEW NAME: The Toronto Terminals Railway was renamed Union Station Rail Corridor effective July 1, 2001.

SCHEDULE FOR CP 2816: If all goes as planned, BC Rail will turn over overhauled CP 4-6-4 2816 to CPR in early-August for a week of daytime tests between Pitt Meadows and Mission, BC, with overnight storage at CPR's intermodal yard in Pitt Meadows. After the test runs are complete, 2816 will be returned to BC Rail in North Vancouver for final touches.

No. 2816 is expected to operate from Vancouver to North Bend on September 19, North Bend to Kamloops on September 20, and Kamloops to Revelstoke on September 21, en route to Calgary. 2816's consist is expected to include CPR display cars 80 and 81, some BC Rail coaches (ex-VIA/CN) and two CPR business cars. The Vancouver-Calgary move will be by invitation only.

Present plans are for 2816 to visit every part of Canada where CPR operates over the next few years. (John Cowan)

TTC's ANTI-GRIDLOCK PLAN: STIFFER FINES, FREER LANES: In a move to free its vehicles from rush-hour gridlock, the Toronto Transit Commission is proposing a series of physically separated bus and streetcar lanes along three major city streets (King Street, St. Clair Avenue and Yonge Street) and vastly increased fines for traffic violations along the system's busiest routes.

The proposals also call for a legal extension of morning and evening rush hours and a new series of express bus routes throughout the city.

But it's the physically separated transitways along some of Toronto's busiest arteries that would likely generate the most controversy ... no definitive plans have been drawn up. (**Toronto Star**, June 30, thanks to Ray Corley)

USE IDENTIFIED: J. Norman Lowe's article regarding CN's Museum Train in the March 2001 **Branchline** identified that some photographs showed the Museum Train with a seventh car, namely baggage car 8400 which was presented to the National Museum of Science and Technology in Ottawa in 1967. Ray Corley had advised that it was used as an equipment car for storage of steps, ramps, etc. It was not open to the public and was detached from the train during exhibition locations. (J. Norman Lowe, Brockville, Ontario)

MORE BELPAIRE BOILERS: Regarding Duncan du Fresne's Tid Bit on Belpaire Boilers in the May 2001 **Branchline**, CN had 75 2-8-2s (Nos. 3525-3599) built with Belpaire boilers in 1923 and 1924. The majority of these 3500s were assigned to the Prairies to compensate for the lower grade local coal and poor quality water. They were the mainstay of mainline freight power from the mid-1920s to final dieselization. (Albert Varga, North Battleford, Saskatchewan). ■

BC Rail Tales

Whitford, and Water Cannons, as told by Ian Bishop

Before I entered train service recently, I spent many years working in the BC Rail Engineering Department in a variety of jobs.

Whitford

Whitford was a 6,500-foot siding located at mile 29.8 of the Tumbler Subdivision. It used to be a siding and a back track, but that has been cut back to a short spur with a switch at one end recently. I was following a work train that was peddling continuous welded rail (CWR) southbound in my hi-rail truck one day. There was a northbound empty CN coal train fast approaching our work limits, and the pressure was on to get into the clear and keep him moving.

Whitford is located on a curve, right on the side of a mountain with a steep grade to boot. Due to the laws of physics and train handling, it was not considered good form to "stab" a train going uphill for whatever reason.

The work train's conductor that day was a high strung fiery little fellow named Darryl. It is always lots of fun to poke fun at him and watch him come unglued. The results were always exciting to watch for the section men's entertainment.

Darryl's CWR train had just gotten into the clear at the north end, leaving room for the machines that were following. He called me up on the radio and told me to come into the siding. He was tending the open north siding switch. The northbound coaler had just called the approach to Whitford, meaning he was two miles or so from our switch. Darryl was waving his arms trying to get the machines to hurry up. Being the last track unit to clear, I stopped my truck on the switch points and rolled down the window very casually.

