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Branchline

CANADA'S RAIL NEWS MAGAZINE



Those CN Sweeps • CSXT's Canadian Division • PGE Business Car *Northern Summit*

Branchline

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

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

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A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30.

The next regular meeting will be held on **May 2** when we will tour the National Research Council's Test Laboratory in Ottawa. Members should meet at 19:00 at the gate on Lester Road. Please consult our website [www.bytownrailwaysociety.ca] for additional meeting details.

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

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

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

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

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

To the Editor: There are a few things that I would like to add to the December 2005 *Branchline* article describing Brockville rail operations in 1980. CN Train No. 317 arrived from Montreal, usually around 10:00 a.m. The power was tied up in the east end of Manitoba Yard. No. 318 arrived Brockville at 6:00 p.m. and left within the hour with No. 317's power while 318's power was transferred to 317 which left around 9:00 p.m. Other 'local' movements included No. 590, the Dupont Switcher. Located approximately 6 miles east of Brockville, the Dupont (now Invista), Nitrochem and Praxair facilities are major local chemical operations as well as being major shippers. As well, there was Train No. 532, running east as far as Morrisburg. [signed ... Ollie McKee]

Ten Years Ago in "Branchline":

* CN's shares have received a "moderate outperform" rating from New York-based Goldman, Sachs and Company. The positive boost for CN stems from a feeling that CN's stocks are relatively strong when compared to the U.S. and that the company has significant potential for cost cutting.

* CN has reached a sale agreement with Dorman Roberts Ltd. of Triton, Newfoundland, to operate its trans-island bus service. Roadcruiser will be known as DRL Bus Lines. The new company will maintain daily scheduled service to and from St. John's and Port-aux-Basques for a two-month trial period.

* Canadian Pacific Limited has revived the name Canadian Pacific Railway Company or CPR. The moniker replaces the 1968-era moniker CP Rail. At the same time, CP will transfer its eastern rail assets to a new subsidiary to be known as the St. Lawrence & Hudson Railway.

* GEC-Alsthom has been awarded a \$7.2 million order to supply six diesel locomotives, to be rebuilt from GP40 units, to the Roberval-Saguenay Railway.

Cover Photo: Spring is not far off, as CN's almost-new SD70M-2 8004 and SD751 5719 power Train 201 on CPR's Parry Sound Sub. just north of Pointe au Baril, Ontario, on March 16, 2006. Photo by James Brown.

Remembering Those CN Sweeps

By Jason Noe

What do you get when you remanufacture an SW1200RS with parts from a GP9?

The answer: A SWEEP. Or the proper model designation, an SW1200RM.

During 1985, when I was in kindergarten, CN took two of their aging GMD-built SW1200RS's and remanufactured them at their Pointe St. Charles main shops in Montreal, Quebec, with the hoods, main generators, cooling fans and traction motor blowers from retired GP9s. The railway also put a 12-645C engine in the units, replacing their previous 12-567C hearts and giving them increased horsepower, now totalling 1350. They were fittingly dubbed SWEEPS because of their half switcher and half GP9 (Geep) configuration. The units were originally numbered 7300 and 7301, but in 1986 CN renumbered them 7100 and 7101 respectively. During 1987, the railway continued to rebuild more of their venerable SW1200RS's with existing GP9 parts and hatched six additional SW1200RMs. They were almost identical to the first pair and numbered 7102 to 7107. The fleet of eight units was assigned to MacMillan Yard in Toronto, Ontario.



CN "Sweep" 7107 works the yard at Saint John, New Brunswick, on April 12, 1997. At the time, the last of CN's rebuilt S-13s (8700s) assigned to the Maritimes were being retired. Photo by Mike Shufelt.

Many years later I encountered my first 7100 at CN's Stuart Street Yard in Hamilton, Ontario, on a sunny September 11, 1993. Units 7104 and 7103 were idling contently in front of the small diesel facility. In person, they were unlike any locomotive I'd ever come across. I thought they were neat machines and snapped several shots with my small Kodak camera, observing their many unique features, most notably their GP9 hoods with the classic CN symbol adorning them. Others, I'm sure, would disagree and believe the eight 7100s to be some of the most hideous diesels to ever turn a wheel on rails in Canada. They were certainly not favourites among train crews, who would occasionally try to find any excuse to bad order them for better power.

On this day the pair were the assigned units for train #557, which was ordered later that morning. At the time, this local originated at the Hamilton yard and travelled CN's Oakville Subdivision (a mainline extending from Toronto to Hamilton) to Clarkson,

Ontario, where it serviced industries. That afternoon, I again photographed 7103 and 7104 as they rolled the freight through Hamilton's famous Bayview Jct., complete with a caboose on the tail end. The train was wasting no time, as it hustled towards Oakville and under the footbridge I was excitedly standing on. But, what I didn't know was that I wouldn't shoot another train led by a SWEEP for over four years.

Although, I did see my fair share of them in that time frame, except only while they were sitting on locomotive tie-down tracks in various Ontario cities, including London, Hamilton and Niagara Falls. And one was usually guaranteed to spot a couple of 7100s at MacMillan Yard, as they were undergoing regular inspections or required repairs. Plus, on many occasions, I saw them on the rear end of moving consists, hustling to their next assignment. For some reason, I was always able to come upon other four-axle diesels switching in the Hamilton and Toronto areas, but never an elusive 7100.

However, patience did pay-off. On a cold February 8, 1998 I came across CN train #585 at Paris Jct. Ontario, which was switching cuts of scrap cars with GP9RM 7020 and ironically 7104. This freight originated in the city of London (48 miles to the west of Paris) and usually every Sunday would wander east and service industries along the Dundas Subdivision, including the large scrap pit at Paris. This subdivision is CN's double-track mainline across southern Ontario, running from Hamilton to London.

I photographed #585 while it toiled in the service track, building its train for the trip back west to London. But as luck would have it, on this day the local had to journey to Brantford, another city seven miles to the east to service an additional customer. This meant on the return trek from Brantford to London, 7104 would be leading, as there was no wye at Brantford, even if the crew wanted to turn the consist.

I watched as #585 completed its chores at Paris and hustled out of town, white exhaust puffing from the unit's stacks as they raced towards the east. By the time I reached the yard at



CN SW1200RMs 7103 and 7104 lay over at the Stuart Street Yard in Hamilton, Ontario, on September 11, 1993. Photo by Carl Noe.



CN SW1200RS 1355 and SW1200RM 7101 switch CN's Stuart Street Yard in Hamilton, Ontario, on April 30, 1994. Photo by Jason Noe.

Brantford, the train was already switching the large trackside industry, just out of sight around a sharp bend in the subdivision. After a little while, #585 finished spotting the customer and headed back west with 7104 gallantly leading. However, before proceeding to Paris, the local ducked into the yard at Brantford, to let two VIA Rail passenger trains by that were due in the near future. The momentary break in action also allowed me the opportunity to snap more frames of the small consist as it patiently idled in front of the bustling VIA Rail station.

After Toronto-bound #74 and Windsor-bound #73 made their station stops, I too left the platform and set-up just west of the yard to await #585's pending departure. Following a brief pause, a plum of exhaust billowed in the distance and the small peddler wasted no time in exiting the yard at Brantford. As the train blasted into my viewfinder, I was thankful the crew still had to lift their cars at Paris, because there was no way I would have caught up to them for another shot, while they rolled along at track speed.

And it was west of Paris, where I did just that. Once #585 backed onto its line of scrap cars, aired-up the consist in the long service track and received the green light to proceed home, I was about to photograph a 7100-led train for the last time. I didn't



CN GP9RM 7020 and SW1200RM 7104, the power for CN Train 585, are at Paris, Ontario, on February 8, 1998.

know it then, but it was not only the cold wind blowing against my face while I stood on that bridge atop the Dundas Subdivision, it was the wind of an approaching change. Change that would see the entire eight-unit roster transferred from Toronto to Montreal a year later. Thundering by my lens for the final time, 7104 put on a memorable show, throttling-up and pulling hard on its day's work, which was smoothly marching behind the units into the low winter sun.

Further changes occurred on February 29, 2000, when CN retired the venerable 7100's and sold the fleet to subsidiary, Canac of St. Laurent, Quebec. And just like that, the units were taken off the roster. But they weren't heading for a scrapper's torch; they were moving into the next chapter of their existence. The company relettered them and began leasing the group to various industries in not only Canada, but the U.S. as well. And they also equipped 7100 to 7103 for remote control operations, assigning them across the border to demonstrate their improved capabilities. However, in 2004 CN sold 100 per cent of its Canac stock to Savage Companies based in Salt Lake City, Utah,



CN SW1200RM 7104 and GP9RM 7020 power Train 585 just west of Paris, Ontario, on February 8, 1998. Photo by Jason Noe.

which included Canac's industrial rail operations in Canada and the U.S.

While the two original 7100s enter their 26th year of active service in 2006 and their six sisters move closer to the 25 year mark, there are still plenty of possible opportunities to photograph them. A handy tool to have is the **Canadian Trackside Guide**, which details the location and the industry they are currently assigned to. In this age of modern AC4400CWs and SD75ls single-handedly hauling freight across the country, photographing a fabled SWEEP might prove to be a worthwhile endeavour.

References for the article include:

CN Lines Website
Branchline Magazine
The Canadian Trackside Guide - published by the Bytown Railway Society Inc. in Ottawa, Ontario.

I would like to thank Lesley Leachman and Jon Snook for their assistance with this article. ■

Slow Decline of CSXT's Canadian District

Article and photographs by Steve Host

CSXT Signs agreement with CN for haulage of traffic, will cut more than 50% of remaining Ontario network

The slow decline to the CSXT's Canadian District, which once stretched from St Thomas to Windsor, and similarly Erieau to Sarnia, took another turn on January 31, 2006. CSXT entered into an agreement with Canadian National Railway for haulage of traffic from Sarnia to Buffalo, New York and to Toledo, Ohio. This agreement will spell the eventual end to more than half of the remaining Canadian District trackage, as follows:

- * CSXT retaining the highly profitable and dense industrial Sarnia to Wallaceburg section.

- * Discontinuance/abandonment of 26 miles of track from Wallaceburg to Chatham.

- * Sale of 12.7 miles of track between Chatham (just north of the CPR diamond) and Blenheim to CN.

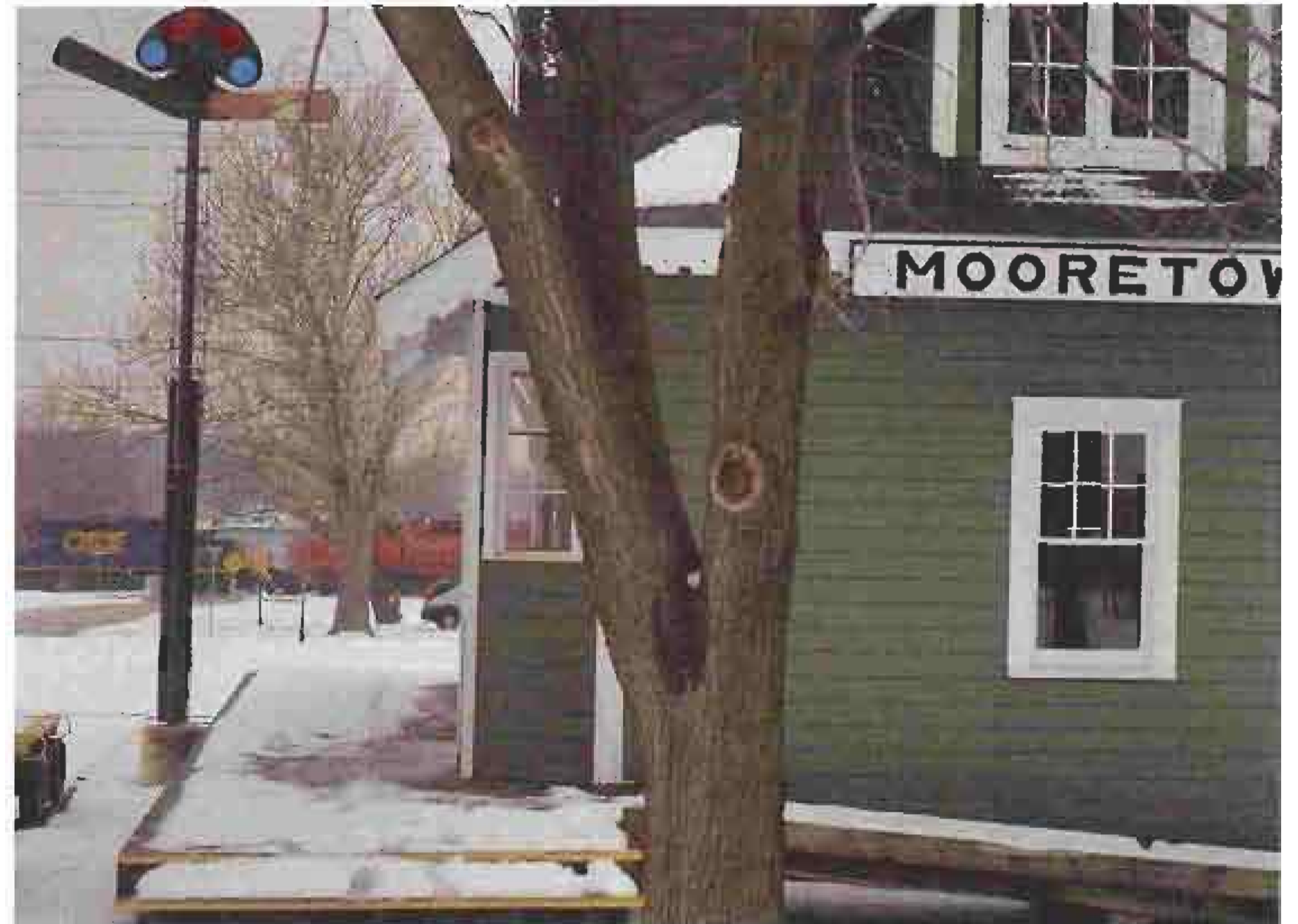
With this agreement brings the first major change to operations on the line since the last round of cuts nearly 10 years ago, in March 1996, which saw the end of mainline CSXT trains between Buffalo, Detroit, and Sarnia.



In the early morning hours of August 25, 2005, at the Sarnia CSXT Depot, Train D725, with CSXT GP38-2s 2690 and 2613, CP SD40-2F 9019 and CP SD40-2 6059, backs a cut of cars into the yard. The power will run around the train before heading to Chatham with 83 cars in tow.



CSX GP38-2 2690 leads Train D724 through a left turn at Dresden, Ontario, on August 25, 2005. The train is heading home to Sarnia with 19 loaded cars picked up at Blenheim, Ontario.



A fresh dusting of snow is on the ground, Christmas is in the air, and CSXT Train D724 is passing the Mooretown Museum on December 23, 2005. The former Pere Marquette/C&O station stands on this location as one of several historic buildings moved there for museum use. After performing its usual southbound switches, D724 picked up an outlawed Train D725 at Sombra, and is taking both trains back to Sarnia.

Cancelled is train D725, Sarnia to Chatham and return. This train operated Monday to Saturday, ordered around 05:00 and usually returning in the early afternoon, provided a relief crew was not required due to the slow main track speeds or a late connection from the CP in Chatham. CP, through a Haulage Agreement brought CSXT traffic to and from Detroit on their Chatham Turn (524/525) which has also been cancelled.

From 2003 to 2006 Canadian Pacific also supplied run-through power for this train, usually consisting of two SD40-2s, but almost any road engine on CP's roster may have made the rare trip to Sarnia.

Curtailed is CSXT Train D724, now operating exclusively between Sarnia and Wallaceburg. Occasional trips to the facilities at Tupperville and Eberts may be expected until CSXT can satisfy the Canadian Transportation Agency's requirements for discontinuance and transfer of a rail line.

Abandonment is likely to follow between Wallaceburg and Chatham as the customers remaining at Tupperville, Dresden, and Eberts are not likely to be enough to retain the rail line.

The remaining customers at Blenheim Ontario will now be serviced by CN from a job and engine based in Chatham.

Added will be daily trips over CN's St Clair spur, from the CSXT/CN Interchange track at Vidal Street in Sarnia to connect to CN's large marshalling yard.

CSXT will continue to run four daily yard jobs and a thrice/weekly road switcher assignment servicing the on-line industry on the remaining trackage south of Sarnia.

With the recent changes to the Canadian District, the line is now a shadow of its former self. However, the fact remains CSXT is the last American Class 1 railroad owning/operating trackage in Ontario, which illustrates the importance the Sarnia chemical industry holds to CSXT and other railways in the area.



Canadian Pacific's Chatham Turn (CP Train 523), which is essentially CSXT Train D725 from Sarnia, arrives at Windsor, Ontario in the late afternoon of January 6, 2006 behind CP SD40-2 5835 and a sister. This train was also cancelled with the arrival of the CN/CSXT agreement in February 2006.



In only three days, trains through Dresden, Ontario, will be a memory, but it is business as usual as Train D725, powered by CP SD40-2 6031 and CP AC4400CW 9683, rounds the curve heading to Chatham on January 28, 2006.



