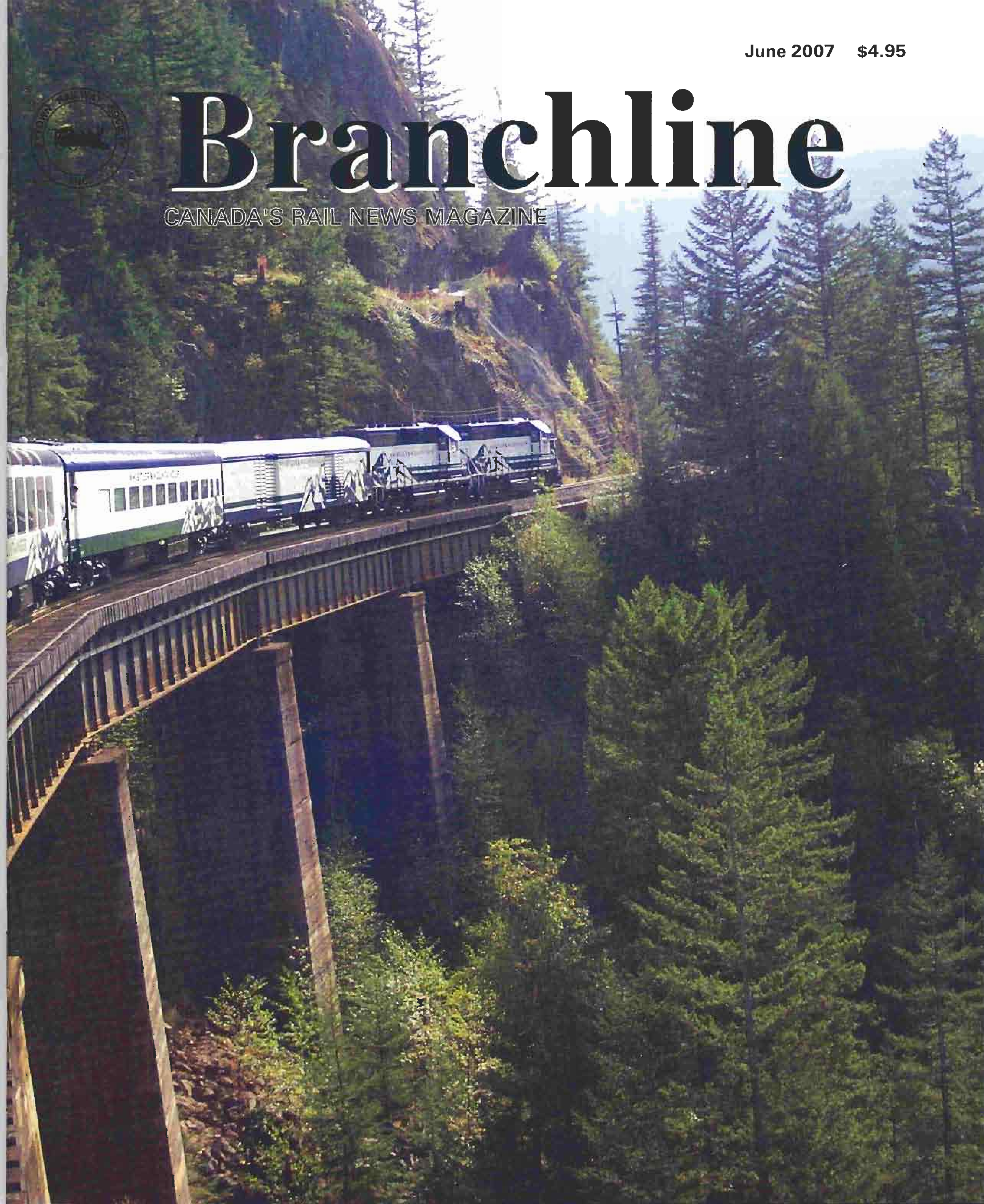


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Branchline

CANADA'S RAIL NEWS MAGAZINE



CN in Winnipeg • Classic Circle Tour • Broad Street Station in Ottawa

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.

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

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

The next regular meeting will be held on **June 19**, not on June 5 due to a booking conflict. On June 19, George Pitarys will give us an illustrated talk on CPR's International of Maine. Refreshments will be available for a small fee. Please see our website [www.bytownrailwaysociety.ca] for additional meeting details.

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

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

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

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

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

Ten Years Ago in Branchline:

* CN has signed a locomotive maintenance agreement with GE Transportation Systems which calls for GE to manage the maintenance and repair of 55 GE Dash 8 (2400-2454) and 63 Dash 9 (2500-2562) locomotives at CN's Symington locomotive reliability centre in Winnipeg, Manitoba.

* CN is launching the Quebec Bridge restoration program which will be spread out over 10 years and budgeted at \$60 million - CN is investing \$36 million, the Quebec government \$18 million and the federal government 6 million.

* CP will spend up to \$3.8 million in 1997 to expand its yard in Bredenbury, Saskatchewan, mainly to accommodate an expected increase in rail traffic from the nearby IMC Kalium potash mine.

* Western grain transportation policy and railway taxation are damaging the Prairie economy, a CPR official said on May 7. "The taxes imposed by each provincial jurisdiction on rail traffic moved from Saskatchewan to tidewater together represent a substantial barrier to trade growth", said Dennis Apedaile, AVP - Government & Public Affairs.

* Genesee Rail-One is the successful bidder to operate the CPR Sudbury-Sault Ste. Marie route.

* GO Transit marked its 30th anniversary on May 23 with a customer appreciation day and official ceremonies at Toronto Union Station.

* BC Rail has purchased one of the Washington Central Railroad Company dinner trains which will be operated as the "Pacific Starlight" between North Vancouver and Porteau, BC.

Cover Photo: *Rocky Mountaineer Vacations GP40-2 8018 and 8019 lead the 8-car "Whistler Mountaineer" across a high bridge approaching West Vancouver, BC, on October 2, 2006. Photo by Leslie Bown.*

Press date for this issue was May 14
Deadline for the July-August issue is July 9

Travelling the Classic Rail Circle

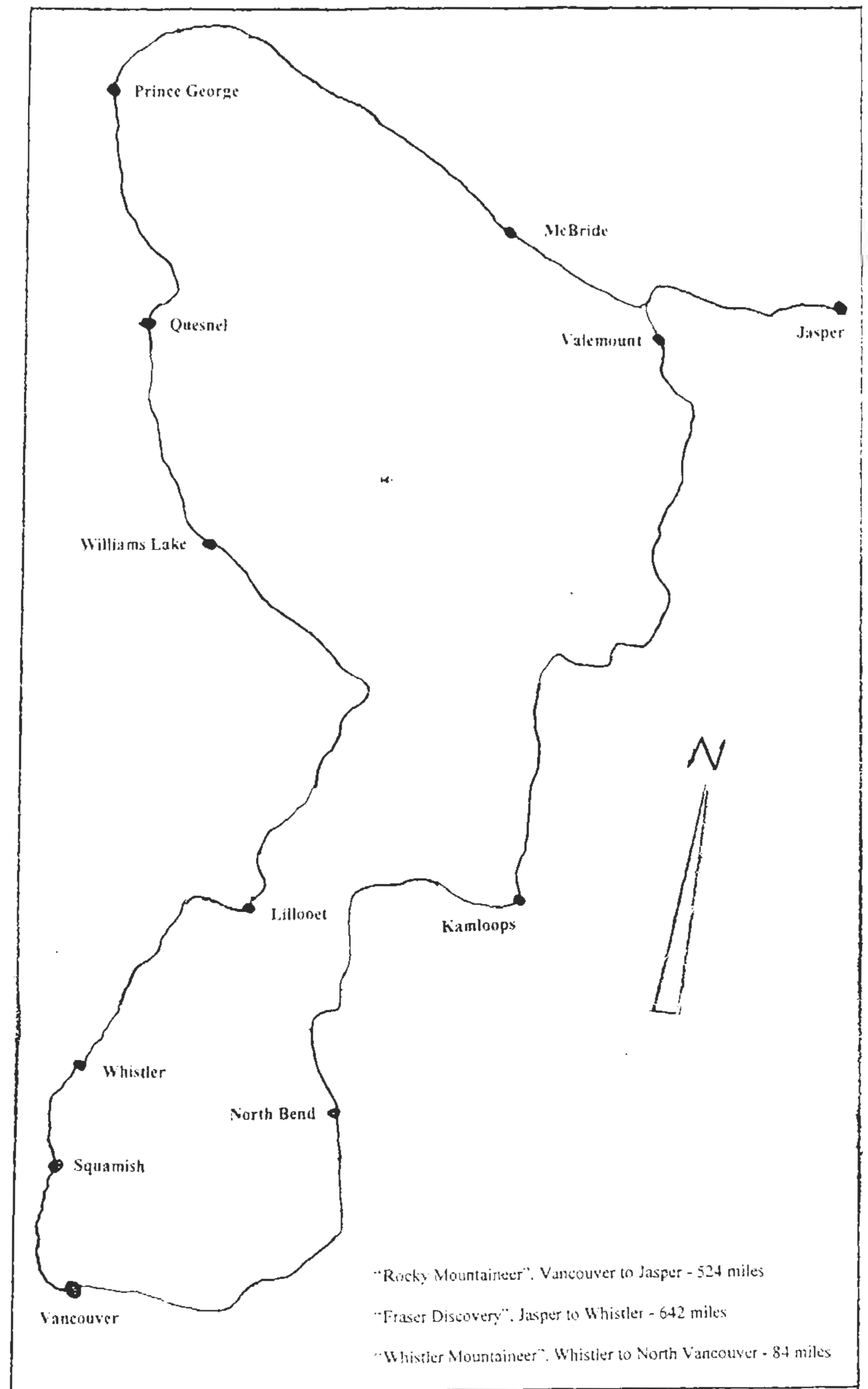
Article and Photographs by Paul Bown

Our daughter moved out to Vancouver from Ottawa about two years ago and while my wife Leslie had been out to visit Laurel, we had not travelled out to see her together. Since our daughter had vacation for only part of the visit we looked to see what else we could do. We were to celebrate our 30th wedding anniversary during the trip so we wanted to add something special. Sad as it seems I had never taken a train ride through the Rockies. Leslie suggested that we see what would be available with the Rocky Mountaineer Vacations trips during the time frame that we planned to be on the west coast.