" Hurry up, get off the switch you!" bellowed Darryl . I looked at him for a moment, choosing my words carefully.

" Darryl," I asked," Doesn't BC Rail have a rule or special instruction on the books somewhere that trainmen have to be taller than a switch stand?" I quickly rolled up my window and drove clear as a big red blush worked its way up his little face prior to the explosion. It was worth it.

Water Cannons

Prince George is THE hub for BC Rail. The major shops and equipment facilities are located there, Work Equipment being no exception. The Work Equipment yard is where the outfit cars and track machines are stored and returned for repairs from outlying points. There even used to be a rail welding shop there. Even specialized equipment like the various cranes and the Rail Grinder call it home.

As **Branchline** readers well know, a rail grinding train is a smoky, dirty, sparking contraption. Its purpose is to grind the rail heads back to the correct profile after the wear and tear of passing trains over the years. A regular grinding program can prolong the life of the rails and save the railway money in the long run. Always accompanying the grinder is a huge converted tank car with water cannons mounted on both ends. A fire suppressing foam is added to the contents as well.

When the rail grinder is in service, many small spot fires can start. The purpose of the tank and its cannons is to keep spot fires from turning into forest fires. The cannons themselves are very powerful. They can carve a two foot hole in the ground in one blast.

Of course, in the "off season" when all the specialized machinery is home in the yard it is the job of the work equipment staff to repair and test all systems so they are ready for the next work seasons. It is one of the preferred jobs to be the one fixing the water cannon as it has so much useful potential.

One day, the water cannon crew sets its sights on the day shift arriving for work. Many people soon got a taste of how far into the parking lot that cannon could go, especially if one's windows were down! It was quite a car wash.

On another day, the water cannon repairmen took up pest control duties. There was a huge hornet nest located in the middle of the yard. The Work Equipment conductor pilot had the trackmobile move the tank car into a good firing position. The pumps were started, and wham! The hornet's nest disappeared. No trace was ever found.

Needless to say, the water cannon was very ready for service that spring.

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Moose Repellent by Adrian Telizyn

Older readers of **Branchline** and railway retirees who worked in the 1950s and '60s will recall all of the various diesel horn research projects that went on to see which combination of notes would not attract moose, thereby reducing kills. BC Rail did not have to go to all of that trouble. Their crews figured it out for themselves, or so they thought.....

On a pleasant night in late-June I was called to relieve a northbound Prince George crew on the SQJO at Lemoray, BC, about 45 minutes by taxi south of Chetwynd. The crew was a real pair of characters and pranksters: the engineer's name was Bob, and the conductor's BC Rail nickname was "Leather Lungs." They had a trainee with them whose identity MUST remain protected if he is to have any pride left at all during his career.

When we got to Lemoray we only had a short wait in the taxi van until the train showed up. As the units were coming to a stop, the conductor trainee came bolting from the engine with his head down. No pleasantries were exchanged. He just threw his grip in the back of the van and hunched down sulking in the rearmost seat. Minutes later, Leather Lungs and Bob the Newfie emerged from Dash 9-44CWL 4652 just killing themselves laughing. Both men were quite red in the face and obviously very amused about something, but neither would tell. The relief engineer and myself climbed aboard and we pulled for Chetwynd rather puzzled.

Upon arrival in Chetwynd, the Crew Office called us on the radio and asked if we wanted to go back to Azouzetta and relieve the following PGCH as well. Both of us were eager to "break" guarantee and start making money, so away we went in the same taxi again.

Once we cleared the outskirts of Chetwynd, the taxi driver swore us to secrecy [Little does he know about this feature in **Branchline**!], and proceeded to give us an account of what happened. At this time of year in northern BC the moose population starts to move about a lot, and one can see many on the rails in the bush north of Prince George. The SQJO freight was following a big bull moose for several miles at reduced speed, and it would not leave the tracks. Engineman Bob told the trainee that the only way to get a stubborn moose off of the tracks was to go out on the front porch and howl like a wolf into the wind. The trainee looked rather stupefied, so Bob obliged him by demonstrating.