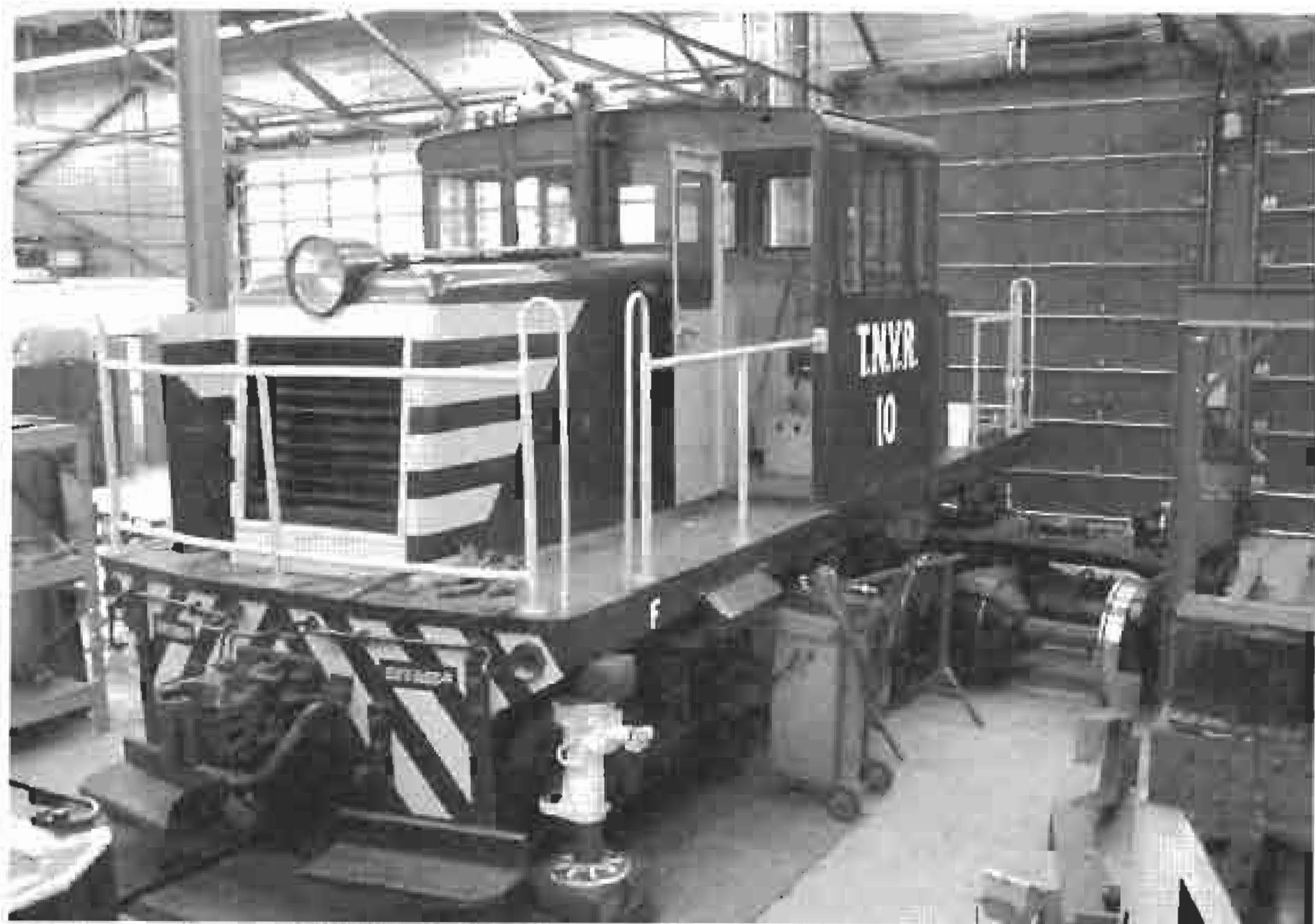
The new CSXT/CN transfer passes the VIA Station in Sarnia on February 18, 2006, a daily ritual since the agreement took effect. CSXT GP38-2 2613, 2574 and 2690 will bring this cut of inbound CSXT cars to home rails. ■

"Going Virtual"

For a number of years, this writer has provided an ongoing, but irregular, accounting of the activities of Bytown's "Dirty Hands Club." Would that the column appeared in every issue of **Branchline** but for more than a decade, starting in the Ottawa Valley and now including western Quebec and even New England, my winters have been largely spent in freezing cold hockey rinks, limiting my narrative to more temperate times of the year.

Fortunately, a better way now exists to stay in touch with the accomplishments of Bytown's "Dirty Hands Club" (DHC). Quietly and with little fanfare, Matthew Cummins, one of Bytown's younger DHC members, has put together a web page that provides up-to-date information on the latest in the Society's equipment preservation and restoration activities. The link is: www.bytownrailwaysociety.ca/shopwork.htm and includes both text and photographs of current restoration activities.

To paraphrase the current text, it has been a very busy winter down at the shop. Paint on one side of ex-CN Baggage Car 9627, acquired last summer from the Canada Museum of Science and Technology, was removed with needle-guns and primer applied over the cleaned area. This turned into a bigger job than originally thought, as it seems some major steel work will need to be done on the lower four inches of the body because of serious rust and rot. The boom car, ex-Central Vermont 4313, has also received much needed attention. Rot was found in a corner of the tool shed portion of the car and extensive wood work took place to reinforce it. The car has also received a new sliding door while the "sunny" or west face of the car received a new coat of paint before being put outside for the winter months.



High and dry, ex-TNVR GE 50-tonner No. 10 sits on blocks, prior to receiving a reconditioned rear truck (visible on the floor at the rear of the unit). For the second time in as many winters, No. 10 languished indoors while undergoing truck re-conditioning. She was fired up at the end of March, ready for another season of operation. Photo by Matt Cummins.

On the second shop track, our beautifully restored 50-ton steam crane (ex-Central Vermont 4251) has received new metal covers to replace the wooden ones used in the past to protect it when it is left outside and not in use during the winter.

In early October we received a rebuilt truck for our GE 50 tonner (ex-Thurso and Nation Valley No. 10) to replace the current second truck. After a great deal of backing and forthing, including some winter switching just before Christmas, the truck was placed under the rear of No. 10 during the morning of March 11, 2006. By the time you read this article, No. 10 should be back in service, better than ever.

Not as dramatic, but just as important, restoration continues on ex-Central Vermont Tender No. 4261. New steel members for the frame are being fashioned. Consisting of channel steel, they will be rivetted to existing material that dates from 1886. As of March 18, all of the

holes had been drilled with the actual rivetting scheduled for later in the spring. Finally, BRS Business Car No. 27, one year shy of 100 years old, is to receive a much-needed coat of paint.

Cummins' web page is the perfect answer to keeping one and all informed of the DHC's activities. It puts Bytown into the 21st century in terms of information exchange. As I contemplated the power of his creation, I wondered about what other groups were doing.

Although, a relic of the late steam and early diesel era, I have managed to figure out the World Wide Web to a certain extent. Accordingly, I spent a pleasant evening looking at other possibilities. Elsewhere in Ottawa, itself, a group established to restore Ottawa Transit Commission Street Car No. 696 provides updates on its activities at two locations: one site belongs to OC Transpo, Ottawa's transit authority and a key proponent of the 696 project at www.octranspo.com/about/OC/Streetcar_History.htm. The other belongs to the restoration group itself. Its address is www.streetcar696.com/. Of interest on the latter is a slide show detailing restoration activities to date.

Elsewhere in Canada a number of other sites are tempting. They include the Niagara Falls Railway Museum at www.nfrm.ca/projects.php; the Radial Report at www.hcry.org/RR-223.HTM of the Halton County Radial Railway Association, the Athabaska CNoR Station Restoration Project at www3.telus.net/public/chasbaz/athabascastn.htm, the Southern Ontario Locomotive Restoration Society at www.steam-train.org/, and the Elgin County Railway Museum in St. Thomas at www.steam-train.org/. Even the cosmetic restoration of Toronto, Hamilton and Buffalo 2-8-0, No. 103 at the Westfield Pioneer Village near Hamilton is illustrated at <http://home.mountcainable.net/~chuckd/>.

The Transit Museum Society of Vancouver at www.trams.bc.ca/, the Prince George Railway and Forestry Museum at www.pgrfm.bc.ca/newsletters/RFM-PGR%20Newsletter%20November%202004.pdf and the West Coast Railway Association's documentation of ongoing work on CPR Royal Hudson 2860 out in Squamish, B.C. at www.wcra.org/hudson/2860-rebuild.html, and the Canadian Museum of Rail Travel in Cranbrook at www.crowsnest.bc.ca/cmrt/ are just four of many preservation web sites in British Columbia.

Some excellent web sites on equipment restoration can be found in the United States. For instance, **Railway Preservation News** at www.rypn.org/RyPN/main_pages/home.asp provides ongoing updates on the restoration projects of a variety of organizations in that country. I learned about this site last year from BRS member John Stewart, an ardent steam preservationist, but I have yet to see any Canadian projects highlighted on it. Perhaps I should break the ice and submit examples of Bytown's efforts.

The rebuilding of a former Delaware & Hudson PA-1 by famed locomotive preservationist Doyle MacCormick is documented at www.nkp190.com/. The Ohio Central Steam Dept., whose Canadian locomotives have been featured in **Branchline** on several occasions, has a web site at www.ocsteam.com/ that describes the equipment they own and operate as well as ongoing preservation and maintenance updates. Details on the efforts of the Strasburg Railroad to overhaul steam equipment are featured at www.strasburgrailroad.com/mechshop_overview.aspx while the work by volunteers on Spokane Portland and Seattle 4-8-4 No. 700 is documented at www.sps700.org/index.shtml. The Tennessee Valley Railway Museum invites readers to "check out what has been happening in and about the TVRM backshop" at www.tvrail.com/pages/explore/photoalbum_backshop.html. Finally, and just to show that transit has not been overlooked, the Seashore Trolley Museum features the latest in traction preservation at www.trolleyuseum.org/collection.html.

The last word on the use of the World Wide Web belongs to Cummins. "With the help of the Internet, we can now easily communicate between our collective organizations. In turn, by working together and by helping each other teach techniques in preservation, we can push further our capacity to bring railway history back to life. More so than before, we can now illustrate the countless hours of labour spent on restoration projects, and give insight to the ongoing tasks which almost always go unnoticed." ■

Chasing Steam In Cuba by Bike

Article and photographs by Bob Meldrum

During the fall of 2005, John Bryant, Head of Steam Operations for the Bytown Railway Society, approached me. Would I be interested in a bike tour around Central Cuba looking for steam locomotives still at work? Being both an avid cyclist and a steam fan, I said, "Yes."

On Sunday, February 19, four of us arrived at Ottawa Airport with our bicycles literally under our arms. With surprisingly little trouble, the bikes and our meagre baggage were checked in for Zoom Flight 744 from Ottawa to Varadero, Cuba. Whereas the young college students on the plane were contemplating a week of debauchery on the beaches, our group had a loftier purpose. Could we find the last steam locomotive in Cuba still moving sugar cane cars?

The Boeing 767 took us to Cuba smoothly. We had some problems on entry with Customs as they did not like our FRS radios. Perhaps they thought we were going to start a revolution. Little did they know our real aim. After reassembling our bikes, we rode the 25 kilometres into a hotel in Varadero.

Tourist buses were used twice (Varadero-Santa Clara and Cienfuegos-Jagüey Grande). The rest of the time, we proceeded almost 450 kilometres on our bikes suffering through temperatures which were sometimes in the high thirties (Centigrade).

On Wednesday, February 22, we stopped at the Slave Tower in Manacas, a tourist attraction near Trinidad. As we walked our bikes down from the tower, a rail car appeared and then disappeared. Then we heard a steam locomotive coming. It turned out that we were in Manacas just as the tourist steam train back to Trinidad appeared. We were so excited even though John had said that he was only interested in REAL working steam locomotives.

Later in the evening in Trinidad, John got a complete tour of the 4-6-0 locomotive although the guide spoke no English. It's amazing how information can be transferred if required. Unfortunately the origins of locomotive 1432 remain shrouded in



Eighty-eight year old CAI Rene Fraga Moreno 2-6-0 1518 on February 24, 2006.

mystery.

Early in the afternoon of Friday, February 24, the prize we sought was found in the out-of-the-way sugar refinery of CAI Rene Fraga Moreno. Locomotive 1518 is a 2-6-0 built in Wilkes Barre, Pennsylvania, by Vulcan in 1918. Eighty-eight years later, it was still doing useful work. As we arrived in the yard, it was busy hauling five loaded hopper cars of sugar product out of the mill. The fireman even provided beautiful black smoke for John the photographer. John was embarrassed as his firing training minimizes any sort of display such as was being given.

Soon railway workers took notice and John was in the cab of 1518. During one break he gave a lesson to the entire crew about the strange locomotive (the Museum Shay) that he works on in Ottawa. It was quite impressive to see the group around him as he drew pictures and murmured in limited Spanish.

After some tests, the crew recognized that John was quite capable with their old locomotive. He soon was assembling a train of empty cane cars - around 19 I think I counted. Then it was time to take this string out to the loading operation and bring back loaded cars. John even got to participate in this run giving a perfect 14L (long-long-short-longggg) whistle signal at the one crossing. Sadly the afternoon ended too soon, although John found himself somewhat dehydrated from his time in the hot cab without water to drink.

As we were about to leave the yards, John was called over to the engine shop. "Pssst, would you care to buy a builder's plate for a Baldwin locomotive?" After some haggling, John accepted. Unfortunately, the plate turned out to be classed as a Cuban historical artifact reflecting Baldwin's Cuban heritage and was confiscated as we left the country. The officials were kind enough to let John get a picture of the plate as a souvenir.

By Sunday, February 26, we too had joined the tourists on the beaches of Varadero and our hours with steam had become only great memories aided by a few pictures.



The Trinidad two-car tourist train, powered by 4-6-0 1432, is at Iznaga, Cuba, on February 22, 2006.

John Bryant gives the Cuban employees a lesson on the Shay he operates at the Canada Science & Technology Museum in Ottawa, in front of CAI Rene Fraga Moreno 2-6-0 1518 on February 24, 2006.



The outdoor CAI Jose Smith Comas Museum near Cardenas, Cuba, on February 25, 2006. The conveyance on the road to the right fits the scene.

The author sits in the cab of 2-6-0 1531 at the CAI Jose Smith Comas Museum near Cardenas, Cuba, on February 25, 2006. ■



CPR Trains #7 and #8 Meet at Sand Point

Before getting into this month's Tid Bit about C.P. trains Nos. 7 and 8, I will take this opportunity to say something about my recent Tid Bit about my choice of the 10 most significant locomotives of all time. I made those choices in all seriousness, and I did it to "stir the pot" as I knew that many **Branchline** readers, also students of railway technology, are going to challenge me, and as I said – "that's O.K.". Well, I haven't had as many challenges as I would have liked, but to those who wrote in I wish to extend my thanks. Some of the readers choices, by the way, include such notable machines as:

DM&IR	2-8-8-4	Yellowstone articulated M3 & M4
PRR	4-4-4-4	Rigid frame T-1
PRR	4-4-6-4	Rigid frame Q2
PRR	4-6-2	Poppet valve K4
MLW	4-4-2	Hiawatha F-1
UP	4-8-8-4	Big Boy
UP	4-6-6-4	Challenger (& other roads)
NYC, UP, ATSF & N&W	4-8-4s	
CP	4-6-4	Hudson
CP	2-10-4	Selkirk
LNER	4-6-2s	Gresley 3 cylinder

Any Beyer Garratt

World War II German Krieglocomotiven 2-10-0s by the thousands

Russian 0-10-0 class E (in a 40 year period more than 13,000 were built)

EMD GP7 and GP9

Those strange, but formidable, machines of L.F. Loree on the D&H.

You will note that I did choose the UP 4-8-4 in my most significant 10 list, and subsequently wrote about the AT&SF 4-8-4s, although I still think the N&W J class 4-8-4 is the "ultimate" steam locomotive of all time. (There I go stirring the pot again). But what about the NYC "Niagara" 4-8-4s? Obviously, superb machines in their own right – I said there were others that could be judged for the honour of the "10 most significant"!! I want to thank all those who wrote in, it's good to know you're out there and enjoying this stuff. Very best wishes to you all.

Now, back to the task at hand - the meet of CP trains 7 and 8 at Sand Point, Ontario. Sand Point, is a little town along the shores of the Ottawa River and is located just west of Arnprior. It was not, usually, the meeting point for trains 7 and 8. The meet we're about to read about happened in 1904, just over 102 years ago. And, it was a "cornfield meet", or head-on collision to the layman.

Mr. R. Glenn Jamieson of Sand Point sent **Branchline** the following article and photograph, as a result of going through the effects of his late Mother. Mr. Jamieson is a retired CN-VIA conductor and a friend of a retired CP engineman, Doug Chalmers (a former colleague of mine) who also lives in Sand Point. So, without further comment, here is the article,

verbatim, just as I received it:

TRAIN WRECK AT SAND POINT IN 1904

"Thirteen Dead, 19 Hurt, Sand Point Collision". **The Citizen** (newspaper) Ottawa, Canada, Wednesday, February 10, 1904.

