

Branchline

CANADA'S RAIL NEWS MAGAZINE



Branchline

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

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

Executive -

President Vice-President Secretary Treasurer Directors

David Stremes Paul Bown Bertram Titcomb Les Goodwin

Bruce Ballantyne, Robert Cummins,

Duncan du Fresne

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

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

Editor: Earl W. Roberts,

33 Eastpark Drive, Gloucester, ON K1B 3Z6

Internet: earl.roberts@sympatico.ca

Features Editor: Philip B. Jago,

1133 Elmlea Drive, Gloucester, ON K1J 6W1 Internet: diane.jago.is@rogers.com

News Editor: David P. Stremes,

214 Belford Crescent, Ottawa, ON K1Z 7B1 Internet: dave.stremes@sympatico.ca

We will gladly accept articles in WordPerfect, Word or ASCII text file format on an IBM-compatible 31/2" disk or CD (please include a printed copy), or via the Internet (see above). All material submitted for publication in Branchline is considered gratis.

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

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

	12 months	24 months
For addresses in Canada -	\$40.00 CAD	\$79.00 CAD
For addresses in the U.S	plus tax * \$38.00 USD	plus tax * \$75.00 USD
Foreign - surface delivery -	\$60.00 CAD	\$119.00 CAD
Foreign - air mail delivery -	\$90.00 CAD	\$179.00 CAD

subject to GST or HST as applicable.

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

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

The expiry date of your membership appears on your mailing label (eg. 200709 = expiry with the September 2007 issue). Notice of expiry will be mailed prior to mailing the second to last issue.

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

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

Printed by St. Joseph Print Group, Ottawa

Branchline (USPS 015-381) is published 11 times per year for \$38.00 (US); also available for two years at \$75.00 (US). Periodicals postage paid at Champlain, NY, and additional mailing offices. US address changes should be sent to LPCI, 100 Walnut Street, #3, P.O. Box 1518, Champlain, NY 12519-1518. For details call LPCI at 1-800-428-3003. Send Canadian address changes to the Bytown Railway Society, PO Box 141, Station A. Ottawa, ON K1N 8V1

ON SHEET

Santa Claus on the Salem and Hillsborough Call the Police UK Rail Sampling 2006 Letters to the Editor	3 7 10 12 18 19 20 23 24 26 27
---	--

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.

At the December 5 meeting, come one, come all to our Christmas Movie "The Train Robbers", a 1973 western starring John Wayne and Anne Margaret (rated PG). Please see our website Refreshments will be available for a small fee. [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 December 19 at which we will be viewing slide and digital candidates for the covers of the Canadian Trackside Guide 2007.

The Annual General Meeting will be held on January 2, 2007. If you wish to nominate a member for an executive position, or wish to help in a non-executive capacity, please contact nominating chairman Earl Roberts at 613-824-8203 or e-mail: earl.roberts@sympatico.ca

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 Kindly keep the Society informed of e-mail address changes at: e-mail. l vgoodwin@cyberus.ca

Corrections:

* Re Page 5 of the October issue, Ontario Southland S-6 500 is former Vancouver Wharves 29, not BCOL 500.

* Re Page 21 of the October issue, "Whistler Mountaineer" guests are dropped off at a new depot in Whistler, not at the former BC Rail depot as stated. The new depot was erected on the foundation of the old BC Rail depot.

* Re Page 24 of the November issue, the editor was disoriented - Boston Creek Cut at Mile 14.55 of Ontario Northland's Ramore Subdivision is 14.55 miles NORTH of Englehart, not south.

Ten Years Ago in "Branchline":

* CN is considering sale and/or abandonment of 9,660 km of track between 1996 and the early 21st century. CN is on target to meet its current goal of shedding 6,440 km of railway between 1996 and 1999.

* CN will sell its 810-mile northern Manitoba network to OmniTRAX by May 1997. The sale will include The Pas to Churchill and branches to Thompson and Lynn Lake.

* Two Iron Highway continuous-platform trains (elements) entered revenue service on CPR between Montreal and Toronto on November 12, 1996. Each element is made up of forty 30-foot-long articulated platforms capable of handling any combination of standard (non-reinforced) highway trailer lengths.

* CN has issued a new policy on hand brakes and other safety devices following the August 12, 1996, accident near Edson, Alberta, which involved runaway freight cars that killed three men. At least 6% of empty cars and 11% of loaded cars in a parked train must have their hand brakes applied.

* Both CP and CN continue to flirt with the idea of joint operations on their lines in eastern Canada., driven by the fact that there is too much rail capacity in the east.

Cover Photo: CN Dash 9-44CW 2625, CN Dash 8-40CM 2411 and IC SD40-2 6071 lead stack train 104 past the 14,000-foot siding at Ardrossan, Alberta, at 13:12 on May 14, 2005. IC 6071 was built as EMD SD40X demonstrator 434 in 1964. Kodachrome slide by Fred Clark.

Press date for this issue was November 13 Deadline for the January issue is December 11

The editors wish you a merry and safe Christmas and may 2007 be a happy and prosperous year.

Québec's North Shore Railways

Article and photographs by Brian Kimmons

The Railways

SOPOR (Société du port ferroviaire de Baie-Comeau - Hauterive): SOPOR's trackage in Baie-Comeau consists of a mile or two of rail connecting with the rail ferry operated by Compagnie de gestion de Matane (COGEMA) between Baie-Comeau and Matane, on the south shore of the St. Lawrence River. In Matane, the ferry connects with the Matapédia and Gulf Railway (CFMG). Together, SOPOR, COGEMA and CFMG provide aluminum and paper producers in Baie-Comeau with access to the entire North American rail network.

Cartier Railway: Owned and operated by the Québec Cartier Mining Company, the Cartier Railway links the company's mine, 258 miles north at Mont Wright, with its port facility in Port-Cartier. It carries close to 160,000 carloads of ore annually.

Arnaud Railway: The Wabush Mines joint venture owns both this and the Wabush Lake Railway. The latter hauls some 55,000 carloads of ore a year from the Wabush Mines, over its own trackage, to Wabush Lake Junction and thence, over the Québec North Shore and Labrador Railway (QNSL), to Ross Bay Junction (see map). From there, QNSL takes the loads south to Arnaud Junction. The Arnaud Railway then covers the last leg to Wabush Mines' pelletizing and port facility at Pointe-Noire.

Québec North Shore and Labrador Railway: Owned and operated by the Iron Ore Company of Canada, the QNSL originally ran 360 miles from the port of Sept-Îles to its mine in Schefferville, Québec, with a 36-mile branch to the Carol Lake mine near Labrador City. In the 1980s, ore in Schefferville was mined out and iron ore has since been shipped only from Carol Lake. Until recently, though, QNSL maintained passenger and mixed freight service on the 135 mile Menihek Subdivision (north from Emeril Junction) no longer needed for the transportation of ore.

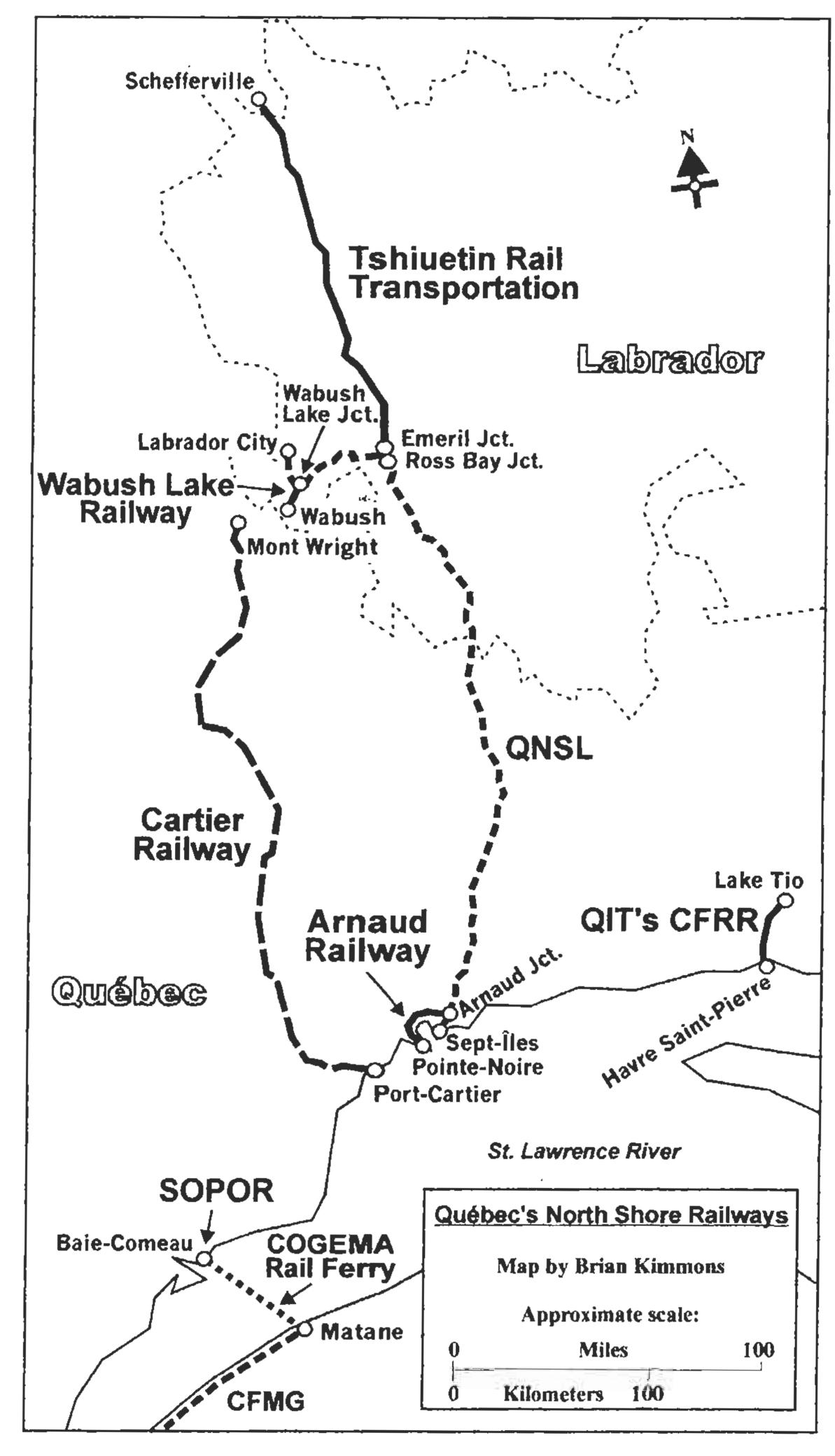
Tshiuetin Rail Transportation Inc.: Tshiuetin is owned by three First Nations, the Innu Nation of Matimekush-Lac John and the Naskapi Nation of Kawawachikamach (Schefferville area) and the Innus of Uashat mak Mani-Utenam (Sept-Îles area). It acquired the Menihek Subdivision from QNSL and took over passenger service from Sept-Îles to Schefferville in December 2005 and presently runs two Sept-Îles to Schefferville trains a week in each direction with connecting with QNSL trains to Labrador City. Its equipment is lettered TSH.

Romaine River Railway (CFRR): Owned and operated by Québec Iron & Titanium (QIT), this railway links the titanic iron ore deposit at Lake Tio to the port of Havre-Saint-Pierre, 26 miles to the south.

(Operational agreements between QNSL and Wabush Lake Railway seem to have undergone changes in the past few years and the QNSL-Tshiuetin arrangement is perhaps still settling in. However, the above descriptions reflect the current situation to the best of my knowledge.)

The Trip

A news item in the January 2006 Branchline, "Passenger Service Transferred to First Nations", first put the idea into my head that I wanted to ride the subject train north from Sept-Îles either to Labrador City or Schefferville. As I thought more about it, I realized that the trip would provide an opportunity to look at a number of railways, mostly mining railways, along Québec's North Shore. The RAC Atlas and website and the Canadian Trackside Guide (CTG) helped me target the railways listed above. I decided to drive to Sept-Iles and, if possible, as far as Havre-Saint-Pierre. Of course, I needed train tickets and found that they were no longer sold by a Sept-Iles travel agency but directly by Tshiuetin. I purchased mine by phone for pick-up at the station before departure. Told that the connections to and from Labrador City "could not be guaranteed", I played it safe and booked to



Schefferville but, as it turned out, the connections would not have been a problem.

Baie-Comeau, Oct. 3

Five in the morning on Tuesday, October 3, 2006, saw me on the road from Ottawa and 11 hours later, after breakfast on the eastern outskirts of Montreal and lunch in Tadoussac, I was in Baie-Comeau. As I found my way through town to the harbour, I passed the large Abitibi Consolidated plant and the road was now paralleling SOPOR's single-track railway. Rounding a bend, I caught up with five or six boxcars hauled by a trackmobile, passed them and reached the harbour yard in time to photograph their arrival. The yard (about ten tracks) contained 60 or more boxcars and flats and SOPOR GP9RM 7004 (ex-CN 7004) was also parked there. The trackmobile dropped its short load, moved off the track and back on at the rear end of the load to start switching. Tracks from the yard lead onto the ferry dock and a track out of the yard at the opposite (east) end goes to the



SOPOR's ex-CN GP9RM 7004 switches the yard at Baie-Comeau at 16:30 on October 3, 2006.

ALCOA aluminum plant but I saw no activity there. Having driven far enough for one day, I found a hotel for the night.

Port-Cartier, Oct. 4

Route 138 out of Baie-Comeau winds and undulates along the coastline but two and a quarter hours got me to Port-Cartier. It was easy enough to find the Cartier Railway, running under a highway overpass, and to backtrack and follow it to an Arbec Forest Products spur and a spur into the Québec Cartier Mining Co. complex. The main line passes north of the complex to the port, to which there seems to be no public road access. Disappointingly, there was nothing moving and nothing of interest in evidence except for old equipment and some serviceable work cars stored near the complex. I hoped for better luck on the return leg.

Sept-Îles and Pointe-Noire, Oct. 4

An hour out of Port-Cartier, I breakfasted in Sept-Îles and then doubled back to Pointe-Noire. Again, the railway (Arnaud) was easy to find and again there was nothing to see except for lines of specialized ore cars in the yard outside the Wabush Mines facility. I began to think that the only way to see anything happening on these railways might be by prearranged site visits. Back in Sept-Îles, though, I first came across the wharf (lines of NOKL hoppers) and next the Esso terminal (tank cars). Then I was at the QNSL depot with its ex-QNSL 4-6-2 702 (built for the Temiskaming & Northern Ontario in 1921) on display.



QNSL 4-6-2 702 (ex-Ontario Northland 702) on display at the QNSL depot in Sept-Îles on October 4, 2006. No. 702 was acquired in March 1963 and was mainly utilized, along with former CN 4-6-0 1112, to thaw out culverts in the early days of the railway. No. 1112 departed Sept-Îles in June 1962 and today is displayed in Smiths Falls, Ontario.

Tshiuetin equipment sat in the station. Coupled together were TSH GP38-2(W)s 702 and 701, generator car 1422, baggage cars 1455 and 1445, coaches 1001 - "Kawawachikamach" and 1002 - "Matimekush Lac John" and QNSL coaches 13513, 13518, 13517, 13516 and 13512. When I got to talking with station staff, though, I was told that only the Tshiuetin equipment would be used for tomorrow's train. Leased QNSL coaches are added only as necessitated by passenger load. I also learned that the TSH Budd-built dining car was "in the shop" for repairs. QNSL GP9 slug 9511 and GP38m 9501 were working the yard beyond the station track. Also to be seen were QNSL GP38m 9503 and caboose 65 plus some older passenger equipment, including a dome car and a former-CN black and grey baggage car. As it was still only around noon, I figured I had time to drive to Havre-Saint-Pierre and back so I cut short further exploration in Sept-Îles.



TSH GP38-2(W)s 702 and 701 [nee CN GP40-2(W) 9667 and 9663] await tomorrow's departure for Schefferville at the Sept-Îles yard at noon on October 4, 2006.

Havre-Saint-Pierre, Oct. 4

After an easy two-and-a-half hour drive, I turned off the highway into Havre-Saint-Pierre and immediately came across an ex-QIT MLW S-2 (now numbered 1 but née QIT 2 in 1949) displayed at the roadside near the QIT offices. Then I was surprised to see a passenger train standing just past the offices: QIT MP15DC 69, generator car 3 and coaches 1, 7 and 5. I pulled into QIT's parking lot to get a better look and noticed that men were parking their vehicles, going through a turnstile and boarding the train. It gradually dawned on me that this must be a workers' train to the mine and it was preparing to leave. In hope of a photo from a



QIT MP15DC 69 with Generator Car #3 and Coaches 1, 7 and 5 are ready to leave the QIT depot at Havre-Saint-Pierre at 15:00 on October 4, 2006. The coaches are 3 of 25 former VIA/CN Tempo cars built by Hawker Siddeley in 1968 for Southwestern Ontario. QIT purchased four Tempo coaches in 1987 and three more in 1998.

better angle, I drove back to the railway's crossing with Highway 138 but the train went through the crossing as I approached. Looking down the track, though, I spotted the lights of a following train and was able to snap QIT GP9s 27 and 40 heading north with a line of empty ore cars. After a late lunch in Havre-Saint-Pierre, I returned to my prearranged reservation at the Hôtel Sept-Îles.



QIT GP9 27 (nee QNSL 139) and GP9 40 (nee Cartier 7) cross Highway 138 near Havre-Saint-Pierre with empty ore cars minutes after the passage of the workers' train on October 4, 2006.

Sept-Îles to Schefferville, Oct. 5

Next day, I was at the station well before the scheduled departure time of 09:00 and was soon aboard coach 1001. Passengers, the vast majority first nation people, including many children, boarded at a steady rate until the two coaches were at least three-quarters full. In the absence of the diner, an employee had set himself up at the front of the coach with an ample supply of sandwiches, snacks, drinks, etc. As we moved off, I realized that my one complaint about Tshiuetin's coaches would be the windows: dirty and heavily tinted, they were difficult to see through when in direct sunlight. We passed by QNSL GP38m 9502, Jordan Spreader 28, caboose 63 and crew car 340 amongst lines of ore cars and boxcars, some of the latter marked Wabush Lake Railway, in the extensive yards stretching as far as Kemat Junction, the first connection with the Arnaud Railway. Between there and the second connection at Arnaud Junction, I spotted QNSL Dash 9-44CW 408. Then we picked up speed as we crossed a wide river and hugged its eastern bank. For about the next hundred miles, the scenery along the river valley was spectacular; at times we were almost at water level, at others high above it. Waterfalls emptied tributaries into the river and others could be seen cascading hundreds of feet down the far wall of the valley. Truly this was world-class viewing and, in fact, a British tourist on the train said she had found this route in a listing of the world's most scenic railways. As is the way with Canadian passenger trains running through the bush, ours stopped at least 15 times to drop or pick-up passengers in the middle of nowhere. •

When listening to my scanner, I noticed that talking detectors (with a female voice) were located near but not exactly at the mileages shown for detectors in the CTG. There was work equipment on a siding at Bybee (mile 73) and, north of Cantiche (around mile 92), we stopped for a meet with a two-unit ore train with QNSL AC4400CW 415 at the point. Then things got busier at Dufresne Lake (mile 120.5) where, before stopping, we met a loco movement of QNSL SD40-2CLCs 319 and 309 and passed QNSL Dash 9-44CWs 404 and 410 with ore empties. Plow 60210 was on a side track. The engine crew dismounted here, disappeared into a nearby building and returned with what looked like hot meals. As we continued, I missed the opportunity for a picture of caboose 62 on a spur. However, we then stopped and backed up - not for me to get my shot, although I did, but to pick up a passenger who had followed the crew's example in

obtaining a hot meal but had not reboarded the train in time. This manoeuver did not cost us any time, though, as we were stopped by a light a few miles on and waited ten minutes for a meet with QNSL Dash 9-44CWs 412 and 409 hauling a very long train of iron ore concentrate in open cars. This train took eight or nine minutes to go by and had QNSL AC4400CW 417 as a mid-train helper. Trains of up to 240 cars, in this configuration, are typical.



TSH passenger train meets QNSL Dash 9-44CWs 412 and 409 with a southbound ore train near Mai, Quebec, at 13:25 on October 5, 2006.