"Aroooooooooooo! cough! cough!" howled Bob. The moose promptly got off the tracks. Bob retook his seat at the controls and gave the trainee an I-told-you-so. They quickly resumed track speed.

Within minutes, another moose stepped in front of their train and started to run northbound ahead of them. " Well, out ye go,bye," said Bob. " Drives dat moose away from me engine. I have a cold, so you have to howl this time or I won't have any voice left."

The trainee duly took his place on the front porch of the big locomotive, and he began to howl - and howl - and howl. But the moose wouldn't get off the tracks. He came back inside.

"You're doing it all wrong!" barked Leather Lungs. "Get back outside and try harder. We don't have time to skin and clean a moose tonight!"

" Arroooooooooo! "went the trainee. "Clip clop clip clop" went the moose. This went on for five miles until the trainee realized he was being had! ◘

PHOTO CORNER

LEFT TOP: The first trip of BC Rail's new high-end North Vancouver to Prince George "Whistler Northwind" excursion train arrives in Prince George, BC, on May 8, 2001. Powering the eight-car train (later to be nine cars) is B39-8E 1700, nee LMX 8558. Photo by Stan Smith.

RIGHT TOP: Seven two-car sets of Mark II SkyTrain cars rest in Translink's new five-track yard at SkyTrain's Operations & Maintenance Centre in Burnaby, BC, on June 17, 2001. At upper left is the Bombardier Transportation plant where 25 sets in an order of 30 are being assembled. The set at right in Test Train livery was constructed by Bombardier in Kingston, Ontario. Photo by Ian Smith.

LEFT MIDDLE: Coach 'cum 'box car'. Former VIA Tempo Coach 370, modified for the movie "My Name is Tanino", basks in the sun at VIA's Toronto Maintenance Centre on May 7, 2001. Photo by John Godfrey.

RIGHT BOTTOM: Canadian Forest Products SW1200RS 302 pauses at Camp A Reload on th southbound return of an excursion from Beaver Cove to Woss, BC, on April 29, 2001. Days before the excursion, work was completed on equipping No. 302 with a CAT 3512 engine, as has been done with SW1200RS 301 and SW1200 304. SW1200RS 303 retains its GMD 567C engine. Kodachrome slide by Pat Scrimgeour.

LEFT BOTTOM: Former Nationales de Mexico E60C electric EA015 reposes under the Islington Avenue Bridge at GO Transit's Willowbrook Yard in Toronto in May 2001. In June, the EA015 was moved to CAD Railway Services in Lachine, Quebec. Photo by Paul Giannico, Pegasus Photography.


ine
Test Train


303
STOP

The Motive Power and Equipment Scene

CN

SOLD:
- IC GP40R 3114, 3118, 3121, 3122 and 3132 to Locomotive Leasing Partners on May 14, June 27, June 19, June 11 and May 31 respectively - to be converted to GP38-2 configuration at CN's Transcona (Manitoba) Shops (to LLPX 2259-2276 series).
- GTW GP40-2 6414, 6417, 6421, 6422, 6423 to Alstom on June 29.
- CN GP40-2L(W) 9400, 9405, 9407, 9417, 9419, 9430, 9447, 9448, 9456, 9479, 9481, 9484, 9509, 9528, 9534, 9548, 9552, 9564, 9587, 9600, 9605, 9613, 9628, 9631 to Alstom on June 29.
- CN GP40-2(W) 9643 to Alstom on June 29.

TRANSFERRED:
- Vancouver to Edmonton: CN YBU-4 205; SD50AF 5500 and 5501.
- Edmonton to Montreal: CN GP38-2(W) 4768.
- Montreal to Toronto: CN GP9RM 4109.
- Montreal to Edmonton: CN GP9-Slug 252.