"In a head on collision between two C.P.R. passenger trains near Sand Point early yesterday morning more than a dozen lives were lost and some nineteen people were injured more or less seriously. Travelling at a rapid rate of speed, the westbound Soo train #7 in charge of Conductor Nidd with Engineer Dudley, collided head-on with No. 8, the eastbound Soo train in charge of Conductor Forester and Engineer Jackson. Failure of the up-going train to obey orders and remain on the siding at Sand Point till No. 8 passed, was the cause of the smash.

An official list of the dead follow:

Joseph Jackson, engineer, Ottawa

W. Mullen, newsagent, Montreal

Robert Thompson, express messenger, Montreal

John O'Toole, baggageman, Ottawa

Ernest Dubois, fireman, Hochelaga

Nelson Robertson, express messenger, Montreal

Joseph Chalu, Dolphis Seguin, J. Carriere, M. LeBrun, Wm.

Pouliotte of Whitney (ON) and two unidentified.

Badly injured were:

G.T. Price, fireman, Brockville

J.M. Dudley, engineer, Ottawa

And many others (names on file)

No. 7 left Ottawa about 3 am Tuesday, February 9, 1904, one hour late. It was given orders to meet No. 8 at Sand Point. When Sand Point was reached the engineer instead of stopping and pulling his train into the siding, went ahead.

The night was cold and frosty and the conductor said they didn't know when Sand Point was reached. The engineer either forgot himself or was unable to distinguish the siding when he came to it.



The train went on travelling at a rapid rate until at a point a couple of miles beyond Sand Point it ran on the time of the down express having the right of way. It was a frosty morning - the mercury away down below Zero - causing the atmosphere to be filled with vapour. While the windows were frosted or beclouded with steam and as a result the engineers couldn't see far ahead.

A minute or two later the crash came (about 5 am). Hero that he was, Engineer Jackson shut off the steam and applied the brakes - an act which did much to reduce the momentum of the train and lessen the number of fatalities. The impact was awful but it was particularly No. 7 the up train that suffered. Nearly all the cars save the rear one, were more or less smashed though they stayed on the track space with the engines locked tightly together and badly demolished at that. Beneath the ruins were the mail, express and train hands and a considerable passenger list, largely composed, however of those travelling on No. 7. Many were wedged down and unable to extricate themselves.

On No. 8 the passengers fared much better but three being killed while the occupants of the rear cars were so fortunate as to escape with a shaking up.

No. 7 was made up of the locomotive, a baggage car, a mail car, two second class cars, one first class and a sleeper.

Engineer Jackson on No. 8 was looking for the siding at Sand Point when he saw the headlight of No. 7 approaching. He applied the brakes and reduced the speed of his train. To this is attributed the fact that No. 8 escaped with a lighter death list and smaller damage to railroad stock. Jackson stuck to his post according to Father Paradis, a passenger, who was one of the heroes of the post crash, and was killed instantly. The wreckage of the locomotive and cars were piled high above him and "we could only see his hand" the priest said.

The locomotive of No. 7 mounted the locomotive of No. 8. The tender of the westbound train was thrown on top of the baggage car of the eastbound train and the baggage, the express and the second class cars followed suit and piled on top of the eastbound locomotive. It was in this mix up that the list of casualties was greeted. It was a fortunate thing that the wreck did not take fire as the lamps in the wrecked cars made this possible according to Father Paradis.

It was dark and intensely cold (-30 degree F). Some of the injured froze to death before they could be rescued even though fires were lit close by.

A hospital train was sent from Ottawa to transport the injured to that city. Wrecking crews were dispatched.

Most of the passengers on the two trains were shantymen, hired by the lumber companies in Ottawa, going to or coming from the shanties west of Pembroke and beyond."

Well, that's it. Seems to me that newspaper reports are no better (or worse) today than they were a century ago. I can't help but wonder why Mrs. Jamieson kept this old newspaper clipping and photograph. Did she know someone on either of the two trains? Or was an accident like this such a momentous event in the little community that one kept clippings of these sort of goings-on?

When I railroaded as a CP fireman on transcontinental passenger trains on the Chalk River sub. which passed through Sand Point, many years later, on Hudson and heavy Pacific locomotives, I never gave much thought to "cornfield meets" with other trains, and during my time there was lots of traffic on that busy main line. No doubt train dispatching and signal systems had improved in the intervening years. I always enjoyed working on the Chalk River sub. - it was a place for "heads-up" railroading.

My thanks to Mr. Jamieson for sending in this historical gem of a flashback to another time in the annals of Canadian railroading, and to my old colleague, Doug Chalmers, for providing Mr. Jamieson with the Bytown Railway Society's magazine, **Branchline**. ■

The Second Trick by Tim Ball

Further to the March 2006 **Branchline**, modern technology hadn't made it into Brent when I was there. There was a crank phone in the station waiting room that was so old, I think it was autographed by Alexander Graham Bell. It was one of four or five phones on a party line and I'm sure that every place that had one of these phones went quiet as it rang. If it stopped after three rings, I'd run into the waiting room to answer it. Most times though, it would ring four times and that meant it was for Gerry's store. As long as that was the best phone system you could have in Brent, the operator's job was secure.

Going back to Brent wasn't going to be too much of a hardship. I remember being there, in the late spring and early summer, when I was a kid. It was going to be a little different this time. I was going back to work and not pick wild raspberries for one of my aunt's famous pies. I would be working the afternoon shift there. This wasn't the busiest shift there so I had a few opportunities to sit outside on the platform and enjoy the scenery. The drone of the generator off in the distance and the sounds of tourists swatting mosquitoes filled the evening air. I'd lean my chair back against the station and think to myself that I had it made. This idyllic scene would be spoiled every so often when I'd hear the dispatcher's voice calling on the speaker or the ringer would go off. So much for communing with nature, duty called. Time to copy some orders or other duties as required.

When I was a kid, my father would take me for walks around the town site, tell me stories of when he was a kid and show me all kinds of wildlife. Now, I could sit outside the station and watch all sorts of critters crossing the tracks. On one of those beautiful summer evenings, I was at my desk copying orders. The windows were open and my lunch was on the desk. As I was typing furiously trying to keep up, well okay, about 15 words per minute, with one of the faster dispatchers in Capreol, I thought I could hear a sniffing sound. I was about to put this off to either a vivid imagination or a lack of sleep when I looked out the window. There was a black bear with its nose stuck in an ever growing hole in the screen. I asked the dispatcher to stop for a second while I watched this performance. Not wishing to share my lunch, I grabbed the wooden ruler off the desk and proceeded to whack it as hard as I could across the bear's nose. It pulled back through the screen and I slammed the window shut. Getting up quickly, I closed the other windows and went into the waiting room to close the station door. This bear was a little put out with me and it glared at me through the window. By now the dispatcher was getting a little miffed waiting for me, but the story I told on the dispatcher's phone brought howls of laughter from every operator between Capreol and Brent. When the dispatcher was finally finished and we cleared the train, the bear was nowhere to be seen. I looked through the bay window, up and down the platform, for any sign of that bear. Seeing nothing, I ventured over to the door and opened it slowly. All was quiet for a second, and then I heard it. The sound of wood being torn off a building filled the air. I had a pretty good idea where my bear was. There was a small building at the end of the station where all the garbage we generated was stored until the agent took it out to the dump. The bear could sniff the goodies inside and was trying to get in. Thankfully all it had succeeded in doing was ripping all the molding from around the outside of the door. I didn't run into that bear again during my remaining time in Brent.

I was enjoying my time in Brent, but, with a call from the Chief in Capreol, it was time to take my show on the road again and see more of the world.

"Dispatcher Out"



MICROSOFT BOSS IS CN'S LARGEST SHAREHOLDER: Already the world's richest man, Bill Gates has chugged his way to the top of another list as the largest shareholder in CN. In a recent filing with the US Securities and Exchange Commission, the Microsoft chairman and founder disclosed that he holds nearly 30.91 million CN shares through Cascade Investment, or a 5.8% stake now worth \$1.63-billion. That's enough to place Gates ahead of major institutional investors such as Fidelity Investments, Barclays, Wellington Management, and the mutual fund arm of Bank of Montreal. As well, in a \$234-million joint holding with his wife, Melinda, the charitable Bill & Melinda Gates Foundation owns another 4.42 million shares in Canada's largest railway. In total, the Gates family's 35.33 million CN shares are worth \$1.87B, based on their closing price of \$52.92 on March 31 on the Toronto Stock Exchange. That works out to 6.6% of CN's market value of \$28.37B.

It's unclear when he began buying CN stock, but by the fall of 2000, through Cascade, he managed to accumulate 29.7 million shares (adjusted for subsequent stock splits), securities filings show. Roger Cameron, a spokesman for the Railway Association of Canada, said Mr. Gates must have recognized early on that the railway sector has grown beyond its Old Economy roots to join the high-tech age. "Many people don't fully appreciate the technology in the modern railroad," Mr. Cameron said. "About 40% of the value of a modern locomotive is in the computer and information systems." He noted that, over the past six years, Mr. Gates has seen gains from his CN interests, while the value of his Microsoft investment has plunged. CN's share price has quadrupled during that time, while the software giant's stock has fallen by more than half from its peak. Despite the technology bubble bursting in 2000, Mr. Gates still owns 980 million Microsoft shares worth \$26.7-billion (U.S.). Last month, Mr. Gates continued to lead Forbes magazine's annual ranking of the world's richest people, with his net worth estimated at \$50-billion (U.S.). The Seattle-based foundation's shareholding alone far exceeds stock held by CN president and chief executive officer Hunter Harrison, who recently owned 264,204 CN shares -- the most of anyone on the railway's board. Taking stock splits (but not dividends) into account, an investor holding 100 CN shares worth \$2,700 (Canadian) back in 1995 would currently have 600 shares worth \$31,752. (*Globe and Mail*, April 3)

CN EMBARGOES PART OF CASO: According to Association of American Railroads, CN has embargoed the following locations in Ontario effective March 28, 2006, because of abandonment: St. Thomas, Shedden, Dutton, West Lorne, Rodney, Highgate, Ridgetown and Fargo. (*AAR*)



**CANADIAN
PACIFIC
RAILWAY**

CPR RATIFIES LABOUR AGREEMENTS WITH TRAFFIC CONTROLLERS AND POLICE: Canadian Pacific has announced separate collective agreements with its Rail Traffic Controllers, represented by the Teamsters Canada Rail Conference Rail Canada Traffic Controllers Union, and with members of CPR's Police Service, represented by the Canadian Pacific Police Association. A three-year agreement governs CPR Rail Traffic Controllers (RTCs) in Calgary, Winnipeg and Montreal, and extends to the end of 2008. It provides improvements for wages, pensions and benefits. In addition, work-life balance provisions have been implemented, which are designed to improve retention of current employees and to make the position more attractive for people looking for a career in the rail industry.

"We are pleased with this settlement and believe it provides value for both the RTCs and our company as a whole," said CPR President, Fred Green. RCTC TCRC National Advisor and Chairman of the Union's negotiating committee, Darrell Arnold, said the Union was very satisfied with the professional manner in which these negotiations were conducted and extremely pleased with the outcome. Arnold said "All told, this was the most inspiring round of collective bargaining that I have seen in my 25 years as a Union negotiator and both the Company and Union team members should be saluted for a job well done." Rail Traffic Controllers are responsible for the safe and efficient operation of the Railway within an assigned

operating territory. RTCs ensure train delays are minimized in their operating territory through the application of effective planning, scheduling and queuing techniques. The RTC is also responsible for the effective movement of trains and other on-track railway equipment.

CPR also announced a new four-year agreement has been ratified with CPR Police Officers. The agreement extends to the end of 2009 and includes wage and benefit enhancements. "Our railway police are important to our operations and the new four-year agreement recognizes their important contribution to our company," said Green, who noted CPR Police Service officers are fully accredited law enforcement professionals who receive ongoing training and certification that meets the standards for peace officers in Canada and the U.S. "This agreement is another step in our goal of a stable and mutually productive working relationship with Canadian Pacific Railway," said Clark Rutledge, President of the Canadian Pacific Police Association. With the ratification of these agreements, there are now two labour agreements in place between CPR and its Canadian unions that extend to 2009 and one that extends to 2008. These agreements are consistent in the provision of wage and benefits improvements and include a number of work-rule changes to improve productivity. (*CPR news release*, March 15)

CPR LOOKING AT NEW INTERMODAL TERMINAL IN EDMONTON: Edmonton needs almost half-a-billion dollars worth of new transportation projects over the next decade to move all the traffic created by the economic boom. The work could include a major new CPR yard south of Eglerslie Road. CPR is looking at whether it should locate a new intermodal terminal to handle containers of consumer goods on an 80-hectare site on the east side of Calgary Trail, near the city's southern limit. The yard would be five times larger than the current 21-year-old facility at Whitemud Drive and 99th Street, making it a key part of the company's North American intermodal system, spokesman Ed Greenberg said. The move is intended to reduce congestion at level crossings, shift truck traffic to Edmonton's outskirts and give the firm room for a growing segment of its operations, he said. It wouldn't affect the long-established rail yards in Old Strathcona. A decision of whether to go ahead isn't expected until at least 2007. (*Edmonton Journal*, March 24)

CPR STATION DEAL RESTS WITH CHAMBER MEMBERS: Local business owners will either accept or axe a painstakingly negotiated bid to acquire the once-regal Nelson, BC, railway station. One of the main men who's helped broker the deal with CPR is anticipating the proposal will garner a near unanimous thumbs up. Members of the Nelson and District Chamber of Commerce will vote to ratify a Memorandum of Understanding that will see the Chamber take possession of the 106-year-old CPR Station. The MOU, unveiled in November, is part of a public document released at an open house at the Chamber. Asked if he had any reason to think his members won't support the ratification, Chamber president Russell Stocks said: "Absolutely none. I think the danger in this is people getting lost in all the detail."

The Chamber is estimating it will have to drum up between \$2 million and \$4 million to restore the 13,000 square foot station. Once the renovation is done - Stocks expects the project will happen in stages starting in the next year or two - the station will house the Chamber's offices, the Visitor Info Centre and the Nelson Economic Development Partnership, all of which are currently located in the Chamber's longtime home on Hall Street. Bigger plans for the station include an interpretive centre, headquarters for various non-profit organizations and parking for RVs, fifth wheels and green space. There's no plan for commercial or retail space, at least not now. On the tourism front, the station could be a future hub for rail tours linking the Queen City with other railway trips throughout the Kootenay, Rogers Pass, Vancouver and Calgary. If the MOU is OK'd, the station will be donated to the City so that the City can provide CPR with a tax receipt. It'll then be donated to the Chamber. The Chamber would then have to purchase insurance coverage for the building and erect fences for risk management purposes. The Chamber has reviewed CPR reports on the station's structural soundness, any hazardous material on the property and its environmental state. (*Nelson Daily News*, March 23)

SASKATOON CPR STATION PART OF DOORS OPEN: On Sunday, May 28, from noon to 5pm, as part of Doors Open Saskatoon the beautiful CPR station constructed in 1907 will be open. The station is designed in the bold Chateau-style favoured by CPR for its hotels and stations. It is a long rectangular brick structure, 160 feet long and

50 feet wide, with a base of Tyndall stone. The building has a striking bellcast roof with two bay dormers on its front and on the track side, and an inset second storey creating an irregular roof line. Wooden brackets on stone bases support the cornice, making an extended roof with flaring eaves. Quoins and windowsills of Tyndall stone are an added decorative feature as are the large number of sash windows. The station is readily identified by its steeply pitched roof and massive central fifty-foot tall polygonal stone tower (identical to the Edmonton Strathcona Station built in the same year). (**Saskatoon Sun**, March 26)

UNIVERSITÉ DE MONTRÉAL ACQUIRES CPR YARD SITE: The Université de Montréal has exercised its option to buy the switching yard site in the Montreal borough of Outremont. The site, measuring over 180,000 m², was the property of CPR and the university plans to use the land to create a new university campus, an extension of its main campus on the slopes of Mount Royal. "Canadian Pacific Railway is delighted with the Outremont Yard's new vocation," remarked Ronald Bilodeau, vp, Government Affairs. "Bringing this large property back into the urban weave will mean better harmonization with the surrounding areas, thus helping to improve the quality of life in the neighbourhood, while enabling the rail links and services that are essential to Montreal's economy to remain in place." In fact, the acquisition contract stipulates that yard activities will cease as soon as an agreement for relocating them is reached with the various tiers of government. The rail link connecting the Port of Montreal to CPR's Saint-Luc Yard, located further to the west, will be retained, although the tracks will be moved toward the northern edge of the property. Finally, commuter service between Blainville and Montréal will not be affected by the transaction in any way. To handle the transaction, priced at 18 million dollars, the UdeM will take out a loan, which will not affect the institution's operating budget. (**CPR news release**, March 30)



VIA'S MALAHAT TO OFFER MORE DAYLIGHT VIEWING: Beginning April 30th, passengers travelling on the "Malahat" between Victoria and Courtenay will have more daylight hours to enjoy the spectacular views from the train. From Monday to Saturday, the train will depart 15 minutes earlier (Victoria at 08:00, Courtenay at 13:00), and on Sunday (a popular travel day for tourists), the train will depart two hours earlier than the current schedule (Victoria at 10:00 and Courtenay at 15:00). The earlier departure from Victoria on Sunday means that travellers will have more daylight time in Courtenay, and likewise, the earlier departure from Courtenay will provide more opportunity to make evening plans in Victoria.