A long work train occupied a siding at Eric (mile 138) and there was more work equipment at mile 145. Somewhere around mile 152 we entered Labrador and would not cross back into Québec until we were approaching Schefferville. At Emeril Junction (mile 225) we pulled up beside the train for Labrador City, consisting of QNSL equipment: SD40-2CLC 310, baggage/generator car 13520 and coach 13519. Six passengers for Labrador City transferred here. About 60 remained on board and we soon moved on, only to stop clear of the junction for our lead loco, TSH 702, to be cut off and moved to another track. From here to Schefferville, TSH 701 would be our sole power. Although we made a couple more stops, presumably to drop off passengers, it was dark now and there was nothing to be seen before arrival in Schefferville Station (mile 357.6) at 20:30 (I calculate an average speed from Septlles of just over 30 mph). The temperature was around zero, it was windy, the station was closed and three of us waited 20 minutes for a cab, which we shared to the town's best, expensive and only hotel ... where the dining room had closed! I kicked myself for not eating one last sandwich on the train but at least my room was warm and comfortable and I found a forgotten chocolate bar in my carry-on.



Lots of horsepower. QNSL SD40-2CLC 310 with Baggage/Generator 13520 and Coach 13519 wait at Emeril Junction with the train for Labrador City at 16:15 on October 5, 2006. Both cars were built for the Southern Railway in 1949.

In the morning, happy to find the dining room open at 06:30, I enjoyed a hearty breakfast and cabbed it to the station for 07:15. The train waiting there was made up of yesterday's consist, headed by TSH 701, with a boxcar, ten loaded trailer/heavy equipment flats and three tank cars coupled on behind. There were more flatcars in the small yard and, as we pulled out at 08.00, we passed TSH 702 which had somehow made its way up there overnight. We stopped to let one passenger off at Menihek, where the track passes along the top of a hydro dam, and again 40 minutes later to unload something from one of the trailers at a lakeside cabin. There were workmen and equipment on a siding at Sawbill (mile 267) and our next stop was just before Emeril Junction. There we dropped a crew member, moved ahead to allow him to remove the end-of-train device, backed up to retrieve him and cut off the 14 freight cars.



Freight cars, many carrying highway trailers, bring up the rear of the southbound passenger train at Schefferville at 07:15 on October 6, 2006.

At 13:00, we stopped at Emeril Junction beside the Labrador City train, the same equipment as before but with 310, facing north long hood forward, followed by 13519 then 13520. No doubt 310 would run around to the other end for the trip to Labrador City. By my count, six people transferred from our train while ten joined us from the other. So the connection had been made in both directions although I did hear talk of people having to wait

an hour or two out in the open. Apparently ore trains had been getting priority on the Northerland Sub. between here and Labrador City (although our own train was referred to as "the express" in the radio traffic I listened to along the southern, Wacouna, subdivision to Sept-Îles). From here on we made about 11 stops on the way to Sept-Îles; in this direction, these were to take on, rather than drop off, a total of over 30 passengers. Immediately, at Ross Bay Junction, I spotted the two SD40-2CLCs that had been at Dufresne Lake when we came through the day before. At Dolliver (mile 166) we met a two-unit northbound stopped on the siding for us to run through. At various spots, equipment seen yesterday was still in place. Later, as dusk was falling, I dozed a little, waking at stops including a long one from 18:10 to meet another northbound with two units leading and one in mid-train. It was pitch dark when we reached Sept-Îles but I was able to discern QNSL 9511 and 9501 before we turned into a wye and then backed into the station for a 19:32 arrival (almost exactly the same length of time on the road as the day before). Again, I was booked into the Hôtel Septlles. After two days of sandwiches, I headed straight for their excellent restaurant.

Sept-Îles and Pointe-Noire, Oct. 7

I swung by the station as I left Sept-Îles the next morning to begin my homeward leg. The equipment I had arrived on last night was there, but no sign of TSH 701. Heading west, I thought twice about taking the detour off the highway to Pointe-Noire but luckily I did so. Arnaud Railway RS-18 906 was sitting just inside the Wabush Mines compound. Off to the side, through the trees, I spotted QNSL SD40-2CLC 314 and a second unit in the yard with a train of ore cars and, retracing my path a little, I was able to get trackside and at least photograph them from a distance.

Port-Cartier, Oct. 7

My luck at Pointe-Noire encouraged me to take the time for a second look at Port-Cartier. Once more, I spotted something

immediately but had to clamber through the bush to get anywhere close to Arbec Forest Products RS-18 64 idling on the company's spur. Next, on the other side of the road, I caught glimpses of Cartier AC4400CWs 21 and 26 standing separately on the main line at a point before it passes north of the Quebec Cartier complex. There was no means of getting anywhere close to them but at least I could identify them with the help of binoculars. Sometimes, when there are time constraints, we railfans have to be content with such scraps although I wished I could wait until one of the locos moved to a more accessible stretch of track. However, I did take the time to drive to the plant gates and, again, was rewarded by finding Cartier M-636 86 working not too far beyond them.

Effectively, this ended my exploration of the North Shore railways. I did drive by SOPOR's yard again but saw nothing new and continued on to Québec City and a motel for the night (it was hard to find a vacancy as it was Thanksgiving weekend). Nevertheless, all my objectives had been fulfilled: I had seen as much of each of my target railways as could be hoped for on a quick visit ... and I had ridden the first Canadian train to be operated by First Nations, a ride which, in itself, would have been worth the trip!

(The next day took me home after a detour to Joliette and St-Félix-de-Valois where there was little to be seen on the Chemin de fer Lanaudière other than a line of tank cars at the Bell-Gaz storage facility. I guess their lone S-13u 114 was bedded down in the engine house for the long weekend.) ■



Cartier M-636 86 works the inside of the Cartier complex at Port-Cartier, Quebec, at 10:30 on October 7, 2006. Seven M-636 units remain of the 23 once on the roster.

An Overview of Railway Activity In and Around Winnipeg (Part 2)

Article and Photographs by RFM McInnis

When I moved to Winnipeg in 2005 and started researching for this series, I was aware that there was a great deal of rail-related activity in this hub city, but I did not realize how much and how unfocused it was. The chances of spotting a train at almost any juncture in a drive anywhere in the city was the big surprise.

From where we lived in Alberta, Calgary was an hour's drive away. Getting to a rail yard was a priority of almost every trip there, which was about three or four times a year. That was until I started a photo series for ALSTOM, and doing photo essays in the former CPR Ogden Shops, now ALSTOM shops, and also RailPower Technologies' hybrid Green Goat development for Branchline. My "permission" letters and signed releases from these companies gave me "the keys to the kingdom" there.

This activity put me in contact with Canadian Pacific locomotives. Hardly ever did I get to see CN trains, or the varieties I'm now discovering in and around Winnipeg. If thought I had it good in the railyards of Calgary, Winnipeg is Railway Heaven!

In my "arrive and discover" mode, my wife, Francoise, and would drive out of the city hub. Seeing a train was not difficult, as most of the routes that "spoke" from the hub follow a rail line to somewhere. What was the big surprise was how often and the variety. In some locations as many as three railways converge, or at least trying to parallel each other. Morris is a case in point. Less than an hour's drive from our home, both CPR and CN pass through Morris. It is also home to a short line that runs to a small Manitoba museum town called Miami.

No matter the direction, it was much the same - there was always something "railway" to photograph.

The following photographs and the cut lines will give an indication of what is available just outside Winnipeg. The locations where most of these photos were taken are within an hour's drive from the city following any of the usual routes, and generally on paved roads. A couple, such as Nesbitt and Emerson, may extend that limit. Mostly, the photos were taken within an easy day trip on good roads, outside the city limits.

WILKES ROAD

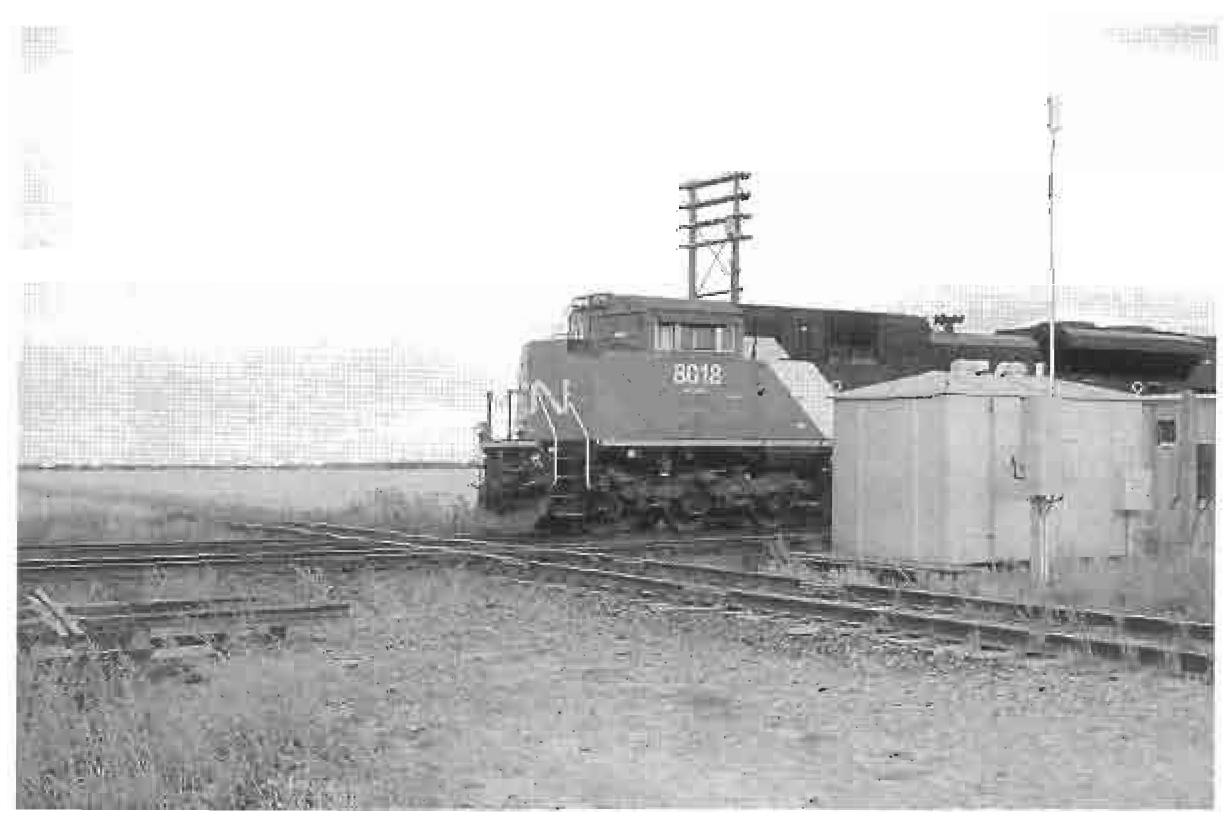
The outskirts of the city offers up generally flat prairie in almost any direction. Straight prairie tracks can easily be followed by car. At almost any point, a train can happen by, its lights highly visible at great distances affording plenty of time to eat comfortably stopped at the side of a road without causing a hazard. Keep your camera ready, and perhaps use the sports setting, as most of these trains are moving fast and can end up a blur.

Wilkes Road, both inside and outside the city's Perimeter Highway, offers plenty of scope for railway activities with a train or two in either direction every half hour. Just park, wait, be vigilant, be patient. Be camera ready. And be safely parked. There are enough places to do this without interfering with traffic flow. And stay well clear of the track. Do not trespass on railway property!

Wilkes Road parallels CN's main line into the city from the west. Not only will you find CN trains with the chance of a subsidiary locomotive, you'll also see engines in many colours - BCOL, IC, CSXT, BNSF, even CP in tow. This is also the main route of VIA Rail Canada's "Canadian" and the "Hudson Bay", and as far as Carman Junction, the short line Central Manitoba (more on the CEMR in a future issue).



VIA No. 2, the eastbound "Canadian", is making easy work of the last few minutes before it arrives in downtown Winnipeg in some 15 minutes on September 21, 2006. The 21-car train is powered by F40PH-2 units 6441, 6444 and 6432, all built by General Motors in 1989.



This is about as far as one needs to drive along straight Wilkes Road, west of Winnipeg. It is the crossover between CN and CPR at Diamond. There is no connecting track with the lightly used CP line coming straight down from Headingley, Manitoba. Very new CN SD70M-2 8018 crosses the diamond on September 21, 2006.



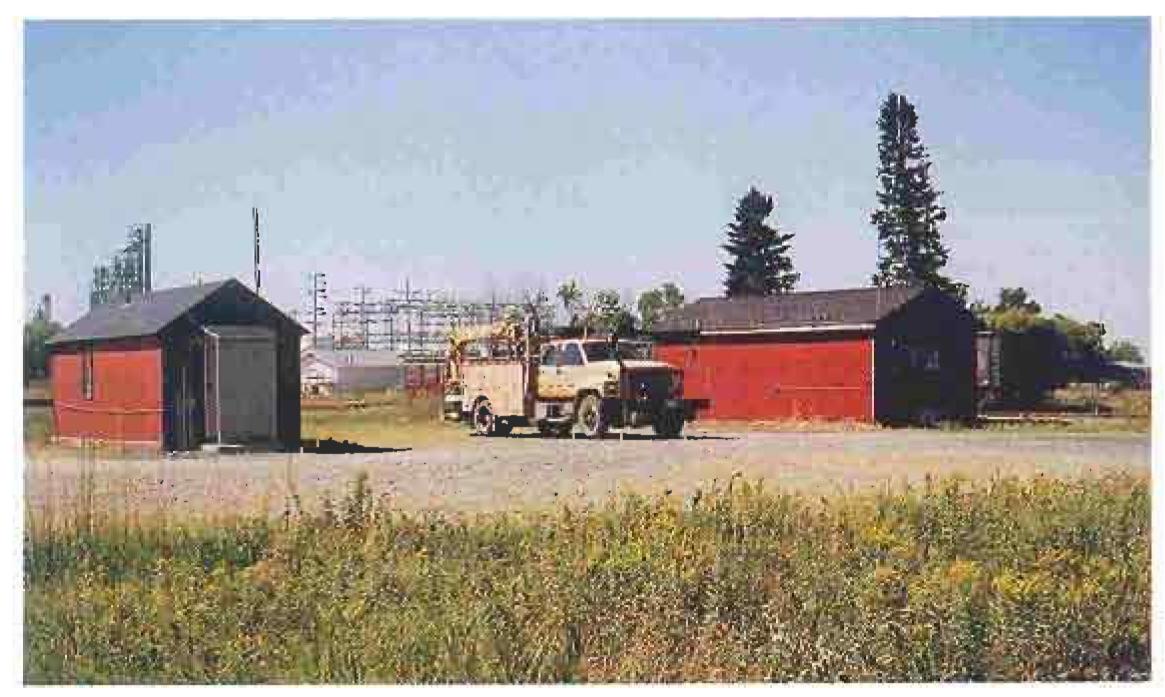
Almost-new CN ES44DC 2229 and 2221 rush towards Winnipeg on a cold February 19, 2006.

THE ROUTE SOUTH

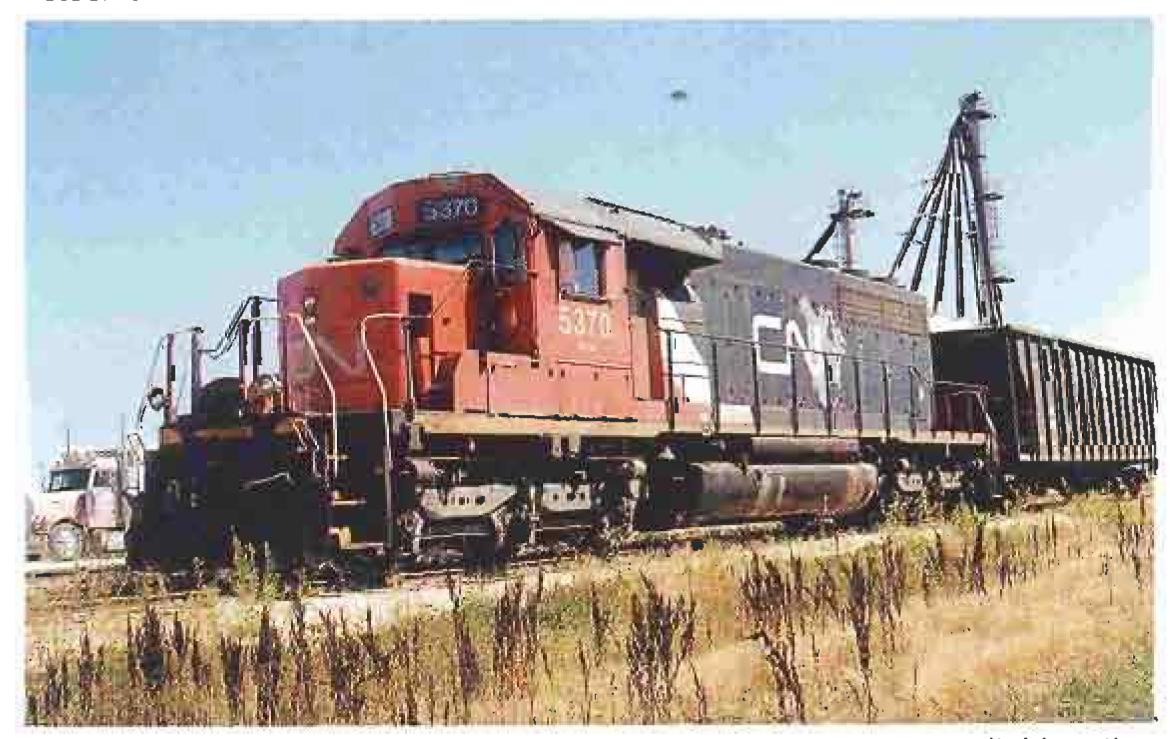
There are many routes south and south west from Winnipeg that parallel tracks. Although mostly CPR or CN, rationalization of unprofitable lines a number of years ago, saw some lines being turned over to short line railways. Morris, Emerson, Miami, and a further away place called Nesbitt, offered up some interesting railway activity. It seems there is always something of railway interest on any of these routes. Just pick one!



Morris is home base for the Southern Manitoba Railway. Its sole locomotive, HR412(W) 3536, built by Bombardier in 1982 as Bombardier demonstrator 7000, seen on August 10, 2006, is generally set out on CN tracks near the grain elevator and CN office. It is often surrounded by interesting rolling stock and is best photographed late in the day when the sun angle is best.



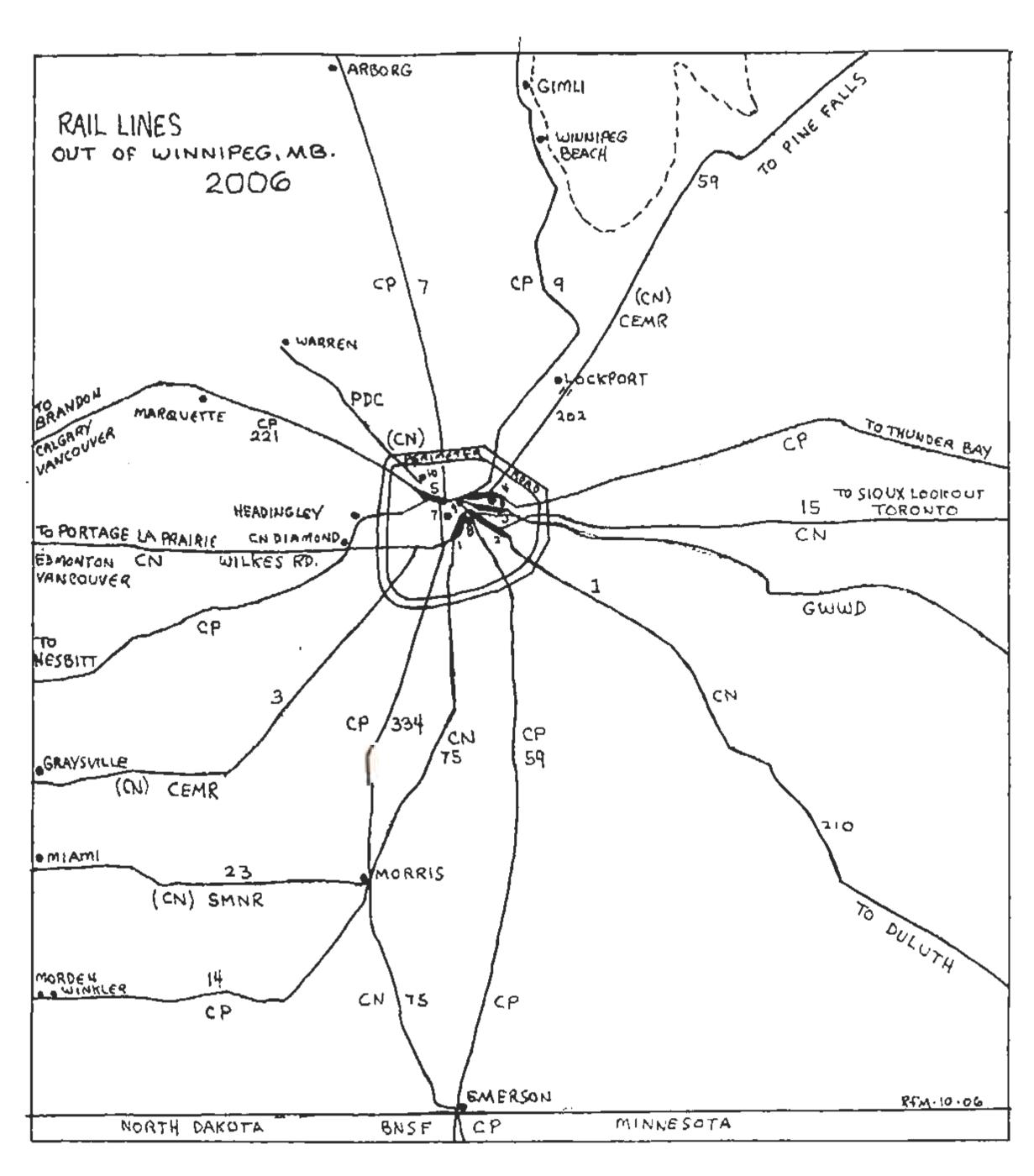
CPR's contribution to Morris is this small yard, as seen on August 19, 2006. Made up of a few structures and a hy-rail truck, there is occasionally rolling stock set out at this location.