UNITS LEASED OUT:
- To Okanagan Valley Railway (OmniTRAX): CN GP38-2 4700 and 4718 (replacing their M-420(W) 3557 and 3558 damaged when a runaway tank car on the Kelowna Pacific Railway collided with them).
- To Athabasca Northern Railway (Cando Contracting): CN GP38-2 4717 and GP38-2(W) 4780.
- To Hudson Bay Mining & Smelting, Flin Flon, Manitoba: CN SW1200RM 7306.
- To Ontario Northland Railway: CN GP40-2W 9666.
- To Quebec Gatineau Railway: CN GP40-2L(W) 9524.

UNITS STORED SERVICEABLE LONG TERM: (* added since last issue)
- IC E9Ar 100-103 (all see occasional service).
- CN YBU-4 200*, 201*, 203*
- CN HBU-4 513.
- CN YBU-4m 524.
- CN GMD1m 1063, 1078, 1082, 1177, 1179.
- CC&P SW13 1301*.
- CN SW1200RS 1339, 1355, 1357, 1363, 1371, 1375*, 1385.
- IC SW14 1407, 1419, 1438, 1483.
- CN GP38-2 4701, 4704, 4705, 4707.
- GTW (IC) GP40-2 6419, 6420.
- CN GP9RM 7000, 7001, 7003, 7005, 7007, 7008, 7010-7012.
- CN SW1200RM 7300, 7301, 7303, 7304, 7309, 7311, 7313, 7314, 7316.

UNITS STORED UNSERVICEABLE: (* added since last issue)
- IC E9Ar 104.
- CN GP9 Slug 246.
- CN GMD1u 1406, 1413*, 1414, 1417, 1438*.
- CN GP9RM 4101, 4106*, 4123*, 4124*, 4142.
- CN GP38-2 4706*, 4714*.
- GTW (IC) GP38-2 4917.
- CN SD40 5049, 5116, 5129.
- DWP (IC) SD40 5910.
- CN GP9RM 7041*, 7240.
- CN GP38-2m 7521.
- CN GP40-2L(W) 9409, 9424, 9439, 9453, 9467, 9469, 9492, 9501, 9518, 9543, 9558, 9580, 9630.
- CN GP40-2(W) 9668, 9674.
- IC (NREX) E9Ar 9922, 9923.

UPGRADED UNITS RELEASED FROM TRANSCONA: LLPX GP38-2 2259-2262, upgraded from Illinois Central GP40R 3119, 3113, 3112 and 3100 respectively, were released from CN's Transcona Shops in Winnipeg on May 29, June 15, June 15 and June 22 respectively.

CANADIAN PACIFIC RAILWAY

RELETTERED: SOO GP38-2 4513 was relettered CP 4513 on May 26.

UNITS STORED SERVICEABLE: (* added since last issue)
- CP Control Cab 1116.
- CP SW1200RSu 1241.
- CP GP9u 1522, 1557, 1593*.
- STLH GP9u 1594.
- CP GP38-2 3063*.
- CP SW1200RS 8111, 8132, 8133, 8167.

UNITS STORED UNSERVICEABLE: (* added since last issue)
- SOO GP9 402, 414.
- SOO SD40-2 757*, 758, 764*, 765, 785*.
- CP SW1200RSu 1210, 1240, 1244.
- UP SW10 1212, 1213, 1217, 1220, 1221, 1222, 1231, 1240 (were to be renumbered CP 1280-1287 respectively; 1221 has been repainted and renumbered CP 1284 but remains as UP 1221 on the records) - CPR has advertized these eight units for sub-lease.
- SOO SW1500 1400, 1401.
- CP GP7u 1507.
- CP GP9u 1531, 1536, 1539, 1603*, 1635.
- SOO Fuel Tender 4001.
- CP SD40 5410*, 5414, 5536, 5541, 5550.
- CP SD40-2 5638, 5718*, 5759, 5907*, 5970.
- STLH SD40-2 5648.
- CP SD40-3 5974*.
- SOO SD60 6021*.
- CP SD40-2 6622*.
- CP SW1200RS 8166.
- CP AC4400CW 9523, 9624.