The "Malahat" is a dayliner service that operates from Victoria to Courtenay serving the communities of Chemainus, Nanaimo and Qualicum Beach. (**Canada NewsWire**, March 27; **VIA**)

SUMMER-ONLY TRAIN TO NIAGARA FALLS BACK FOR 2006: The extra train VIA placed in service for the summer of 2005 will operate daily from May 19th to September 8th this year. In addition, the *Glen Fraser* lounge car will be available on select departures Thursdays through Sundays in the same time period. (**VIA**)

OTHER PASSENGER

QUEBEC: NO RUSH ON METRO CARS: The Quebec government is looking into the possibility of direct negotiations with Bombardier Transportation and ALSTOM Canada for the \$1.2-billion contract to replace Montreal's aging 336 metro cars put in service in the late-1960s, but isn't prepared to immediately award a contract. "Sometimes it is possible to have a better price by negotiating with one or the other or the two of them," Economic Development minister Raymond Bachand said. "A public tender doesn't necessarily offer the best price." Bachand said he has met with both companies and is now waiting for a legal opinion on whether direct negotiations would respect World Trade Organization rules.

Bombardier has been urging the province to give it the metro contract without a call for bids, saying it will save money, maintain jobs at its facility in La Pocatière and allow for earlier completion of the vehicles. ALSTOM Canada has objected strenuously, saying it also wants a crack at the job. Businesses interested in securing the contract will make presentations to provincial bureaucrats and Montreal transit officials, he said. ALSTOM has indicated that it is willing to work with Bombardier, while Bombardier hopes to win the contract without going to tender, and is not interested in a partnership, seeing no added value in. ALSTOM provided the initial

design for the Métro's first fleet of rubber-wheeled cars in the 1960s. (**Montreal Gazette**, March 17, April 4; **Globe and Mail**, March 29)

RAIL LINE WILL LINK MONTREAL, MASCOUCHE: The Quebec government has announced a new commuter-rail line linking Montreal to communities north of the island. It will be the first rail link between downtown Montreal and off-island suburbs such as Repentigny and Mascouche. The train will make the trip between Montreal Central Station and Mascouche in about an hour, with seven stops, including Terrebonne, Repentigny, and Charlemagne, and the Sauvémetro station. Up to 24,000 people north of the city either take the bus or drive their cars to Montreal, and deal with traffic jams on Autoroute 40. According to studies done by the Metropolitan Transportation Agency, which will operate the service, at least 5,500 people will use the train in rush hours, 70 per cent of them from Montreal and 30 per cent from just off the northeastern tip of the island. The rail line project will cost \$300 million, and the 51-kilometre line should be in service by 2009. A 12-kilometre section of the rail line will have to be constructed between Mascouche and LeGardeur-Repentigny; the rest already exists as a CN line, connecting to the Montreal-Deux Montages line. The plan calls for five trains a day during rush hours, drawing passengers from 14 station stops, including 11 to be constructed. The locomotives and passenger cars will be new. The Quebec government plans to buy 30 double-deck passenger cars and five bi-modal locomotives, which operate on diesel fuel or electricity. The aim is to produce final plans for the work almost immediately, leading to a call for tenders by the end of this year. The trains would arrive in 2007-08.

A total of 60,000 Montrealers each day now travel to and from work on commuter trains, double what it used to be a few years ago, officials said. It will be the first time in 38 years that commuters can take a train from the east into the city. CN ran a service before but discontinued it. (**The Gazette**, Mar. 18; **CBC News**, Mar. 17, April 4)

EXPANSION OF RAIL TOURS MEANS JOBS FOR KAMLOOPS: Rocky Mountaineer Vacations is rolling maintenance, administration and spinoff jobs into Kamloops with expansion of service to the former BC Rail line. The company purchased 17 new cars for the startup of its "Whistler Mountaineer" and "Fraser Discovery Route" runs in May. "We're managing it out of here and I have someone assisting me out of Vancouver," said Peter Casement, the company's vp of operations in Kamloops. Casement said investment is "well in excess of \$10 million" and includes a number of new dome cars. Rocky Mountaineer employs 50 maintenance workers at its rail yard operations here, many of whom are now involved in electrical and galley work to ready the cars for the "Fraser Discovery Route" service on the former BCR line, between Whistler and Quesnel, where it overnights. The train then departs for Jasper. Another new service, "Whistler Mountaineer", is a day trip between North Vancouver and Whistler.

The bedrock of the rail excursions will continue to be between Vancouver and Banff or Calgary as well as trips in the return direction. Guests fill rooms here on three evenings a week for the "Rocky Mountaineer". Casement expects to break a company record in May, when about 2,000 guests are expected to be in Kamloops on one evening. Rocky Mountaineer Vacations continues to grow and thrive in a stagnant and, in some cases declining, BC tourism market. Casement said this province's scenic beauty combined with the company's commitment to service are the keys to its success. "We draw from all over the world. We have representatives throughout the world. We market throughout the world." (**Kamloops Daily News**, March 22)

GTA GETS \$1B FOR TRANSIT: Ontario's Liberal government has pledged an immediate \$1-billion infusion into the Greater Toronto Area's transit system, leaving large parts of Ontario in the lurch. Conservative leader John Tory said "Public transit in the rest of Ontario -- which is called roads and bridges -- remains largely unaddressed when you look at the amount of roads and bridges in disrepair." By law, the government must spend surplus revenue before March 31 or it is forced to put the money toward deficit reduction. The money includes \$670-million to extend a subway line through York University and on to the Vaughan Corporate Centre at Highway 7, a project that is at least 10 years from completion, according to officials.

Extending the subway to York Region would:

- * extend the subway system into the 905 region, crossing a regional boundary for the first time;
- * eliminate 30 million car trips annually;
- * provide rapid transit service to more than 65,000 individuals commuting to York University;
- * reduce congestion on the Yonge line by diverting 10 per cent of passengers to the Spadina line.

Toronto's transit authority will also receive an additional one-time

bailout in the form of \$200-million in operational funding that the City will be able to use to support subway operations. (**Government of Ontario release, March 23; National Post, March 24**)

AMTRAK FAST-TRACKS PASSPORT RULES: New passport rules for Canadians travelling to the U.S. seem to have kicked in early at Amtrak. The rail service now requires passengers to provide passport numbers and expiry dates before buying tickets. The Western Hemisphere Travel Initiative -- legislation setting out rules for U.S. entry -- officially takes effect at the end of this year for sea and air travel, and on December 31, 2007, for border crossings on land. But according to Amtrak spokesman Cliff Black, the application of existing rules has nonetheless been tightened up, so that the future laws are for all intents and purposes already in place. "We do what U.S. Customs and Border Protection tell us to," Black said from his office in Washington, D.C. "They make the rules." Right now, U.S. law requires that Canadians provide both proof of citizenship and proof of identity, "and the best way to provide those things is with a valid passport," Black said.

Today, Canadian travellers without passports are required to produce two pieces of identification at the U.S. border: a certified birth certificate or certificate of citizenship; and a valid piece of government-issued photographic identification. According to the U.S. Customs and Border Protection website, a valid driver's license is an acceptable example of the latter, as is a provincial health insurance card. But anybody requesting a government health card aside from a health care professional can be subjected to a hefty fine. In no cases, said an official from the Ontario Ministry of Health and Long-term Care, should Canadians allow their health card number to be scanned or recorded, even by U.S. Customs officers.

Meanwhile, U.S. Customs and Border Protection has urged Amtrak to start requesting passports, Black said. And Amtrak is taking this request seriously, to the point that Canadian travellers crossing into the States from Vancouver, Montreal or Toronto are required to provide passport information before being permitted to purchase train tickets. Black warns that border protection officers have been known to delay and even deny entry to travellers whose documents do not conform to what they understand as the current requirements, which means any traveller crossing the border without a passport could be turned away if the official at the gate doesn't like the look of their I.D. The bottom line? "If you wish to avoid significant delay at the border and potential denial of entry, bring a passport," Black says. (**The Globe and Mail, March 21**)

NEW MONTREAL COMMUTER RAILWAY STATION: A new commuter railway station on the Blainville Commuter Line will be built in the Chabanel district of Montreal. Seventy-five per cent of the \$1.7 million project will be picked up by the Quebec government, with the remaining 25% coming from the city. The station is expected to be open in September. (**Montreal Gazette, April 5**)

CITY PICKS GERMAN FIRM TO BUILD LIGHT-RAIL LINE: Ottawa's long quest for commuter rail moved closer to reality after a city panel selected a consortium led by German giant Siemens to build the \$725-million line from Rideau Centre to the outskirts of Barrhaven. "We are on the road to building a world-class transit system for a world-class city that will take us through the next 50 years," Ottawa Mayor Bob Chiarelli said. "This is a milestone event, a very major step on the way to getting there." The Siemens consortium was chosen ahead of two others, a group led by Montreal-based Bombardier and another led by Kinkisharyo International Canada Inc. Siemens Canada spokesman D.L. Leslie said the company is "absolutely thrilled" by the choice. Mr. Chiarelli said the city chose Siemens because their proposal was the best deal, predicting that the 28-kilometre project will be a major boost to the Ottawa economy.

Rejean Chartrand, the city's project director, said all three bidders were eminently qualified for the job and in the end, the choice came down to money. "It came down to the numbers. Siemens submitted the best proposal, meaning the lowest bid," he said. The decision paves the way for the city to begin detailed financial negotiations with the Siemens group to build and then manage the system for 15 years. The group includes such construction giants as PCL Constructors, Dufferin Construction Company and Ottawa architects Griffiths Rankin Cook.

While the maximum cost of the project is \$725 million, the actual price offered by the winning consortium was not made public. The city is withholding the information to protect its ability to open negotiations with the second, or if necessary, third-place bidder if it cannot reach agreement on a contract price with its preferred consortium. Over the next six weeks, the city and Siemens will review the winning design and consider what fine-tuning or changes, if any, should be made and at what cost. The city may decide, for instance, that it likes a particular feature in one of the losing bids and

choose to have it incorporated in the final project. The city is able to raid the losing bids for ideas because it agreed to pay the consortiums \$1 million each for the right to own their designs. Any such addition would have to be negotiated because it would be treated as an alteration to the original contract.

Review of the design and financial negotiations would be completed in May, and in early June, the preferred project design would be released for public comment. The final project will go to council in September for approval and construction will then begin. The trains are supposed to start running in 2009.

But the selection of the Siemens consortium was denounced by the Canadian Autoworkers Union, which said Canadian taxpayers' money should be used to provide jobs in Canada -- not in the U.S. -- where the trains would be built. "I'm extremely disappointed in the decision. It does nothing for the overall economy of Ontario and Ottawa to give this contract to Siemens, where most of the work will be done down in the United States. It's irresponsible at best," CAW president Buzz Hargrove said. "This is a major, major error in terms of saying to Canadians that governments are committed to growing the Canadian economy."

Critics such as David Jeanes, the president of Transport 2000, have complained that at every turn, the city chose the most expensive option for the project. They point out that the city opted for an electric system at about \$25 million a kilometre when a diesel system similar to the current O-Train, could be done at about \$5 million a kilometre. But Mr. Jeanes said he has no problems with the choice of Siemens. He said the company has a proven record in light rail projects in North America, including Calgary and Edmonton, and can do the job. (**The Ottawa Citizen, April 8**)

RAILWAY PROJECT RIDES ON PROVINCIAL SUPPORT: A Calgary company is proposing to link Alberta's two major cities by high-speed rail as part of a joint project with the province. The plan would see the government spend an estimated \$1.6 billion to buy the land and build a 300-kilometre passenger line between Calgary and Edmonton. All other expenses - including buying trains and selling tickets - would then be handed off to Alberta High-Speed Rail, a private firm backed by western Canadian investors. "Our solution is the Crown would own the land on which the rail was built," said president Bill Cruickshanks. "We are offering to share the public sector risk." The travel time between the two cities would be 84 minutes, according to AHSR's research. That's twice as fast as a vehicle or even an airplane, Cruickshanks notes. The company is proposing hourly departures - once every half hour during peak commuting times - and a coach fare of \$65 one way. Some 3,000 passengers would be expected to use the service each day.

The concept of a high speed rail link between Calgary and Edmonton has been discussed since the 1970s but often dismissed. Premier Ralph Klein has indicated he doesn't approve of taxpayers footing the bill of what could potentially be a white elephant. But a 2004 report from the Van Horne Institute, a transportation think-tank, argues there are enough would-be travellers and economic benefits to warrant the route. The high-speed service could attract 5.5 million to 6.1 million passengers a year at a cost of \$48.50 for a one-way ticket. The ridership would be sufficient for the service to break even from day one, said Peter Wallis, chairman of the Van Horne Institute. "We think that's a fairly conservative estimate of the traffic available. The real stickler, of course, is the capital cost. You have to find some way of financing it and we recommended looking at a public-private partnership." The study compared two options: using new technology such as Bombardier's JetTrain on an upgraded CPR line, a project worth \$1.7B, or a new track with an electric train similar to what AHSR is proposing. Wallis, however, pegs the cost of building an electric train network at \$3.4B - significantly higher than AHSR's estimates.

The Alberta government has pledged to take a closer look at the viability of high-speed rail, with a plan to measure interest from potential riders. Business groups say the idea merits exploration, given the province's sizzling economy has put the squeeze on transportation infrastructure. "Our economy in Calgary is Alberta-based in terms of oil and gas," said Michael Browne, vp of business development and retention with Calgary Economic Development. "You have the white collar office jobs that exist in Calgary and some of the refinery jobs in Edmonton. We are moving to a point where we need stronger linkages in terms of transportation between these communities." (**Calgary Herald, April 4**)

REGIONAL / SHORTLINE NEWS

ICF TAKES OVER FINAL STRETCH OF E&N: A commuter rail service linking the Cowichan Valley and Victoria is a few stops closer with the announcement that RailAmerica is handing over its portion of the historic Esquimalt and Nanaimo rail line. With the donation of

RailAmerica's Nanaimo-Parksville and Parksville-Port Alberni segments, the Vancouver Island Rail Corridor Foundation, a non-profit consortium of local governments and First Nations, now owns the full E&N line, which dates back to 1884. The foundation has many ideas for the line, including the commuter link and a tourist steam train between Parksville and Port Alberni. RailAmerica has donated continuing lease revenues, maintenance and right-of-way equipment, vehicles and various rail assets. This follows a similar one between the foundation and CPR for its portion of the railway from Victoria to Courtenay, totaling 651 hectares. That was worth \$236 million. The full Island rail corridor is valued at more than \$370M.

RailAmerica and the CPR have said owning the E&N line doesn't make business sense for them because freight traffic has largely disappeared. Making the donations also brings tax benefits for the companies. The last hurdle standing in the way of a workable rail service is finding a new operator; the ICF is already in serious negotiations with one candidate, who is Canadian and talks are going well. In the meantime, service will continue as usual. Setting up a commuter rail service doesn't require building more track, said foundation co-chairman Jack Peake. "We have enough passing tracks between Victoria and Duncan that there's no problem having multiple trains running. You just set up the schedule so one [train] gets into a siding while the other goes by, and away they go again. The real problem is getting Cowichan commuters in and out of Victoria without causing undue traffic disruption in Langford, View Royal and Esquimalt. "We do have an awful lot of level crossings along the corridor. Some of them might require crossing gates instead of flashing lights that are currently there. "These issues will be worked out in conjunction with the new operator." It will be the rail operator, not the foundation, that will purchase the trains, he said. The operator will also determine the cost of travel.

RailAmerica will receive approximately 850,000 (\$1 million CAD) in cash and a promissory note for approximately \$300,000 (\$350,000 CAD) from the sale of contract and regulatory rights associated with the rail operation. RailAmerica anticipates being able to utilize approximately \$4.3 million (\$5 million CAD) in tax benefits in Canada from the charitable gift donation. A transition agreement between the parties provides that RailAmerica's subsidiary, E&N Railway, will continue to operate the railroad until operations are transferred to a new railway operator, on or before June 30, 2006. (Times Colonist, March 22; RailAmerica, March 23)

RURAL MANITOBA RAIL LINE IN DANGER OF DISAPPEARING:

Another rural Manitoba railway line is in danger of disappearing after its operator announced plans to either sell the line or shut it down. Morris-based Southern Manitoba Railway said it has asked the Motor Transport Board for permission to discontinue service on the 127-kilometre-long line running from Morris west to Mariapolis. Steven Van Wagenen, Southern's vice-president and general manager, said grain shipments along the line have declined to the point where it is no longer economically viable to keep it open. However, Van Wagenen said before Southern can discontinue service, provincial regulations require that it first try to sell the line. If there are no private sector parties interested in it, Southern then has to give the province and the five municipalities the line runs through a chance to buy it. If they're also not interested, Southern would then likely be allowed to shut it down. Van Wagenen said the process will likely take 12 to 18 months to complete, and that Southern will maintain regular service on the line until then. He said he's still hoping someone else can find a way to make the line economically viable, perhaps another railway line operator, although he declined to speculate on who that might be. Van Wagenen said a combination of factors contributed to the decline in grain shipments along the line, including two consecutive years of poor grain crops in southern Manitoba and the opening of high-throughput grain elevators on adjacent railway lines which have been drawing grain away from the Southern line.