Rocky Mountaineer had added two new train routes in 2006, the Whistler Mountaineer and the Fraser Discovery Route. Combined with a portion of their original routes one could now do a circular trip that started and finished in Vancouver. This package is marketed as "The Classic Rail Circle". This would tie in well with our visit and meant we only had to worry about flights to and from Vancouver. I perused their very detailed web site that is terrific for basic planning. I then called the 1-800 number for trip date availability. I thought if I got this information then I could see what flights might be available. Although I called at the end of July for travel in late September or early October, it was very apparent after I made my request that there were not too many slots available. It was complex for the agent when you are juggling three train schedules to obtain hotel bookings in each overnight stop. The agent I dealt with was tremendous and she helped me work through all the options available. Leslie and I decided to splurge and booked the "Gold Leaf" service as this provided a dome seat on all portions of the voyage except the "Whistler Mountaineer". There are a number of permutations and combinations you can add concerning level of hotel plus adding meal plans for the evening meal plus a couple of breakfasts. While we took the meal plan it is not necessary if you travel "Gold Leaf" for reasons that will become apparent. An advantage of these trains is that all rail travel is during the daytime with overnight hotel stays in towns along the route. The Classic Rail Circle starts and ends with a hotel stay in Vancouver and then has overnight stops in Kamloops, Jasper, Quesnel and Whistler. With the slots available we chose a journey that commenced on September 27th and ended on October 3rd.

Our trip started with a WestJet flight from Ottawa to Vancouver (with a change in Calgary). Laurel picked us up at the airport and took us to our Vancouver hotel that ended up being the Fairmont Hotel Vancouver. It was nice to be in a hotel with a railway heritage background. The hotel construction was commenced by the CNR in 1928 and was completed under a joint agreement with the CPR and CNR in May 1939. The hotel is downtown within easy walking distance to the original CPR station and harbour, where we watched a massive cruise ship depart for the coast of Mexico.

The morning of September 28th saw us in the hotel lobby before 06:30 to catch the bus that picked up the passengers for transport to the Rocky Mountaineer Station. After a couple of stops at other hotels we arrived at their station which is a little south east of the VIA (ex-CNR station). Bus unload points are arranged such that you are deposited in close proximity to the coach you are slated to board. I popped my bag on my dome seat and went back downstairs to get off and take a few pictures. Much to my surprise the doors were closed and we were set to roll. It might have been that our bus was a bit late in arriving at the station but along the whole journey there was never much waiting at station stops. At least I was able to get a few shots of the BNSF SW1200s 3536 and 3534 (still in BN green) working the yard south of the Rocky Mountaineer station. We backed out with the tail end headed north and after the power cleared the switch headed eastward on the BNSF New West Subdivision. Immediately past the switch was the BNSF engine terminal. In the small terminal were EMD SW1500s 3469 (BN green) and 3450 plus SW1200 3535. The SkyTrain passed overhead and



paralleled a good part of the departure route out of Vancouver.

After we loaded, the friendly and attentive staff welcomed us aboard with a serving of orange juice, which they topped up with bubbly for those so inclined. The Gold Leaf service dome cars have 72 seats on the dome upper levels. The nicely upholstered seats recline and give very ample legroom. The lower portion of the car is divided into an open platform, two washrooms, a dining area and a large galley. The dining area seats 36 and looked very impressive laid out with white linen and silverware. Dome cars were marshalled with the galley ends together so that the staff had access to both galleys if need be. There was a spiral staircase at each end with the one at the galley end for crew use. For passengers who might have difficulties with stairs there was a lift onto the train and an open elevator to go up to the dome level. At the galley end of the car on the upper level was a serving area for the car hosts with fridges and a sink that they used to prepare beverages for the passengers. Colorado Railcar built these cars between 1995 and 2006. One gets a fantastic view from the upper level and for the railfan the open observation platform is a real bonus and gives a better all round view than hanging out of the Dutch doors in the coach. I did spend quite a



CN remote-control GP9Rm 7047 and GP38-2 4709 drift by near Thornton Yard on September 28, 2006.

bit of time out there, especially when passing through rail facilities or when a meet was to occur. There were quite a few railfans on the journey. The train out of Vancouver is basically two trains back to back set up for the split at Kamloops with the Calgary section on the head end and the Jasper section following. The train consisted of a generator (converted baggage) car (all passenger baggage actually moves by truck), six coaches, three dome diners (the Calgary section), two more dome diners, and five more coaches (the Jasper section). The train is not set up for passengers to move from the domes through to the coaches.

As we approached New Westminster we passed a BNSF freight with an eclectic mix of power that included two GE C44-9Ws (5400 plus a 4800 that I could not catch the number of), an EMD SW (number missed again) and EMD SD9 6143. I was surprised that there were still SD9s hanging on for the BNSF. [Ed. note: SD9 6143, renumbered 1724, was included in the consist of the 50th anniversary trip to White Rock behind former CP 4-6-4 2860 on April 15, 2007 - see Page 26]. The train also passed the storage location for the passenger equipment of the BC chapter of the National Railway Historical Society. Most of this equipment has not seen service for several years and was tarped over and starting to show the effects of years of outside storage. Just before the BNSF station in New Westminster we passed BNSF EMD SW1000s 3617 and 3651 (both still in BN green) pulling a string of container flats. After crossing the Fraser River the train joins the CNR Yale subdivision and in about 15 minutes passes through the CNR's Thornton yard. CN SD40-2(W) 5252 and a second unit heading up a train of bulkhead flats loaded with lumber were at the end of the yard waiting to head west. The line runs close to the diesel shop and one is able to get good shots of the power laying over there. This included BNSF EMD SD40-2 6887 (Santa Fe colours) and Montana Rail Link EMD SD40-2XR 254. These two units were probably power for trains out to Roberts Bank. Along with the units were CN GMD/CN GP9RMs 7066 and 7205. Hiding behind this pair was BNSF EMD GP40M 3021 also still in BN green and plus CN YBU-4 slug 205. A little farther down the yard CN GMD GP38-2 4709 and GP9RM 7047 were running light. The 7047 is one of the GP9RMs equipped for remote control operation.

With the CNR and CPR sharing their lines in the Fraser Valley, we joined the CPR at Mission and moved back onto the CNR at Basque. This puts eastbound trains on the CPR and westbound on the CNR and there are really no longer any delays to eastbound or westbound traffic. Delays to the Rocky Mountaineer are also minimised. Throughout the day we passed several eastbound freights, which had moved into the sidings to let us pass by. If you were not eating in the diner, and a lot of time was spent there, you could nip out on the observation platform to get photos of the meet. Sometimes we even nipped out for a quick photo during meals.



The upper level of a Dome-Coach provides a spectacular view and passengers are continuously supplied with food and beverages.

A comment on the food service in Gold Leaf class for the trains other than the Whistler Mountaineer is warranted. Since the downstairs diner area of the car only seats 36 the meals are done in two sittings. If you don't go down for the first call for breakfast you are served coffee, tea, juice and fresh muffins at your seat. This helps to tide you over until your call for breakfast where you are handed a nice looking menu to make your choice from five selections including such items as the "Sir Sanford Fleming Benedict" or "The Rocky Mountaineer". These are mainly full breakfast selections. After you are back upstairs a beverage service commences around 11:00. When the first call comes for lunch (a three course mid-day dinner) those left upstairs are offered a selection of BC wines, cheese and crackers. When you get the call for lunch you are again given a selection of five local specialties such as "Baked BC Salmon", "Fraser Valley Rabbit" or "Pan Seared Venison" served with a selection of complementary BC wines. The main course was followed by a fantastic array of deserts that could be split between each couple. One dessert included a little chocolate steam locomotive. After lunch and back in the dome the beverage service is ongoing and towards the late afternoon, depending on which day or which train, there was a choice of large warm oatmeal or chocolate chip cookies (you could take one with you in a little bag) or hot appetisers or gingerbread cake. In addition there was always a selection of fresh fruit available at the front of the upper level. One does certainly not go hungry on the train and this is why I indicated earlier that the add-on meal plan is not really required. After a day of fantastic eating on the train we really only needed a light



Two units lead the 17-car "Rocky Mountaineer" towards Kamloops, BC, on September 28, 2006.

snack to carry us over to the next morning. As well when we arrived in our hotel room there were Rocky Mountaineer chocolates waiting for us.