UNITS DECLARED SURPLUS:
- SOO SD10 532, 543.
- CP (ex-SOO) SD10 534.
- SOO SD40 739, 746, 747, 755.
- CP SD40 (ex-SOO) 740, 749.
- SOO SD40-2 759, 770, 771, 772.
- CP SD40-2 (ex-SOO) 780, 783, 784.
- CP SD40 5412, 5500, 5507, 5515, 5529, 5538, 5540, 5546, 5547, 5553, 5564.
- CP SD40-2 5416, 5417, 5424, 5425, 5426, 5610, 5689, 5705, 5706, 5921.
- STLH SD40-2 5448.
- STLH SD40 5524.
- CP SD40-3 5685 [accident at Savona, BC, on 20/08/95].
- SOO SD39 6240.
- CP SD40 (ex-SOO) 6404, 6405.
- CP SD40A (ex-SOO) 6406, 6407, 6408, 6410.
- CP SW1200RS 8134, 8139, 8158, 8162.
- CP GP9u 8236.

OFF LEASE: The lease of CEFX SD90MAC 120-139 ended on June 20.

ALSTOM (Montreal)

RELEASED:
- Connell (GCFX) SD40-3 6078 from repairs.
- SOO SD60 6051 from wreck repairs.
- Caltrain (California) Bi-Level coaches 3803, 3804, 3805, 3819, 4007 and 4008 from overhaul and repairs.
- Agence métropolitaine de transport (AMT) former GO cab-coach 200 (ex-AMT/GO 106; exx-GO 9856, nee GO C756); and ex-GO coaches 1206 (ex-GO 1087), 1248 (ex-GO 1040), 1252 (ex-GO 1049), 1254 (ex-GO 1068) and 1255 (ex-GO 9971) from repairs.

WORK IN PROGRESS:
- Massachusetts Bay Transit Authority GP40-2L(W)m 1123 and 1135 for repairs.
- The following Agence métropolitaine de transport (AMT) former GO Transit coaches for various repairs and modifications for Montreal-McMasterville service:
  - ex-GO cab-coach 7850 (ex-MARC 7850, exx-GO 9828, nee D703); and ex-MARC 7851 (exx-GO 9831, nee D706) - to be numbered AMT 203 and 204.
  - ex-GO coaches 1035, 1037, 1042, 1045, 1055, 1100, 1102, 1104 and 9973 - to be numbered AMT 1246, 1247, 1249, 1251, 1201, 1206-1208 and 1256 respectively.
- AMT former GO Transit coaches for Montreal-Delson service:
  - ex GO Cab-Coach 9827 (nee GO D702) and 9829 (nee GO D704) - to be numbered AMT 105 and 108.
  - ex-GO coaches 9931 (nee GO 4731), 9932 (nee GO 4740), 9933 (nee GO 4741), 9946 and 9947 - to be numbered AMT 1036, 1038, 1039, 1041 and 1043 respectively.
- AMT Gallery Coach (nee CP) 920 for repairs.
- Caltrain (California) Bi-Level coaches 3806, 3824, 4013 and 4018 for overhaul.
- VIA Coach 8136, and Sleepers *Chateau Denonville* and *Chateau Latour* for wreck repairs from the April 12, 2001, derailment of the "Ocean" at Stewiacke, Nova Scotia.