A spokesman for one of the province's largest short line railway operators -- Brandon-based Cando Contracting Ltd. -- said Cando might be interested in operating the line. But Lee Jebb said while he doesn't know all of the financial details, he suspects there would have to be some kind of public-private partnership in which the province or municipal governments in the area purchased the rail line and paid Cando or someone else to operate and maintain it. He said Cando has a similar arrangement with two railway lines it operates in southern Ontario, and it works well. (Winnipeg Free Press, April 4, thanks to Daryl Adair)

NEW MINE, RAIL LINE, A POSSIBILITY IN QUEBEC: A scoping study has been completed for an open pit mine to extract 22 million tonnes of iron ore per year from the Peppler deposit situated in the "Labrador Trough", within a meta-taconite belt which hosts numerous large iron ore deposits. Past or present producing mines are Mount-Wright, Lac

Jeannine, Fire Lake, Carol Lake, Wabush and the Schefferville Camp, together having produced upwards of one billion tonnes of pellets or concentrate over the last 50 years. Included would be the construction of a 67,000 tonne per day concentrator and an 8.3 million tonne per year pellet plant producing Blast Furnace pellets grading over 65% iron, a tailings disposal system, and a 20 km spur to the Cartier Railway. Mine personnel would be transported at owner's cost to and from the town of Fermont, Quebec (pop. 5000) a distance of 70 km and would receive a daily travel allocation. For the purpose of the study, it was assumed that the pellets would be transported to Port Cartier by CRC-QCM under an agreement similar to that between CRC-QCM and Sidbec-Normines when the latter was operating Fire Lake and Lac Jeannine. (Canada NewsWire, March 22)

OTHER INDUSTRY NEWS

RIVERS STATION RENOVATION MAY LURE VIA BACK: If the town restores its historic train station, Rivers (Manitoba) may become a much-anticipated stop along the VIA Rail Canada line. "We have to do all our homework yet, and we're really in the initial stages at the moment," said Donna Morken, a member of the Rivers-Daly Community Development Corp. The community is spearheading a plan to renovate the CN station on Hamilton Street. Built in 1917 to replace a much larger building, the station was designated a national heritage site in 1992, but has remained unoccupied for years. Morken said the CDC is looking for photos, stories, information and memorabilia to help with the heritage project. "It's definitely something we want the community to be involved in. We need to keep our heritage for future generations." Some of the renovation ideas include making the station environmentally friendly - becoming the first "green energy" railway station - or adding a museum, a fitness club, art gallery or other businesses. There may even be a restaurant in the works.

Michael Woelcke, director of customer experience for VIA Rail Canada, said the company is interested in becoming a permanent tenant, if the community goes ahead with renovation plans. "We said, if that's what you're willing to do, then yes we would be interested in being a tenant of the building and having a waiting room," Woelcke said. VIA is currently in negotiations with the community, as well as CN which owns the land around the station, to sell the building to an interested group in Rivers. VIA passenger trains still stop six times every week at the station (three stops heading west, and three stops heading east), but passengers can't enter the building. Last year 400 got on or off the train in Rivers, Woelcke said.

Meanwhile the railway station project in Minnedosa is waiting for warmer weather and a few grants before renovations begin on a 95-year-old station. "We're just waiting for the grants to come," said Bob Mummery, the chairman of the Save Our Station group. "That should be another month yet. Most grant announcements won't be made until April or May." There have been no new developments regarding the Brandon CP station on Pacific Avenue. "It's still out in the marketplace," said CP Rail spokesman Ed Greenberg. (Brandon Sun, March 8, thanks to Daryl Adair)

RAIL SAFETY A 'TICKING TIME BOMB': Canada needs a public inquiry into the "ticking time bomb" of rail safety, says Peter Julian, the federal NDP transport critic. "The Conservatives need to move immediately on a full public inquiry into rail safety in Canada," Julian said, reacting to a **Toronto Star** probe that shows the number of rail accidents rising each year and government bodies either unwilling or unable to investigate accidents and prosecute the railways. "We've got problems with rail safety, increasing accident rates, transportation of dangerous goods going through heavily populated areas and going through environmentally very sensitive areas. We don't know what could happen next. Doing nothing is not an option." The number of accidents has risen every year since 2002, hitting 1,246 last year.

Through a federal access to information request, the Star accessed a decade's worth of Transportation Safety Board accident reports. There were 11,147 accidents reported to the TSB between 1996 and 2005. Almost all involved freight trains. The TSB investigated only 1.3 per cent of those accidents. Between 1999 and 2005, Transport Canada, the federal regulator of the rail industry, prosecuted the railways seven times under the Railway Safety Act, earning five convictions. Poor maintenance, human error, an over reliance on technology and staff cuts were contributing factors for the most serious accidents. Canada's two largest freight train companies - CN and CP - say they are trying to solve the problem by investing in new technologies, hiring new staff, retraining staff, educating the public and re-investing in new rail, ties and ballast.

New federal Transport Minister Lawrence Cannon did not have time for an interview, said his spokesman Robert Greenslade. "It would be a little premature to talk about a public inquiry. There need

to be very sound reasons for public inquiries. The point is we take safety very seriously. When we notice things are not functioning properly and there are infractions of the rules, we go after them."

CN and CP have access to TSB accident reports prior to their publication so that they can ask for changes. They must submit a safety management system to Transport Canada every year. But Transport Canada investigators can audit CN's and CP's safety system only every three years. "We take the safety of the rail system very seriously," said Greenslade. "We do have inspection programs and audit programs in place to review the safety of the operations of the rail companies. We'll continue to work with the TSB, the companies, the railway association of Canada to continually improve safety performance." Critics believe the government agencies are too cozy with the railways. (*Toronto Star*, March 7)

RAILPOWER 2005 LOSS WIDENS; HOPES TO DELIVER 100 IN 2006:

Railpower Technologies reported a loss of \$59.9 million for 2005, compared with \$15M a year ago, as the company struggled to ramp up production of its hybrid locomotives. Sales for 2005 reached \$20.2M, up from \$740,000 a year earlier. "Production during the year did not ramp up as quickly as we planned," Railpower ceo Jose Mathieu said in a statement. Affecting the company's results was a \$23M provision for future contract losses and a \$5.1M warranty provision. Railpower has been plagued by problems with battery life used in one of its hybrid Green Goat locomotives and costs related to development and initial production cost overruns. The company found with a number of units in heavy use that larger generator units needed to be installed to alleviate some of the pressure on the batteries.

In an unrelated problem, Railpower has also had troubles with some of its model GG20B locomotives that may have been delivered with defective components related to the battery system that resulted in fires in two locomotives. Railpower said 32 locomotives were produced in 2005 and it had orders for 160 locomotives on its books. The company hopes to deliver 90 to 100 locomotives in 2006. The bulk of production this year will go to delivering orders from CPR and a 98-locomotive order from Union Pacific that will be the company's longest production run so far. Building production capability in 2006 will be key for Railpower, which lost a potential contract from Union Pacific that went to National Railway Equipment Corp. because Railpower didn't have the production capacity to deliver. "They wanted 60 more units and they wanted 30 in the second half of 2006 and 30 in the first half of 2007 and at this point we couldn't have met that capacity requirement," said Gary Eelman, Railpower's executive vice-president. (*Canada NewsWire*, March 16, *Canadian Press*, March 16, 17)

DORVAL INTERCHANGE PLANS SENT BACK TO THE DRAWING BOARD:

The Quebec Ministry of Transport has been ordered back to the drawing board to take another look at the Fenelon Blvd.-Dorval Ave. exit portion of its proposed improvements to the interchange near Montreal's Pierre Elliott Trudeau International Airport. In an 83-page report, the Bureau d'audiences publiques sur l'environnement also said it was unable to rule on plans to reconfigure railway lines near the airport. The rail-project costs are excluded from the \$133-million price tag. The hearings took place September 14-15 and October 12 and October 25. They attracted 20 briefs and two verbal presentations. (*The Gazette*, March 14)

ROYAL HUDSON STEAM LOCOMOTIVE GOING BACK TOGETHER:

British Columbia's world famous Royal Hudson #2860 steam locomotive is going back together. The final phase of a three-year major repair project to the boiler and firebox got underway in March when the first of the newly manufactured boiler tubes was installed. When completed, the three-year project will have cost \$500,000. "It's exciting to see this huge project nearing completion", said Don Evans, executive director of the West Coast Railway Association, whose volunteers and staff are carrying out the project at the West Coast Railway Heritage Park in Squamish, BC. "We hope to be able to complete all the tests and steam the giant locomotive before this summer".

Royal Hudson #2860 carried tourists between North Vancouver and Squamish from 1974 until 1999, becoming one of the Vancouver area's top attractions. After completing the 1999 season, however, the locomotive was not able to pass inspections for continued operation without boiler work. (*West Coast Railway Association*, March 13)

NEW PRESIDENT AND CEO OF RAILWAY ASSOCIATION:

Cliff Mackay is the new President and CEO of the Railway Association of Canada, effective May 1. Mackay has extensive experience in government and industry at a senior level, recently as President of the Air Transport Association of Canada and a board member of NAV Canada. In the past, he served as a senior executive in the aerospace

industry and was in leadership positions with the federal government for more than 20 years dealing with industry and economic development.

The announcement was made by Sean Finn, Chairman of the Board of Directors of the RAC and Senior Vice-president, Public Affairs, Chief Legal Officer and Corporate Secretary of Canadian National Railway. "Mr. Mackay is a proven leader with energy, and is very results-oriented," said Mr. Finn. Mackay said he is excited to be joining a first-class organization. He said he looks forward to working with government, the industry and other stakeholders in ensuring Canada's railways play an active role in meeting the nation's future needs and challenges in transportation, in both domestic and international markets. Among other awards, Mackay is a recipient of the C.D. Howe Award for his contributions to industrial policy, has a B.A. (Honours) in Economics and History from the University of New Brunswick and a M.A. in Economics from McMaster University. He is a native of Winnipeg. The RAC represents the 58 freight and passenger railways operating in Canada today. They move two-thirds of the freight in Canada, and 60 million passengers annually. (*Canada NewsWire*, March 27)

TRENTONWORKS GETS CONTRACT EXTENSION:

A Nova Scotia rail-car manufacturer has a little more time on its side to look for new orders. TrentonWorks officials announced that another 300 cars have been added to their work order which will help maintain current employment levels until July. After that, things remain uncertain, since there are no other orders on the books. The plant, owned by Greenbrier Companies, was forced to lay off more than 400 workers last December as its parent began to shift production to more profitable operations in the U.S. and Mexico. Nova Scotia plant spokesman Sandy Stephenson said they're still actively bidding on jobs, and steps have been taken to get an increase in production. (*Canadian Press*, April 5)

ALCATEL SELLS SATELLITE, TRAIN CONTROL TO THALES:

Alcatel's satellite, train controls and related integration businesses have been sold to Thales SA, giving 500 workers in Canada who design advanced subway and train control systems in Ottawa, Toronto and Vancouver a new boss. The deal is worth the equivalent of US\$2.14 billion in stock and cash and is part of the intricate dance that Alcatel and Lucent must go through to merge together into a \$25B-a-year communication superpower. (*Ottawa Citizen*, April 6)

RAIL STUDY CONTRACTS AWARDED:

As stage one of the Alaska-Canada Rail Link Feasibility Study approaches completion, three financial advisory contracts have been awarded to conduct the study's second-stage financial analysis. Macquarie North America, Ernst & Young Orenda and Partnerships BC submitted successful proposals to the public call for tenders and will collaborate on the three-part analysis. "Undertaking a collaborative approach will ensure the financial feasibility analysis meets its stringent completion deadline of June 2006," said project manager Kells Boland. "Using these three uniquely qualified firms will allow us to move in parallel through a comprehensive evaluation of private, public and alternative financing approaches." Macquarie North America will evaluate private financing from its global experience in creative structuring of freight rail investment; Ernst and Young Orenda will apply its pioneering approaches to value for money measurement of public infrastructure financing and Partnerships BC will provide its public interest perspective in evaluating alternative financing combinations for railway investment. A joint initiative of the Yukon government and the State of Alaska, the study is scheduled for completion next summer. (*Whitehorse Daily Star*, March 27)

FIRE CLAIMS HISTORIC BUILDING:

The historic Orangeville bunkhouse has burnt to the ground. Firefighters battled the blaze for 45 minutes before pulling out after the fire had spread to the entire building. Passenger cars, associated with Credit Valley Explorer tours, and an engine, parked adjacent to the bunkhouse, had to be moved by the short-line operator CANDO Contracting Ltd. The estimated damage is \$200,000 but as Chief Macintosh said "it's difficult to put a value on a historical building". Chief Macintosh said the cause of the fire was electrical, starting at a light fixture on the first floor. The building, used as office and storage space by the short-line operator, was built in 1943 as a restaurant/lunch counter for train passengers, featuring two horse-shoe shaped lunch bars with a kitchen in the rear, and a living room for the operator. Upstairs were the operator's sleeping quarters and extra bedrooms. With the end of branch-line passenger service the restaurant was no longer needed and closed early in 1959. After that it was used exclusively as a bunkhouse. The railyard was established in 1871 and there is a record of an original structure existing on the site, used primarily as a restaurant, in 1901. (*Town of Orangeville News Release*, March 22) ■

CN M-636 No. 2338

Article and photographs by Wendell Lemon

What is going to happen to our 2338? It has been laying low and out of service at CN's Toronto MacMillan Yard since 1998. Note that I said 'our' in the first sentence. I believe the 2338 should be in Moncton, New Brunswick, stuffed and mounted beside our 4-6-2 5270.

This 'Century' locomotive was built in Montreal, Quebec, by MLW-Worthington with a builder's date of April, 1971 and serial number M6052-20. CN purchased 40 M-636s in two groups. The 2300-2319 were CN class MF-36a and the remainder, 2320-2339, were MF-36b. When I went to work at Moncton's Gordon Yard Diesel Shop, the big 2300s were assigned to Montreal. By January, 1973, the first M-636 was transferred to our shop for maintenance and all 40 were there by November, 1975.

They seemed bigger than our C-630Ms (2000-2043), sounded stronger and a bit different in other ways. However, they were near identical to the C-630Ms and with the same problems. The 2334-2339 were the only locomotives to have a 150 gallon lube oil reservoir in the long hood. If the oil level got down at a small terminal, 10 gallons could be added in one shot by pushing a small electric button at the start-up station. However, this feature was removed in early days at Montreal. I thought this to be a bit of an odd option.

The 2300s were all delivered to CN in the black body, red ends and large 'CN' white noodle. The 2338 received its first major work and 'stripe' paint scheme in April, 1978 at Moncton Main Shops. During May, 1984, it got another major rebuild and fresh striped paint at Moncton Main Shops.

The 2338 ran well over the years. It only showed at 90 day inspection time and then was gone working mostly between Windsor, Ontario, and Halifax, Nova Scotia.

Big changes began taking place in the late-1980s. The Moncton Main Shops were closed in June 1988 and there was no more major rebuilding for CN Alco powered locomotives. Any rebuilding was to be done at our shop at Gordon Yard. The 2338 received a 2P rebuild in May, 1989 and more engine work in June, 1994 but line-boring of the crankshaft and camshaft journals could not be done. After its last work in June, 1994, the 2338 averaged only 5,800 miles per year since the 1989 rebuild. This was a mere pittance for mileage but hard to expect more when it was out of service so much. In fact it was stored serviceable/unserviceable several times between 1992 and 1998. However, it did manage to get to the West Coast in early April, 1993. The 2338 received most safety items that were placed on locomotives in the late-1980s. But it was not one of the four M-636s that received ditch lights, so in its last years it could not lead a train.

When our motive power at Gordon Yard got transferred to CN's Toronto MacMillan Yard on July 1, 1997, for maintenance, the



CN M-636 2338, assisted by C-630M 2007 and another "Big Alco" are eastbound at Lutesville, and entering Moncton, New Brunswick, on June 25, 1978.



CN M-636 2338 lays over at Gordon Yard in Moncton, New Brunswick, on September 23, 1983.

2338 was the only M-636 left to be sent. It returned active to Moncton at least once but was retired on January 23, 1998.