While I did miss the unit numbers on some of the meets I did catch most. At Yale we passed CN GE Dash9-44CW 2543 leading a freight train with one of the CN crew out on the front platform giving us a roll-by inspection. Passing Boston Bar at 12:25 we overtook a CP coal train that presumably had a pusher. Anyway the power on the head end was GE AC4400CW 9726. The well-informed staff gives an interesting running commentary throughout the day covering the heritage of the area, things to see and general information about Canada and the route. The train would slow for photos plus the staff gave advance warning so that those who wished could make their way to the observation platform. Just before Cisco we passed a CPR container train with GE AC4400CW 9634 pushing and GMD SD90MAC 9111 on the head-end. We did not see as much traffic headed westbound on the other side of the river. This might have been due to a work block as I did spot CN 50417, a Browning/Wellman Model 400 DE crane, with a gondola of rails, pattering along the CN line. As we got closer to Walhachin I spotted a westbound CP coal train with AC4400CW 9712 pushing and another GE AC4400CW on the head end.

The advantage of travelling in the daytime is that you do not miss any of the sights, unless you don't look quick enough. All of the trains have a series of souvenirs available. You could make your choices from a catalogue at your seat on day one and when you returned to your seat on day two (all seating is pre-assigned) your selection of items would be there for you to enjoy.

At Kamloops the train pulls into the old CNR station, which has been internally gutted and now houses a "Keg" restaurant. The bus to take you to your hotel waits adjacent to where your coach stops so again there is not a real chance to take photos. Our package in Kamloops included the "Great Canadian Lumberjack Show". This was an all you could eat buffet followed by an enjoyable and humorous show.

Opposite and just east of the station are the shops and storage area of the Kamloops Heritage Railway. Kamloops is also the location of the main shops for the Rocky Mountaineer and on operational days sees the arrival or departure of three trains. Depending on which train you are riding the next morning, Kamloops-Vancouver, Kamloops-Calgary or Kamloops-Jasper, will



At McLure, the first passing siding out of Kamloops, the "Rocky Mountaineer" passes CN SD75I 5785 and a GE unit on a stack train on September 29, 2006, as seen from the open platform on the dome-coach.

determine your hotel pickup time for the bus. Our train to Jasper was the last to depart at about 08:30, so I took an earlier bus down to the station to get some shots of the equipment. This is the only way to get your photos as the company is very efficient and does not allow much linger time at stations. If you take your scheduled bus it stops by your coach, you get on and in short order the train was set to depart. By taking the early bus I got shots of the 21-car Vancouver train headed up by GP40-2L(W) 8012 and GP40-2 8016 departing, some of the equipment of the Kamloops Heritage Railway, the ex-CNR station, and the Jasper train backing into the platform and set to leave. Our 17-car train from Vancouver was split at Kamloops with the larger section headed for Calgary. The train for Jasper was led by GP40-2(W) 8014 followed by a baggage/power car, two coaches, a crew coach, two more coaches and two dome coaches, one of which was empty. The coaches are all mainly ex-VIA/CNR cars from the 1950s with the 3200 series cars serving as crew cars and the 5400, 5500 and 5700 series cars used for Red Leaf service. Our dome/diner was on the end of the train, and this would be the case for the next three days, giving us a tail-end open observation platform that was fantastic for photography. It was enjoyable just standing there and watching the rails and signals slip away into the distance.

The Jasper train joins the CNR mainline to the north and east and no sooner did we leave the station than we had to wait for a CNR eastbound freight that was allowed to go ahead of us. We meandered behind this train for a while and then passed it at the first siding. Makes you wonder about dispatching logic at times but at least this enabled me to get photos of the power as we overtook the freight. Just after departing the main yard the shops of the Rocky Mountaineer can be seen on the east side of the train. This is a large operation and there were a fair number of cars in the yard. This included some recent purchases from the former Waterloo-St. Jacobs operation that were still in the ex-CNR green, black and gold colour scheme.

The journey north to Jasper was very scenic and we passed a couple of CN freights. At Birch Island we passed a container train led by GMD SD75I 5755 and GE Dash 9-44CW 2541. The crew was on the ground to give us an inspection as we rolled by. This is certainly eagle country and we saw quite a few bald eagles throughout the day and they



The 21-car Kamloops to Vancouver "Rocky Mountaineer" awaits departure from the former CN station, now a "Keg Restaurant", in Kamloops, BC, on September 29, 2006.

are a magnificent sight in flight. As you approach Jasper there is a chance to see Mount Robson, the highest peak in the Rockies. With the peak frequently hidden in clouds we were lucky as the mountain was bathed in sunlight. The ever-efficient Rocky Mountaineer crew pointed out the best spots from which to get photos. Just north of that location we slowed to a crawl as we passed a very long CN freight. We moved so slowly that the freight behind managed to pull up to within a safe stopping distance from our tail end. It appeared that the train we were crawling by had broken a knuckle and pulled apart. The crew was working at the break point as we moved slowly by. When we arrived at Jasper we moved up to the eastbound American Orient Express led by CN SD40-2(W) 5266 and VIA F40PH-2 6433 on the same track, which was also laying over at the station. At Jasper we saw a number of elk, both in the town and at the hotel we stayed at.



CN SD40-2(W) 5266 and VIA F40PH-2 6433 lead the 18-car American Orient Express, laying over at Jasper, Alberta, on September 29, 2006.

It was an early call the next morning as the bus picked us up at 06:00 Mountain time for the 07:00 departure. We had a bit of time before departure to grab a coffee and souvenirs at the station or take photos of the train. It was still dark at 06:30 on September 30 so not great for train photos. As a consolation the "Trains and Latte" shop in the station had a terrific selection of Railfan type items available for purchase. They even stock "Branchline".

Our train to Quesnel and Whistler was headed by GP40-2L(W)s 8011 and 8013, baggage/generator 9489, coaches 5716, 5707, 5713 and dome/diners 9501 (empty) with 9507 on the tail end. There is a bit of backtracking for the initial part of the journey that day as we were now on the "Fraser Discovery Route". This was a new train added in 2006 that runs from Jasper through to Whistler with an overnight stop in Quesnel. While it was duplication for the 43.2 miles to Redpass it was not a total route duplication as we had come north on the Albreda subdivision and after Redpass we headed south on the Robson Subdivision for 20.2 miles to Taverna where we headed west on the Tete Jaune and Fraser subdivisions to Prince Rupert. This is a less travelled line but there were a number of crews out performing maintenance. As we left the Rockies and headed west toward the Cariboo and Columbia ranges we travelled through the Rocky Mountain trench, a wide valley that in many ways looks like Northern Ontario. The trees had turned and we were treated to different shades of yellow. We did pass a freight at McBride headed by CN SD40-2(W) 5360 and ex-BCR Dash 8-40CMu 4602 with mainly wood products.

While the station at McBride looks good, the preserved wood caboose, ex-CN 79040, looks very tired and is boarded up. We went by a westbound CN freight in the siding at Longworth lead by Dash 8-40CM 2417 plus a second unit that I missed the number on. In the late morning we pulled into the siding at

Dewey to let VIA's eastbound "Skeena" with F40PH-2 6436 pass by. The "Skeena", as well as having a Park car, now includes one of the panoramic dome cars (actually a high windowed scenic coach purchased from BC Rail after the demise of their passenger services) for a better view of the scenery. The consist also included two coaches and a baggage car.



The "Rocky Mountaineer" took the siding at Dewey, BC, on September 30, 2006, to let VIA #5 - "Skeena" pass enroute to Prince Rupert. The train included a baggage car, coach, glass-roofed coach, club car and a "Park" car.

At Prince George the train swung onto the ex-BC Rail line and pulled to a stop in the ex-BC Rail yard for a crew change. While CN GP9RM 7222 and a slug were switching the yard, there was still an abundance of BC Rail power in evidence. In proximity to the shops were seven Caterpillar re-engined RS18m's (611, 613, 617, 619, 621, 626, 630), three SD40-2's (747, 752, 764), three of the RS-3 slugs (S-408, S-409, S-410), two GE Dash 8-40CMu's (4617, 4618) and two of the Dash 9-44CW's (4647, 4648). Added to the mix was some CN power, two more GP9RMs (7236, 7276) plus slugs (260, 273), SD40-2(W) 5273 and SD75I 5703.



BC Rail Caterpillar-powered RS-18m 630, and RS-3 Slug S-410 work the yard at Prince George, BC, on September 30, 2006. CN acquired 27 BC Rail RS-18 units and 10 slugs with the takeover of BC Rail in July 2004. At press time, only 11 of the former BC Rail RS-18s and 6 former BC Rail slugs remain on the roster.

The line to Quesnel is certainly a challenge for operation. The freights we met were shorter and carried mostly wood products but the fewest units we saw on a head end was three. The grades and the curves on the line seemed to limit the lengths of the freights. In our five days of rail travel this was the only day where we had a long delay due to a northbound freight. Apparently there was no room at Quesnel to let us in so we

backed into the siding at Greening and waited until the train that was taking up space passed. I was hoping to get a picture of the meet but the sun just kept getting lower and lower and when you are in the trees the light starts to disappear quickly. The northbound train was headed by two ex-BCR units an ex-WC unit and 28 loads.