LOCOMOTIVES AWAITING REPAIR OR STORED:
- ex-CN GP40-2L(W) 9428 (purchased by Alstom).
- ex-HLCX SD40 5035 (CR 0801, CR 6242, PC 6242).
- ex-MKCX SD45 9530 (BN 6516).
- ex-PNC SD40 3011 (UP 3011); 3013 (UP 3013); 3021 (MP 3021, 721); 3026 (UP 3026); 3064 (UP 3064).
- ex-SP SD40E 7343 (SP 8452); 7353 (SP 8449); 7368 (SP 8486).
- ex-SP SD45E 7402 (SP 8803); 7411 (SP 8835); 7417 (SP 8846); 7422 (SP 8856); 7423 (SP 8858); 7425 (SP 8865); 7431 (SP 8804); 7436 (SP 8819); 7438 (SP 8801); 7441 (SP 8873); 7476 (SP 8924); 7512 (SP 8903); 7518 (SP 8916); 7531 (SP 8987); 7534 (SP 9004).
- HATX GP40 403 and 404, HLCX GP38 3616, and BAR (Helm-owned) GP38 303.

VIA Rail Canada

FOR REFURBISHING: In early-June, RDC-2 6205 from the Sudbury-White River service was moved to Industrial Rail Services in Moncton, New Brunswick, for refurbishing.

BCRAIL

TO BE ADDED TO FLEET: BC Rail has selected six additional LMX B39-8E units (8516, 8526, 8549, 8556, 8559 and 8566) to be numbered BCOL 3906-3911 after refurbishing at CEECO in Tacoma, Washington.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

WHITE PASS & YUKON ROUTE: The 36-inch gauge WP&YR has taken delivery of ten new 51-foot steel coaches built by Hamilton Construction in Sedro Wooley, Washington:

312 - *Tatshenshini River*	314 - *Alsek River*
316 - *Liard River*	318 - *Taku River*
320 - *Pelly River*	322 - *Fortymile River*
324 - *Porcupine River*	326 - *Peel River*
328 - *Stewart River*	330 - *Peace River*

MACKENZIE NORTHERN RAILWAY (RailAmerica): In early-June, the leases of HATX SD45-2 913 and LLPX GP38-2 2228 and 2229 were terminated.

ATHABASCA NORTHERN RAILWAY (Cando Contracting): GP9RM 4004 (ex-CN 4113), 4005 (ex-CN 4103) and 4006 (ex-CN 4120) were delivered in June.

PACIFIC WILDERNESS RAILWAY: In June, Pacific Wilderness took delivery of baggage car No. 50 for carrying bicycles. The car was previously on the Willamette & Pacific and was built in 1934 by the Milwaukee Road as their 1119. Parlor Car 300 - *Malahat Mountain* has been removed from service for the 2001 season.

HUDSON BAY RAILWAY (OmniTRAX): In June-July, HBRY took delivery of four OMLX units: SD9 1751 and 1752 (ex-OMLX 200, 201, exx-California Northern 200, 201; nee DM&IR 138, 156); SD35E 2959 (ex-SP 3105, exx-SP 6953, exxx-SP 6914, nee SP 4830); and SD35E 3108 (ex-SP 3108, exx-SP 6927, nee SP 4843).

ALGOMA CENTRAL RAILWAY: ACRI has acquired former CN/VIA baggage car 9628. It has been renumbered 311.

GO TRANSIT: GO has leased Tri-Rail (Florida) F40PH 811 (nee Amtrak 379), two Tri-Rail bi-level coaches and one Tri-Rail bi-level cab-coach. The coaches and cab car were previously leased to ACE (Altamont Commuter Express) in California, and were pending delivery at press time. As well, GO has leased three West Coast Express (Vancouver, BC) bi-level coaches, delivered in June.

OTTAWA CENTRAL RAILWAY (Quebec Railway Corp.): OCRR has acquired New Brunswick East Coast Railway RS-18u 1829 (ex-CP 1829) for parts (she arrived in Ottawa in late-June). In early-July, OCRR took delivery of former Quebec-Gatineau RS-18u 1846 (ex-CP 1846) after repairs at CAD Railway Services.

QUEBEC-GATINEAU RAILWAY (Genesse Rail One): Retired C-424 4222 and 4242 (nee CP 4222 and 4242) have been sold to the Louisville New Albany & Corydon Railroad in Corydon, Indiana.