CN SD40-2 5370 (built by EMD in 1973 as MP 792) was switching the Paterson Grain Elevator when it split a switch. It spent the weekend at Morris recuperating. Photo taken on August 19, 2006.



Not far from Morris, on a different track to the west, is Plum Coulee. This is CEMR territory, a short line we'll be covering in a future issue. Stored there is CP covered hopper 386249, CP grain box car 143216 and CP caboose 434508 held for the Plum Coulee Historical Association. Former CP SW1200RS 8115, now at the CEMR shops, will eventually join the group. It is said the cement in the covered hopper got wet and solidified, causing the car to be given "preserved" status.

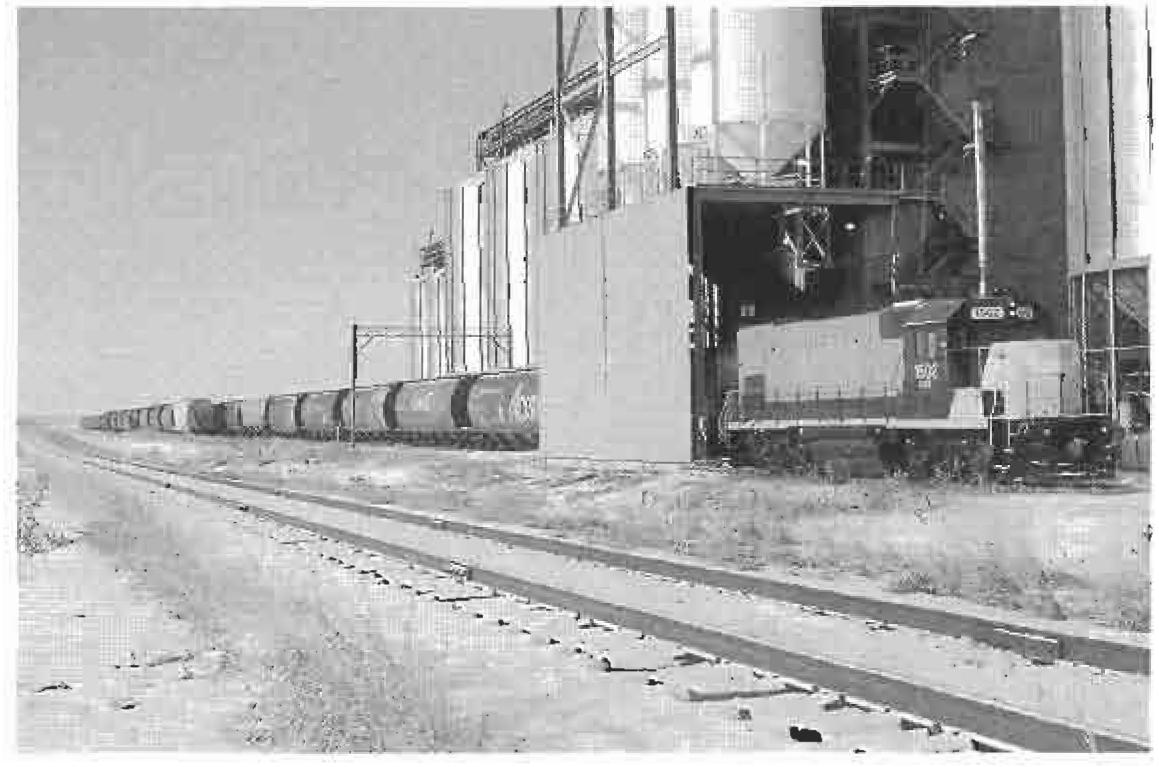


Like the spokes of a wheel: The map shows the routes out from Winnipeg's various yards, numbered 1 to 5, with the various railway identification beside the track and the nearest highway number to follow next to it. Key place names mentioned in the article are indicated. Numbers 6 to 10, inside the perimeter road, black dotted, are the yards of the short lines. A good highway map or railway atlas will giver clearer directions. 1 - CN Fort Rouge Yard; 2 - CN Symington Yard; 3- CN Transcona Yard; 4 - CP North Transcona Yard; 5 - CP Weston Shops and Winnipeg Yard; 6 - Central Manitoba Shops; 7 - Burlington Northern Santa Fe Shops; 8 - VIA Rail Shops; 9 - Greater Winnipeg Water District Shops; 10 - Prairie Dog Central Inkster Junction Station.

Further south is Emerson, the furthest you can go without crossing the US border. This is interchange country. Both CN and CPR can be found here on their own trackage, one crossing the other to respective yards. It was to this entry point that the original western railway was built in the 1870s by contractor Joseph Whitehead, from Winnipeg, using the 4-4-0 steam locomotive "Countess of Dufferin", now preserved in the Winnipeg Railway Museum, his No. 1 construction locomotive. That was several years before Winnipeg was the hub for the CPR's east/west venture and the building of Canada and the Transcontinental Railway as we know it today. This line, and Joseph Whitehead's locomotives, were eventually absorbed into the CPR system.



CPR activity on August 19, 2006 at Emerson yard. CP SD40-2F 9019 has picked up CP MP15AC 1426 (assigned to SOO Lines in St. Paul, Minnesota), and will tie onto CP SD40-2 5943 for the journey into the US.



Nesbitt is further west. Highway 2 parallels CPR most of the way through two hours of grain elevator town after grain elevator town. Nestled near the end of the lightly used line is a James Richardson grain elevator complex with leased LLPX GP15-1 1502 utilized for switching hoppers. Built as Conrail 1600 in 1979, she became CSXT 1525 and still wears Chessie colours. One must cross a wheat field to get close enough to photograph her. Luckily there was little snow on the ground on December 26, 2005 - this was the first locomotive photographed in my new venture called "Manitoba".

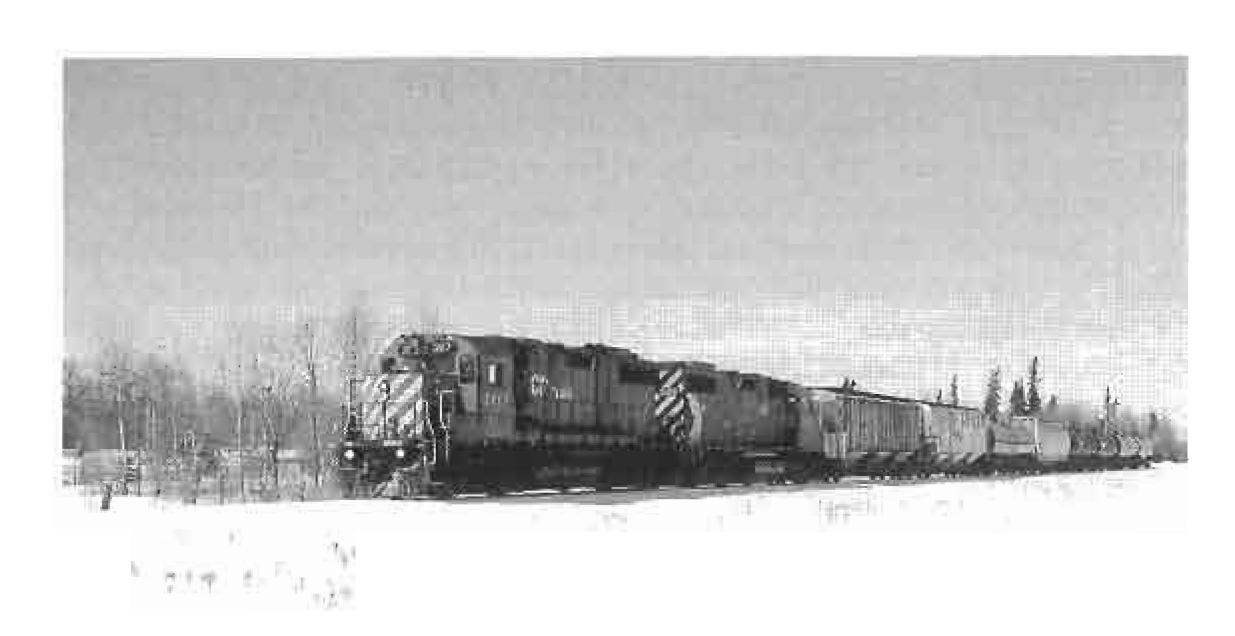
GOING NORTH AND NORTHWEST

Gimli and the interlakes district of Manitoba are favourite tourist spots, especially in summer. Being only an hour's drive from the city, it is an easy route. It is CPR country, but with only a few trains a week.

It is also CPR country out to Rosser, Marquette and beyond on

CPR's line to the west. This route can be taken in while visiting the Prairie Dog Central, making a combined trip with lots of variety. (The PDC will be covered in the next issue).

Further east, by about 40 kilometres from the PDC's Warren stop, near Lockport, still within range of a comfortable day trip, is Central Manitoba's route from Winnipeg, through Bird's Hill. All of these drives could be combined into one trip, offering three different railways.



CP GP38-2 3117 and 3120 are heading south from Gimli in fresh snow, approaching popular summer destination, Winnipeg Beach, on March 30, 2006. Only two trains a week venture this way - get your information before hand. The drive is generally worth it and is often rewarded by other railway aspects. I was lucky.



Central Manitoba GP9RM 4000 and 4001 (ex-CN 4020 and 4025) haul nine cars over the Red River Flood Way on September 30, 2006, heading for Pine Falls, Manitoba. Arrival at Pine Falls is shortly after 11:00 three days a week. More on the CEMR in a future issue.

There is much much more to be discovered driving out the spokes of the wheel into the areas surrounding Winnipeg. There are preserved cabooses to be seen, grain elevator scenes and interesting sidings containing an equally interesting variety of rolling stock. There are industrial locomotives further afield. Truth is, one just does not know, nor can one predict, what to expect. That's what adds to the thrill to this place called Winnipeg. And I've barely scratched the surface. In these photo essays, there's lots to come: Prairie Dog Central, Central Manitoba Railway, Greater Winnipeg Water District, CN, CPR and VIA, not to mention the industrial locomotives, the interesting shops and railyards, all of which will be covered in this series of rail activity in and around Winnipeg as I found it in 2006.

CP Train No. 8 - "The Dominion"

The following incident involving CP train No. 8 near St. Eugene, Ontario, at mileage 27.4 of the former M & O subdivision, on January 7, 1962, holds a special memory for me for several reasons.

Heft CP as a locomotive fireman in 1957. It was not easy. I had been a company employee for 12 years, never much wanted to do anything else but be an engineman, and I must admit it was the steam locomotive that made me think the way! did (and still do). In any event circumstances well beyond my control and understanding (the introduction of diesel-electric power and the elimination of firemen) resulted in my having to leave CP and do something else with my life. That "something else" (by pure luck) resulted in my joining the Federal Government's Department of Transport as a trainee Air Traffic Controller. I started training at the Department's ab-initio (VFR) school at Malton Airport (Toronto). Again, it was not easy. It was a very tough course and, for me, having little formal education which ended at age 15 when I joined CP, meant that getting my nose into the books was something I never had much experience with. But, when your back is against the wall and you have to do something, it can surprise you just what you're capable of.

Jump ahead a few years. Unlike the railway, advancement in the air traffic control business, for those who fitted in, was fast and furious. After more courses I very quickly advanced to become an (IFR) air traffic controller. This, after nearly three years of working in what amounted to a "probationary" period, I had reached my goal. (When I started I really didn't know what my "goal" was!) At that time (the late-1950s) the Department was introducing radar for air traffic control purposes and, once again, I quickly went through the training and became qualified to control IFR (instrument flight rules) traffic using radar.

Jump ahead to 1962. Now, with a few years experience behind me with the use of this new control "tool" at the Ottawa Terminal Control Unit, I learned that this early radar system (AASR-1, for those of you who may be interested) had several idiosyncrasies, not the least of which was that of detecting large moving objects on the ground as well as in the air (a small change in the "tilt" of the antenna corrected this), however, on the morning of January 7, 1962, yours truly was working as the departure controller when I spotted a slow moving target moving away from Ottawa in an easterly direction. There was little doubt about it, it was a ground target. A quick 'phone call told me that CP train No. 8, with 11 cars, had just departed the old Ottawa Union Station and was east of Hurdman. I was following the progress over the ground of that train on air traffic control radar!! Well it didn't last all that long but I did get intermittent "hits" on the train for about 20 miles. This really amused me and I told my controller colleagues to take a look. It also brought back a lot of memories of my days on CP as I, from time to time as a spare fireman, got called for No. 8 to Montreal. In the steam era, this was a very good job for there was a lot of "miles" (pay) in it as there was a lot of terminal detention time in Montreal (Windsor Station) and the return of the "draft" to the Glen Yard which was done about as slow as a Hudson could turn her driving wheels (no point in being in a hurry when you're making money).

Sometime later I heard the news. Train No. 8, "The Dominion", had derailed near St. Eugene, Ontario (just west of the Ontario/Quebec boundary). No one had been killed in the accident, but there were injuries. Most notable, for me anyway, was the engine crew of Harold Greenlaw (engineer) and Frank Alexander (fireman), both long service company employees and former colleagues and friends. Both men were returned to Ottawa and ended up sharing the same room at the Ottawa Civic



Looking towards the rear of the train shows the extent of the damage to mostly head-end equipment.



The Smiths Falls auxiliary on the left and the St. Luc auxiliary on the right grapple with the lead unit of train No. 8, MLW RS-10 8474.

Hospital where they enjoyed giving the nurses a hard time. They both had been bruised up pretty good and I just can't remember or not about broken bones.

I visited them at the hospital and Frank told me of his harrowing experience of being thrown across the cab of RS-10 8474 and attempting to grab hold of the control stand to keep from getting



In this scene we see the two auxiliaries lifting wrecked GMD F7B 1910.



GMD F9B 1902 is just about back where she belongs in this Don Gaw shot, albeit not on her own trucks. All the units involved had their trucks ripped off.

chucked out a cab window as the unit rolled over. Both Harold and Frank seemed to agree on one thing though. They believed the derailment was caused by the deep and wet heavy snow they had been running through at high speed which caused one of the front end foot boards to buckle back where it was caught by the leading wheels of the front truck which resulted in the derailment of the truck. That was their version of what happened. The official version differs in that it found the cause of the run-off was the result of ice accretion in the flangeways at a public road crossing, and I believe a certain roadmaster caught hell over it.

In any event, when I think about it now, and recognizing that hindsight is 20/20 every time, I think we were all a little foolhardy to think at the time that those footboard pilots gave us any protection whatsoever. Oh, I know they were handy, if somewhat unsafe, "back in the good old days". But you don't see them anymore, do you? It took a while, but finally they're gone, and we're safer for it.

Meanwhile, back at St. Eugene. Auxiliaries were sent out to the site from both St. Luc in Montreal and Smiths Falls (Ontario) to clean up the mess. While I have not been able to determine which cranes were used, the St. Luc crane appears to be a modern 250-ton Industrial Brownhoist. The Smiths Falls crane, although slightly smaller, was still steam powered. The conductor on the Smiths Falls auxiliary was my old friend, Don Gaw. In fact it was Don who took the photographs that accompany this Tid Bit. He ultimately became a member of the Bytown Railway Society (BRS) and many members of the Society accompanied him on his retirement trip from Ottawa to Sudbury and back on the local Budd car(s) in 1983. Don is no longer with us but his brother Sam (J.C.), also a one time C.P. railroader, is, and is also a BRS member.

So, were these wrecked first generation units scrapped? Nope! They were traded in for second generation power. The 8474 went back to MLW for more modern C-424 unit No. 8300 (and later renumbered No. 4200). Similarly, GMD F9B unit 1902 became GP30 8200 (later 5000), and F7B 1910 became GP30 8201 (later 5001).

P.S. I knew some day I'd have to get to this. This is my last Tid Bit, at least for the foreseeable future, that I'm going to write. Oh, I'm not going to disappear from BRS. What I'm going to do is spend much of my time over the winter of 2006-2007 finishing off a project I started 35 years ago. Back then I knew I had to write a book about what went on in CP's Ottawa West roundhouse, who did it, and how they did it. It's not a book about machinery, although that obviously figures largely into it, but rather it's a story about people. People in overalls, usually filthy dirty, working for wages in that black hole of a place. How do I know about this? I was one of the people I'm going to write about.

So what about **Branchline**? Well, I've thought about that too and have come to the conclusion that I just can't keep up my BRS equipment restoration activities, write Tid Bits, and complete my book: "When Steam and Steel get in your Blood", in the years I've got left to do it. Something has to give. In any event, our hard working Editor, Earl Roberts, has told me he has some kind of crazy notion of going back into the archives once in a while and re-running some of my earliest stuff (that most people have either forgotten about, or weren't around when I wrote it). In the meantime I want to wish all my faithful readers over the past 20 Tid Bit years, and before, the very best of good wishes and I hope you'll bear with me while I complete my much overdue project (the book). When I'm finished I hope you'll agree it was worth it.

Cover Photos Sought - The Publications Committee is looking for suitable photographs for the outside and inside front and back covers of the 2007 edition of the Canadian Trackside Guide. The Committee's preference for the outside front cover is a striking colour slide or a high-resolution digital image (in 'tif' format) of a Canadian locomotive in a vertical format, or a horizontal image that would, with cropping, lend to a vertical format. The preference for the inside covers and the outside back cover is for horizontal images of current Canadian locomotives or railway equipment.

Deadline is the "Informal Slide Night" on December 19, 2006. If you have suitable entries and cannot attend the December 19 meeting, kindly forward your entries to "Cover Contest", Bytown Railway Society, PO Box 141, Station A, Ottawa, Ontario, K1N 8V1. Please ensure that all entries are identified as to location, date, name and address of sender, etc. All entries will be returned.