As with all our overnight stops the buses were waiting by our coach steps to take us off to the hotel for the night. The next morning was another early start and it was a bit foggy as we pulled away from the ex-BC Rail station in Quesnel. It did not take long for the fog to burn off and we were treated to a day with brilliant sunlight and few clouds. The scenery on the run from Quesnel down to Whistler was some of the most spectacular of the entire journey as we travelled down the Fraser Valley towards Lillooet. It appears desert like with the river at the bottom of the canyon as the rail line curves along the edge and up and down through the canyon. With all the curves there are lots of opportunities to get photos of the front of the train. Again, it is easy to see why the line was not completed until the 1950s and why the freights are shorter with lots of power on the head end.

Williams Lake marks the end of the Prince George Subdivision and the start of the Lillooet Subdivision so there was an additional crew change. Switching the yard was a set of CN power, GP9RM's 7280 and 7049 separated by slug 202. On the power layover tracks were ex-BCR GE Dash 9-44CWs 4649 and 4654 in company with ex-BCR SD40-2 765. On the arrival track ex-BCR GE B39-8E 3903 was paired with ex-Wisconsin Central GP38-2 2006.

Lillooet is a crew change point and as we pulled into the station the Railbus TU-109, sort of a giant enclosed speeder, was loading. This provides services for the local population and is a means for some children to get to and from school. South of Lillooet the train travels the scenic shores of Anderson and Seaton Lakes.



Former BC Rail TU-109, one of two 20-passenger Rail Shuttle Vehicles, prepares to leave Lillooet, BC, on October 1, 2006, en route to D'Arcy.

We again spotted a number of bald eagles perched on the tops of the Ponderosa Pine plus some bighorn sheep. The vegetation gets lush as you move further south. We had a meet at Marne with another northbound freight led by five ex-BCR units (Dash 8-40CMu's 4603, 4620 and 4624, B39-8E 3911 and a Dash 9-44CW from the 4640 series). Leslie got the shots while I was off getting a tour of the train with the train manager. This was the time of the year for the salmon run and you could spot, and smell,



Former VIA coaches 5503 and 5518 were converted to glass-roofed coaches 2001 and 2002 by Industrial Rail Services of Moncton, New Brunswick, for service on the North Vancouver-Whistler "Whistler Mountaineer". Coach 2001 is seen on October 2, 2006.

the salmon in the river that paralleled the track. Makes it a picnic for bears and we spotted a black bear scrambling up the bank after he had been startled by the train. I was not quick enough with my camera to get a photo.

The station in Whistler is new with a very short platform, perhaps three or four coaches long and as a result you cannot get a photo of the power or the tail end. Whistler is the end of the "Fraser Discovery" route and on the final leg to Vancouver we took the "Whistler Mountaineer". This train runs daily from Vancouver to Whistler and return so we did not have to board until about 14:00 the next day. The afternoon departure means you have an evening and morning to spend in Whistler village. It is very geared to the tourist trade and most of the downtown area is open to pedestrians only. It was quite pleasant to wander around and shop for souvenirs. As part of the package you receive a voucher to ride the Gondola to the top of the Mountain for a scenic view. It was only running weekends and we were there on a weekday so the voucher was replaced with a gift certificate that was usable in many of the stores, so an added incentive for us to shop.

The "Whistler Mountaineer" run was covered in the October 2006 issue of **Branchline** so I will not expand on it here other than to say that the scenery and service remained superb. Our train was led by GP40-2s 8018 and 8019 with baggage/generator 9488, crew car 5715, glass roofed coaches 2001 and 2002, open car 598 - "The Henry Pickering" (leased from West Coast Railway Association) and coaches 5487, 5532 and 5718. Just south of Whistler we passed a northbound train of empties head by CN Dash 9-44CW 2596 and ex-BCR Dash 9-44CWs 4651 and 4646.

Leslie and I felt that this was the most magnificent train voyage that we had ever taken from all aspects. The passengers were from all over the world and we met couples from the UK, Australia and Germany. There were very few riders from Canada, at least in Gold Leaf, and that is too bad as the trip is truly spectacular. The scenery, meals and service were all excellent. It is no surprise that the Rocky Mountaineer has won the World Travel Award in both 2005 and 2006 for the "World's Leading Travel Experience by Train". This is a company that does it right and gives you a journey that you would highly recommend and be happy to repeat. It is amazing how beautiful the western part of our country is. If one gets a chance a voyage on one of the Rocky Mountaineer Vacations is a fantastic experience. ■

An Overview of Railway Activity In and Around Winnipeg - Part 8

Canadian Pacific

Article and Photographs by RFM McInnis

The Canadian Pacific Railway is the oldest and most historic railway still operating in and around Winnipeg. It is inevitable that we introduce History into the story when speaking of the CPR. Much of its trackage and land mass today is the original land grants given by the Federal Government and the City of Winnipeg in the late-1870s. Indeed, much of this trackage can be traced to the alignments of other original lines as well as competing lines taken over. You're walking on history when you approach CPR track.

The mainline tracks follow much the same direction today as they did in the beginning with only slight deviations. Lines taken over by CPR back in its early years, though developed by competing companies, are still in use as CPR subdivisions running in all directions out of the centre. It is this network of trackage that we can follow today, not only for photography but also for our love of railway history.

Alignments at Winnipeg Yard, Weston Shops and St. Boniface Yard are very much as they were when set aside for railway development at the beginning. The configurations in these yards may have changed somewhat over the years, but the layouts of these yards remains much as they were from the start.

It is the main line east that has changed the most from its original route. It moved from a northeasterly direction over Louise Bridge to the more direct route it follows today across the bridge at the end of Point Douglas and on to the so called Molson Cutoff. The original line would have taken the railway north through Selkirk instead of into Winnipeg. The newly incorporated city of Winnipeg in 1873 made its bid and concessions of land to bring the railway in its direction. The original survey would have crossed the Red River at Selkirk and continue West from there, leaving Winnipeg, at best, a branch line. Our whole story of "in and around Winnipeg" would surely have been different, had that have been the case.

The original survey routes are today's subdivisions, whereas some

portions of the original survey were never developed at all, such as west of the Red River at Selkirk where bridging the Red River was originally planned.

History is tangible in Winnipeg. The Canadian prairie's first locomotive - the "Countess of Dufferin", neatly painted with Canadian Pacific Railway lettering across the side of its tender and deposited from a barge onto the east shore of the Red River in 1877, is now preserved in the Winnipeg Railway Museum at the downtown VIA Rail Station.

One can almost visualize the likely location where the "Countess of Dufferin" was off-loaded on a low shore line near the north end of St. Boniface Yard tracks (Whittier Jct.), north of the mouth of the Seine River. Although the land mass today is mostly developed roadways and the CPR mainline bridge from Point Douglas lands here, it is fascinating to be at this spot and let our imagination take over. It is also a great location for photographs of current classes of today's CPR diesels.

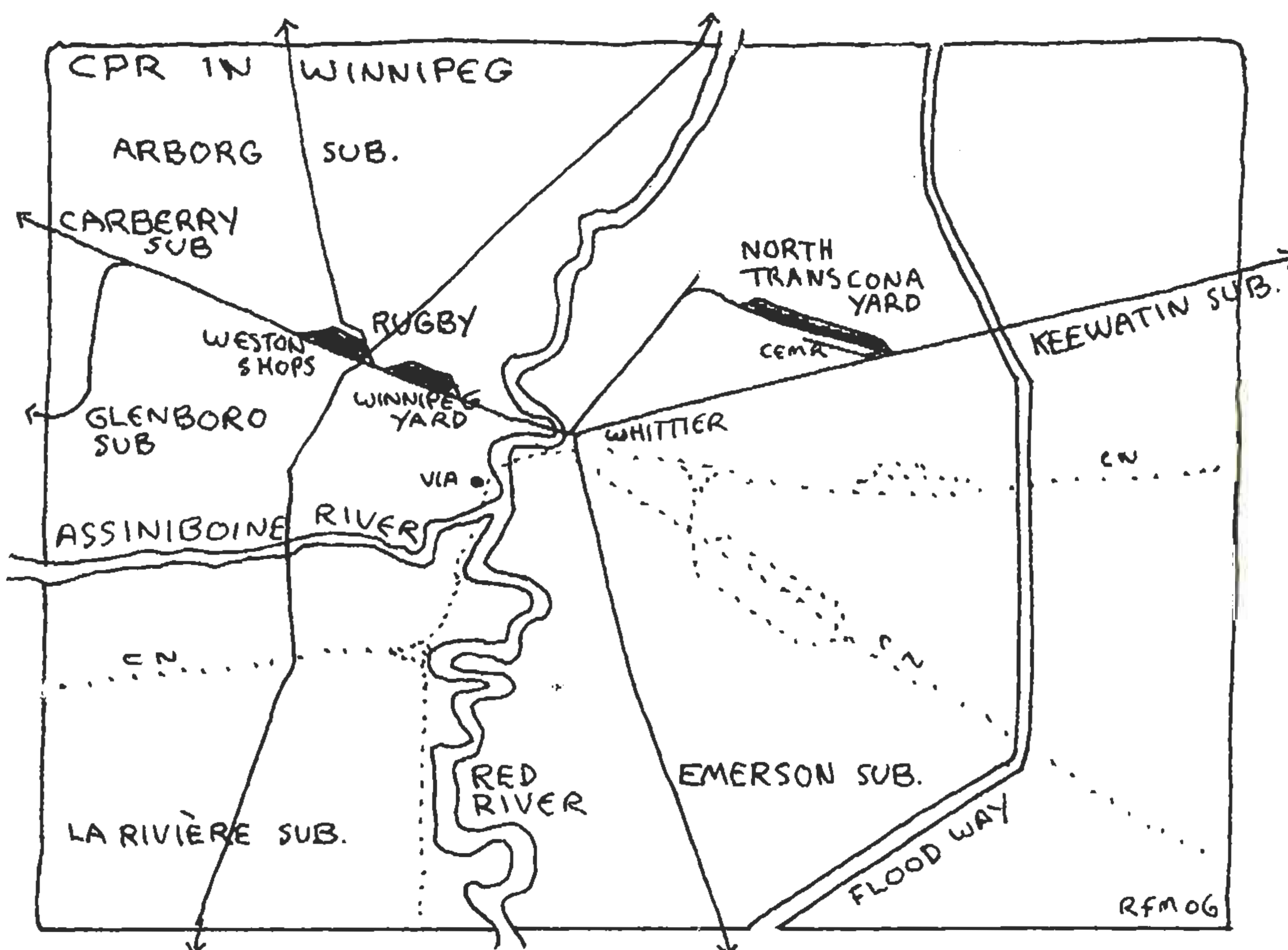
History abounds with CPR's main line running east to the west as it passes through Point Douglas. Here it is on much the original allotment of land designated by Winnipeg City By-laws in 1879. The Louise Bridge, for instance, is there, using the original north/south alignment and is now the route used by automobiles to get from one side to the other of the Red River from Point Douglas. Being the location where the first track into Winnipeg crossed (over tracks placed on ice), the existing streets make a sweeping curve from the bridge toward CPR's Douglas Point area, Main Street Station, yard and shop facilities. And conversely, on the other side, toward the tracks north of the St. Boniface yard alignment on the east shore, reflecting the track curvature to the original Selkirk/St. Boniface connection.