CAPE BRETON & CENTRAL NOVA SCOTIA RAILWAY (RailAmerica): Long-stored C-630M 2028 and 2029 have been sold to the Indiana Boxcar Corporation.

CANADIAN AMERICAN RAILROAD: In mid-May, LLPX GP38-3 2239 and 2240 (nee Long Island 251 and 252) were leased and joined sisters 2242 and 2243 (nee Long Island 257 and 260).

ON THE INDUSTRIAL SCENE

ACQUIRED: In mid-June, Simplot Canada Ltd., in Brandon, Manitoba, took delivery of ATSF GP9u 2268, exx-ATSF 2946, nee ATSF 746. While assigned BNSF 1656, she was not renumbered before disposition.

CANAC CHANGES:

- Ex-CN SW1200RS 1360 has been transferred from Pioneer-Chlor in Henderson, Nevada, to Cargill Grain in Eddyville, Iowa.
- Ex-CN SW1200RS 1377 will soon be transferred from Pioneer-Chlor in Henderson, Nevada, to Vopak Inc. in Deer Park, Texas.
- Ex-CN SW1200RM 7302 has been assigned to Imperial Oil in East Edmonton, Alberta.
- Ex-CN S-13u 8704 off lease to Simplot Canada Ltd. in Brandon, Manitoba - moved to CN Transcona Yard for storage.
- Ex-CN S-13u 8711 will soon move from New Boston Coke in New Boston, Ohio, to Cargill Grain's unloading facility in Dalhart, Texas.
- Ex-IC GP11 8734 has been moved from Celanese Canada in Edmonton to Imperial Oil in East Edmonton, Alberta.

NEW ARRIVAL: The Weyburn Inland Terminal in Weyburn, Saskatchewan, is utilizing Independent Locomotive Service (ILSX) TR4A 908 (lettered Minnesota Northern), nee Belt Railway of Chicago 503.

GONE STATESIDE: Larry's Truck & Electric in Girard, Ohio, has purchased Stelco (Hamilton, Ontario) SW8 77 and SW900 80, and Lake Erie Steel Company (Nanticoke, Ontario) SW900 455.

NEW HOME: CN MLW S-4 8032 was rebuilt in 1980 with a snowblower on one end and plows of the other and operated as CN snowfighter 50560, mainly at CN's Taschereau Yard in Montreal. She was sold to CAD Railway Services (Lachine, Quebec), in 2000. The snowfighting equipment has been removed and she has been acquired by the Claremont-Concord Railroad and numbered 105.

ON THE PRESERVED SCENE

RELOCATED: Former Northern Alberta Railways Work Car 18103, built as Pullman *Steubenville* in 1917, now forms part of a restaurant named "Katie's Crossing" in Ardrossan, Alberta. The car went to the Alberta Railway Museum from 1981 and in 1998 was acquired by On-Track Railway Service Ltd. in Edmonton, Alberta. The work car is coupled to former BCOL/CN caboose 78199.

ADDED TO FLEET: A. Merrilees' former Société du port ferroviaire de Baie-Comeau-Hauterive RS-3 22 (exx-Donohue 22, nee Roberval & Saguenay 22), was moved to the York-Durham Heritage Railway in Uxbridge, Ontario, in mid-June.

ADDITION TO MUSEUM: CPR has donated CP Mechanical Reefer 286387, built by National Steel Car in June 1968, to the Canadian Railway Museum in St-Constant, Quebec. The reefer remains in silver and red livery with script lettering and is understood to be the last to be active on CPR's roster.

RELOCATED: Steamtown National Historic Site's (Scranton, Pennsylvania) former CN 4-6-2 5288 has been acquired by the Tennessee Valley Railroad Museum in Chattanooga, Tennessee. She was shipped on two flatcars in June.