CN'S FORMER GTW TERRITORY RENEW CONTRACT: CN announced the renewal of an hourly-rate labor contract by approximately 300 members of the United Transportation Union (UTU) who work on the company's former Grand Trunk Western (GTW) territory. Ratification of the five-year labor contract, retroactive to August 2005, marks the first renewal of an hourly-rate agreement on the GTW. The new contract, among other provisions, includes wage increases for UTU members. (CCNMatthews, Oct. 16)

CN SETS OPERATING RATIO RECORD OF 57.4 IN THIRD QUARTER: Revenue gains, cost control and better asset utilization helped Canadian National Railway Co. post its lowest-ever quarterly operating ratio in the third quarter at 57.4. The only Class I to attain a ratio below 60 - and under 70 for that matter - improved its quarterly ratio 5.9 points compared with third-quarter 2005. CN made other strides in the quarter, as well. Revenue totalling \$1.8 billion increased 9% (six of CN's seven commodity groups posted revenue increases), operating income totaling \$751 million rose 27%, net income totaling \$443 million went up 21% compared with similar third-quarter 2005 data. In addition, freight volume rose 6%, carloadings went up 2% and revenue ton-miles increased 6%. Quarterly operating expenses of \$1 billion decreased 1% compared with third-quarter 2005 primarily because of lower casualty and labor costs, and a favorable impact of the stronger Canadian dollar on U.S. dollar-denominated expenses. "Cost control was again outstanding - operating expenses declined ... despite an increase in workload and much higher fuel expenses." said CN President and Chief Executive Officer E. Hunter Harrison. During 2006's first nine months, revenue increased 8% to \$5.1 billion, operating income rose 19% to \$2 billion, net income went up 41% to \$1.4 billion and CN's operating ratio improved 3.8 points to 60.6. (ProgressiveRailroading.com, Oct. 20)

CN BEGINS TO DECENTRALIZE ITS NATIONAL CSC IN WINNIPEG: The Winnipeg Customer Support Centre will be replaced by six new Regional Service Centres, with Prince George being the first regional centre to open. Earlier this year, CN advised the Union of their plan to decentralize its National Customer Support Centre based in Winnipeg. This move comes more than a decade after the Company centralized customer service operations across Canada and created a new national centre located in downtown Winnipeg in 1994. In decentralizing the Winnipeg CSC, the Company will create six new regional centres that will be based in Montreal, Toronto, Winnipeg, Edmonton, Vancouver and Prince George. On October 18, CN issued official notice to the Union that a further six CSR positions in Winnipeg will be abolished effective February 18, 2007, and that the next Regional Service Centre to be established will be in Vancouver in "early 2007." Transferring of CSC work to Edmonton and Vancouver will not occur until 2007. (cawcouncil4000.com, Oct. 20)

RAILROAD BACKTRACKS, ALLOWS AMTRAK EXPANSION: A dispute that threatened to sidetrack expanded Amtrak operations in Illinois has been resolved in time for the new service to begin October 30 as scheduled, officials said. CN agreed late on October 26 to allow Amtrak to use the freight railroad's lines to run more trains from Chicago to St. Louis and Carbondale. Both railroads agreed on the plan in July, but CN attempted to back out of the deal last week due to concerns about disruptions to freight operations. Members of the Illinois congressional delegation protested to CN officials. Amtrak also vowed to seek an emergency court order if CN did not abide by the agreement. Amtrak will run two more roundtrips each day on the Chicago-to-St. Louis route, bringing the total to five roundtrips; and one additional roundtrip between Chicago and Carbondale, increasing roundtrips to three daily. The Saluki run to Carbondale operates almost exclusively on

CN-owned tracks and the Lincoln Service to St. Louis operates on CN tracks for 37 miles between Chicago and Joliet. The impact of the increased Amtrak service on freight operations will be reviewed after one year, officials said, and if warranted, changes to train schedules will be considered. (Chicago Tribune, Oct. 27)

CN SEES "SOLD OUT" PRINCE RUPERT SERVICE: CN's proposed service out of Prince Rupert, BC, will likely be "sold out" by the time the new intermodal facility under construction there is opened late next year, ceo Hunter Harrison said in an interview. Harrison said a sales team is now in Asia signing up shippers for the new service, which is expected to shave several days off the time needed to move goods to the main consumer markets of North America. "Our service (from) Beijing to Memphis could be eight to nine days better" than other west coast ports, such as Long Beach, CA, if they are congested, Harrison said. "Prince Rupert is going to be big for us," he said, "I think and I hope that it will be sold out by the time it's opened." CN plans to invest \$30 million to develop the Prince Rupert port as an alternative to other Pacific gateways struggling to handle increasing trade with Asia. The Canadian and BC provincial governments have each pledged \$30M to the project. The first phase will result in a facility capable of handling 500,000 TEUs a year. A potential second phase would boost that capacity to 1.5 million TEUs - roughly doubling the container capacity of Canada's west coast ports. The Port of Vancouver is also planning to expand its container-handling capacity. Harrison said CN will acquire several locomotives next year for the Prince Rupert service. (Dow Jones, Oct. 25; National Post, Oct. 26)

MPS SET TO GRILL CN OVER RAILWAY SAFETY IN BC: A parliamentary committee is launching a "detailed inquiry" into CN's performance in British Columbia. Urged on by North Vancouver Liberal MP Don Bell, the all-party transport committee unanimously decided to conduct "an in-depth inquiry into rail safety in Canada and particularly rail accidents in British Columbia and Western Canada." CN says its safety record has improved significantly compared to last year, but Bell said in a telephone interview from Ottawa that a relative improvement may not be sufficient to allay public concerns. Incidents include the recent deaths of two rail workers in a derailment near Lytton, and a chemical spill into the Cheakamus River near Squamish last year that the committee describes as "an environmental catastrophe." The inquiry will also probe the impact that CN's 2004 purchase of BC Rail had on the company's safety performance. Bell said CN has been repeatedly hit by Transport Canada enforcement actions. According to information provided to Bell on October 23 by the Conservative government, Transport Canada since August 2005 has issued "59" enforcement actions" against CN, including 20 direct orders for operational changes and 39 notices "on a wide variety of safety" issues." The transport minister also issued a ministerial order to CN on July 24, 2006, almost a month after a runaway CN locomotive jumped the tracks in the Fraser Canyon near Lytton, killing two rail workers. Details of the order have not been disclosed. Transport Canada subsequently performed "targeted inspections" on CN's property and "the results confirmed the needs for immediate corrections to CN's safety management systems." The transport minister then ordered CN to take corrective measures - but the railway instead appealed the order to the Transportation Appeals Tribunal of Canada. (Vancouver Sun, Nov. 3)

CN RECOGNIZES FOUR SHORT-LINE RAILWAYS FOR SUPERIOR **PERFORMANCE:** CN honoured four of its short-line railway partners at its 2006 Annual Shortline Conference in Montreal. Awards were presented to:

- Societe des chemins de fer du Quebec inc. (Quebec Railway Corp.) of Montreal for best overall reporting performance;
- St. Lawrence & Atlantic Railroad of Auburn, Maine, and Richmond, Quebec, for top consistent reporting performance;
- Iowa, Chicago & Eastern Railroad Corp. of Sioux Falls, SD, for top consistent reporting performance, and
- Tomahawk Railway of Tomahawk, WI, for most improved

reporting performance.

Ed Harris, CN executive vice-president, Operations, said: "We value our short-line connections, whose local managements, operational flexibility and customer focus have preserved and expanded rail service in many areas of eastern and western Canada and the United States. We are proud to recognize the 2006 reporting awards winners and hope their success proves an inspiration for all of our other short-line partners." (CN release, Nov. 6)



THIRD-QUARTER RESULTS SHOW CPR INCREASES REVENUE, CONTAINS COSTS: During the third quarter, Canadian Pacific increased revenue 4% to \$996 million and - despite higher fuel costs - virtually held operating expenses in check at \$758 million compared with third-quarter 2005 data. As a result, the Class I's quarterly operating ratio improved 3.2 points to 74.2. Grain revenue increased 18%, industrial and consumer products revenue rose 13%, sulphur and fertilizers revenue went up 10%, and intermodal revenue increased 8%, helping offset a 25% decrease in coal revenue. In addition, CPR's third-quarter income increased 24% to \$149 million compared with similar 2005 data. However, net income of \$144 million dropped 20% primarily because of the foreign exchange's impact on long-term debt and a one-time special reduction. "I am very pleased with our results," said CPR President and Chief Executive Officer Fred Green. "Our operating metrics, which measure how well our railroad is running, are excellent." During 2006's first nine months, CPR's revenue increased 4% to \$3 billion, net income rose 60% to \$577 million, and operating ratio improved 2.1 points to 76.2. Operating expenses increased slightly to \$2.3 billion. (ProgressiveRailroading.com, Oct. 24)

CPR ANNOUNCES LINEUP, SCHEDULE FOR HOLIDAY TRAINS: The musicians have been chosen, the whistle stops selected and the lights soon will be hung on the boxcars with care for CPR's US Holiday Train and its goodwill journey for food shelves across the US Northeast, southern Ontario and Upper Midwest. This year's US Holiday Train will begin December 1 at Steamtown National Historic Site in Scranton, PA, then visit 40 communities in New York, southern Ontario, Illinois, Wisconsin, Minnesota and North Dakota before ending December 17 in Weyburn, SK. A second Holiday Train will stay entirely in Canada, leaving Beaconsfield, QC, on December 1 and ending in Port Moody, BC, on December 19, making 60 stops. Thousands of people gather trackside at depots, railroad crossings and other venues along the route to enjoy its brightly decorated arrival. Musicians, who ride in private vintage cars at the end of the 12-car train, hop out and climb aboard a boxcar in the middle of the train that opens to reveal a stage where they perform live holiday concerts and invite crowds to sing along. Crowds donate money and nonperishable food, and the railroad presents a cheque at each stop. The program has raised \$2.4 million and collected 1.2 million pounds of food since the first Holiday Train ran in 1999. Detailed schedule information can be found on the cpr.ca website (CPR news release, Oct. 16)

LAST RITES FOR CRANBROOK-KIMBERLEY RAIL LINE: The railway line between Kimberley and Cranbrook, BC, in place for more than a hundred years, will soon be just a memory. CPR will begin decommissioning the line almost immediately, and when the decommissioning is complete, CPR will gift the Right of Way to the communities of Kimberley and Cranbrook, and the Regional District. Although there hasn't been a formal announcement, it is likely that the Right of Way will become part of the TransCanada Trail. The project will have two phases; 1) the removal of rails, ties, tie plates, spikes and angle bars; and 2) the removal of ballast, which consists mainly of float rock from the Sullivan Mine in Kimberley. The second phase, in which the float rock will be removed to the tailings ponds on Teck Cominco property in Kimberley, will require permitting through both the Ministry of Environment and the Ministry of Energy and Mines. CPR has been following a closure plan for the line, part of which included offering the line to any local

government that may want it for its net salvage value. However, the likelihood of having to remove the ballast did not make this an attractive proposition. The ties will go to a co-gen plant, and other materials will be recycled as much as is possible. It is hoped the entire project will be completed in six to 12 months. CPR will foot the entire bill, which Maclean says will be "millions". (Cranbrook Daily Townsman, Oct. 26)

PATERSON TO FIGHT CPR LINE CLOSURE: Paterson Grain plans to protest CPR's plans to pull the rail line out from under two of the grain company's Manitoba elevators. CPR placed six branchlines on its Canadian Transportation Act three-year network plan for potential discontinuance, citing low traffic volumes on those lines. CPR's 63-mile Glenboro line between Rathwell and Nesbitt is one of the lines in question. Kevin Woods, director of operations for Paterson, said obviously the move surprised the company. "Generally, we're not happy with the announcement and we will discuss the situation with the railway," said Woods. "We want to get an idea from them what kind of volumes they require to keep the service going down that line. As we meet with the CPR reps, this will be part of the discussion over the next little while. We have to present to them (that) the volumes out there could be higher if there'd be better rail service." Woods said the company never has a great deal of leverage on these situations. "We will present to them what kinds of volumes we have at those stations on that line and see if that changes their views." (Manitoba) Co-Operator, Oct. 19)



VIA RAIL IMPROVES SCHEDULES: Effective October 29, 2006, VIA Rail will introduce a number of changes to its train schedules, including improvements on a number of routes in Ontario and Quebec. The changes are, in large part, based on feedback from customers and VIA's tourism partners, as well as a review of train operations and market performance. For a complete listing of train departures, on-board services as well as fare plans, visit VIA's website at www.viarail.ca. (Canada NewsWire, Oct. 24)

VIA TOASTS COMPLETION OF THE QUEBEC CITY-WINDSOR CORRIDOR: The 150th anniversary of what is now known as VIA Rail's "Quebec City-Windsor Corridor" was marked on October 27. It was 150 years earlier, 1856, at 7:00 am, when the first passenger train left Toronto and travelled to Montreal in 14 hours. That same day, the first train left Montreal at 7:30 am and travelled to Toronto in the same amount of time. Each train had a meal stop and meeting with its counterpart at Kingston, Ontario, at approximately 2:00 pm. (Canada NewsWire, Oct. 26)

OTHER PASSENGER

GO TRANSIT MARKS RIDERSHIP ACHIEVEMENT: GO Transit has celebrated a landmark - a billion riders since the system opened in May 1967, thanks to record investments in public transit. The McGuinty government has an ambitious and multi-faceted plan to make public transit more convenient and reliable across Ontario starting with a \$1.3 billion investment in public transit this year, including more than \$830 million in GO Transit. "A billion passengers is a significant achievement," said GO Transit chairman Peter Smith. "It just shows how much the government's investment over the decades has paid off by helping people get out of cars and onto transit." (Canada News Wire, Oct. 11)

AMTRAK REGISTERS FY06 RIDERSHIP, REVENUE GAINS: Amtrak's streak of record-breaking years now stands at four. In FY2006, the US national intercity passenger railroad's ridership and ticket revenue exceeded FY2005's figures and FY2006 projections, according to the October issue of employee newsletter "Amtrak Ink." During the fiscal year ending September 30, Amtrak carried 24.3 million passengers, up 1.3% compared with FY2005's adjusted figure of 24 million and 3% compared with the FY2006

projection. Also in FY2006, the railroad posted its highest-ever ticket revenue at US\$1.37 billion - \$132 million more than FY2005 and \$28M higher than Amtrak's projection. Short-corridor and state-supported routes increased ridership 6% and boosted ticket revenue 8% compared with budgeted figures. However, ridership on long-distance routes was 2% lower than projected. The Silver Star, California Zephyr, Coast Starlight and Sunset Limited posted ridership and revenue losses compared with budgeted figures, while the Empire Builder and Lake Shore Limited exceeded projections. In the Northeast Corridor, ridership and revenue on regional trains rose 3% and 9% respectively, compared with projections. The Acela Express carried 2% more passengers than expected, but ticket revenue dropped 6%. (Progressive Railroading.com, Oct. 17)

Company of Canada will stop operating a passenger train that connects Labrador City with communities in Quebec. The decision has prompted concern about winter road safety, as residents will need to drive for about an hour to make a connection at a junction in isolated Ross Bay, in western Labrador. Karen Oldford, who volunteers with the Labrador West Minor Hockey Association, said players and parents have relied on the train service to go to tournaments in Sept-Îles, Quebec. Without the connection, she said, travellers may soon need to drive to Ross Bay and stand by the junction as they wait for the train. "There [are] no facilities, and certainly at the time of the year that we travel, the temperatures are generally down to minus forty, minus fifty," said Oldford.

IOC has already turned over operations of the existing passenger train service between Sept-Îles and Schefferville, in northern Quebec, to another operator. That line cuts through western Labrador, and IOC has until now operated the branch line to Labrador City, site of the company's iron ore mine. Labrador City Mayor Graham Letto said another operator has been approached about taking over the passenger service. As well, he said, the town is researching whether a bus service to Ross Bay is feasible. "I don't see any problem going from Labrador City to Ross Bay by bus, provided you've got a place to stay once you get there," Letto said. "[The railway has] shown some interest in working with us in making sure that does happen." Letto would like a solution to be in place in late January. IOC will cease to operate the service to Ross Bay on January 26, 2007. (CBC News, Oct. 23)

JINGLE BELL EXPRESS SET TO RIDE THE RAILS: One of the more popular Christmas attractions in Northwest BC will once again be winding its way along the North Coast railway this winter, with plans for the event still in the works. "The Jingle Bell Express will be going ahead this year, we have verification from VIA Rail that it is a go, but we are still not sure of the exact date. VIA Rail would like to do it on December 12, but they have to negotiate the running rights with CN. If we're not able to get it on December 12 then it will definitely go ahead on December 5," said Dave Walker, one of the organizers of the annual train rides with Jolly Old St. Nick. Tickets for this year's event, which have always gone quite quickly in past years, will be made available at the Chamber of Commerce Office in Atlin Terminal on November 25. According to Walker, this could be an important year for people who wish to make the trip. "This very well could be the last year because with the anticipated activity at the container port we actually may not be able to get running rights for a passenger train on the line on a Tuesday." (Northern View, Oct. 25)

RAILWAY MANAGER CHOSEN: Ron Restrick's 32 years with BC Rail plus his training in Tourism Management at Capilano College makes him the ideal candidate for the gm position with the Kettle Valley Steam Railway. Last week the KVSR announced that Restrick, of Port Coquitlam, will take over the gm duties from Debbie Kinvig who resigned her position after four years. In total Kinvig has been with the KVSR for eight years. Restrick is somewhat familiar with Summerland and the KVSR as he spent two summers at the railway. While Restrick says the total transition will take place November 1, he is already learning what his new role will entail. He says his goal is to build on the KVSR's well established reputation. This includes looking at new initiatives and continuing to provide a memorable experience for passengers, which reflects Summerland. Restrick says currently he and the other staff are

getting ready for the special Halloween train which will hit the tracks Oct. 28. (Summerland Review, Oct. 26)

CANADA'S GOVERNMENT SUPPORTS FIRST NATIONS RAILWAY: The Government of Canada will provide up to \$8 million to Tshiuetin Rail Transportation, to continue passenger rail service between Sept-Îles and Schefferville, Quebec, through Emeril, Newfoundland and Labrador, until December 31, 2007. The Federal Transport Minister made the announcement at the conclusion of the Forum socioéconomiquedes Premières nations du Québecconference. Minister Cannon also offered congratulations to Alexandre McKenzie, President of Tshiuetin Rail Transportation, who was also attending the conference, on the recent completion of Tshiuetin's new diesel locomotive repair shop and extensive improvements to the railway station in Schefferville. These projects totalled \$3.5 million and were funded by the Government of Canada.

Tshiuetin Rail Transportation is jointly owned by the communities of Matimekush/Lac-John and Uashat Mani-Utenam, and the Naskapi Nation of Kawawachikamach. Tshiuetin acquired the Menihek subdivision from the Quebec North Shore and Labrador Railway in December 2005, through an asset purchase agreement with the Iron Ore Company of Canada. Passenger rail service is the only surface transportation mode available to Schefferville and is used by First Nations people in the area to travel to their traditional hunting, fishing and trapping territories on a year-round basis. "We are very proud and happy to be the new owner and operator of the Menihek subdivision, " said Mr. McKenzie. "We feel this railway will be an important tool of social and economic development for our communities. Our people are working and developing their skills as we speak. A new pride has come upon us." Federal funding comes from the Regional and Remote Passenger Rail Services Contribution Program administered by Transport Canada. The program ensures that safe, reliable and sustainable passenger rail services are provided to regional and remote areas of the country. (Transport Canada release, Oct.27)

GARY DANIELSON RECEIVES LIFETIME ACHIEVEMENT AWARD: Gary Danielson, President of White Pass & Yukon Route, was honored by the Alaska Tourism Industry Association with the Lifetime Achievement Award at its 2006 Convention held in Valdez, Alaska. Gary Danielson was "humbled and overwhelmed" by the award and quipped that he's not done on either his lifetime or achievement yet! While not a standing annual award, this recognition will be conferred upon an individual who has demonstrated lifelong support of and leadership in Alaska tourism, promoted industry standards of excellence, and contributed to the industry's growth as a whole. (White Pass release, Oct.19)

MTA LOOKS AT LAVAL TRANSIT FIXES: The Metropolitan Transit Agency is tracking public transit ridership north of Montreal to decide the future of extra trains and shuttle buses put in service after the collapse of a highway overpass in Laval, a spokesperson says. "We haven't maintained the peak (ridership) we had in the days following the overpass collapse, but we have held on to some of those people," Melanie Nadeau said. "That's the good news." The agency laid on an extra train from Ste-Thérèseto Lucien L'Allier station in Montreal, thanks to the loan of a GO commuter train from Ontario. It also opened a new train station - the Vimont site on Bellerose Blvd. W. in Laval - for commuters on the Blainville line. Highway 19 reopened October 26, but some commuters are still forgoing their cars to take the shuttle - now charging regular fare and ride the GO train. At its peak, the shuttle bus ferried 1,200 to 1,500 passengers a day to and from Henri Bourassa metro, Nadeau said. The bus will continue to run from the Guzzo parking lot on Laurentian Blvd. to Henri Bourassa weekdays from 6 to 10am (southbound) and 3 to 7pm (northbound) until further notice. The GO train, which leaves Ste-Thérèseat 7am and returns at 5:55pm from Lucien L'Allier, will operate until November 10th. (Montreal Gazette, AMT release; Nov. 8)

GO TO RUN WEEKEND TRAINS TO OSHAWA: GO Transit plans to extend weekend train service to Ajax, Whitby and Oshawa starting December 30. Currently, GO trains run from Union Station to Oshawa only during the work week. But during the weekend, the

trains stop at Pickering, and GO riders aiming to travel further east must transfer to a bus. A GO staff business plan shows that while the net cost in fiscal year 2006-2007 will be \$115,000, "there is excellent potential for the extended service to break even in the near future," according to a letter that GO board members will receive at today's monthly meeting. The letter says that only 76,000 new riders per year, or 675 new riders each weekend day, are required to break even. "This extension would both attract new riders and carry many existing riders a longer distance, as many people from the east now drive to Pickering station on the weekends, rather than take the bus and transfer," the letter says. "It will also enable buses to be reallocated to other, high demand services." (Toronto Star, Nov. 9)

REGIONAL / SHORTLINE NEWS

GOVERNMENTS URGED TO SAVE MANITOBA RAIL LINES: It's time to stop tearing up rail lines in Manitoba, say provincial farm groups, a view seconded by a grain shipper whose line could soon disappear. Keystone Agricultural Producers and the Association of Manitoba Municipalities have called on the provincial and federal governments to impose a moratorium on rail abandonment in the province. The call was prompted by the looming abandonment of two branch lines in the province. One is a provincially regulated short line running from Morris, 129 kilometres east to Mariopolis. The other is the 101 km Glenboro line that CPR recently added to its three-year discontinuance plan. The groups have met with the provincial ministers of transportation and agriculture and sent a letter to the federal minister to press their case for a moratorium. They have also called on the province to organize a meeting of all stakeholders to discuss the future of rail service in Manitoba. "We can't afford to let the steel be ripped up," said KAP vp Robert MacLean. "Once it's gone, it's gone forever." He said if local rural communities are going to take advantage of future development opportunities, then it's crucial to maintain the province's transportation infrastructure.