As well and as expected, much railway history is gone from Winnipeg, obliterated from its pages by progress and development. For instance, there is no track down the south side of Provencher Boulevard, as there was originally, nor a station

neither here nor at St. Boniface Yard. Nor are there the low level bridges into the inner city as their once were. Indeed, Winnipeg, at one time, not that many years ago, was a very vibrant railway city in its inner core.

Today, suffice to say, CPR mostly sticks to its original mainlines, cutting across the city with trains east and west bound, with limited servicing at its once busy diesel shops, and serving the spokes out of the city north and south with daily trains to points such as Emerson on the International Boundary and beyond, La Rivière and west, and Altona, Gimli, and Arborg to the north.

What was once CPR's massive Weston Shops is now operated by Progress Rail. Like Ogden Shops in Calgary operated by ALSTOM, Progress Rail as a railway service company does for CPR and other railways what CPR once did for itself. Slowly, the older shops, no longer needed, are being taken down. As modern diesels improve, requiring less and less overhauling, these facilities become more and more redundant, changing the face of historic Weston and by extension, the railway scene of Winnipeg.





Almost new CP ES44AC 8750 (built in 2005) and SD40-2 5876 (built in 1984) are at the refuelling bay on the south side of Weston Diesel Shop on December 5, 2006. The tall tank contains sand for the diesel units.



An overview shot of the busy Winnipeg Yard as seen from the Salter Street Bridge on October 15, 2006. Remote-controlled GP9u units assemble trains. In the distance is the Arlington Street Bridge, beyond which lies Weston Shops.



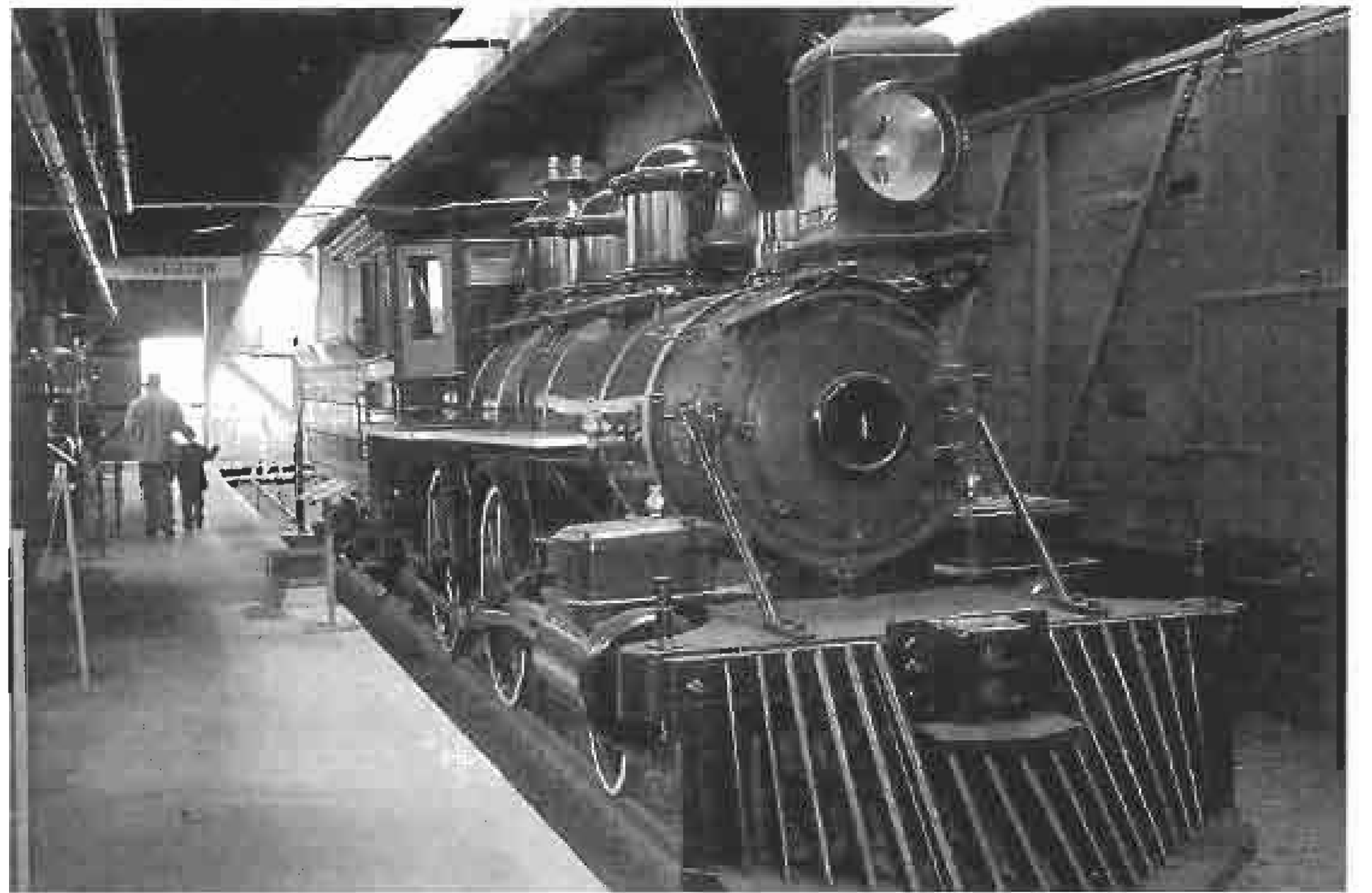
Bracketing two idler flat cars, SD90MACs 9153 and 9121 are awaiting assignment on the north side of Weston Shops. Idler flats are used when pushing or pulling shut down diesel units in and out of the shops.



Within city limits, GP38-2 3028 'mother' and Control Cab 'daughter' 1128 (nee GP35 5021) head a short freight southbound on the La Rivière Subdivision on December 12, 2006. Running parallel is BNSF's track at Taylor Avenue where it curves east to connect with CN's main line. Just ahead of 3028 is the diamond crossing with CN's Rivers Subdivision.



A trackmobile is used to move shut down units in the shop. SD90MAC 9142, built in 1998, has just been brought into the shop for repairs on December 5, 2006.



History abounds! The "Countess of Dufferin", CPR No. 1, built by Baldwin Locomotive Works in 1872 as Northern Pacific 21, was used by Joseph Whitehead, the contractor on the Pembina Line as his construction locomotive commencing in 1883. Today it is displayed at the Winnipeg Railway Museum in the VIA Rail depot. ■

Broad Street Station in Ottawa

by John Griffiths

*The Ottawa Railway Circle has written a monograph on the stations of Ottawa, Ontario, and that information is available through links on Colin Churcher's website at www.railways.incanada.net. The monograph is quite complete and more detailed than the earlier discussion in Donald M. Wilson's *The Ontario and Quebec Railway* [Mika Publishing Company, 1983] and is more reliable on the details of the fourth and final station at Broad Street, which is the subject of the photographs presented here.*

When the Bytown & Prescott, Ottawa's first railway, arrived in what was then Bytown in 1854, it entered from the south-west, following the east side of the Rideau River to a station on Sussex Street in the east end of the city [see **Branchline**, February 2005].

When the Canada Central Railway arrived from the west in 1870, it reached a terminus at Nepean Bay, above the Chaudiere Falls, on the western edge of the city. This area was developed as a freight and passenger terminal, and was the major railway centre in Ottawa for the latter part of the 19th and the first part of the 20th century.

In 1871, to join the original Brockville & Ottawa Railway (re-organized as the St. Lawrence & Ottawa Railway in 1867), a branch was built from a junction referred to as Chaudiere Jct. to reach the Canada Central yard and station at Broad Street, which became a major "Union" station for the city.