So, what is the future for 2338? It seems CN is holding it for some reason. A transportation museum is slowly materializing in Moncton but will probably be small. The 2338 belongs in Moncton! I guess we had better get busy down this way or some morning a Toronto newspaper article may read "Local Contractor scrapping last CN big Alco", and then what? ■

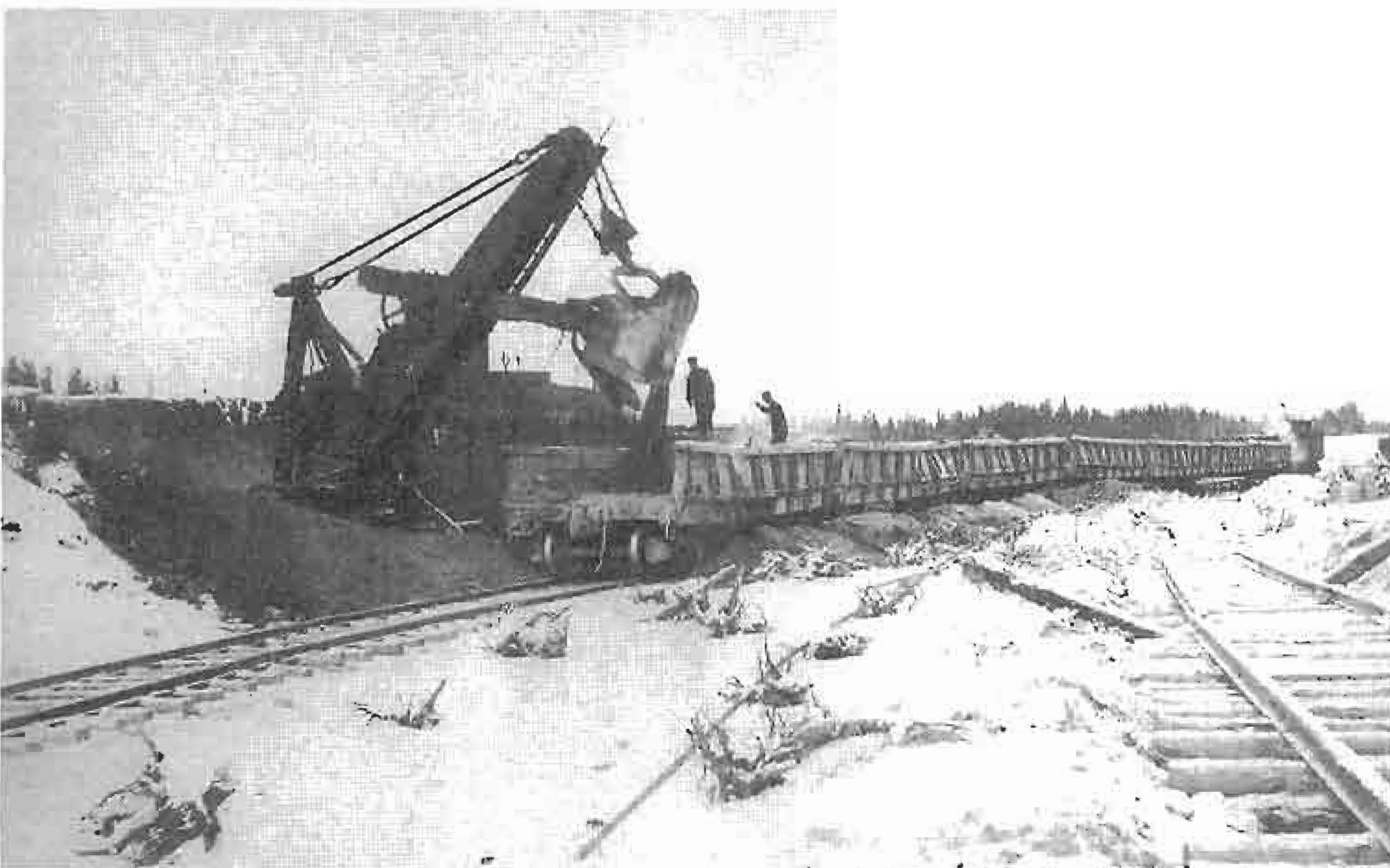
Potpourri

When Ballast Flies by Richard Cameron

A bouncing Hart car loaded with upwards of 100 tons of pit-run ballast is not your average physics lab. But, under a broiling August sun, while 1,600 angry broncos are charging out of a turbocharged, 12-cylinder, 244-engined, smoking MLW RS-3, lugging a 10-car train at 20 miles per hour, it's a great place to study rocks and their flight characteristics.

In the summer of 1956, I was one of four barmen working an Ontario Northland Railway (ONR) ballast train out of Cheminis Pit, near the Quebec border on the Kirkland Lake Subdivision. Two were old guys but the third member of the group was a fellow of my teenage years, Manus White, of Englehart. We would often ride the open ballast cars to keep cool in the summer heat older members of the gang preferred to be in the caboose. But then, they reacted differently to the heat, preferring to simmer in the long johns that they wore year-round.

Now, a barman on a ballast train has nothing to do with drinks. Instead, he carries a short metal bar that he uses to release the side doors of the Hart cars so a big steel plow pulled by a rapid unloader can spread ballast along the right-of-way. The lead barmen, who were Manus and I, walked beside the slowly moving train to pry open the doors just ahead of the plow. Get too far ahead, and the loose ballast spilled out too fast; too slow and no ballast came out at all. Good timing came with practice. The other two barmen followed the plow, from inside the cars, and closed the doors.



Hart cars are loaded with pit-run ballast east of Cochrane, Ontario, in 1910 for the right-of-way of the National Transcontinental Railway. These cars stayed in service with North American railways for more than half a century. A steel plow was pulled through the cars by a winch to deliver ballast through swinging side doors to one or both sides of the track. (Lorne Fleece Collection)

It helped to be quick on our feet because the doors could stick, and when they did open, pushed by the plow, a rush of sand and stones could swamp you up to your knees. In 1956, the Hart cars were probably already half a century old, dating from the construction of the railway in the first decade of the 20th Century. They weren't in the best of shape, dented and dirty. They rode on four-wheel trucks, with axles supported by bronze bearings. It was an ineluctable chore for the barmen, especially the teenaged ones, to keep the bearing waste lubricated and the cars greased and oiled, a grimy, gritty business at best because fine sand was everywhere.

Our ballast train was a busy work place when dumping, and a boring spot to be when travelling to and from the loading and unloading sites.

Rainy days meant riding the caboose with the old guys hot days were better spent lying or sitting on the ballast in the cars, lulled by the anapestic rhythm of steel wheels click-clacking over steel rail joints.

Out of boredom, Manus and I developed the pastime of flicking stones at passing signs and shim shacks. Pit-run ballast has a lot of stones in it. We didn't regard our actions as vandalism, just teenage shenanigans. Manus would wind up like a hardball pitcher and hurl stones with all his might, most often missing his target. I put my high school physics to work and flicked a stone over the side of a car as a sign appeared (most often the black and white signs to warn flanger and snowplow operators to lift their centre blades for switches and crossings). By waiting until the sign was within 20 feet or so, my stone usually banged right on the sign, carried along by the momentum of the train.

"You've got a good eye," said Manus, as I tagged one sign after another, while he missed just as many. With his erratic efforts, he was having a difficult time hitting the broad side of a shim shack.

"No," I replied, "I've got a lazy body. I'm letting physics do the hard work."

South of Swastika on the Ramore Subdivision is a grade separation for secondary Highway 112 which leads to Highway 66 and Kirkland Lake. A concrete structure carries the two-lane roadway over the railway not a very high overpass, and also not very wide. I had an idea.

"Wanna see rocks fly?"

Manus watched as I picked up a stone that was about the size of a navel orange. As the head end of the ballast train went under the overpass, I waited until our car was within a couple of feet of the structure, and I heaved it skyward. "Watch out!" I yelled at Manus. "It's going to come down where it went up."

Manus didn't move. He watched the stone arc skyward, and then we were under the overpass. As our ballast car emerged from the other side, the stone came plummeting down with a thump, right into the ballast at his feet. "Holy cow!" he said. "How'd you do that?"

I said I didn't do anything. I just let the momentum of the train carry the stone along. Gravity brought it back down. Manus was hooked. Every time our train carried a load of ballast under Highway 112, Manus tossed a stone into the air. It was like a granite epiphany for him. He never seemed to lose his surprise as trajectory carried each missile up, over and down. I waited for him to hit himself in the head (in 1956, hard hats were not part of the safety gear) but his cranium escaped harm.

To my surprise, and some consternation, he kept choosing ever bigger stones. Finally, he selected one that was the size of a hale and hearty honeydew melon. This was more than a stone. It qualified as a boulder. It took two of us to get it up into the air. We barely got it above the railing of the overpass. I knew it

wasn't going very far. Sure enough, it never arrived on the other side of the overpass and we could see a driver emerging. We had forgotten to take into account motor traffic on the highway during our flying rock escapade. We never did learn where that big rock ended up, if it hit the car or bounced across the roadway in front of it. The only thing we ever did hear about our flying rocks were complaints from section crews about damaged signs and whistle boards. We didn't toss any more rocks over the highway, and no irate motorist ever tossed any rocks at us, but we kept flinging a stone or two at signs and shim shacks.

Summer soon drew to a close. I went back to school in Cochrane and Manus, who was helping support his family, stayed on the ballast train into the early fall. I never saw him again, and I never developed much of an interest in physics beyond flying ballast. Still, where did that big rock go? Any time I cross the ONR right-of-way south of Swastika on the 112 grade separation, I slow down in nostalgic recollection of flying rocks and Manus White. Oh, and I never cross the railway if a ballast train happens to be passing below.

In epilogue, I must recount experience with the RS-3s. They were a great road engine, with more than enough pull to snap a coupler knuckle before they would stall. But they were leakers. After a few hundred hours of service, coolant leaks developed in the turbocharger gaskets. For we barmen, the lowly peons of the ballast train, that meant topping up the radiators every night after supper. Bucket after bucket of creek water was hauled to the RS-3s (number 1311 was a regular locomotive for ballast service). After the water had to be carried to the top of the engine housing to fill the radiator.

Still, leakers or not, the RS-3s did yeoman service for the ONR. And in point of fact, the RS design did a lot for Alco-MLW. There were 1,265 RS-3s sold in the United States from 1950 to 1956, and 98 sold in Canada. RS-2s, precursors of the RS-3, sold 335 and 17, respectively, from 1946 to 1950. They were seen as such a threat to the Electro-Motive Division of General Motors that General Motors had to bring designer Dick Dilworth out of retirement to come up with the GP7 to counter Alco's grip on the diesel-electric road-switcher market. The GP7 clicked. There were 2,610 sold in the U.S. and 112 sold in Canada between 1949 and 1954, even though they produced 100 few horses than the RS-3.

Never Do This! By Russ Nicholls

One day in January 1950 I received a call from the Chief Operator of the New York Central Railway in St. Thomas, Ontario, advising me to report for duty at Tillsonburg station where I would relieve the agent for a three week stint. That night I left Welland on #351, the Detroit/Chicago passenger train, and dropped off at Tillsonburg.

Back in those days our railway lodging facilities consisted of a cold old boarding car sitting on the spur track next to the main line. Oh yes, it did have a mini pot bellied coal stove sitting in the middle of the car and when fired up it kicked out a fair amount of heat. After everything was organized, I opened out my bed roll on the bunk and crawled in to await my first assignment at this station the following morning. At 7:00 AM the alarm clock went off letting me know that I was about to start my day.

I was a new operator and had never worked this station before, and like most other young bucks, I just had to sleep a little longer before getting up. Suddenly I came to life, jumped out of the sack and grabbed a water pail to fill the tea kettle to heat water to have a shave. Alas there was no water in the pail, and the bunk car was about 2,000 feet up the track from the station, the closest place to get water. The temperature was hovering around zero degrees Fahrenheit, so I decided that I would forego shaving this morning, when suddenly I spotted the track pan on

the mainline, right next to the bunk car and it was full of nice clear water. How convenient I thought, I'll just scoop up a kettle full of water and heat it for my morning shave. I got out the shaving gear, and poured a basin full of warm water. I grabbed my shaving brush, working it feverishly in the soap mug and started to lather up. Somehow something wasn't right, it didn't seem to lather up like it usually did, but I didn't think or worry too much about it. I just finished the task at hand.

I grabbed my heavy coat, cap and mitts and headed up to the station, bucking the cold bleak wind. When I arrived at the station the track foreman was in the waiting room trying to warm up. By now the after effects of my morning shave were starting to kick in. My face was puckered and shrivelled like a proverbial prune. So tight in fact, I couldn't even whistle!! I told the foreman what I had done, hoping he could explain what might have happened, and possibly give me a little sympathy. Instead he just started to laugh, uncontrollably, slapping his knees all the while. He finally responded with "you damn fool, don't you know that track pan water is heavily laced with calcium chloride to keep it from freezing on cold mornings like this?"

In retrospect, had I not slept in that morning, I might have even made myself a steaming hot cup of coffee with that same water!

It took a couple of days, and many face washings to smooth out the wrinkles following that episode.

Just in Time by Bill Cole

We're rolling right along at about 40 miles an hour on a very warm summer night in 1954, and it's around 23:00 and all seems to be well. I'm firing a CN mikado (2-8-2) on manifest freight #411 with a light train of about 50 cars, mostly empty. The number of the Mike is unbeknownst to me at the present time but I do remember it had a standard BK stoker and was a pleasure to fire. We have about 25 miles to go and we'll be yarding our train in the cozy six track yard in Jellicoe, Ontario - the finish of the Kinghorn Sub. at that time, and west of there is the Dorion Sub. to Port Arthur. Things are going too smoothly on this dark night and the tendency to relax is getting stronger by the minute.

Now would be a good time to get off my butt and check out the fire as it is almost ready to pop the safety valves and there's lots of water in the boiler. So I shut off the stoker before the pops let go, open the firebox door, and admire the bright white fire, just as smooth as a pool table. So what's to worry about right now? I sit back down knowing that shortly we'll be climbing off this big brute on the shop track at Jellicoe and heading for the old bunkhouse and into bed for a good night's sleep. Sounds good to me as I close my peepers for a few seconds to think about what's ahead. Oh boy - BIG mistake! Somebody forgot to turn the stoker back on, and even though my hogger is not working this baby too hard, the fire has a tendency to get hungry before too long. As always, you come to with a rude awakening, as you seem to realize that something is not the way it should be, right at this moment. A quick look at the steam gauge tells me I'm losing steam to the tune of about 20 pounds right now, but lots of water in the boiler, and there's not a lot of brightness coming through the peepholes of my BK stoker.

Now it's time to check out that fire that should still be flat as a pancake but a whole lot brighter than it is right now. So I open up the firebox door with the manual handle, and to my dismay, the fire has now depleted itself to a few fairly large patches of burning coal, and these puny spots of fire aren't in any shape to increase steam pressure. Now on with the stoker, but not too much, so the fire doesn't get choked, and create another embarrassing moment. A little blower helps things along, and before I know it, things are lighting up brightly once again, and lo and behold, our steam pressure is on the rise and fast approaching the maximum at 180 psi which is full pressure for a CN mikado.

Good steamers, these hard working locomotives, and smart looking too. What more can you ask? So things are back to normal in the firebox, the steam pressure is climbing quickly, and now it's time to set the water pump back to its favourite spot, although we have not lost too much in the water level. Things like this can happen quite frequently if you let them, so it smartens you up in a hurry.

Now it's nice to sit back in your seat and realize that there's less than ten miles to go and it'll be off to the bunkhouse, get washed up and from there to bed, probably after a quick snack. Then you also realize that the previous performance can't be tolerated on the return movement on train #412, because that manifest train will have tonnage as you head eastward, and every pound of steam is of the greatest importance. I guess you could sum up with the saying - "another day and another dollar", and make sure you earn it.

Those remaining few miles go swiftly by, and before too long, your trusty train is stopping at the main line switch to the yard in Jellicoe, Ontario, and the head end brakie has climbed off to line us into the yard. The outgoing crew is sitting in the clear, using the way freight engine to change cabooses and we pull into the yard, stopping our tail end in the clear of the east lead, and we're off to the shop track. Our brakie guides us back, lines the shop switch, and off we go, spotting our trusty steed at the water spout, while the brakie heads across a portion of the yard to climb onto our van which has now been put away in the van alley. I proceed to put a bank of coal in the firebox, probably seven or eight shovels, almost fill the boiler with water, close off the lubricator, sweep the floor, and then head for the booking in office, book in and head to the bunkhouse for chow and a much needed rest. Another day and another dollar for sure.

You Didn't Get an Autograph? by John Riley

Below is a short account of my coming to Canada, and an experience!

The year was 1957 and I had already written to the Bell Telephone Company for possible work after leaving my British occupation, which was with the British Telephone network.

I very happily board what turned out to be the last scheduled steam passenger run from Toronto to Sarnia and return. On meeting the Conductor, when checking my ticket I mentioned how thrilled I was to not only be on the last regular steamer, but also I felt I had a job coming, and that I was an avid train buff.

He gave me a little chuckle and informed me he had been with the CNR for well over 30 years. As I knew so little about Canadian Railways, what a thrill it was for me to meet this so very happy and long term railwayman. He continued to tell a huge amount about the history of the old CNR, which to this day I have somehow managed to store in my brain!

He informed me that if I were to get back promptly at 17.00 hrs (5 o'clock) my time, he would give me the Train Orders as a keepsake of my trip. I was almost late due to the length of time at my Bell interview. "You're late", he said with a little sharp tone in his voice. "Not a very good Englishman! My forward coaches are full. Now, if you keep your mouth closed, I'll seat you in the next coach, but don't say anything!"