Martin Harder agreed. The president of Winkler-based Delmar Commodities, which operates two grain elevators and a soybean processing facility on a line recently slated for abandonment, said he was looking seriously at further value-added development along the 129 km of track running from Morris to Mariopolis. Then on April 24, Southern Manitoba Railway, which took over the line from CN in 1999, filed a notice of abandonment with the Manitoba Motor Transport Board. While grain movement on the rail line has been sluggish the past two years due to district crop production and quality problems, Harder said he had "no inkling" that the railway was planning to abandon the line. In 2005, Delmar bought and moved an elevator from La Riviere some 20 km north to Somerset, where the company already had a facility, giving it the ability to meet CN's loading requirements for reduced freight rates. "That was barely even up and running when they applied for abandonment, and basically left me holding the bag," said Harder. "I thought I'd have at least another year to recover and prove to them what we could do." Harder said he had no problems dealing with the short line over the previous five years, but CN, which supplies cars to the short line, has been unwilling to provide sufficient cars or negotiate discount rates out of Somerset. High steel prices have driven up the net salvage value of the line to an estimated \$12 million, about 1.5 times the original purchase price. MacLean said if the province doesn't declare a moratorium, then it should purchase the short line. Failing that, the government should provide financial compensation to communities located along the line. (Western Producer, Sept. 28)

OTTAWA VALLEY CUTTING 19 JOBS: Ottawa Valley Railway is cutting 19 jobs this month in a move to stay efficient in the wake of changes within the transportation industry, the company said. Daryl Duquette, assistant manager at the North Bay-based operation, said the rail service is grappling with lower traffic volumes as a result of a CPR move to reroute some trains. The railway operates CPR's former Ottawa Valley line and is controlled by RailAmerica. The line connects to the CPR network in Ontario at Cartier, Sudbury and Smiths Falls. Duquette said the layoffs are unfortunate and unexpected. He said the company is negotiating with CPR in an attempt to boost traffic volumes and recall its

workers. He said the rail service also hopes some employees will be back on the job between December and April when traffic volumes are typically higher due to shipments headed west. Peter Jamieson, Local 145 chairman of the Teamsters Canada Rail Conference, said about 40% of the railway's workforce has been cut since August, raising serious concerns for the union about the future of the operation. Jamieson said a dozen jobs were cut in August after the company reduced its crews, citing efficiencies achieved due to \$20 million in improvements to the railway. Jamieson said the union has heard talk that the latest cuts are the result of a move by CPR aimed at making its operation more efficient by changing its route to bypass North Bay, going from Sudbury to Toronto to Smiths Falls, a greater distance than before. (North Bay Nugget, Oct. 4)

CHURCHILL PORT AT RISK: Churchill would "not be a sustainable port" if the Canadian Wheat Board lost control over wheat and barley exports. Churchill's mayor, Mike Spence, said the closure of the port and rail line - both dependent on wheat board grain would be a devastating blow, costing more than 100 jobs and choking the community's economic potential. Mike Ogborn, managing director of OmniTRAX, which owns the port's grain terminal and the rail line leading to Churchill, said the wheat board is by far the port's biggest customer, providing it with at least 80% of its annual shipping volume. This season, the board plans to send 400,000 tonnes of grain through the port. "If we lose that business at the port, everything from The Pas north is adversely affected," Ogborn said. The Harper government has promised to end the wheat board's monopoly on the sale of wheat and barley grown on the Prairies. Currently, all western wheat and barley that is exported or sold domestically for human consumption must be marketed through the board. "It's probably the most pressing issue that we've had in many years in terms of how we could be affected as a port community," he said, adding that the town is preparing a "strongly worded" letter to federal Agriculture Minister Chuck Strahl outlining its concerns. Adrian Measner, CWB president and ceo, said that if the board lost the single desk, there are no guarantees that any wheat and barley would flow through Churchill. "Right now, under our Act, we are able to direct grain to the port and facilities (through which) we get the best economic advantage for farmers," Measner said in an interview. "So we actually direct grain to Churchill." In an open market, he said, grain companies would send grain to ports where they own grain terminals so they could reap the handling fees. Strahl has said his goal is to maintain a strong CWB while providing farmers marketing choice. But wheat board officials are skeptical about how the board could survive in such a system or whether it would be able to provide farmers with the level of returns that it does now. (Winnipeg Free Press, Oct. 5, thanks to Jim Lewis)

STORA ENSO GETS BACK ON TRACK: Stora Enso, Cape Breton and Central Nova Scotia Railway's largest client, has restarted its mill, shut first by a lockout of unionized staff and later by Stora's attempt to win a new electricity rate structure from provincial regulators. After the lockout began in January, the Cape Breton and Central Nova Scotia Railway laid off 14 of its employees based in Port Hawkesbury. Stora ships about 600 carloads of paper products each month, and acting railway manager Jim Ryan said laid off workers will be recalled progressively as Stora ramps up production. (Cape Breton Post, Oct. 11)

OTHER INDUSTRY NEWS

C.R.H.A. SEEKS FEDERAL FUNDING FOR CANADIAN RAILWAY MUSEUMS: In a presentation to the House of Commons Standing Committee on Canadian Heritage, the Canadian Railroad Historical Association noted that the federal government now fully funds, through the existing National Museums, institutions dedicated to aviation, agriculture, nature, mail, science and civilizations. The CRHA has over the past 45 years received capital grants for certain infrastructure and Museum Assistance Program project grants from the federal government, but no operating grants for the preservation, conservation and interpretation of its important Canadian collection at Exporail. The existing federal policy is not to provide operating grants to non-federal government museums. As

a result, Exporail's operating funds have been largely self-generated, with additional support for the last 27 years from operating grants from the Quebec government. In essence, for 45 years, CRHA and Exporail has played the role of Canada's national railway museum, with operating support from the railway industry, the Quebec government, local municipalities, and private companies and individuals, but not from the federal government. In other words, Exporail, the Canadian Railway Museum has been a national public-private partnership which owns and operates the national railway collection, but without the national level of government as a full participant. A public-private partnership is a cost efficient and effective way for the federal government to assure all Canadians that their Canadian railway heritage is being properly preserved and conserved for future generations of Canadians. The CRHA recommendations were:

1) The federal government should acknowledge and assume its responsibility to provide adequate funding for the preservation, conservation, interpretation and display of Canada's proud railway heritage.

2) The federal government should become a full partner in Exporail's national public-private partnership as soon as possible and contribute funding for the preservation, conservation, interpretation and display of the Exporail collection in adequate environmental conditions for all to enjoy.

DELTAPORT THIRD-BERTH PROJECT GETS ENVIRONMENTAL APPROVAL: The Vancouver Port Authority cleared the first hurdle in its \$272-million initiative to add a third berth at Western Canada's biggest container terminal. Port president and ceo Gordon Houston announced in a news release that the Deltaport project was approved by the BC government's Environmental Assessment Office. The project still requires approvals from several federal agencies including Fisheries and Oceans Canada, Environment Canada and the Canadian Environmental Assessment Agency. The plan to add a third berth at Deltaport is part of an ambitious \$1-billion project to expand capacity at the Roberts Bank deep sea container terminal. The terminal is touted by the provincial Liberal government as the key to the development of British Columbia as Canada's Pacific gateway. "The [port authority] has worked collaboratively on this project with the provincial and federal governments, first nations and the local community for over two years to ensure an environmentally sustainable project which will facilitate the growth of Canadian international trade." The project has encountered community opposition in Delta and Langley, where residents are unhappy about the extra rail traffic it would create, the forecasted increased length of the trains of 30 to 40%, as well as degradation of local air quality by emissions from additional diesel trucks and ships. Residents are also concerned about a deal with the Tsawwassen First Nation that would see local farmland taken from the province's agricultural land reserve in favour of industrial development in support of the port. (Canada NewsWire, Sept. 29; Vancouver Sun, Sept. 30; Langley Times, Oct. 4)

SAD DAY AT TRENTONWORKS: At 4 pm on Friday, October 13, 170 TrentonWorks employees clocked out and left the plant in Trenton, Nova Scotia, not sure when they would return. The railcar manufacturer has been laying off 500 workers since September, but October 13 marked a larger number in one day than usual. "We're winding down production of the current run and have substantially completed that," general manager Bob Hickey said. In fact, the plant is down to its last few railcars, and by the end of next week another 100 workers will be off the job, for a total of roughly 500. "We're all pretty glum," said Mr. Hickey, who will be among fewer than 100 people left working at the facility by the end of the month. Most of them will be in administration and construction, getting ready for a new run of railcars in January. That will result in roughly 300 people being called back to work temporarily. Beyond that, Mr. Hickey said, there's nothing on the books. TrentonWorks, a company of U.S. parent Greenbrier Cos. of Oregon, announced it was laying off most of its workforce this fall because of a slump in the U.S. housing market, resulting in less demand for centre-partition, lumber-carrying flatcars. The company built more than 2,500 of the cars since June 2005.

The plant has seen its share of ups and downs. It experienced a similar slowdown in 2002. At its peak, it employed 1,400 people.

Even a year ago, it had 1,100 workers but laid 500 of them off weeks before Christmas. None of those workers were brought back. Still, beneath the glum shone a glimmer of hope. "We're looking at a lot of options," Mr. Hickey said. "We're still bidding on cars. We've been discussing our situation with the province and the feds." (The Chronicle-Herald, Oct. 14)

RUSTING LOCOMOTIVES NOT YET ON TRACK TO RESTORATION: A piece of Newfoundland's railroading history may be heading to the junkyard if a volunteer group cannot raise enough money to protect it. The Railway Coastal Museum in downtown St. John's, Newfoundland, is able to restore one of two surviving diesel locomotives in the city area. The fate of the other is less certain. "It's the same story we see in Newfoundland all too often," said Steven Bonnell of the Clarenville Heritage Society, which is aiming to save the other locomotive. "A lot of things get lost over time, and then, like, 10 years down the road, people will ask, 'Whatever happened to that old building? How come that went away?' " The Newfoundland Railway, which was built to open up the island in the late 19th century, was wound down in 1989. The No. 900 locomotive - the first diesel to cross the island - now stands in weeds and tall grass off Mount Scio Road, in Pippy Park in the north end of St. John's. A museum used to keep that locomotive, but it closed years ago. The other diesel, No. 906, is in Bowring Park. There are plans to save both engines, but so far only enough money to restore one. If only one can be saved, the 906 will be scrapped. Gordon Barnes, who manages the Railway Coastal Museum, said the museum will let the Clarenville Heritage Society pick which locomotive it wants to restore, and then claim the other. However, time is running out and money remains short. The locomotive must be removed from Pippy Park before Christmas, and the Clarenville Heritage Society only has \$10,000 of the \$25,000 it needs to move the locomotive. The space in Pippy Park has been earmarked for a new headquarters for the Easter Seals organization. "There's hardly a person in Newfoundland who in some way their family wasn't connected with or dealt with or travelled on the railway," Barnes said. "It's an important part of our history that needs to be preserved." Another four diesel locomotives exist in other communities in the province. (CBC News, October 17)

CIT RAIL ACQUIRES BOMBARDIER'S RAIL-CAR LEASING DIVISION: CIT Group Inc. subsidiary CIT Rail recently acquired the assets of Bombardier Inc.'s rail-car leasing business. The deal closed on Oct. 2. The acquisition will increase CIT's fleet by almost 15,000 cars to about 102,000 freight cars. The deal also will expand the firm's customer base, adding 250 leases from more than 100 companies to CIT's portfolio. (ProgressiveRailroading.com, Oct. 17)

SAYS ABANDONMENT **FOLLOW** GOVERNMENT SHOULD PROCEDURES: The Manitoba government will not impose a moratorium on tearing up provincially regulated rail branchlines, an official speaking for Transport Minister Ron Lemieux said in an interview. Earlier the Keystone Agricultural Producers asked for the moratorium until rural communities could assess the impact losing their rail service might have on future development such as producing biofuel. "I'm really hoping he'll (Lemieux) put together a stakeholder's consultation because we have to look at this," KAP vp Robert McLean said in an earlier interview. "We can't allow these lines to get ripped up." Charlie McDougall, Lemieux's press secretary, said there is a process rail line owners must go through before they can rip a line up for salvage. Last February Southern Manitoba Railway, owned by Tulare Railroad, applied to the Manitoba Motor Transport Board to discontinue the line that runs between Morris and Mariapolis. The line was originally owned by CN. CPR announced August 24 it had added a 62.8-mile portion of its Glenboro line between Rathwell and Page to its three year plan for discontinuance. If the line is not sold or leased CPR will eventually be allowed to remove the track for salvage. A year ago CPR added the line between Morden and Killarney to its discontinuance plan. Those two lines are federally regulated, but the discontinuance process is similar to the provincial process. In fact, provincial process is modeled after Ottawa's. KAP doesn't want the 80-mile Morris to Mariapolis line ripped up for salvage. There are working elevators on the line at Mariapolis, Somerset, Jordan and Kane. (Farmers' Independent Weekly, Oct. 12)

RAILWAY INDUSTRY AND GOVERNMENT ON THE RIGHT TRACK:

Representatives from railway companies, railway suppliers, cabinet

Representatives from railway companies, railway suppliers, cabinet ministers, Members of Parliament and other government officials will meet in Ottawa for "Rail Day on the Hill" - an initiative bringing together over 100 participants to discuss common issues facing the nation and its increasingly important railway industry. "The event is a great opportunity for railway representatives and government to liaise and express their joint interests," said Cliff Mackay, president and ceo of the Railway Association of Canada. Mackay pointed out that by working together, government and industry can help each other address their challenges. Rail has streamlined its operations and leveraged modern technology to currently transport 65% of Canada's freight while generating only 3% of transport's greenhouse gas emissions. "Rail will play an even more important role in Canada's future prosperity," said Mackay. "One area where this is particularly true is in western Canada where public policies are evolving and millions of dollars of public and private investment has been and is being spent to increase capacity and competitiveness through Vancouver, Prince Rupert and related transportation infrastructure as part of Canada's Asia-Pacific Gateway and Corridor Initiative. This day will help us make the most of that opportunity." Bilateral meetings will take place between government officials and representatives of the industry. In conjunction with "Rail Day on the Hill," the RAC sponsored a special information supplement in the Globe and Mail. The supplement highlights through a series of articles and advertisements that healthy railways are a must for the Canadian economy. The various articles look at commuter and passenger rail, new technologies, rail's environmentally-friendly nature and the dramatic growth in freight railways in Canada. (RAC release, Globe and Mail, Oct. 23)

BRINGING PANAMA TO THE MAX: Panamanians voted overwhelmingly to expand the Panama Canal voting 4 to 1 in favour of the largest modernization project in the 92-year history of this shortcut between the seas. The US\$5.25-billion overhaul will allow the canal to handle modern container ships, cruise liners and tankers that are too large for its current locks by building a third set of locks on the Pacific and Atlantic ends by 2015. The Panama Canal Authority, the autonomous government agency that runs the canal, says the project will double the capacity of a waterway already on pace to generate about \$1.4B this year. Expansion will be paid for by increasing tolls, taking in more than \$6B in annual revenue by 2025. North American ports on the Atlantic coast, including Halifax, want the canal expansion to handle the big increase in traffic from the Far East once the big ships can cut through Isthmus of Panama instead of having to round the tip of South America. This in turn would ramp up rail and road freight traffic bringing the economic spinoff to other sectors in the US and Canada. While Halifax would be the biggest Canadian benefactor of canal expansion, it is also a hub for other major routes. "We're looking more to the Suez Canal, which allows shorter routes from India, China and Southeast Asia," says Michele Peveril of the Halifax Port Authority. "For US ports, the Panama Canal is very relevant, but it's not our primary focus." (National Post, Oct. 21, Globe and Mail, Oct. 23)

SUSTAINABLE TRANSPORT: A GLARING OMISSION FROM OTTAWA'S "GREEN PLAN": On October 21, Transport 2000 Canada, the advocacy group for sustainable public transportation, celebrated its 30th Anniversary at its board meeting in Regina, SK, and unanimously called on the Harper government to re-think its new "Green Plan". The board echoed criticisms by other organizations, citing a serious lack of practical measures to address pollutants and greenhouse gas emissions now. "Canada is lagging behind the rest of the world in adopting public transport measures to reduce emissions and greenhouse gases", said David Jeanes, president of Transport 2000 Canada. "We call on the government to take practical steps now to promote sustainable transportation. Setting goals to be achieved more than 40 years in the future does not address the reality of global warming or the expectations of Canadians." The government must foster sustainable public transport by rail and bus to encourage a reduction in personal automobile use, one of the largest contributors to greenhouse gases and urban smog. Urban transit, long-distance travel, and rural transport must all be part of the strategy. Tools to create a

balanced transportation network could be available with sustainable funding for VIA Rail, retention and development of underutilized rail corridors, and investment in urban transit systems. Transport 2000's board calls for such policies as an urgent priority. (Canada NewsWire, Oct. 23)

LOCOMOTIVE A WELCOME NEW ADDITION TO RAILWAY MUSEUM: A 129-ton locomotive was transported across Beiseker and unloaded on the tracks at the Alberta 2005 Centennial Railway Museum. Mammoet Crane provided equipment, manpower and time for the move at no charge to the museum, as one more contribution helping to keep a testimony of a rich tradition of prairie railway. Volunteers hope to create a working railway museum that will eventually take passengers to Irricana and Carbon. A local circuit will comprise a station, a main building, a working roundhouse and turntable, all linked by railway tracks about two-thirds of a mile long on 18 acres of land. Village residents and museum volunteers watched the move of the 1958-built S-13u locomotive (No. 8704) donated by CN to add to several other pieces of railway equipment that will be housed at the museum. The society is still looking for donations of old artifacts that will allow recreating the story of the railway. Harwood said volunteers worked through the summer to dismantle 1,200 feet of railway track that were donated in Calgary, and transported to the Beiseker museum. "We are bringing a number of railcars as well, pending negotiations with CPR," said Harwood. (Irricana Rocky View/Five Village Weekly, Oct. 17)

RAIL TRAFFIC MIXED IN SEPTEMBER AND OCTOBER: Canadian rail carload traffic was down 11,127 carloads (3.5%) in October 2006 to 302,504 carloads, and down 43,725 carloads (1.3%) for the year to date to 3,212,432 carloads. Canadian intermodal traffic was up 6,709 units (3.6%) in October 2006 compared with October 2005 to 194,978 units, and up 102,987 units (5.6%) for the first 10 months of 2006 to 1,956,873 units. Carload gains for grain were up 5,849 carloads, or 15.2%, but were not enough to offset declines in carloads of motor vehicles and equipment (down) 6,352 carloads, or 21.1%) and lumber and wood products (down 2,200 carloads, or 12.2%), among other commodities. Combined cumulative rail volume for the first 43 weeks of 2006 on 13 reporting US and Canadian railroads totaled 17,703,726 carloads, up 0.9% (156,374 carloads) from last year, and 12,167,160 trailers and containers, up 5.8% (667,839 units) from 2005's first 43 weeks. (AAR, Oct. 5; Nov. 3)

-- N E W -

Quebec Railway Light & Power, Montmorency Division

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



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

Order your copy direct from: Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1 for only \$23.95 (postage and taxes included). US orders in US funds.

Santa Claus on the Salem and Hillsborough

Article and photograph by Wendell Lemon

Twenty years ago, New Brunswick's only steam tourist railway, the Salem and Hillsborough Railroad, thought it would be nice to have a Santa Claus train for Albert County children. Since this was a 'first', a day was planned. Our only active steam locomotive at this time was ex-CN 1009, a 1912 Ten-wheeler. Two round trips were planned between Hillsborough and Salem. One round trip is 10 miles. Santa Claus would be riding both trips passing out gifts and Ho-Hos. George Parks and I quickly volunteered as engineer and fireman. Little did we know what was ahead.