In order to join this terminus with the Quebec, Montreal, Ottawa & Occidental Railway (the North Shore mainline from Montreal to Ottawa), and other roads on the Quebec side of the Ottawa River, the Prince of Wales Bridge was constructed above the Chaudiere in 1879 [see **Branchline**, January 2006].

By 1884, Broad Street was Canadian Pacific Railway's main station for services on its mainline between Montreal (via the North Shore route) and the west, and to Toronto (via Carleton Place and the Ontario & Quebec Railway). By then CPR owned or controlled branch lines radiating from Ottawa to Maniwaki and Waltham in Quebec, and to Brockville and Prescott in Ontario.

With the completion of the Interprovincial Bridge in 1901 [Branchline, February 2001], and the Montreal & Ottawa Railway (the 'Short Line'), CPR transcontinental services were moved to the joint Canada Atlantic station in the city centre, leaving local services at Broad Street.

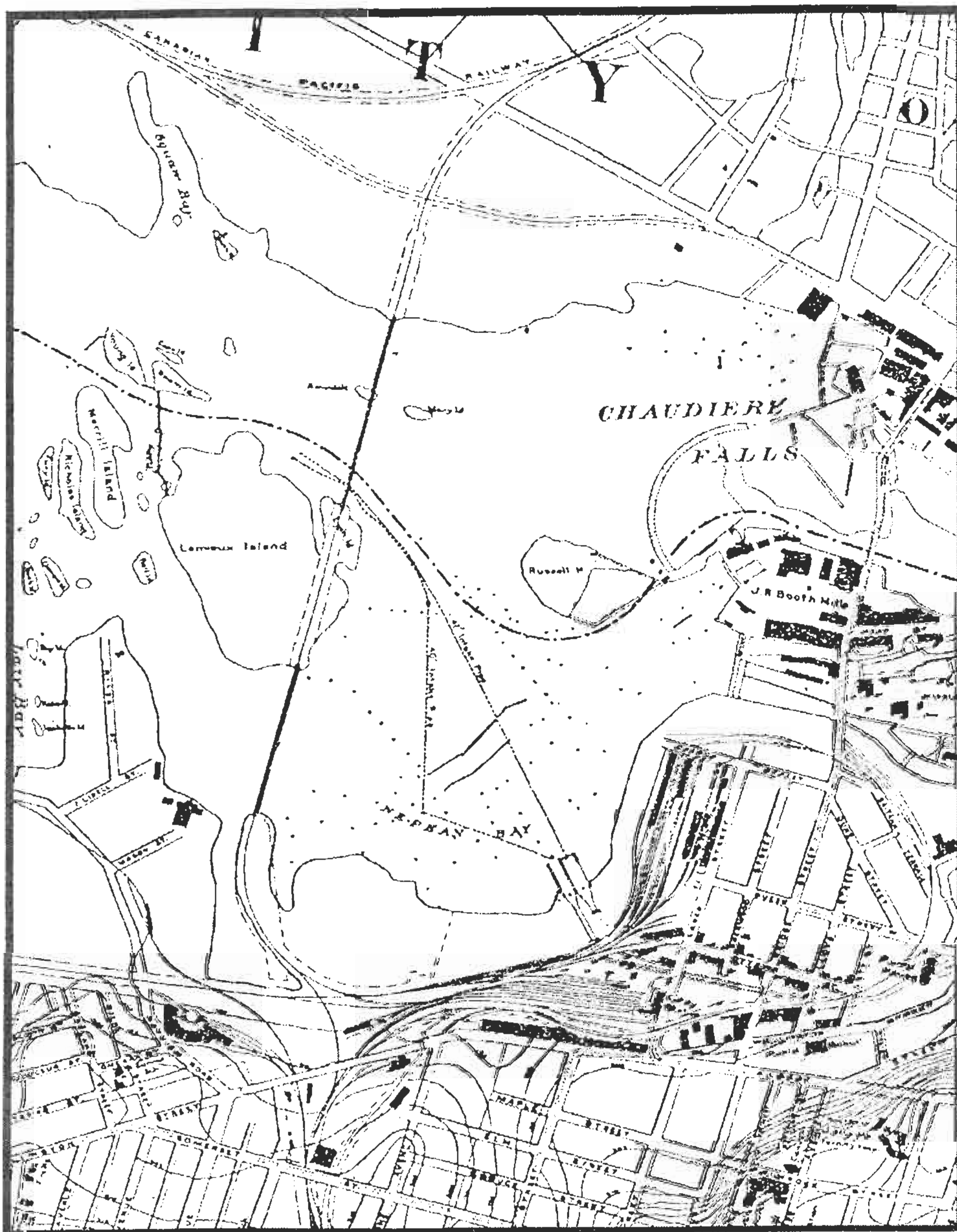
There have been four stations at approximately the same place on or near Broad Street, beginning with the original station for the Canada Central after 1870. This station gave place to a much more substantial structure in 1881. That building was destroyed by fire in 1895 and was replaced in 1896 with a similar structure.

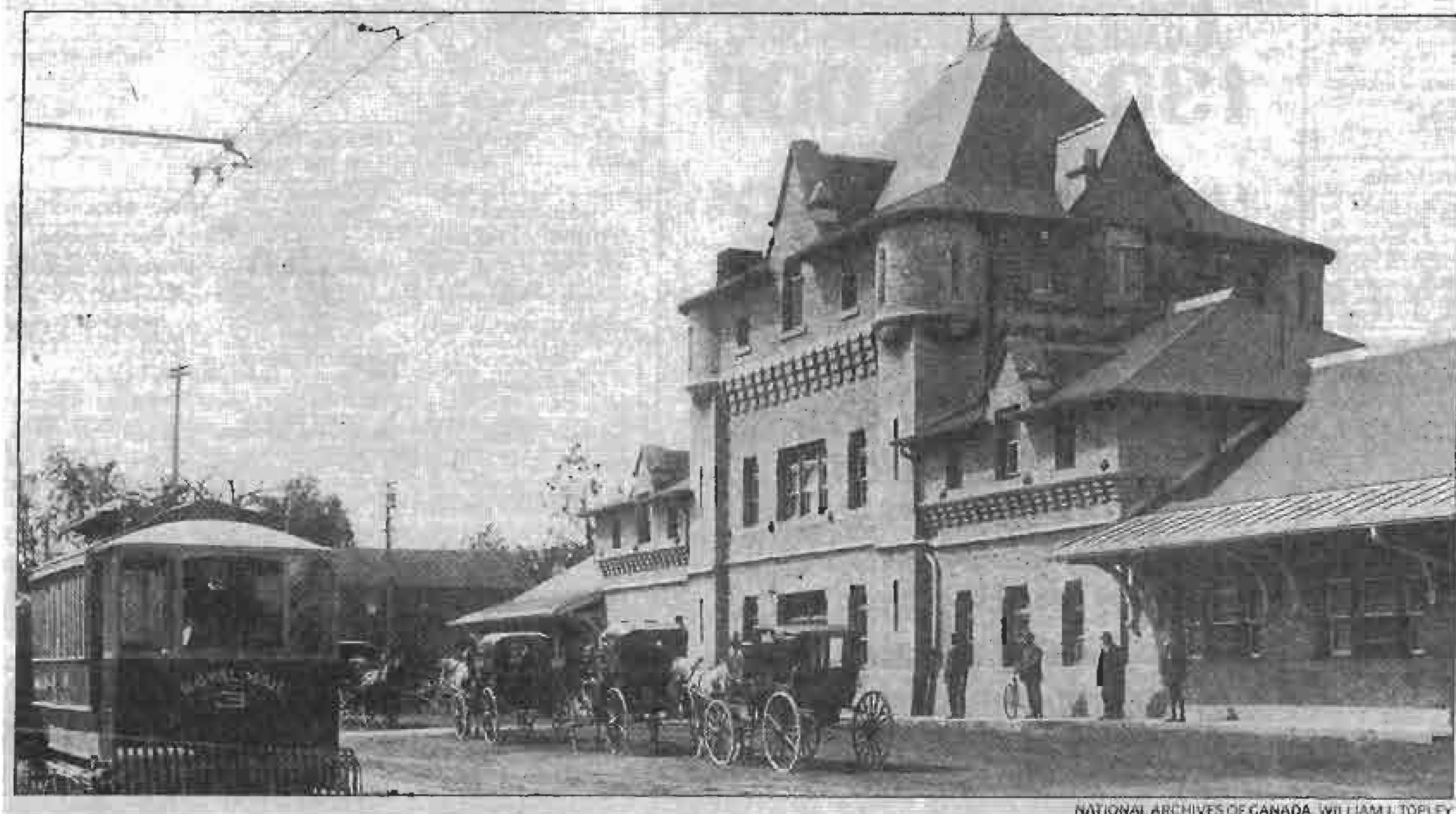
Ottawa-Hull was swept by a great fire on April 26-27, 1900, which destroyed many of the mills and facilities above the Chaudiere, and across the western half of the city at Broad Street and the LeBreton Flats. CPR suffered very heavy losses in the area, including many of the terminus structures established at what had become a major yard known as the Chaudiere Yard.

The area was rebuilt, culminating with a quite grand terminal building constructed in the Chateau style in brick and stone, which was completed in December 1900.