I seated myself near the end of the coach, and a short time later this noisy bunch of guys came aboard carrying all kinds of luggage. One chap sat next to me at the end of the coach, and smiling did the usual "Hi, nice weather" and so forth.

We continued talking about me having just left old Britain, which he appeared to be quite interested with, and continued with the usual chatter of the day. The time flew and most of the guys

were soon sound asleep. Eventually we reached Sarnia, and in those days the Tunnel Electrics would hook up, following the customs check. I reached over and shook hands, saying "The name is John Riley" "Mine is Gump Worsley", he said.

When I visited a very sports minded friend a few days later, and taking into consideration that I had no idea about sports, especially NHL hockey, he looked at me and said "You did not get an AUTOGRAPH???"

If I had been a sports buff, instead of a railway buff, just think what an autograph would be worth today?

Conductor Wilf O'Hagon, my pal, passed on back in 1987, one of a team of fantastic guys that helped run the old CNR.

Today, I too am considered a veteran, in more ways than one, but my memory and the souvenirs Wilf gave me will not only be mine to remember, but "just a little help is worth a lot of pity"!

Letter to the Editor

I'm continuing to read your excellent mag for March and have another nit to pick! On page 20 James Clarke states "Every railfan knows how and when the CPR Jubilee set the world's record for steam. "I'm afraid that raises my English dander as you and I both know 'tis not so - only LNER A4 4-6-2 No. 4468 can make that claim! See <http://www.o-keating.com/hsr/mallard.htm> The Jubilee's were fast but not THAT fast!

I have a KGV story of my own. Back in the early 1970's I was living in the UK (having arrived here at the age of 5 in 1953 I somehow thought it'd be a BETTER place for me to live - WRONG!) and rode behind double headed LNER 4472 *Flying Scotsman* and GWR 6000 *King George V* from Newport I think to Shrewsbury. Some months later I went on another excursion with 4472 for part of the journey and 6000 for another. As it happens 6000 was out of commission at Craven Arms but we were able to see it as our driver hustled us behind a class 47 up from Newport. I discovered he'd been at the throttle of leading engine 4472 on the earlier run and 6000 was actually pulling the entire train and PUSHING him! A magnificent machine there can be no doubt. (Paul Tatham, Guelph, Ontario)

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WCRA Acquires Former PGE Business Car "Northern Summit"

Article and photographs by Grant Ferguson

The West Coast Railway Association has acquired former BC Rail business car "Northern Summit", used by British Columbia Premier W.A.C. Bennett during the expansion of the Pacific Great Eastern Railway (PGE). The car is now a permanent part of WCRA's collection at the West Coast Railway Heritage Park in Squamish, BC.

In the early-1950s, the Province of British Columbia undertook a major expansion of the PGE as a strategy to open forest and mineral resources by providing a north-south railway corridor. New railway construction built the line from Squamish, formerly a rail ferry terminal only, to North Vancouver, and north from Quesnel to Prince George and a connection with CN's former Grand Trunk Pacific line to the port of Prince Rupert. The PGE changed its name to British Columbia Railway in 1972 and then to BC Rail in 1984 to reflect provincial ownership. In 2004, BC Rail became part of Canadian National.

The "Northern Summit" was originally built by Pullman in 1923 as Sleeper-Observation "Mt. Moran". In 1949, the car was converted to a Business Office Car and renamed "Mary Lee" for the Norfolk Southern (not today's Norfolk Southern). In 1953, the "Mary Lee" was renamed "Carolina". A former Pullman named "Cannonsburg" was modified for office work and was named "Virginia" to go with the "Carolina".

In 1956, the "Carolina" was sold to the PGE. On arrival on the PGE in August 1956 the car was painted into the tuscan red colour scheme with gold Pacific Great Eastern lettering and named "Northern Summit" - by choosing a name starting with N S, the china, etc, logo'd NS, was able to be used!

To celebrate the expansion of the PGE, three special inaugural trains were operated from North Vancouver to Prince George from August 27 to 29, 1956 with Premier W.A.C. Bennett and an entourage of officials aboard the newly acquired "Northern Summit". The "Northern Summit" was the "official" official car from which the Premier spoke at communities along the line from the rear platform.

By 1958, the "Northern Summit" had been repainted into PGE's orange paint scheme, and was the official car for Princess Margaret's visit in 1958. The car carried the Princess' cipher stencilled on the sides during this Royal trip. The car was repainted again in the 1969-1971 period, this time into PGE's new two tone green paint scheme. When the PGE became British Columbia Railway in 1972, it was re-lettered but retained the green paint scheme. In 1978, the car received a temporary name "Captain James Cook" when it travelled behind BC Government's former CPR Royal Hudson 2860 as far east as Quebec City.

The "Northern Summit" was repainted into BC Rail blue (as it is today) and continued as a business car into the 1990s. In the late-1990s, the car became a stationary office car in north Vancouver as she was no longer deemed operable due to poor trucks and friction bearings.

The "Northern Summit" was put up for sale, along with other BC Rail passenger equipment, in 2002. It was purchased by the Okanagan Northern Excursion Railroad (but remained in North Vancouver). The Okanagan Northern was not able to move the car and negotiated storage at the West Coast Railway Heritage Park in Squamish. The car was moved by rail from North Vancouver to Squamish in 2003.

In December 2005, the West Coast Railway Association purchased the "Northern Summit" and will preserve the car at Squamish in its original PGE colours from 1956 as the official car of the Premier of British Columbia during the Pacific Great Eastern's expansion era. ■



PGE's "Northern Summit" lays over at North Vancouver, BC, in August 1964. The logo from Princess Margaret's 1958 trip remains.



BCR's "Northern Summit" in the two-tone green livery at North Vancouver, BC, in June 1974.

Slow Train

By Colin J. Churcher

I recently came across an interesting item in *The Equity* of Shawville, Quebec, of 6 November 1913:

"The removal of a locomotive from the station here to the line of the C.N.R. near Portage du Fort, is the task which Messrs. Lynch, Peckham and Gorman have in hand this week, and the work is certainly not of the lightning express variety, considering that the "iron horse" only moves one rail length in between breathing spells, and very slowly and carefully at that. The locomotive is a good deal smaller than the ordinary type, and is designed exclusively for railroad construction. She is to be used presently to haul material to make the embankment required between the Bryson road and the approach to the big bridge across the Ottawa, now almost completed. A number of small gravel trucks and a steam shovel complete the outfit. These will be dismembered at the railway yard here and hauled by team to the point where the operations are to be carried on."

The railway line being constructed is now known as the Beachburg subdivision and the reference to "C.N.R." is, in fact, "Canadian Northern Railway", which later became part of Canadian National Railways. The "big bridge across the Ottawa" is the bridge near Portage du Fort.

The distance between Shawville and Portage du Fort would be almost 20 kilometres over very indifferent roads in those days so the movement of even a small locomotive using rails laid ahead of it would have taken a lot of time and a lot of effort.

This had me thinking about two photographs in my own collection which are illustrated here. The first one (below - Public Archives PA- 206790) is a delightful shot of a small contractor's locomotive being moved to the Hydro Electric Power Commission (HEPC) Eugenia Falls dam project near Markdale in the Bruce Peninsular, Ontario. In this case, a six wheeled dolly was used to move the locomotive along the road, using teams of horses. This picture was taken in 1914 and the second one (right), taken on 28 September the same year shows the locomotive in use on this project.



I am not suggesting that these pictures are of the same locomotive referred to in the news clipping. However, it does serve to point out, that small locomotives and equipment were moved around the country outside or away from the main line railway network.

The locomotive in these pictures was a 36 inch gauge 0-4-0 tank engine built by the Montreal Locomotive Works (serial no. 46039) in February 1909 for the contractor M.G. Henninger of Smiths Falls. It worked originally on a project at Brantford, Ontario, and after the Eugenia Falls work it became Johnson Brothers #2 and was eventually scrapped in April 1936.

M.G. Henninger also worked on the Canadian Northern line between Ottawa and Sydenham and operated quarries in the area. He had



another locomotive no. 1 which was an Alco 0-4-0 tank engine built at the Dickson works in 1909, serial no. 42534. I do not know where this locomotive was used.

In any case this is a good opportunity to share two delightful pictures illustrating how the railway was used to build the Canadian infrastructure before the rubber-tired internal combustion engine had conquered all. ■

Coming Events

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

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

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

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

ST. THOMAS, ONTARIO: "A Day Out With Thomas", featuring Thomas the Tank Engine, will be at the Elgin County Railway Museum on **July 21, 22, 23, 28, 29 and 30**. Train rides behind Thomas for everybody. Tickets available at Ticketmaster.

GANANOQUE, ONTARIO: The 9th annual Thousand Islands Model Railroad Show will be held at the Gananoque Recreation Centre, 600 King Street East, on **August 12 and 13** from 10:00 to 16:00. Many different scales and sizes of operating layouts, vendors. Free admission and parking. Information from Bill Bowman at (613) 382-7575, Rick Meggs at (613) 382-3244 or e-mail: TIMRailRoders@aol.com

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

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

PHOTO CORNER



Cumberland Railway & Coal Co. 2-8-0 #52 is at Springhill, Nova Scotia, on September 3, 1955. The diminutive Consolidation was utilized on the Parrsboro mixed train. No. 52 was built by Brooks in 1924 for the Lunenburg & Southern and was acquired by the Sydney & Louisburg Railway in 1936. She was scrapped in 1961. Note the stub switch on the left. Photo by John D. Knowles.



Great Northern E7A 504 and 510 are at CN's Union Station in Winnipeg, Manitoba circa 1961. The units were off Train #7 - "Winnipeg Limited" from Minneapolis-St. Paul. No. 504 was built in 1945 as GN 502A and was renumbered 504 in 1952; No. 510 was delivered in 1947. Photo by Barry Williams.



Algoma Central SD40 180, SD40-2 188 and SD40 182 lay over at Hawk Junction, Ontario, in June 1980. Nos. 180 and 182 were built in 1971 and were both wrecked in 1990 and retired; No. 188 was built in 1973, and became Wisconsin Central 6006 in 1995 - she remains in service in the CN family through CN's acquisition of WC in 2001. Photo by George Redburn.



One result of the recent sale, by RailAmerica, of Alberta short lines Mackenzie Northern, Central Western and Lakeland & Waterways to CN, is the arrival in Hamilton, Ontario, of former RaiLink (Mackenzie Northern) GP38 3873 and GP40 4095. These units are now being used on RailAmerica's Southern Ontario Railway and are shown in Hamilton Yard on February 20, 2006, a day after their arrival. The 3873 was built by EMD in 1966 as Maine Central 258; the 4095 was built by GMD in 1966 as Canadian National 4004, and was renumbered to CN 9304 in 1981. Since the photo was taken, former Mackenzie Northern GP18 1808 has been added to the Southern Ontario Railway roster. Photo by Bryant Barbour.

VIA Rail's last active "F" unit idles just east of the Pacific Central Station in Vancouver, BC, on Labour Day 2004, while the crew takes a break while putting the "Canadian" together. FP9u 6300 was built as CN 6524 in 1957 and was remanufactured in 1983. With the arrival of 21 P42DC units in late-2001, the seven remaining FP9u units were bumped into storage by displaced F40PH-2 units. No. 6300 was relocated to Vancouver for switching duties, and her six sisters were sold off. Photo by David Savage.



VIA F40PH-2 6424 was released in November 2005 painted red with Budweiser - NFL 40th Super Bowl Tailgate Train graphics. for a special promotion for a Toronto-Windsor special train on February 6, 2006 for the Super Bowl in Detroit, Michigan. She remains in the special livery, and on March 6, 2006, Peter Jobe captured her on film leaving Toronto Union Station with Train 60 for Montreal.

CN Dash 9-44CW 2680, WC SD45 6614 and a CN unit power CN Train 120 along the Halifax Transfer Track towards Rockingham Yard at 10:45 on February 5, 2005. The rear of the train can be seen on the other side of Birch Cove as it skirts Bedford Basin. The closest track is the main line of the Bedford Sub. Photo by Geoff Doane.



Almost-new CPES44AC 8741 and an AC4400CW helper are eastbound at Morley, Alberta, on January 17, 2006. There's hardly a trace of snow in mid-January! Photo by James Brown.



VIA Rail Train 618 - "Bras d'Or" is reflected in the water at Sutherland River, Nova Scotia, on August 19, 2003. The once-a-week "Bras d'Or" last operated between Halifax and Sydney in the summer of 2004. Photo by David Othen.



A SELECTION OF PASSENGER CONSISTS

<p>11 March 2006 VIA #5 - "Skeena" at Prince George, BC</p> <p>F40PH-2 6441 Coach 8123 Dome-Sleeper-Observation 8714 - <i>Strathcona Park</i></p> <p>-----</p> <p>11 March 2006 VIA #6 - "Skeena" at Prince George, BC</p> <p>F40PH-2 6434 (Spiderman) Coach 8138 Dome-Sleeper-Observation 8709 - <i>Laurentide(s) Park</i></p> <p>-----</p> <p>28 March 2006 VIA #185 - "Lake Superior" at Sudbury, Ontario</p> <p>RDC-2 6205 RDC-2 6215</p>	<p>12 March 2006 VIA #602/606 - "Saguenay/ Abitibi" at Hervey Jct., Québec</p> <p>F40PH-2 6425 F40PH-2 6428 * Baggage 8608 * Coach 8131 * Coach 8145 * Coach 8108 * Baggage 8605 Coach 8146 Coach 8124 * from Jonquière (VIA #602)</p> <p>-----</p> <p>17 March 2006 VIA #17 - "Chaleur" at Gaspé, Québec</p> <p>F40PH-2 6419 Baggage 8619 Coach 8119 Dining Car 8401 - <i>Acadian</i> Sleeper 8229 - <i>Chateau Viger</i> Sleeper 8217 - <i>Chateau Maisonneuve</i></p>	<p>17 March 2006 VIA #14 - "Ocean" at Moncton, New Brunswick</p> <p>F40PH-2 6429 (Telus livery) F40PH-2 6435 Baggage 8620 Coach 8139 Coach 8140 Skyline 8500 Dining Car 8413 - <i>Louise</i> Sleeper 8207 - <i>Chateau Dollard</i> Sleeper 8214 - <i>Chateau Laval</i> Sleeper 8221 - <i>Chateau Radisson</i> Sleeper 8225 - <i>Chateau Rouville</i> Dome-Sleeper-Observation 8706 - <i>Glacier Park</i> Renaissance Baggage 7005 * Renaissance Service Car 7305 * Renaissance Sleepers 7507 *, 7509 *, 7506 *, 7520 * * en route to Industrial Rail Services, Moncton, for modifications</p> <p>-----</p> <p>2 October 1965 CP #235 at Ottawa, Ontario</p> <p>RDC-2 9113 (correction from April)</p>	<p>19 March 2006 VIA #1 - "Canadian" at Armstrong, Ontario</p> <p>F40PH-2 6440 F40PH-2 6434 (Spiderman) Baggage 8616 Coach 8103 Coach 8109 Skyline 8517 Dining Car 8407 - <i>Emerald</i> Sleeper 8303 - <i>Amherst Manor</i> Sleeper 8322 - <i>Drummond Manor</i> Sleeper 8319 - <i>Dawson Manor</i> Dome-Sleeper-Observation 8710 - <i>Prince Albert Park</i></p> <p>-----</p> <p>2 April 2006 VIA #5 - "Skeena" at Jasper, Alberta</p> <p>F40PH-2 6437 Baggage 8604 Lounge 1750 Skyline 8507 Coach 8104 Coach 8138 Dome-Sleeper-Observation 8714 - <i>Strathcona Park</i></p>	<p>27 March 2006 VIA #1 - "Canadian" at Edmonton, Alberta</p> <p>F40PH-2 6437 F40PH-2 6449 Baggage 8616 Coach 8103 Coach 8109 Skyline 8501 Sleeper 8329 - <i>Hearne Manor</i> Dining Car 8414 - <i>Palliser</i> Sleeper 8339 - <i>Monck Manor</i> Sleeper 8335 - <i>Mackenzie Manor</i> Sleeper 8325 - <i>Elgin Manor</i> Dome-Sleeper-Observation 8717 - <i>Waterton Park</i></p> <p>-----</p> <p>8 April 2006 VIA #675 at Oakville, Ontario</p> <p>F40PH-2 6410 Baggage 8622 HEP-II Club 4005 HEP-II Coach 4105 HEP-II Coach 4109 HEP-II Coach 4106 HEP-II Coach 4107</p>
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(Thanks to Gordon Allsopp, Bruce Chapman, Ray Knapper, Harm Landsman, Bryan Martyniuk, Keenan Menard, Pierre Ozorák, André St-Amant and Stan Smith)