George and I arrived at Hillsborough early the morning of December 20, 1986, for the big event. The day was overcast with seasonal temperatures. A total of 8 inches of snow had fallen in the past few days. Things looked good. The 1009 was being steamed up outside the shop. Two coaches were up at the station and excited children were boarding. We took over steaming the engine, but it was not long before we realized the slide-valve castings were leaking steam. As our boiler pressure increased, so did the leaking steam. We already knew the 1009 was notorious for a leaking throttle dating back to 1938 (Canadian Rail, Mar-Apr 1985). This is how steam was getting to the slide valves. However, steam leaking between the slide-valve casting and the cylinder was a new concern.

We were soon told the slide-valve casting had been removed on both sides a few days earlier for inspection. This was disturbing. A couple of loose bolts were located and quickly tightened. This seemed to stop most of the leaking. So, once steamed-up, we proceeded to the station to couple onto our two-car train. George and I were concerned about the 1009 but kiddies were counting on us to make their day. We coupled up and would be leaving tender-first.

The 1009 can be a miserable steamer. I soon noticed our so-called fuel was wet, partly Nova Scotia pea coal, partly New Brunswick lump coal and partly local grit and crushed stone.

Once our brake test was okayed, conductor Ed Bowes radioed 'Highball'. We began moving. George soon had 1009 working softly across the Marsh. Once over highway 114, he opened her up for the three-mile climb to Salem station. The front end exploded. The two coaches were immediately buried in live

S&H Santa Claus train at Salem, New Brunswick, on December 20, 1986. Conductor Ed Bowes hikes back to his train after telling Engineer George Parks to leave when we are ready.

steam. The slide-valve cylinder heads were spewing steam in all directions. Visibility ahead was okay as we were running in reverse. Since I was spending most of my time on the deck shoveling and separating good coal from the slack, the lack of rear visibility was little concern to me. My thoughts were on trying to keep this primitive saturated machine hot. Our steam pressure was holding so we kept going. George and I hoped Santa Claus and the kiddies were having a good time and not looking out the windows.

About one mile from Salem station, the packing around the right side valve stem let loose with a hair raising scream. Once we realized what had happened, the other valve stem let go. Our iron horse was sneezing steam out both sides. Parents waiting for their children at Salem must have thought we were exploding. I suppose we were. I was embarrassed.

We uncoupled and ran around our train. Now we were leading engine first. A S&H mechanical volunteer was at Salem and looked at the valve stem packing. He had been flagging the crossings and knew we were in trouble. The packing was still intact though blown out of place. He wound the packing back in place and tightened the packing nuts. There was promise of more repair back at Hillsborough station.

We drifted away from Salem feeling a bit better. The 1009 was snorting and wheezing all the way down to the Marsh. I felt I was part of a fire-breathing monster. On the Marsh, George began to work steam. Escaping steam immediately surrounded our steed. I could not see ahead on my side. George said he could see so we soldiered on. We had no choice. The Marsh is flat, isolated and inaccessible by car for any rescue of passengers.

I soon noticed George was leaning way out the window trying to see through the steam. It was condensing on the windows and his glasses. He kept the old girl moving though and we were only a few minutes late arriving at Hillsborough station.

We ran around our train for the second trip and coupled up. Two men arrived with a wheel barrow full of wenches and tackled our leaks. After a half hour of bolt tightening, they gave us the thumbs-up and quickly disappeared. We now had another load of young passengers riding with Santa Claus. We left the station

late. The old girl moved along and stayed mostly tight right to Salem.

On the return trip, we were feeling better, and braver. This day was coming to an end. Back on the Marsh, George opened her up. We were about one mile from home when the packing blew out of my side. Then both steam chests began to spew steam into the frozen cat-tails and back into the cab. Occasionally a strong cross wind blew enough clear so we could see ahead. Then 1009 died for steam and the brakes came on. And for some unknown reason radio communication died at the same time. This all happened in about five minutes. We sat on the Marsh for 20 minutes while I got steam raised and the brakes pumped off.

It was nearly dark when we blasted around the climb into Hillsborough. We must have been a sorry looking sight. Parents were waiting for their happy children. Most people thought the Marsh stop and the steamy display were planned. It was dark by the time George and I put 1009 away. We never saw Santa Claus the entire day.

Merry Christmas.

Call the Police

by Bill Cole

This story commences in the enginemen's bunkhouse at Foleyet, Ontario, which is a turnaround terminal for CN Hornepayne crews to the west, and Capreol crews to the east. At one time Foleyet had a small roundhouse, a large water tank and coal chute, along with a number of yard and storage tracks. The enginemen's bunkhouse was fairly large, as well as a smaller trainman's bunkhouse right next door on the west side. Right now we're going back to 1966 on a hot, humid day in the summer months, but unfortunately I cannot recall the exact day.

It was early in the evening, and a small group of about seven or eight engineers were sitting around in the main room of the bunkhouse watching television and trying to keep cool. No air conditioning in this old bunkhouse, but a big fan was doing the best it could to cool off the waiting hoggers, all anxious to get their turn out on a homeward movement. I had arrived earlier on an eastbound freight, had cleaned up and had eaten, so I figured a few hours of television and then to bed, as I was expecting a call for around 5 am for a westbound drag of empties.

All of a sudden, the front door of the bunkhouse flew open, and in staggered a guy who obviously was drunk, and this guy was not a railroader, as no one seemed to know him as he stood there grinning at everyone.

After a few moments of nothing happening he announced that he was going down the hall and getting some sleep in one of the rooms. He headed for the doorway to the hall leading to the bedrooms with great difficulty, while we all sat there wondering who was going to speak up, and tell this guy he was off limits and to get out of our private property. He got to the swinging door at the back wall of the room, when Dennis Walton, a burly Hornepayne engineer got up and grabbed him, informing him he had reached the end of the line and was ordered to leave. He was about to put up an argument when Walton politely took him by the arm and guided him to the outside door, advising him in no uncertain terms that he better not come back. We expected him to come back but after a couple of hours, there was no sign of him, and gradually we all headed for our rooms and a much needed rest.

Morning arrived sooner than I had expected, but I was called for the westbound drag for 5.30 am, with my power being at the shop track. I had lots of time to shower, eat breakfast and get organized, and then out into a beautiful sunny morning which was a lot cooler than the night before. We were getting two GP9 units, 4500 class and about 90 empty box cars, probably grain cars heading back west. Our train orders were ready, so off across the yard tracks I head to the shop track, while my head end brakeman lined up the necessary tracks for us to get off the shop track, pick up our caboose and put it on our train, and then couple onto the head end in preparation to head for Hornepayne.

I climbed on the power, checked out the details that were necessary, and realized I had to start the second unit. I was reaching for the door of the cab of the second unit, looking in the window and noticed a man laying on the floor. Guess who? It was the same inebriated man who had been ejected from the bunkhouse only a few hours previously. Obviously this guy was here only for shelter and a place to sleep, and I didn't think he was interested in going to Hornepayne, but I wasn't going to be the guy to wake him up and possibly get into an argument with him. I don't usually give transients a problem if they're going somewhere, because most of them are friendly and just need a ride somewhere. Maybe a family waiting or maybe even a job on the line. But this guy had been nasty the night before and I hadn't quite reached the abilities of George Foreman, the boxer.

Back to the lead unit I go and call the operator at the station, telling him to notify the OPP that I have a guest for them, and I'll deliver him to the station if they'll meet me there. My head end brakie had heard this on his radio, so he proceeded to line me up for the passing track so we could back down to the station. We

took our time and after a few minutes wait, we could see the familiar, at that time, black and white police cruiser heading our way, and on arrival two half dressed OPP officers got out with big sleepy smiles on their faces. The head man asked us what and where was the problem, and I quickly advised him that his prize catch is right now sleeping in the trailing unit, and I told him of the slight problem we experienced with him the night before at the engineman's bunkhouse. I requested that he finish his night's rest in their lockup as he was indeed trespassing, and I thought he might be quite upset about arriving in Hornepayne in a few hours time.

Our entire crew stood back on the station platform along with the station operator while our two officers entered the diesel unit, aroused our unfriendly friend, and proceeded to remove him from the premises. He was definitely not a happy camper and he was quick to advise us of his feelings, but he did go without a struggle and that in itself was a good thing. After this morning accomplishment was ended, it was time to get our caboose and put it on the tail end of our train, and get out of town, heading for home in our final terminal of Hornepayne. This was taken care of in short order, brake test completed and homeward bound we were. None of us ever did see that gentleman again whose sleep was rudely interrupted, and a situation such as that was never experienced again by yours truly. Once was definitely enough.

Coming Events

GATINEAU, QUEBEC: The 5th annual train show, sponsored by Club Ferroviaire En Voiture and Mont Bleu Ford will be held on February 17 and 18 (10:00 to 16:00) at Mont Bleu Ford, 375 Maioney Blvd West. Operating layouts, displays, diecast models, vendors/exhibitors, RC planes, helicopters, boats and more. Free parking/admission. For further information and table requests, contact Mario at (819) 671-2354.

COBOURG, ONTARIO: The Cobourg Model Railroaders will sponsor the Cobourg Model Train Show on March 3 (10:00 to 16:00) at the Lions Community Centre, Elgin Street East. Adults \$4, Seniors \$3, Children \$1. Information from Ted Rafuse, 181Armour Court, Cobourg, ON K9A 4S6; (905) 372-8375.

VICTORIA, BRITISH COLUMBIA: "Pacific Rails 2007" will be held at the University of Victoria Conference Centre from May 17 to 21. The convention will be jointly organized by the Canadian Railroad Historical Association and the Canadian Association of Railway Modellers, however, the convention is open to all railroad enthusiasts regardless of group affiliation. Activities should include a steam excursion on the Alberni Pacific Railway to the McLean mill, a visit to the Duncan Forestry Museum, a ride on the Esquimalt & Nanaimo Railway, and a tour of the Victoria Roundhouse and Turntable. The banquet on May 20 will feature a presentation by Robert Turner on Vancouver Island Railways. Further information from the CARM website at www.caorm.org, or from Ed Warren at (250) 752-4857, or e-mail at: e.a.warren@telus.net

NORTH AND MID-WALES: Interested in a railtour of North and Mid-Wales? STEAM, seascapes and Snowdonia; narrow gauge railways, plus castles and scenery. Staying in town and country hotels and B&Bs. State any special interests, needs, preferences. June 2 to 17, 2007. Ffestiniiog Railway Travel, with FR Life Member your guide. E-mails to: hwgow@sympatico.ca; or phone (819) 827-8552

2007 Desk Calendar: The TH&B Historical Society has produced an all-colour 12-month calendar to celebrate the Society's 10th anniversary. It consists of a 5½" x 5" colour calendar for each month and comes in a clear plastic CD style case which acts as a stand. Each month features a sharp full colour TH&B scene. Included are road trains, MofW, RDCs and more. Also included is a 12-month 2008 page. Send cheque or money order payable to TH&BHS Marketing, 19-800 Upper Paradise Road, Hamilton, ON L9C 7K9, for \$9.99 plus \$2.50 per calendar to Canadian addresses and \$3.50 to U.S. addresses.

UK Rail Sampling 2006

by Paul Bown

My wife Leslie and I were travelled through Europe this past April and May (see samplings in the October and November editions of **Branchline**). While most of our travels in the UK were by rental car, some opportunities for rail travel and railfanning turned up. After dropping the rental car we used in France at Calais, we took the ferry to Dover. We had taken the Eurostar through the Chunnel to Europe and wanted to get a view of the white cliffs of Dover on our return to the UK. After disembarking from the ferry one can catch a local bus shuttle from the terminal to the Rail Station for the reasonable sum of £1 each. Since we were headed for a few days in London this seemed to be the easiest way to go.

We had planned to go to Waterloo Station as it was the closest terminal to our hotel but the ticket agent advised that there were problems on the line and he suggested heading for Charing Cross Station instead, otherwise we might be faced with transferring to a bus shuttle with long waits. We followed his advice and noted that the train he suggested was due momentarily. He told us not to worry, as the train was at least 15 minutes late. Punctuality in the UK is not quite the same as in Switzerland but this was a Sunday and weekends appear to allow windows of opportunity for trackwork.

Finally our South East Trains EMU arrived and we grabbed four seats. There was very little luggage room but lots of vacant seats so we piled some of our bags on the seats and figured this wouldn't be an issue. When we pulled into a station about two thirds of the way to London (I didn't spot the station name) I noticed a Eurostar stopped at the adjoining platform. This was a little unusual as the Eurostar is a non-stop train. We then noticed that our platform was packed with passengers. With the problem on the Waterloo line, an automobile fire in a tunnel that caused a power shutdown, the passengers on an 8-car full Eurostar were being loaded onto a partially full 4-car EMU. Needless to say our bags were quickly removed from the seats. The rest of the voyage was in a jammed to the gunnels train and we were fortunate to have seats. There were some very unhappy Eurostar passengers on the train. Certainly our first experience on a local train was not the best.



Great North Eastern Railway Class 91 Bo-Bo Electric 91110 - "David Livingston" departing York Station, UK at 11:15 on May 25, 2006. Photo by Paul Bown.

When in London the easiest way to get around is on the Underground but you want to avoid, if possible, rush hour travel. It is even a cheap and reliable way to get to the airport and we used it both ways to Heathrow (£4 one way) rather than the Heathrow Express (£14.50 one way) to Paddington Station since, after arrival you probably would need to take the underground or taxi to your final destination. The cars on the Heathrow line have baggage storage space on each car which makes baggage

handling easier. If you wait until 9:30 am you can purchase an all day, zone one and two (the city centre), pass for £4.90 (before 9:30 am it costs £6.20). Both are a bargain when a single voyage cash fare is £3. Everyday in London we were on and off the "tube" three or four time so the pass is a great value. There are three-day and other passes available and all the information, including route maps, is available on the London Undergrounds website.

One of the sites we wanted to visit was Hampton Court Palace. The Palace has its own branch with frequent service. This is a 3rd rail line served by EMU's of Southwest Trains and it is only a 30-minute journey from Waterloo station in London. Despite some rainy weather it was a pleasant day and the Palace is well worth the visit. After our time in London we stayed a couple of days in Reigate south of the city. Travel to Reigate was via another local train journey on a DMU set of Southern Lines. The carriers change constantly on the Railtrack network as contracts come up for renewal. This departure was from Victoria Station and there were trains leaving every 15 minutes. Rather than do a transfer to get right to Reigate we alighted at Redhill and grabbed a taxi.

Our rental car trip commenced and we travelled from Brighton to Land's End to Inverness. This was a lot of travel in two weeks that included two night stops in Bath, York and Edinburgh. Most of the time was spent on the major motorways with little chance for rail viewing. We did, of course, visit the National Railway Museum in York and this is a must see. In the shop area employees were working on the frame and components of the "Flying Scotsman". A visit to the Museum is never complete without a pause at the viewing gallery, which overlooks the throat of the York mainline station. Even in as short a span as 10 minutes you get to see several mainline trains pass through.

A lunch stop in Inverness gave me some time to wander through the train station and take a few photos of some Scotrail equipment. We had an overnight stay in Fort William and I was up early the next morning to get some shots of the "Jacobite" steam train. Their season had started the previous day and B1 4-6-0 #61264 had come down from the yard and was switching the coaches for the day's run. This is a daily operation normally supported by two locomotives but the K1 was still down in England finishing its 10-year overhaul. The train runs to Mallaig on a spectacular line that has been featured in the Harry Potter films. After a few shots we were off to the Lake District. I was probably lucky that I saw the B1 when I did. It was pulled out of service for leaking tubes on June 4 but after a quick re-tube it was back for service on July 4. Things went from bad to worst on July 6th when the locomotive suffered a blown cylinder putting an end to the #61264's operation on the "Jacobite" train for this



Thompson B1 Class 4-6-0 61264 at Fort William Station (Scotland) with the daily "Jacobite" train at 09:00 on May 29, 2006. Photo by Paul Bown.



The view of the Great Hall at the National Railway Museum in York, with the evolution of railway equipment surrounding the operating turntable. In the upper right behind LNER 8217 can be seen sectioned Southern Railway Merchant Navy Class 4-6-2 35029 - "Ellerman Lines". Photo by Leslie Bown at 15:35 on May 31, 2006.

season. A new cylinder will be cast and it was hoped that the locomotive would be available for operation by November 2006.

We had lunch in a pub near Lake Windermere and since it was only about five minutes from the station of the Lakeside & Haverthwaite Railway we headed over there after eating. The train arrived about five minutes after us and I was down to my last few photos (that old slide film issue) but Leslie saved the day again with her digital camera. The power was 0-6-0ST "Princess". After a few shots we were off again.



The 1942 Bagnall-built 0-6-0ST 2682 - "Princess" arrives on time at Lakeside station on the Lakeside & Haverthwaite Railway at 13:30 on May 30, 2006. Photo by Leslie Bown.

We had two nights in Telford where my cousin was to visit some of her relatives (but not mine). The Telford rail station was right outside our hotel so with a day to kill Leslie and I tried to see what attractions might be close by. The Severn Valley Railway was just south of Telford, about a 15-minute drive to Bridgnorth, the north end of the line. As well there was a connection with the rail network at Kidderminster on the south end. I headed over to the station and asked the ticket agent what was the best way to get to Kidderminster. He said by car as he laughed but when he realized I was serious he brought up several screens on his terminal. He looked quite surprised that it was pretty easy to get back although it required three trains and two line transfers. This worked out well as my cousin would drop us off at Bridgnorth and we would make our own way back.



An overview of the locomotive shed and workshop of the Severn Valley Railway at Bridgnorth. In the centre is ex-GWR 4-6-0 5764 - "Bradley Manor" awaiting a smokebox cleanout. Photo by Leslie Bown at 09:00 on May 31, 2006.

We were dropped off early in the morning and walked up the hill to the Bridgnorth station. I knew it was going to be a great day when we saw that there were three locomotives in steam at the terminal.

The Severn Valley is a most enjoyable operation. When we walked down the platform to see the locomotive we were instantly invited up into the cab. I was asked if I was from Canada (the Canadian Ball Cap I wore was very positively received) and when I replied in the affirmative I was given a terrific reception. The Severn Valley has their locomotive and boiler shop at Bridgnorth and we really wanted to get a tour. Normally this has to be pre-arranged but again when the volunteer I asked about a tour found out I was Canadian he gave us an indepth look through the shop. Turns out he was from Toronto and had retired back to England. He and two others are working full time on a return to service of 4-6-2 "Taw Valley" which was stripped right to the frame. This was in late May and the locomotive had been in service in January.



The frame of ex-Southern 4-6-2 34027 - "Taw Valley" under repair in the Severn Valley Railway shops at 09:18 on May 31, 2006. The rebuild includes the need to cast a new cylinder as well as the complete overhaul of the boiler and running gear. Photo by Leslie Bown.

The Railway has a full shop and there were four boilers in the boiler shop undergoing a complete overhaul and I mean complete. The shop could fabricate new fireboxes, cut and patch side sheets and replace front and rear tube sheets. This made jobs like tube and staybolt replacement seem minor. They had a wheel lathe and were setting up to turn a set of drivers from the "Taw

Valley". It was quite an impressive set-up. As well as the engines on shed for the tourist line there were several locomotives, such as A4 Pacific "Union of South Africa", that they turn out for mainline duties. There were four locomotives in operation when we were there out of an operational fleet of 11, two of which were on loan to other organizations. A 12th locomotive was under repair and five were in various stages of restoration. Needless to say this was a most interesting and active shop.



Ex-GWR 2-6-2T 5164 arriving at Highley on the Severn Valley Railway at 11:18 on May 31, 2006. Photo by Leslie Bown.

The line is 16 miles in length and we had all day to voyage to the opposite end from where we could catch a train back to Telford. We purchased all day rover tickets that allowed us to hop on and off as much as we wanted. We made our way slowly down the line having stopovers at Highley and Bewdley. In this way we could have the chance to ride behind most of the locomotives in service that day plus photograph them at station arrivals and departures. Being a weekday early in the season there are normally three locomotives in service. There was a fourth locomotive the day we were there as they were running a special dinner train to celebrate the General Manager's retirement.

The volunteers at the stations were very friendly and quite happy to show us around. They were very proud of the organization, the part they played, and their enthusiasm certainly added to a most pleasurable experience. For more information on the line you can visit the website at www.svr.co.uk.

The Kidderminster station is built on the site of a former British Railways goods yard. A spectacular station built in the 1980s, it was undergoing a major overhaul to improve the concession services and add a covered area leading to the arrival/departure platforms. It is just a 5-minute walk across the square to the mainline rail station.