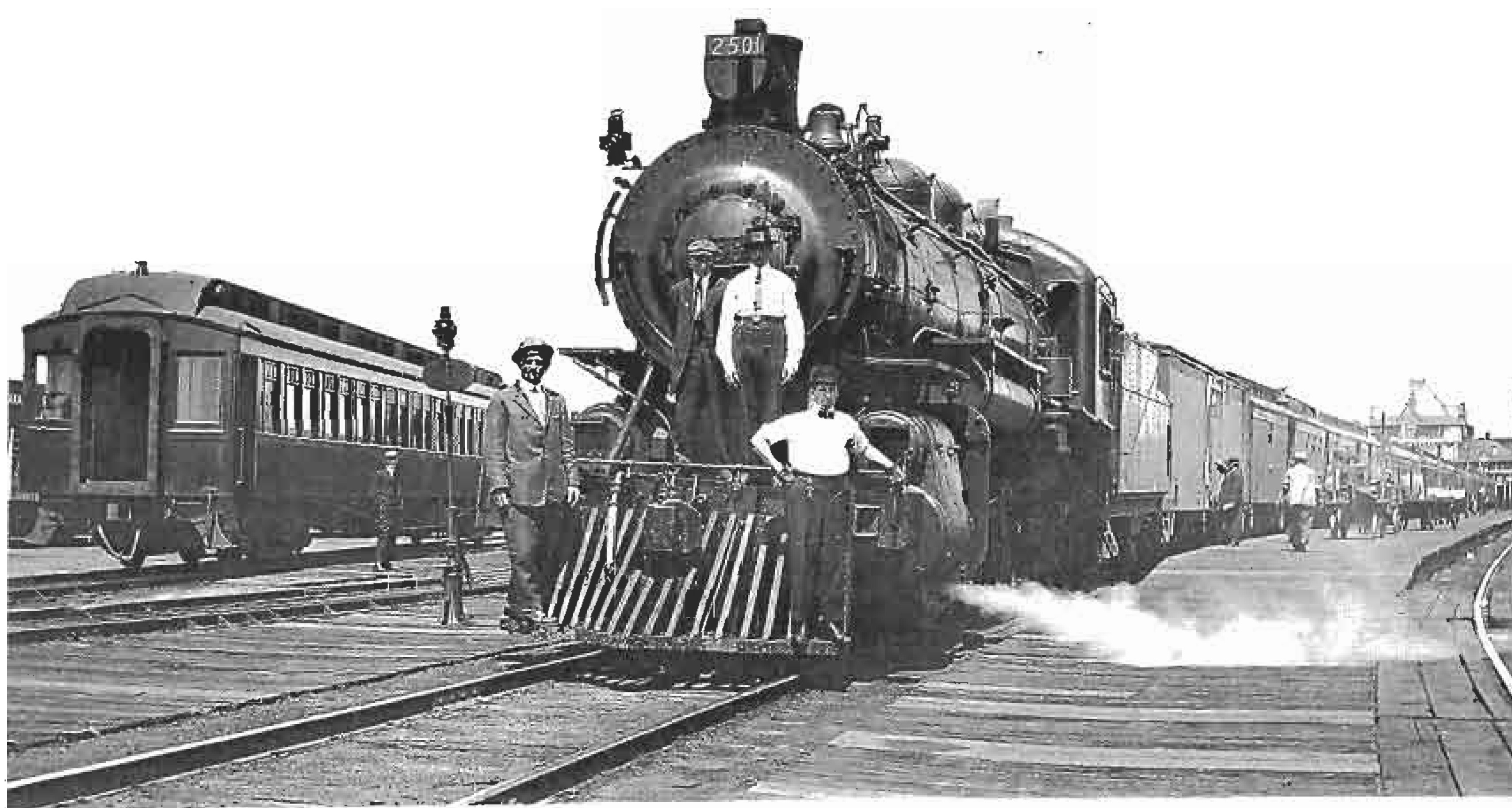
A photograph in the National Archives (PA 8676 - see Page 11) of the Broad Street station is thought to have been taken in 1901, although, when the photograph was published in the **Ottawa Citizen** in the mid-1980s, the caption noted that the original photograph in the archives was said to have been made in 1880. That is most unlikely - the photograph almost certainly is of the new station. The photo was taken by William Topley, who was well known for his work in the Ottawa area.

[Accompanying this article are several photographs taken in 1913 by my grandfather, William Griffiths, who was at the time an expressman for the Dominion Express Company (CPR's express arm, later merged into CN/CP Express). The Topley Company at 132 Sparks Street was in fact the developer of the negatives from which my grandfather's photographs were made].





CPR's newly-constructed Broad Street Station in Ottawa circa 1901. The terminal tracks are behind the building to the right of the photograph. National Library and Archives, PA 8676.



Included in the group posing on CP 4-6-2 2501 are my grandfather, great uncles Harold and Charles (both killed in France in 1916 and 1917), and Jack Edwards, a friend of my grandfather. The Edwards name is well known in Ottawa, with a long history in the lumbering industry. The conductor appears to be checking seals on the first car and a gentleman is studying the engine from a respectful distance on an adjoining platform.

It appears that the station featured a platform between each working track, perhaps indicative of reserving one platform for express and mail work, and another for the travelling public. The coach in the background represents the design of the times with end windows, what is said to be a characteristic CPR three-pane transom, no arches over the windows, and four-wheel trucks.

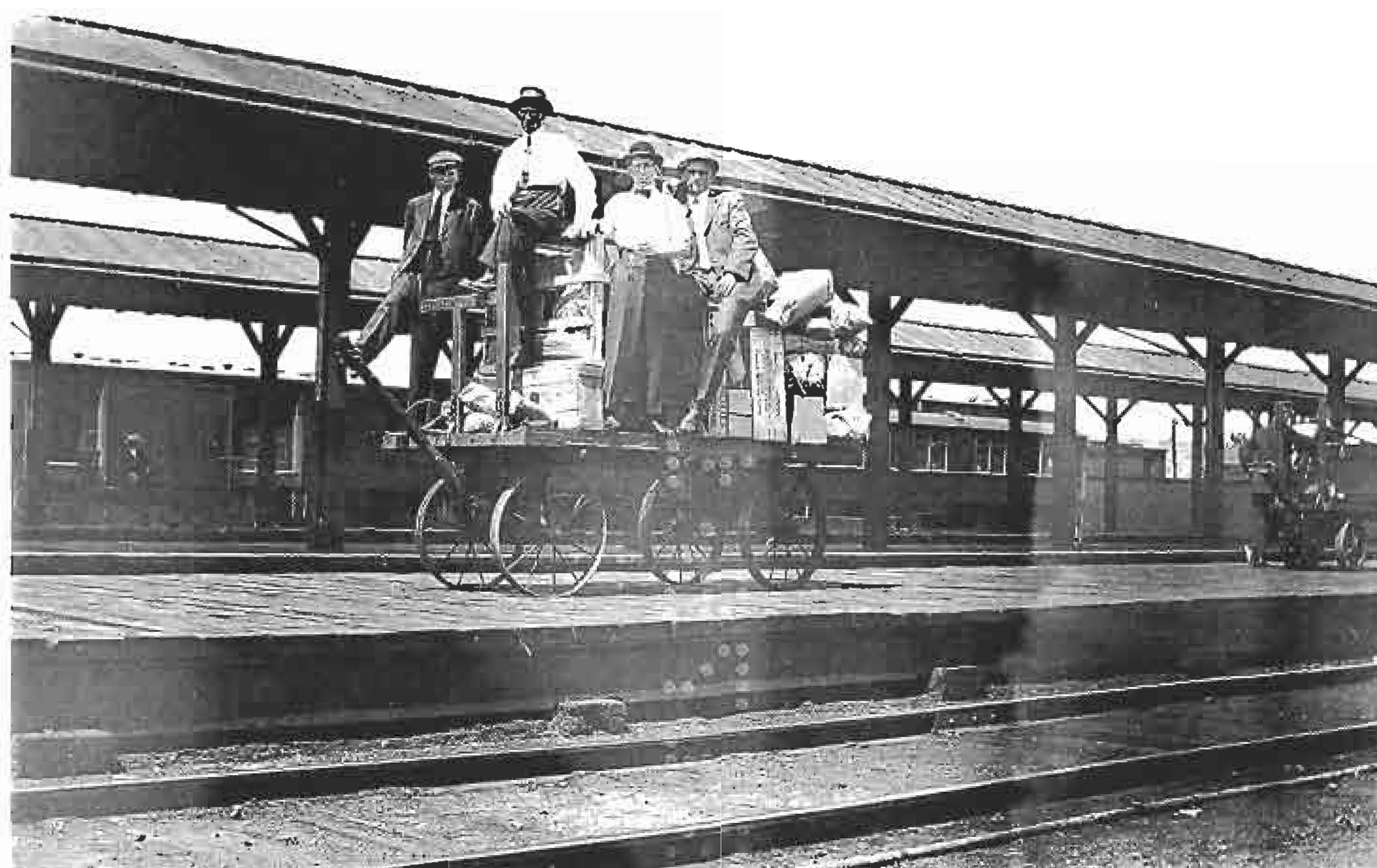
No. 2501 was a Class G2 Pacific built at CP's Angus Shops in January 1906 as 1151, then 1101 and finally 2501 in 1912. She was one of 166 Class G2 engines built between 1906 and 1914, was transferred to the Dominion Atlantic Railway in July 1958, and was scrapped in June 1961.