SAMPLES OF DIESEL UNIT CONSISTS

- Feb 25 - CN eastbound at Prince George, BC: CN SD70M-2 8015, GCFX SD40-3 6059, WC SD45u 7585, CN SD40-2(W) 5255, CN Dash 9-44CW 2538 and UP SD70M 4129.
- Mar 1 - CN 201 at Rivers, MB: CN SD40-2(W) 5328 and IC SD40-2R 6063.
- Mar 7 - QGRY 726 at Yamachiche, QC: QGRY RM-1 (Slug) 800, QGRY GP40-3M 3800, HLCX SD38-2 2002 HCRY RM-1 (Slug) 802 and HCRY GP40-3M 3802
- Mar 12 - QGRY empty grain train at Trois-Rivières, QC: CP SD40-2s 5806 and 5657, SOO SD60s 6040 and 6014, and CP SD40-2 5995.
- Mar 13 - CN at Komoka, ON: GCFX SD40-3 6067, BNSF SD40u 6316 and NS C40-9W 9296.
- Mar 13 - UP MWCD001 at Long beach, CA: UP SD70Ms 4561, 5176 and 5185, UP AC4400CW 5703, UP C40-8W 9288, UP AC4400CW 5687, UP SD70M 4041, UP C40-8 9234 and CN SD40-2(W) 5261.
- Mar 13 - CN 713 at Edmonton, AB: CN SD40-2 5391, CN SD40-2(W) 5307 and CN SD70M-2 8003.
- Mar 14 - CN westbound at Drumheller, AB: CN Dash 9-44CW 2567, CN SD75I 5631 and CN ES44DC/DPU 2237 and 2241.
- Mar 14 - CN southbound coal at Bridge, BC: CN Dash 9-44CW 2616, CN SD40-2(W) 5290 and CN SD75I 5771.
- Mar 15 - QGRY eastbound at Trois-Rivières, QC: CP SD40-2s 6075 and 5866, QGRY GP40 3102 and GMTX GP38-2 2639.
- Mar 16 - CP at Gardiner Dam Terminal (Outlook Sub.), SK: CP GP38-2s 3124 and 3116.
- Mar 18 - CN near Dunblane, SK: CN GP38-2(W)s 4791, 4793 and 4795.
- Mar 19 - CN 301 at Richmond Hill, ON: CN SD75I 5657 and BCOL Dash 8-40CMu's 4623 and 4607.
- Mar 19 - CN detouring over CP at Kamloops, BC: CN SD40-2(W) 5291 and ONT SD75I 2102.
- Mar 19 - CN 104 at Edmonton, AB: CN Dash 9-44CW 2683, CN SD75I 5752, CN SD40-2(W) 5263 and CN SD70I 5607.
- Mar 19 - CN 102 at Armstrong, ON: CN SD70I 5621 and ONT SD75I 2105.
- Mar 20 - CN westbound at Drumheller, AB: CN Dash 9-44CW 2539, CN SD75I 5755, IC SD40-2R 6001, CN SD50F 5439 and CN ES44DC/DPU 2239.
- Mar 20 - CP southbound at Environ, BC: CP SD40-2 5811, CP SD40-2F 9023, SD40-2 5870 and CP SD40-2F 9020.
- Mar 21 - CN eastbound at Brighton, ON: CN Dash 9-44CW 2588, BCOL SD40-2 762, CSXT AC4400CW 408 and CN GP38-2 4710.
- Mar 22 - ONT 214 at North Bay, ON: CN Dash 9-44CW 2651, UP C44-9W 9787, CSXT SD40u 8429 and CN GP40-2L(W) 9601.
- Mar 22 - GEXR 432 at Kitchener, ON: BNSF SD70ACe 9371 and GEXR GP40 4019.
- Mar 23 - CP 301 at Thunder Bay, ON: CP SD40-2 5993, CP SD40-2F 9010 and CP SD40-2s 5906, 5758 and 5573.
- Mar 24 - CN 310 at Dorval, QC: CN SD50F 5407, CN SD70M-2 8010 and ONT SD75I 2105.
- Mar 25 - CP northbound at Environ, BC: CP AC4400CWs 9645 and 9670 with CP AC4400CW 9718 remote on the rear.
- Mar 25 - CP Extra TG12 at Hagey (Cambridge), ON: CP GP38-2s 3032 and 3105, and CP GP9u's 1646 and 8211.
- Mar 26 - CP (Ottawa Valley) 431 at North Bay, ON: CP SD40-2s 5982, 6019 and 5997.
- Mar 26 - CN 546 at North Vancouver, BC: BCOL Dash 8-40CMu 4624, BCOL Dash 9-44CW 4651, BCOL Dash 9-44CWL 4642, and BCOL Dash 8-40CMu 4602.
- Mar 29 - QGRY eastbound grain train at Trois-Rivières, QC: CP SD40-2 5772, CP SD40-2F 9024, CP SD40-2 5725 and CP SD40-2F 9007.
- Mar 29 - CP 138 at Galt (Cambridge), ON: CP SD40-2 5917, SOO SD60Ms 6059 and 6061, and CP ES44AC 8710.
- Mar 30 - CN 354 at Vancouver, BC: CN SD40-2(W) 5286, WC SD40-3 6922 and BCOL B39-8E 3905.
- Mar 30 - CN eastbound at Brighton, ON: CN Dash 9-44CW 2629, CSXT C40-8 7548 and GCFX SD40-3 6059.
- Mar 31 - CN eastbound at Biggar, SK: CN ES44DC/DPU 2240 and CN SD60F 5517.
- Mar 31 - CN 308 at Beaconsfield, QC: CN SD50F 5407, CN SD70M-2 8010, and ONT SD75I 2105.
- Apr 1 - CN 833 at Edmonton, AB: CN Dash 9-44CW 2662, CN SD75I 5654 and CN ES44DC/DPU 2245.
- Apr 1 - CP eastbound at Cranbrook, BC: CP AC4400CW 9538, UP SD90MAC 8038 and CP AC4400CW 9815.
- Apr 1 - CN 326 at Dorval, QC: CN SD75I 5730, CN Dash 8-40CM 2408, CN Dash 9-44CW 2588, CN SD60F 5526, CN Dash 9-44CW 2648, CSXT SD50 8666, IC SD40-2R 6004 and CN GP9RM 4132.
- Apr 1 - CN 346 at Edmonton, AB: CN SD70M-2 8001, CN SD40u 6009 and CN SD70I 5610.
- Apr 1 - CN 358 at Hinton, AB: CN SD50F 5456, NS C40-8W 8392 and CN SD40-2(W) 5276.
- Apr 1 - CN 416 at Edmonton, AB: CN SD75I 5759, GTW SD40-2 5934, CN SD75I 5800 and CN GP38-2(W) 4777.
- Apr 2 - CP southbound at Environ, BC: CP AC4400CW 9835 and SD40-2s 5708 and 5857 with CP AC4400CW 9734 remote on the rear.
- Apr 3 - CN 815 at Boston Bar, BC: CN SD40-2(W) 5305, BCOL Dash 8-40CMu 4611, CP ES44AC 8743 and CP AC4400CW 9681.
- Apr 6 - CN 326 at Dorval, QC: CN SD40-2(W) 5243, IC SD40-2 6119, WC SD45u 7526, IC SD40-3 6262, CEFX SD40-2 7088 (ex-BNSF 7088), and GCFX SD40-3 6065.
- Apr 7 - QGRY eastbound grain train at Trois-Rivières, QC: CP SD40-2 5625, CP SD40-2F 9015, and CP SD40-2s 6606 and 5583.
- Apr 7 - NBEC 403 at Miramichi, NB: NBEC SD40 6905, NBEC C-424 4210, SFEX C-424 4203, CFMG SD40 6902 and UPM SW1200RS 711.
- Apr 8 - CP (Ottawa Valley) 119 at North Bay, ON: CP SD90MAC 9102, CEFX AC4400CW 1006 and CP SD40-2s 5700 and 6019.
- Apr 9 - GEXR westbound at St. Marys, ON: GEXR GP38AC 3835, RLK GP35 2211, LLPX GP38AC 2210, CEFX GP38-3 6537, and GEXR GP38 3856.
- Apr 9 - CN 580 at Abee, AB: CN GP38-2(W) 4782, CN SD38-2 1650 and CN GP40-2(W)s 9672 and 9671.
- Apr 10 - CN westbound at Maitland, ON: CN SD75Is 5716 and 5703, and LLPX GP40 3004.

(Thanks to Gordon Allsopp, Terry Bilson, Roger Boisvert, Chris Boon, Doug Cameron, John Cowan, Corwin Doeksen, Peter Ely, Doug Hunter, Brian Kimmons, James Lalande, Harm Landsman, Bryan Martyniuk, James Mason, Jim McPherson, Steve Middleton, Don Phillips, Glenn Roemer, Bill Rood, André St-Amant, Stan Smith, David Staiford, Jon Snook and Doug Thorne)

LEGEND: BCOL = BC Rail (CN); BNSF = BNSF Railway Co.; CEFX = CIT Group; CFMG = Chemin de fer de la Matapedia et du Golfe; CN = Canadian National; CP = Canadian Pacific; CSXT = CSX Transportation; GCFX = Connell Finance (lettered GEC-Alstom); GEXR = Goderich-Exeter; GMTX = GATX Rail Locomotive Group; GTW = Grand Trunk Western (CN); HCRY = Huron Central; HLCX = Helm Financial Corp.; IC = Illinois Central (CN); LLPX = Locomotive Leasing Partners; NBEC = New Brunswick East Coast; NS = Norfolk Southern; ONT = Ontario Northland; QGRY = Quebec-Gatineau; RLK = RailLink; SFEX = Eastern Rail Services; SOO = Soo Line (CPR); STLH = St. Lawrence & Hudson (CPR); UP = Union Pacific; UPM = UPM-Kymmeme Micamichi Inc.; VIA = VIA Rail; WC = Wisconsin Central (CN). ■

The Motive Power and Equipment Scene



ADDED TO ROSTER: Since the April issue, CN ES44DC/DPU 2249, 2250, 2252 and 2254 were delivered by General Electric, completing the order for 35 units (2220-2254).

RETIRED:

- March 24: GTW SD40 5925; WC SD45 6598, 6625; WC SD45u 7581.
- March 27: WC SD45u 7523; CN GP40-2L(W) 9421.
- April 4: WC SD45 6550.

GONE STATESIDE: Former BCOL B36-7 3601, 3608, 3613 and 3616, and BCOL C36-8 3621-3623, 3625 and 3626, purchased by Progress Rail, were shipped from Prince George, BC, to Waycross, Georgia in March. It is expected the units will go to Brazil.



**CANADIAN
PACIFIC
RAILWAY**

NEW ORDER: An additional 80 GE ES44AC units, to be numbered CP 8760-8839, will be delivered in the second half of 2006.

FIRST "GREEN GOAT" DELIVERED: CP GG20B 1700 (ex-CP GP9u 1600) was released by Railpower Technologies/ALSTOM in Calgary, Alberta, on March 30. She was placed in pull-down service at Alyth Yard in Calgary on April 3.

DECLARED SURPLUS:

- CP SD40-2 5565 (CP's first SD40-2), 5630 and 5823 on February 9 (these are in addition to 17 SD40-2s reported as declared surplus on February 9 in the April **Branchline**).
- CP SD40-2 5390, 5570 and 5647 on March 22.

RELETTERED: SOO SD40-2 6602 was relettered CP 6602 on March 14.

TRANSFERRED:

- Calgary to Coquitlam: CP SW1200RSu 1244, 1251.
- Calgary to Toronto: CP SD40-2 5655, 5687, 5723, 5739.
- Calgary to Montreal: CP SD40-2 5735, 5750.
- Moose Jaw to Coquitlam: CP SD40-2 5708, 5766, 5833.
- Thunder Bay (Winnipeg maintained) to Toronto: CP Control Cab 1159.

STORED SERVICEABLE: (* added since last issue)

- SOO SD40-2 786.
- CP Hump Controller 1151.
- CP MP15DC 1441, 1442, 1443, 1444.
- CP F9B 1900.
- CP SD40-2 5576, 5599, 5611, 5616, 5656, 5673, 5675, 5684, 5691, 5701, 5716, 5721, 5727, 5759, 5801, 5813, 5826, 5830, 5836, 5847, 5963, 6053*, 6057, 6079, 6607, 6610.
- SOO SD40-2 6609.
- CP SW1200RS 8111.
- CP SD90MAC-H 9300, 9301, 9302, 9303.

STORED UNSERVICEABLE: (* added since last issue)

- CP SW8-Slug 1011.
- CP FP7u 1400.
- STLH GP7u 1502.
- CP GP9u 1544, 1552 and 1635 (being converted to CP GG20B "Green Goat" 1703, 1702 and 1701 respectively).
- CP GP9u 1604*.
- SOO GP9R 4200, 4203.
- CP SD40-2 5573*, 5605*, 5609*, 5676*, 5679*, 5688*, 5699*, 5722, 5748*, 5776*, 5797*.
- SOO SD60 6004*, 6006*, 6007*, 6009*, 6010*, 6011*, 6012*, 6013*, 6016*, 6017*, 6018* (10 to be leased to Indiana RR effective April 15).
- CP SW1200RS 8131, 8155.

68 UNITS LEASED:

- CEFX SD90MAC 131-139.
- CEFX AC4400CW 1001-1059.

LEASED OUT:

- CP GP38-2 3061 is leased to the Great Western Railway, while Great Western M-420R(W) 2002 undergoes repairs at NRE-ALCO in Capreol, Ontario.
- CP SD40-2 5866 and 6075 are leased to the Quebec-Gatineau Railway.



VIA Rail Canada

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

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

GOING OVERSEAS: Further to VIA LRC-2 6903 and 6905 being acquired by Diesel Electric Services Co. and shipped to Sudbury, Ontario, in March - both units will be re-engined with a General Motors prime mover (2500 hp) and

various GM components, plus six-wheel trucks and are destined for passenger and freight service in The Congo (North Africa).

ON THE INDUSTRIAL SCENE

NEW HOME: Former CN SW900 400 (nee CN 7253) has been renumbered PCS 92-019 (Potash Corporation of Saskatchewan) by A. Merrilees Ltd. (dealer) and was shipped from Merrilees' shop in Lachine, Quebec, to PotashCorp's Penobsquis, New Brunswick, facility in late-March.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

SOUTHERN RAILWAY OF BRITISH COLUMBIA: SRY GP9 122 has been modified to be the 'mother' for recently produced SW9-Slug 001.

GREAT CANADIAN RAILTOUR CO. (ROCKY MOUNTAINEER VACATIONS): In mid-March RMR took delivery of GP40-2 8016 and 8017 from NRE-ALCO in Capreol, Ontario. The units were previously UP GP40 675 and 9956, built in 1968 as Penn Central 3116 and 3114.

MACKENZIE NORTHERN RAILWAY: RLK GP18 1808 (nee CRI&P 1334) was transferred to the Southern Ontario Railway in mid-March.

QUEBEC CARTIER MINING: QCM has ordered five additional AC4400CW units, to be numbered 13-17, for summer delivery.

ON THE PRESERVED SCENE

DONATED: Privately-owned former VIA (nee CN) '4-8-4' sleeper 1114 - Edmonton (built by Pullman Standard in 1954), stored for several years at Charny, Quebec, has been donated to Exporail at Saint-Constant, Quebec.

ELECTRO-MOTIVE CANADA COMPANY - LONDON

ORDER COMPLETE: GBRf Metronet JT42CWR-T1 66718-66722 (order 20048652) left the plant on March 23 en route to Halifax for overseas shipment. The units will be utilized on a maintenance contract for the London underground.

UNDER CONSTRUCTION:

- Several of the additional 78 SD70M-2 units for Norfolk Southern (order 20046650), numbered 2701-2778, were shipped in March and April. The painting for most of the units has been contracted to shops in the U.S.
- Several of the 30 SD70ACe units for BNSF (order 20056729), numbered 9370-9399, were released in March and April. An additional order for 40, to be numbered 9330-9369, will follow later in 2006.
- Nineteen (8000-8013, 8015-8019) of the 25 SD70M-2 units for Canadian National (order 20046624) were delivered in December and January, followed by 8014 in February; 8020-8024 will follow.
- JT-1, the first of 10 JT42CWR-M2 units (order 20048653) for NedRail (Netherlands) was completed at London but at press time had not been shipped. The other nine units were contracted to ITSRail for assembly in St. Catharines, Ontario, from kits from LaGrange and London - four were completed in January, temporarily numbered JT-2 to JT-5, and shipped to Halifax for overseas shipment; JT-6, JT-7 and JT-8 were shipped in mid-March. The units have black sides and yellow ends; lettering and proper numbers will be applied in Europe.
- Several of 10 JT42CWR-T1 units (order 20048700) for GB RailFreight were under construction at press time.
- The first of 15 SD70ACe units for Ferrocarril Mexicano (order 20046602) were under construction at press time.

Thanks to John Cowan, Doug Cummings, Ross Harrison, Don McQueen, Keenan Menard, Len Thibeault, "NY 4" and "Engine 4466". ■

Montreal Streetcars Volume 2:

People & Places

by J.R. Thomas Grumley



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

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Ontario Northland FP7 1521 and a sister are southbound near Jocko, Ontario, (Mile 31.9 Temagami Sub.) with an Upper Canada Railway Society excursion on September 15, 1963. Kodachrome slide by David Spaulding.

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