Travelling from Kidderminster to Telford is not what you would call direct. You do three sides of a rectangle when the shortest route is one of the now abandoned short sides. The requirement to transfer twice was really not too bad as the service levels are great and we only had a 5-minute and a 15minute connection. The first lap was on a Central Trains EMU from Kidderminster to Smethwick/Galton Bridge where you change levels to catch a train to Wolverhampton. We went down the stairs to our platform, which was on the main line from London. It was an interesting wait as a couple of high-speed trains roared through while we were awaiting our connection. The line into Wolverhampton passed by several canals, the mode

of transportation in England ahead of the railways. Wolverhampton we jumped on a train headed for Wales, which passed by Telford, the location of our Premiere Travel Inn. The

journey, with transfers, was about 90 minutes and gave us a view of some different trains and added a bit of railfanning. I did take a few photos at Telford, which saw a train about every 15 minutes from morning until evening.



Virgin Trains Bombardier-built Class 221 Super Voyager DMU 221 132 -"William Spiers Bruce" about to depart Wolverhampton Station at 15:35 on May 31, 2006. Photo by Leslie Bown.

Our final rail trip was from Windsor Castle back into London. We wanted to get to Victoria Station, located just around the corner from our Hotel, so we needed a change of trains at Clapham Junction. The line under the Station Name on the large name boards said "England's Busiest Railway Station" and they are not kidding as the station serves some 2,000 trains daily from 16 active platforms. There are continual announcements telling you what was coming, which platform it would arrive at and whether it would stop or pass on through. There were quite a few railfans on the ends of several platforms, with some taking photos but most taking notes. We were travelling with our luggage so we did not stray too far but it certainly is an action spot. One could easily pass a couple of hours there, watching the parade of trains. We still had one more rail related trip as we travelled the tube, with one line change out to Heathrow the next morning.



Gatwick Express passing through Clapham Junction, Britain's busiest railway station, at 15:48 on June 1, 2006. No. 460 006 is a Class 460 Juniper 750v DC third rail EMU set of a group built by GEC Alsthom in 2000-2001. Photo by Leslie Bown.

If you get a chance, Europe and the UK are well worth a visit and one can easily pack in a bit of rail travel even if you are primarily over to see the sights.

Letters to the Editor

Tichborne Postscript – Article gets Dispatchers and Operators reminiscing about the "Good Old Days"

[The November 2006 issue of **Branchline** featured a look at Tichborne, Ontario. Retired CP Dispatcher Bruce Chapman took it upon himself to circulate the material among a few retired "Delayers". Below, a series of comments which add to our collective knowledge. As noted many times, "keep those cards and letters coming." Thanks BruceP.B.J.]

Eight Through Passenger Trains on One Shift: "Thanks for the excellent article about the 3100's - very interesting. I remember well seeing them on the 21's and 22's when working 3rd trick in "MF" in 1952-53-54. Also memories brought back by your correspondence on trains 33-34 and 23-24. Eight through passenger trains on one shift - and with all the freights in those days - that was railroading!!!"

"Trains Nos. 21, 22, 33, 34, 35 and 36 were handled by four Enginemen: Willie Walker, Geo (Casey) Reid, Mike Meraw and Turkey Weese. These four were never home very long. The longest lay was in Trenton from First 21 to First 22 the next day. I remember one of my first tricks (third) on the Belleville Sub. Geo Reid was the engineman on First 21. He was supplied to me as First 21 engineer Casey Reid. Not knowing any better I put on the train sheet K.C. Reid. The Day man took great pleasure pointing out my error. (Keith McCann)

Dispatching the Trenton Sub was not for the Faint of Heart: I often wondered how train dispatchers ever set up meets between all these trains. I have a 1957 Oshawa Sub. train order book and the only orders that sections of 22 ever got were to run in sections; second (and third) sections to run 10 minutes late or so. No. 24 got copies of the run lates and that was it. Since they were first class trains in the superior direction, every second class, third class and extra train cleared according to the rules. Now, when they all got east of Trenton, it must have really gotten interesting. How on earth was it ever managed considering the rest of the fleet that may have been on the road as well? The CN dispatchers on the Cornwall, Gananoque and Oshawa Subs must have had it really easy by comparison; double track 251-257 territory, sidings for eastward and westward trains to clear and no need to set up meets." (Jim Blunt)

It Could Get Messy with Freight Trains: "It could get messy on the Belleville Sub., if freight trains were mixed in with the passenger trains. To prevent this kind of trouble, no freight trains were to be ordered at Smiths Falls after 8 PM or 2000. No dead freight trains ex-Trenton, either Nos. 906, 910 and 904 in fair shape would go to Glen Tay (entrance to two tracks) for the passenger trains. It was customary to have two 22s and 24 eastward, westward two 21s and 23. That totalled 9 meets. If the 22s and 21s were operating on block, although the timetable meet was Echo, every train took coal at Tichborne, that's where the majority of meets took place. The two 22s and two 21s plus 23 all crowded into Tichborne. It was necessary to keep the 22s on time and on block to keep out of the way of the commuters going into Montreal. Once the 21s got out of Tichborne followed by No. 23, No. 24 usually got a meet for the three westward trains at the same siding."

"The more exciting times were around Christmas when there would be an extra passenger train ex Ottawa operating ahead of 33 and coming out of Smiths Falls ahead of the 21s. Now this train would have to move, hopefully to get meeting the 22s west of Roblindale, preferably at Belleville. This would allow meeting the 22s at Belleville and into Trenton for No. 24, if not Bayside. This train would operate on the Oshawa Sub ahead of the 21s and be parked in Union Station until morning." (Jack Johnston)

One Third Trick at Bedell had 23 Trains: "This is interesting correspondence and I remember it well. I recall one third trick at Bedell in the 50's I had 23 trains including all those passenger

trains. Granted it was easy as they all highballed through. I also worked three shifts as the swing operator in the Smiths Falls yard office in the late 40's long before the yard office was moved up to the station. The dispatchers and operators on the west end were really busy boys. Pete Brown was the name of one of the dispatchers I remember."

Further [above], Turkey Weese is mentioned as one of the enginemen on the passenger trains between Smiths Falls and Trenton. He retired with about 52 years service and died before ever drawing a pension cheque which I think was going to be the biggest CP pension cheque in Smiths Falls at that time. His son, Eddie was a sports reporter for the **Record News** in Smiths Falls. (J.C. {Sam} Gaw)

The Perils of not Taking Coal: The current issue of Branchline has a further interesting write up about Tichborne including the 3100's on 21 and 22. An interesting little story in connection with the 3100's is that they were designed to run through without taking coal at Tichborne. This was told to me by my grandfather many decades ago. On the first trip (in 1928), the Master Mechanic and some guy out of Motive Power were riding the cab. They did not take coal and when going off duty at the Falls, the hogger said they had better go get coal. "Don't need coal," was the answer. The outbound hogger gets on the engine, takes a look at the coal pile and says "better go get coal." "Don't need coal, this man designed these engines and he says they will go through without taking coal." With that, the hogger gives the MM a little pat on the shoulder and says, "It's right here." (in other words, all on your shoulders). They ran out of coal ten miles out of Montreal and died on the main line! To make matters worse, the Glen did not have a protect engine ready. They sent out a yard engine and dragged the train in about an hour and half late. After that, they took coal! (Ray Kennedy)

They weren't Speedsters: Re 3100 and the 3101 both could pull the world around, speed never. The 3101 seemed to be the better of the two for speed, not knowing if it was the engineman or the engine. One morning for some reason the 21s had to detour over the CNR from Brighton to Toronto. As each morning when the operator at Toronto Union Station came on duty, he would ask if the trains were operating on time. On this particular morning it was necessary to make the inquiry from the CN Dispatcher in Belleville about the arrival of the 21s. The poor fellow gave them a figure utilizing what the CNR passenger power could do. Well that proved insufficient as the speed was just not there even with the CNR Hogger operating the engine. (Jack Johnston)

Winnipeg Clarifications: It is not "Weston Yard" - it's Winnipeg Yard. The photo on Page 4 of the November 2006 Branchline of CP 5756-1622, likely shoving east down the "back lead" along Jarvis Avenue to the EJR Reload facility, was taken at Winnipeg Yard. The term "Weston Yards" is not used. The other alias for "Winnipeg Yard" that might be heard is the "Main Yard", more a reference to the fact that Winnipeg Yard is the main yard for operations fanning out to Transcona, St. Boniface, Paddington, Weston Shops, and industrial, J, L, O, and R-yards. There is a "Weston Shops", or simply "Weston", but not "Weston Yards".

And no, the Winnipeg Diesel Repair Facility (WDRF), also known as the "Diesel Shop", is not a part of Weston Shops either. The "Diesel Shop" may be located on the same parcel of land, but it is a functionally separate facility, always has been. The majority of Weston Shops is managed and operated by Progress Rail Services. CP's Mechanical services is currently in the process of vacating the old Car Shop and transferring the car repair functions to the IH-Yard part of Winnipeg Yard. The "Diesel Shop" is operated by CP, but also has an EMC presence as part of the contract maintenance for the 9100's, 9300s and select SD40-2's and SD40-2F's. (A. Ross Harrison, Winnipeg, Manitoba)

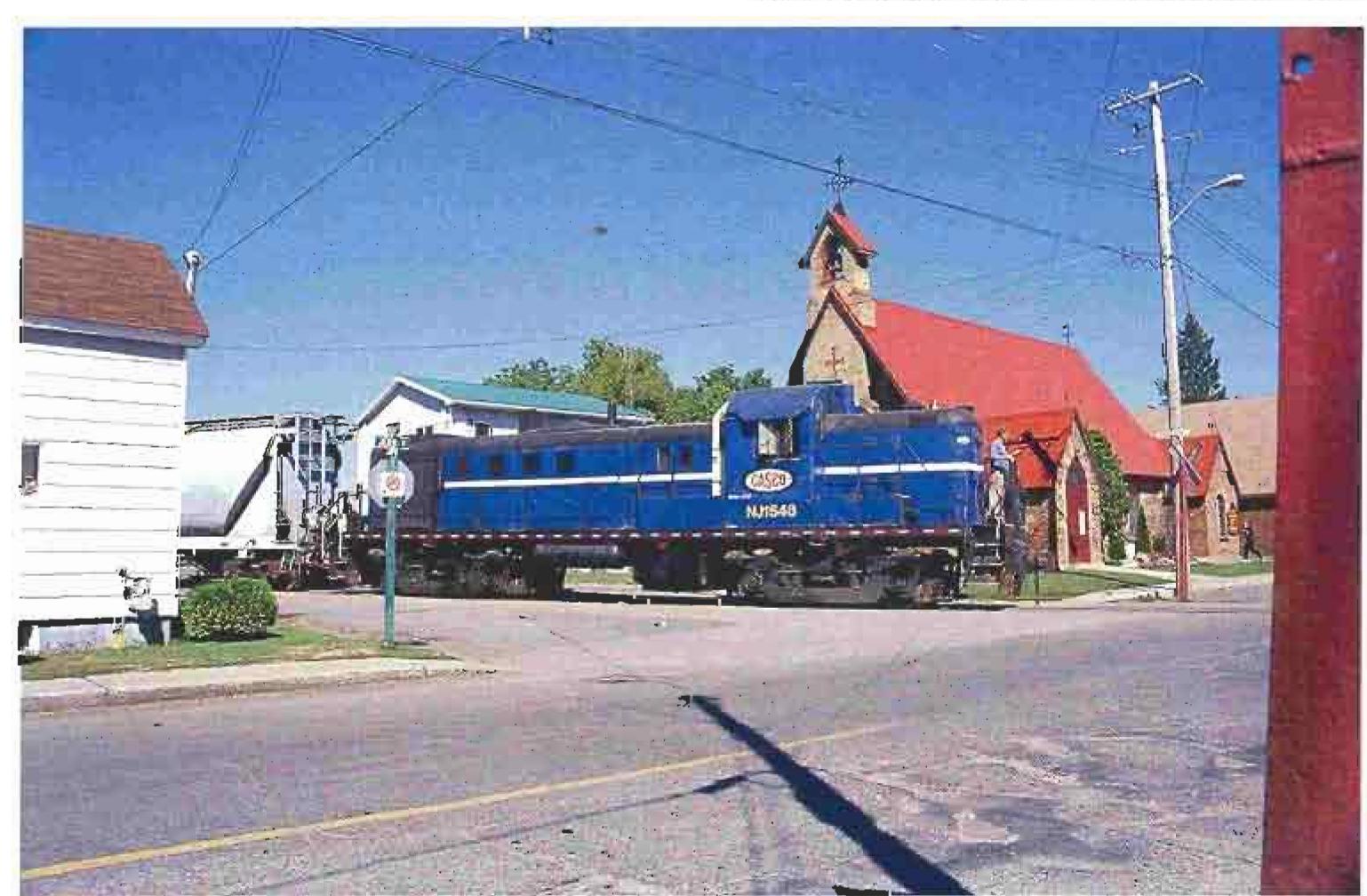


PHOTO CORNER

A drink for the iron horse. CN 4-8-4 6206 is watered at Mimico Roundhouse (Toronto) on February 22, 1959, about two months before the end of CN regular steam operation in southern Ontario. No. 6206 was on of 35 (6200-6234) built by Montreal Locomotive Works in 1942-43; she was scrapped in April 1960. Photo by John D. Knowles.

VIA FP9RM 6312 and F9B 6634 lead 6-car No. 9 -"Canadian" on the Toronto Terminal Railway, about Mile 1.8 East between the Don River and Bayview Avenue, and approaching the Don Station interlocking in Toronto, Ontario, on April 23, 1986. Train 9 operated from Toronto to Sudbury with a mixture of former CN and CP cars, and merged at Sudbury with Montreal to Vancouver No. 1 -"Canadian". VIA 6312 was built as CN 6523 in 1957 and was remanufactured in 1985. Today she is active on the Goderich-Exeter Railway as RLK 1401. Ektachrome slide by William Radford.

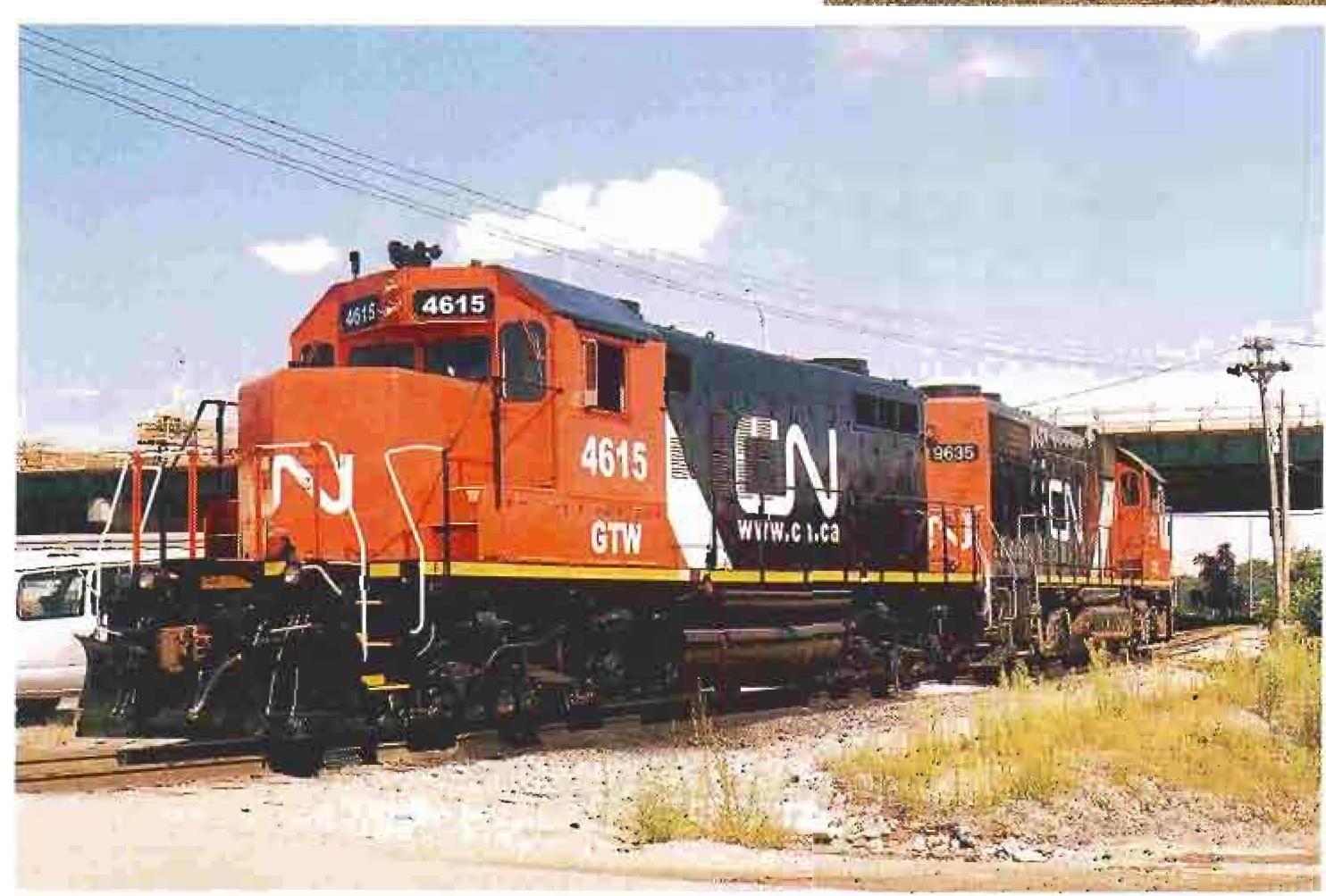




Former Southern Railroad of New Jersey RS-3m 1548 is returning to the Canada Starch plant and passing St. Paul's Anglican Church in Cardinal, Ontario, on September 26, 2002. She was built by ALCO in 1953 as Central of New Jersey 1548. When acquired by Conrail she was renumbered 5378, and later acquired a General Motors engine block and components and was numbered CR 9937. After a stint as West Shore Coast Line 93, she reacquired her original number when on the Southern Railroad of New Jersey. Photo by William Thomson.



Heritage Park "CPR 0-6-0 2023" hauls a three car train at Heritage Park in Calgary, Alberta, on October 9, 2006. No. 2023 was built by ALCO in September 1942 as US Army 4012. Photo by Jeff Geldner..



GTW GP9R 4615 recently gave up her blue livery and was repainted into CN livery, complete with CN's webpage. Mated with her is GTW GP38-2 9635, which was repainted into CN livery in 2001. Photo by Ken Lanovich.

Industrial Rail Services RDC-2 6202 poses in CN's Classification Yard in Moncton, New Brunswick, in October 2006. No. 6202 (ex-VIA 6202, exx-CN 6202, built in 1958 as CN D202) is IRSI's prototype Rail Diesel Car which was completely stripped to its stainless steel shell and remanufactured using new systems and components. IRSI's logo has been replaced with the VIA logo. Shortly after, No. 6202 was delivered to VIA Rail for service on VIA's Sudbury-White River "Lake Superior" service. Photo courtesy Industrial Rail Services.