ON THE TRANSIT SCENE

C-TRAIN CARS UNVEILED: On July 3, Calgary Transit unveiled its new Siemens-Duewag SD160 C-Train AC-motored cars, placing three into revenue service. All 15 cars of the initial order are expected to be delivered by the end of the summer; 17 additional cars will follow in 2003. The bodies are built in Carson, California; mechanical and electronic components are installed in Sacramento, California.

Thanks to Wayne Brittain, Bruce Chapman, Doug Cummings, Patrick Hind, Bryce Lee, Roland Legault, Bruce Mercer, Mike Swick, Len Thibeault and Frank Vollhardt, Jr. ■

Coming Events

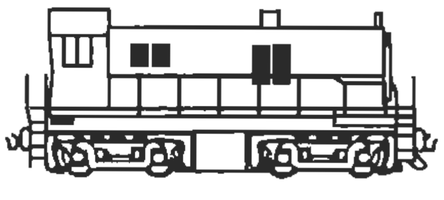
KELOWNA, BRITISH COLUMBIA: The PNR/NMRA Annual convention will be held from **August 7 to 12** at the Okanagan University College, North Campus, Highway 97. The meet features two major bus railfan trips covering CP, CN and BC Rail and two live steam events including ex-CN 2-8-0 2141. Visit our website at www.okanaganrailwaygroup.com for all details including accommodation.

KAMLOOPS, BRITISH COLUMBIA: Kamloops Railway Days will be held at the Kamloops Heritage CN Station, Lorne Street, on **September 16** from 09:00 to 16:00. Locomotive and rolling stock displays by CN, CPR and RMR; first steaming of former CN 2-8-0 2141 after overhaul; handcar rides; model railway show and swap meet. Admission $3 or $10 per family - all proceeds to 2-8-0 2141. Information from Bob Forbes at (250) 573-3430; or www.KamloopsHeritageRailway.com

LONDON, ONTARIO: The London Model Railroad Group Annual Model Railroad Exchange will be held on **September 30** in the Lambeth Community Centre, Beattie Street West, from 10:00 to 16:00. Admission $3. Information from Jim Liggett, 598 Mapledale Avenue, London, ON N5X 2B8; tel (519) 672-7953; fax (519) 679-9258; e-mail: dmcaulay@oddysey.on.ca

OTTAWA, ONTARIO: OVAR and BRMNA will sponsor Railfair 2000 on **October 13** (11:00-17:30) and **October 14** (10:00-17:00) at Algonquin College, Woodroffe and Baseline. Ten operating layouts, over 40 exhibits and vendors, demonstrations, clinics, and more. Adults $6; Teens and Seniors $4; Children 5-12 $1; Under 5 free. Free parking. Wheelchair accessible.

BURNABY, BC: The 7th Division, Pacific Northwest Region, NMRA, will sponsor the 19th annual TRAINS show and meet at the Cameron Recreation Center, 9523 Cameron Street. Activities include displays, layout tours, contests, clinics, banquet. The meet events will take place from **November 9 to 12**. Meet fare $17, NMRA rebate $4, participant rebate $4, layout tour $17, banquet $29. The public show will take place on **November 11** from 09:00 to 16:00 - adults $5, seniors/student $2, family $10. Contact Kathy Dixon (Meet Registrar) 439 E. 16th St., North Vancouver, BC V7L 2T4, tel (604) 987-4237 or e-mail meetregister@bctrains.org; Darren Brkich (Show Registrar) 38-8844 208th St., Langley, BC V1M 3X7. Information from Dick Sutcliffe , tel (604) 467-4301, or e-mail: dicks@axionet.com



TWENTY YEARS AGO: *Canadian National GP9s 4155 and 4303 and a F7Bu power Train 354 at Fort Saskatchewan, Alberta, on January 11, 1981. No. 4155 was renumbered 4395 in 1984 and converted to Slug 215 in 1986; No. 4303 was wrecked two months after this photograph was taken and scrapped; the last of the F7Bu units were retired in 1989. Photo courtesy Railway Memories Collection.*

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