A SELECTION OF PASSENGER CONSISTS

18 October 2006 **CPR Special** at Environ, British Columbia

4-6-4 2816 (steam) Auxiliary Tender 35508 Tool Car 29114 Power/Steam Generator 96 Club Car 101 - Dominion Coach 102 - Ernest *Smoky Smith", VC

Sleeper 110 - H.B. Bowen Baggage NSRX 9107 Business NSRX Lamberts Point

19 October 2006 VIA #600/604 - "Saguenay/ Abitibi" at Shawinigan, Québec

F40PH-2 6417 F40PH-2 6404 Baggage 8622 Coach 8147 Baggage 8608 Coach 8145 Coach 8139 Dome-Sleeper-Observation 8717 - Waterton Park

21 October 2006 VIA #1 - "Canadian" at Edmonton, Alberta

F40PH-2 6444 F40PH-2 6434 Baggage 8615 Coach 8131 Coach 8107 Skyline 8502

Sleeper 8313 - Cabot Manor Sleeper 8315 - Carleton Manor Sleeper 8334 - Macdonald Manor Skyline 8511

Dining Car 8407 - Emerald Sleeper 8324 - Dunsmuir Manor Sleeper 8307 - Blair Manor Sleeper 8339 - Sherwood Manor

Skyline 8510 Dining Car 8412 - Kent

Sleeper 8303 - Amherst Manor Sleeper 8322 - Drummond Manor Sleeper 8319 - Dawson Manor Dome-Sleeper-Observation 8703 - Banff Park

15 October 2006 VIA #299 - "Malahat" at Victoria, British Columbia

RDC-1 6148

19 October 2006 QIT Worker's Train at Havre St-Pierre, Québec

MP15DC 69 Generator 5 Coach Le Caris Coach Le Niapiskau Coach 8 - Le Quarry

9 October 2006 Heritage Park at Calgary, Alberta

0-6-0 2023 Coach 62 Coach 63

Mountain Observation 15097 _____

10 November 2006 VIA #17 - "Chaleur" at Charny, Quebec

F40PH-2 6425 Baggage 8619 Coach 8112 Skyline 8505

Sleeper 8202 - Chateau Bienville Sleeper 8205 - Chateau Closse

5 November 2006 VIA #2 - "Canadian" at Vancouver, BC

F40PH-2 6458 F40PH-2 6431 F40PH-2 6437

Sleeper 8320 - Douglas Manor * Sleeper 8329 - Hearne Manor * Sleeper 8219 - Chateau Montcalm * Sleeper 8332 - Laird Manor *

Skyline 8512 * Skyline 8500 * Lounge 1750 - Glenfraser *

Baggage 8613 Coach 8125 Skyline 8506

Sleeper 8316 - Christie Manor Dining Car 8413- Louise Sleeper 8317 - Cornwall Manor Sleeper 8341 - Thompson Manor

Dome-Sleeper-Observation 8707 - Kokanee Park (* Charter group to Toronto)

Sleeper 8306 - Bell Manor

7 November 2006 VIA #14 - "Ocean/War Brides Special" at Campbellton, NB

F40PH-2 6406 (Spiderman livery)

F40PH-2 6415 F40PH-2 6403 (CBC livery)

Baggage 8623 Sleeper 8217 - Chat. Maisonneuve Coach 8139

Coach 8138 Coach 8108 Coach 8110 Skyline 8501

Dining Car 8418 - York Sleeper 8204 - Chateau Cadilac Sleeper 8211 - Chateau Lasalle Sleeper 8226 - Chateau Salaberry Sleeper 8210 - Chateau Jolliet Sleeper 8215 - Chateau Lemoyne

Dining Car 8401 - Acadian Sleeper 8206 - Chateau Denonville Sleeper 8214 - Chateau Laval Sleeper 8222 - Chateau Richelieu Sleeper 8220 - Chateau Papineau

Sleeper 8225 - Chateau Rouville Dome-Sleeper-Observation 8711 - Revelstoke Park

(Thanks to Jeff Geldner, Harm Landsman, André St-Amant, Geoffrey Sockett and Doug Thorne)

SAMPLES OF DIESEL UNIT CONSISTS

Oct 2 - CN westbound at Drumheller, AB: CN Dash 9-44CW 2682, CN SD40u 6028, WC SD40-3 6908 and CN Dash 9-44CWL 2500.

Oct 6 - CN northbound at McCloud Lake, BC: BCOL SD40-2s 751 and 750, and BCOL Dash 8-40CMu 4617.

Oct 13 - CP at Clover Bar, AB: CP SD40-2 5902, CP SD40-2F 9004 and CP SD40-2 5918.

Oct 14 - CN eastbound at Brantford, ON: BNSF SD60M 9200, BNSF C44-9W 4826, CN SD75I 5631 and CN Dash 8-40CM 2441.

Oct 15 - CN eastbound at Alan, SK: CN SD75I 5697 and SD40u 6025.

Oct 18 - CN westbound at Drumheller, AB: CN Dash 9-44CW 2632, UP SD60 2184, UP SD70M 3932 and CN SD40-2 5376.

Oct 18 - CP southbound at Columbia Lake, BC: CP SD40-2s 5992, 5991, 5804, 5864 and 6068.

Oct 19 - QNSL southbound at Sept-Îles, QC: QNSL Dash 9-44CW 404, and QNSL AC4400CW 419, with QNSL Dash 9-44CW 414 mid-train.

Oct 20 - NBEC 402 at Miramachi, NB: CFMG SD40 6902, NBEC C-424s 4210 and 4214, and CFMG SD40 6908.

Oct 20 - CP 221 at Thunder Bay, ON: CP ES44AC 8747, CP SD90MAC 9128, CP SD40-2 5868, STLH SD40-2 5615 and CP SD40-2 5720.

Oct 21 - CN westbound at Brantford, ON: CN SD40-2(W) 5344, BNSF SD40-2 6814 and BNSF C44-9W 674.

Oct 21 - CN 314 at Washago, ON: CN SD70M-2 8001, CN SD40-2(W) 5358 and CN SD60F 5517.

Oct 21 - CN 311 at Clover Bar, AB: CN SD70M-2 8000 and WC SD45 6497.

Oct 22 - QGRY Lauralco Turn at Trois-Rivières, QC: QGRY GP35s 2500 and 2501 and QGRY GP40 3105.

Oct 23 - CN westbound at Brighton, ON: CN Dash 9-44CW 2613, CSXT C44-9W 9027, CN Dash 9-44CW 2587, CN SD70ł 5614 and CN Dash 8-40CM 2429.

Oct 23 - CN 444 at Edmonton, AB: CN GP38-2(W)s 4766 and 4761, and BCOL B39-8E 3909.

Oct 26 - CN 104 at Capreol, ON: CN SD40-2(W) 5335 and BCOL Dash 9-44CW 4649.

Oct 28 - CP 457 at Saskatoon, SK: CP SD40-2s 5951 and 762, and CP GP38-2 3104.

Oct 29 - CP 223 at Thunder Bay, ON: CP AC4400CW 9663, CP SD40-2F 9005, CP SD40-2 5933, CP AC4400CW 9662 and CP SD40-2 5872.

Nov 1 - CN 450 at Washago, ON: CN SD75I 5788, CN SD60F 5525, CN Dash 8-40CM 2447 and ONT SD75I 2101.

Nov 2 - CN westbound at Drumheller, AB: CN SD75I 5693, CN Dash 9-44CWL 2512, CN Dash 9-44CW 2678 and BCOL Dash 8-40CMu 4602.

Nov 2 - CN 148 at Toronto, ON: WC SD40-3 6925, IC SD40-2R 6007 and WC SD40-3 6917.

Nov 4 - CN westbound at Drumheller, AB: CN ES44DC 2235, CSXT C44-9W 9027 and CN Dash 9-44CW 2610. Nov 4 - CN 306 at Edmonton, AB: CN SD40-2(W) 5363 and BCOL B39-8E 3902.

Nov 4 - CN 450 at Washago, ON: CN Dash 9-44CW 2658, CSXT SD50 8573 and CN GP40-2L(W)s 9584 and 9523.

Nov 5 - CP northbound at Environ, BC: CP SD40-2s 6075, 6608 and 5906.

Nov 5 - CN 434 at London, ON: CN Dash 9-44CW 2577 and DMIR SD40-3 406.

Nov 5 - CN 346 at Edmonton, AB: CN SD60F 5507, CN SD40-2(W) 5317 and UP SD70M 3920.

Nov 6 - CN 391 at Sarnia, ON: BNSF ES44DC 7779, BNSF SD40-2 8045 and CEFX SD60 6015 (nee SOO 6015).

Nov 7 - CP eastbound at Cranbrook, BC: UP SD90MAC 8262 and UP AC4400CW 7031.

Nov 7 - CP 477 at Lethbridge, AB: CP SD40-2F 9013, CP SD40-2 5392, CP SD40-2F 9006 and CP SD40-2 5853.

Nov 9 - CN eastbound at Drumheller, AB: CN Dash 9-44CW 2633, CN SD50F 5416 and CN SD75I 5692. Nov 9 - CN westbound at Brighton, ON: CN SD75l 5667, CN Dash 9-44CW 2683, CN SD50F 5400, CN GP9-Slug 274, CN GP9RM 7274, CN GP9RM 4100 and CN GP38-2 4710.

Nov 9 - CN 393 at London, ON: CN SD75I 5689, WC SD45u 7531 and IC SD40A-2R 6009.

Nov 10 - CN 394 at Georgetown, ON: CN SD50F 5454, CN SD60F 5516 and BNSF SD40-2s 6892 and 6715.

Nov 11 - ONT 214 at North Bay, ON: ONT SD75Is 2100 and 2105, ONT SD40-2 1733 and ONT SD75I 2103.

Nov 11 - CP 454 at Saskatoon, SK: CP SD40-2F 9008 and SD90MAC-H 9300.

Nov 11 - CP (Ottawa Valley) 301 at North Bay, ON: CP AC4400CWs 9757 and 9706 (89 empty grain cars).

Nov 12 - CP westbound at Saskatoon, SK: CP AC4400CW 9674, CP ES44AC 8771 and CP AC4400CW 8621.

Nov 11 - CP coal empties at Lake Windermere, BC: CP AC4400CW 9678 with CP AC4400CW 9822 remote on the rear.

Nov 12 - NS 327 at London, ON: NS C40-9W 9358 and CSXT C40-8W 7714.

Nov 12 - CN eastbound at Brighton, ON: CN SD75I 5776, CN ES44DC 2226 and CN Dash 9-44CWL 2519.

(Thanks to Terry Bilson, Keith Bowler, Bruce Blackadder, Doug Cameron, Dave Durant, Harm Landsman, James Lalande, Roman Litarchuk, Bryan Martyniuk, Ed Mello, André St-Amant, Geoffrey Sockett, David Stalford and Doug Thorne)

LEGEND: BCOL = BC Rail (CN); BNSF = BNSF Railway Co.; CEFX = CIT Group; CFMG = Chemin de fer de la Matapédia et du Golfe; CN = Canadian National; CP = Canadian Pacific; CSXT = CSX Transportation; DMIR = Duluth Missabe & Iron Range (CN); GCFX = Connell Finance (lettered GEC-Alsthom); GTW = Grand Trunk Western (CN); HATX/HLCX = Helm Financial Corp.; IC = Illinois Central (CN); NBEC = New Brunswick East Coast; NS = Norfolk Southern; OMLX = OmniTRAX; ONT = Ontario Northland; QGRY = Quebec-Gatineau; QIT = Quebec Iron & Titanium; QNSL = Quebec North Shore & Labrador; SOO = Soo Line (CPR); SP - Southern Pacific (UP); STLH = St. Lawrence & Hudson (CPR); UP = Union Pacific; VIA =VIA Rail; WC = Wisconsin Central (CN).

The Motive Power and Equipment Scene



RETIRED: CN Dash 9-44CW 2545, heavily damaged on the Union Pacific at San Timeteo Canyon, California, on August 26, 2006, was retired on November 7.

UPGRADED: IC SW14 1438 was upgraded to 1500 hp, renumbered IC 1200, Model SW14u, and repainted into CN livery with IC subletters in November.

SOLD: Bids closed for the disposition of 24 retired WC SD45 units on October 10 (contrary to the November issue, WC 7526 was not in the group). National Railway Equipment purchased 6578, 6583, 6586, 6591, 6593, 6595, 6597, 6614, 6615, 6619, 6625, 7496, 7499, 7508, 7511, 7513, 7518, 7528, 7585, 7592 and 7606; Dakota, Missouri Valley and Western Railroad purchased 7505, 7510 and 7517.

SCRAPPED: The following retired WC units were recently scrapped at Woodcrest (Chicago), Illinois: SD45 6503, 6579, 6582, 6584, 6587 and

6598; and SD45u 7500, 7509, 7523, 7581 and 7589. RENUMBERED: GCFX SD40-3 6053 renumbered WC 6923 on October 12.



CANADIAN PACIFIC RAILWAY

ADDED TO ROSTER: The following CP General Electric ES44AC units were added to the roster on the date shown (all assigned to St. Paul, Minnesota):

■ Oct 17: 8796, 8797. Oct 26: 8798, 8799.

■ Nov 11: 8800, 8801.

[8802-8839 to follow by December 2006, and 8840-8859 in May 2007]. RELETTERED: SOO SD40-2 6614 was relettered CP 6614 on October 28, and has been transferred from Moose Jaw to yard service in Calgary. TRANSFERRED:

■ Calgary to Winnipeg: CP SD40-2 5734.

■ Moose Jaw to Winnipeg: CP SD40-2 5794-5797, 5813.

DECLARED SURPLUS ON OCTOBER 19:

■ SOO SD40-2 781.

■ CP SD40-2 5419, 5579, 5602, 5640, 5652, 5663, 5667, 5669, 5673, 5699, 5722, 5752, 5758, 5768.

STORED SERVICEABLE: (* added since last issue)

■ SOO SD40-2 786.

CP SW1200-Slug 1000.

■ CP SW1200RSu 1251.

■ CP MP15DC 1440, 1441, 1442, 1443, 1444.

■ CP GP9u 1556, 1639.

CP GG20B 1702*

■ SOO GP40 2010, 2016, 2026, 4648.

■ CP SD40-2 5576, 5585*, 5587, 5599, 5625, 5642*, 5646*, 5662, 5724, 5735, 5746, 5749, 5759, 5762, 5763, 5765, 5775, 5801, 5844, 5932, 6056, 6057, 6061*, 6077, 6607*, 6610.

■ CP SW1200RS 8111.

STORED UNSERVICEABLE: (* added since last issue)

CP Hump Controller 1151.

■ CP FP7u 1400.

■ CP GP9u 1544, 1551*, 1637, 1696.

■ CP FP9 4106, 4107. ■ SOO GP9R 4201, 4203.

■ CP GP38-2 4404*.

■ CP SD40M-2 5498*.

■ CP SD40-2 5566*, 5591*, 5605, 5692*, 5821, 5963, 5969.

■ CP SW1200RS 8131, 8155.

CP ES44AC 8728*.

CP SD90MAC 9122.

■ CP AC4400CW 9665*, 9730*.

34 UNITS LEASED: CEFX AC4400CW 1026-1059.

LEASED OUT: The following 24 CP SD40-2 units have been leased by Ferromex in Mexico with an option to buy: 5604, 5609, 5611, 5643, 5655, 5675, 5683, 5684, 5688, 5701, 5709, 5716, 5717, 5720, 5723, 5725, 5728, 5729, 5736, 5748, 5753, 5805, 5830, 5834.



OUT OF SERVICE: RDC-1 6133 is undergoing modifications at Industrial Rail Services in Moncton, NB; FP9u 6300 at Vancouver (occasionally utilized as shop switcher); F40PH-2 6400 is being overhauled in Montreal; F40PH-2 6443, 6452, 6453, 6454 and 6457 are stored in Montreal.

PROTOTYPE: Industrial Rail Services' refurbished ex-VIA RDC-2 6202 (nee CN D202) has entered service on VIA Trains 185 and 186 between Sudbury and

White River, Ontario.

SOLD: The shells of Coach 189 (nee Southern Pacific 2367) and Dome-Coffee Shop 518 (nee CB&Q Silver Kettle), acquired in 1993 and 1987 respectively for the HEP program but not completed, were shipped on flatcars from Montreal to buyers in the United States in late-October.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

SAVAGE ALBERTA RAILWAY: SAR has purchased retired former BCOL B36-7 3604, 3611 and 3612.

MACKENZIE NORTHERN RAILWAY: RaiLink GP10 1700 (nee GTW GP9 4139) and 1702 (nee NYC GP9 6000) were moved from RailAmerica's Mackenzie Northern Railway in northern Alberta (now CN) in September en route to RailAmerica's Cascade & Columbia River Railroad in Omak, Washington. At press time, both units were are the Southern Railway of British Columbia shop in New Westminster, BC.

ATHABASCA NORTHERN RAILWAY: ANY has leased National Railway Equipment SD40-2 5607 and 5665 (nee CP 5607 and 5665).

ONTARIO NOTHLAND RAILWAY: Former GO Transit coaches 1024 and 9904, acquired in 1985 to be rebuilt as ONT 613 and 607 but not completed, along with wreck-damaged ONT coach 611 (former GO 9930), have moved to Piché's scrap yard in North Bay for scrapping.

AGENCE METROPOLITAINE DE TRANSPORT: TANX (Titan Transit Inc.) F40PH 400, painted as AMT 400, has been leased by AMT. She was built in 1985

as Amtrak 400.

CHEMIN DE FER DES CANTONS-DE-L'EST: RDC-1 6101 and 6115, and RDC-2 6203 and 6218 (ex-QNSL, exx-VIA same numbers), title transferred to Town of East Angus, Quebec, were scrapped on site in November.

QUEBEC-CARTIER RAILWAY: Former CN GP40-2L(W) 9404, sold to Progress Rail in February 2002, has been acquired and numbered QGRY 3016.

CARTIER RAILWAY: Months-old AC4400CW #17 and five-year old AC4400CW #18 were severely damaged when they crashed into the ore unloader at Port-Cartier, Quebec, on October 6. Both are expected to be retired.

NEW BRUNSWICK SOUTHERN RAILWAY: Leased HATX GP38 175, HATX GP40 420 and HLCX GP38 3669 were shipped to Illinois for rebuilding in

mid-October.

SOLD: Ten additional former AMT (nee CP) commuter coaches, built by CC&F in 1953, have been acquired by Railroad Development Corporation. In November, RRDX 803, 808, 812, 814, 818, 822, 826, 830, 831 and 838 were shipped from Lachine (Montreal) to the lowa Interstate Railroad.

RESOLD: Former CP C-424 4222 and 4242, sold to the Quebec-Gatineau Railway in November 1997, were sold to the Louisville New Albany & Corydon Railroad in 2001 but not utilized. Both were recently sold to the Arkansas & Missouri Railroad.

ON THE INDUSTRIAL SCENE

GONE STATESIDE: National Railway Equipment's former UP SW10 1213 and former CP SW10 1284 (ex-UP 1221) were shipped from NRE-ALCO in Capreol, Ontario, to Honey Well International in Hopewell, Virginia, in mid-October.

ON THE PRESERVED SCENE

ADDED TO ROSTER: Alberni Pacific Railway in Port Alberni, BC, has acquired SOO 60-foot flat car 5013 (built 1985), and CP 63-foot skeleton log cars 305584 and 305592 (built 1968).

NEW HOME: Former BC Rail RDC-1 BC-15 and RDC-3 BC-30 were sold to the Wilton Scenic Railroad in Wilton, New Hampshire in 2002. Both cars have be resold to the Newport Dinner Train in Newport, Rhode Island.

ELECTRO-MOTIVE CANADA COMPANY - LONDON

UNDER CONSTRUCTION AT PRESS TIME:

The first of 16 Freight GT36CW units for SNTF Algeria (order 20028420 to be numbered 60DR-01 to -16), was shipped on a flatcar to Pueblo, Colorado, for testing in November. Construction of the other 15 units has not commenced.

■ The first of 14 Passenger GT36HCW units for SNTF Algeria (order 20038519, to be numbered 60DS-01 to -14), was under construction.

Several more of 40 SD70ACe units for Burlington Northern Santa Fe (order 20056766 - to be numbered 9330-9369), were released in October.

■ Five JT42CWR-T1 units for GBRf in the United Kingdom (order 20058765) - numbered 66723-66727), were pending shipment.

 Several of 14 JT42CWR-M2 units for EMD Confidential (Continental) Europe - order 20058725, numbers to be determined), were under construction.

Several of 16 JT42CWR-T1 units for Freightliner in the United Kingdom (order 20058772, numbers to be determined), were under construction

■ The first of 10 SD70ACe units for EDI Rail Proprietry Ltd. Australia for Broken Hill Proprietry (order 20058712 - to be numbered 4314-4323), was shipped to Pueblo, Colorado, for testing in September. She moved under reporting mark EMDX 1001, later to be numbered 4314.

■ The first of 4 ŠD70M-2 units for Florida East Coast (order 20056711, to be numbered 100-103), was shipped in primer in November.

Four of the five SD70ACe units for CVG-Ferrominera Orinoco C.A. of Venezuela (order 20058815, to be numbered 1064-1068), were shipped to International Technical Services in Welland, Ontario, for final testing in late-October and early-November.

Several of 28 broad gauge SD70M units for Companhia Vale de Rio Doce in Brazil (order 20058767, numbers to be determined), were under construction.

Thanks to John Cowan, Marc Giard, John Godfrey, Ross Harrison, Ken Lanovich, James Lalande, Don McQueen, Ken Perry, Normand Rajotte, "NY 4" and "Engine 4466". ■



Canadian Pacific brand-new ES44AC 8780, 8777, 8779, 8760 and 8761, plus CEFX AC4400CW 1038 power Train 107 at O'Brien, Ontario (mile 121.5, White River Subdivision) on October 3, 2006. Eighty of the 4360 hp units (8760-8839) will be delivered by General Electric by December 2006, with an additional 20 (8840-8859) due in May 2007. Photo by James A. Brown.

Visit our website at: www.bytownrailwaysociety.ca

Return undeliverable address blocks to:

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