Donald Wilson states in his *The Ontario and Quebec Railway* (page 99) that the station was served by 10 tracks, covered by a trainshed 645 feet in width and 800 feet in length. From photographs it is clear that there is no train shed as such, nor is there evidence that there ever was one. I suspect the author's information is taken from a source describing what was proposed and not what was actually built.

In a view dated December 1901 (see *Branchline*, May 2007) and other photographs, it is clear that much open ground was left for future development, and that only two platforms were sheltered by umbrella coverings nearest to the station building itself. In fact, a plausible conjecture would be that the station had no more than six main stub tracks, with perhaps two additional garden tracks on the southernmost side, adjacent to the Canada Atlantic tracks which crossed Broad Street just north of Wellington Street.

I first saw the photographs reproduced here in 1959, at which time my grandfather took me on a walking tour of the Broad Street area to see the location as it then was. His recollection was that the track arrangement in 1959 was substantially unchanged, although the station and adjacent structures no longer existed. He was recalling things as they were some 45 years before and I am now the same time distant from what he told me then, so some allowance has to be made for error. However, in the photo of the area published in the February 2007 *Branchline*, the still existing layout for the station is clearly visible and it appears that the tracks serving what would have been the terminal number no more than eight.

It appears that, although the Canadian Pacific Railway projected a much more extensive and long-lived development at Broad Street, much changed as a result of the opening of the Interprovincial Bridge in February 1901. The gradual shifting of services to the Grand Trunk Central Station downtown, which subsequently came to be known as Union Station, led to the eventual demise of Broad Street which was closed on January 4, 1920, and was demolished in the early-1930s.



This photograph appears to have been taken near the station concourse area from which the platform started, and shows the umbrella coverings over two platforms. The arrangement of track/platform/track/platform is evident. The travelling public may have used one side of a train, while head end and operational work was conducted on the other.

The platform on which the express cart is standing led directly to the south end of the terminal building in which express facilities were located. The main public ticket and waiting areas occupied the centre of the building, and for at least some of its life, the station had a refreshment room on the north end.



This lengthy train included a head end boxcar lettered "Through Baggage", a mail/express car, an express car, followed by what may be a colonist car (judging from the smoke jacks at the offset corners), and at least five more cars. These would mostly fill the 800-foot length of the platform area.

From the clothing, it would appear to be summer and judging by the strong overhead light the time would be near noon. As transcontinental services no longer used Broad Street station after the opening of the Interprovincial Bridge in 1901, it is thought that the train may be a midday train to Toronto with connections to Chicago.



A view of the south end of the terminal, looking in approximately a northwesterly direction toward Nepean Bay. Broad Street is to the right of the photo.

This end of the station is brick, set on a substantial stone foundation, a fairly characteristic form for the time. The raised platform would be a dock for transfer from road vehicles to the shed; two of the express crew are standing on the lower level boardwalk which is continuous with the station platforms to the left. The photographer is standing in or near the roadway which gave access to the express facility from Broad Street.

CPR Class G2 Pacific 1258 was built by Montreal Locomotive Works in June 1913 and records show that she was renumbered 2658 in April 1914. The photographer's notes, however, show that the photo of 2658 was taken in 1913.

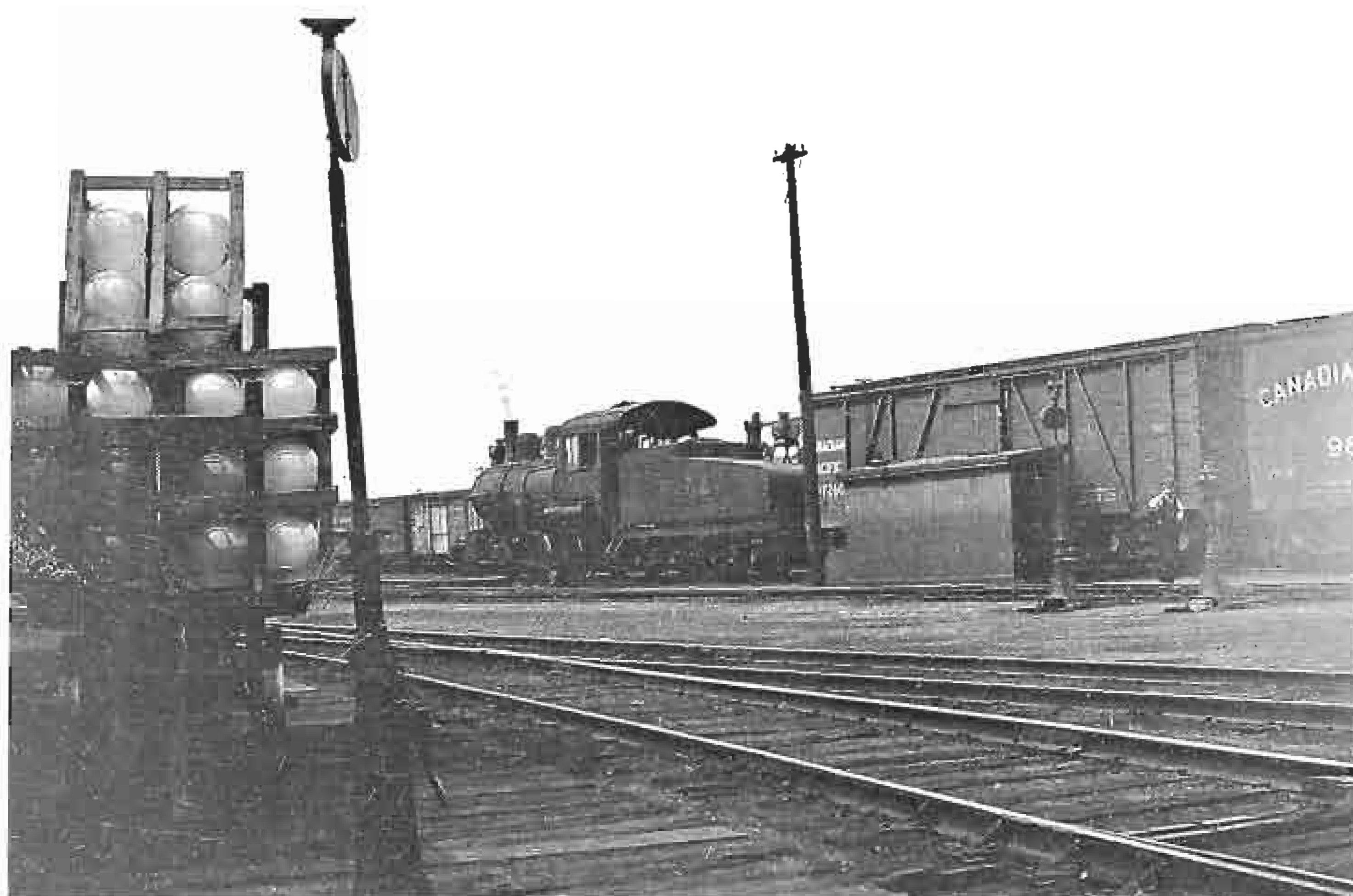
In 1916, No. 2658 was assigned to Toronto, in 1930 she was assigned to Havelock, Ontario, and in 1952 was based in Ottawa. She was scrapped in March 1959.



CP Class U3C 0-6-0 2204 was built by CPR in its Angus Shops in Montreal in February 1909. She was renumbered 6204 in March 1913, shortly before this photo is thought to have been taken. She was scrapped in March 1937.

For most of the history of the Chaudiere yard area, the freight yards were located to the north of the passenger terminal area. The freight tracks diverged from the passenger terminal tracks south of Nepean Bay, and swung around in an arc to align about 90 degrees from the passenger track alignment, parallel to Broad Street, along which there were substantial freight sheds.

The switcher is engaged in weighing cars on the scale track; the scale house is in the centre of the photo. At the end of the platform is an express wagon laden with what appears to be Pinsch gas bottles which were used for lighting in passenger cars.



The Governor General's private car rests on Track 6 at Broad Street Station in 1913. ■



CN STRIKE DERAILS TRADE SURPLUS: A 15-day strike by CN workers in February 2007 contributed to a decline of over \$900 million in Canada's trade surplus for the month, Statistics Canada said. The overall surplus came in at \$4.83 billion, down from January's \$5.76 billion. Canadian companies exported \$39.6 billion worth of merchandise in February, an \$800 million drop from the previous month. Imports remained relatively stable, climbing by 0.3% to \$34.8 billion. The strike by CN conductors and yard workers hamstrung Canada's industrial producers' ability to ship goods. Those same workers rejected a tentative one-year contract earlier this week and began rotating pickets at some locations across the country. CN has also locked out some employees. (CBC News, April 13)

STRIKE, POOR WEATHER DELIVER BLOW TO CN PROFIT: A work stoppage combined with a harsh winter delivered a series of punches to the first-quarter results of Canadian National Railway Co., knocking profit down 10 per cent. CN chief executive officer Hunter Harrison said that "the very challenging" quarter featured a 15-day strike by the United Transportation Union in February, followed by avalanches and landslides in March that blocked the company's main line in the West. Mr. Harrison said the labour dispute and the rough weather threw off the company's momentum: CN posted a \$324-million profit for the three months ended March 31, down 10 per cent from \$362-million for the same period in 2006. Operating expenses for the first three months of 2007 increased by 6% to \$1,345M. Revenue ton-miles, a measurement of the relative weight and distance of rail freight transported by the company, declined 3% during first-quarter 2007.

During a conference call, Mr. Harrison welcomed the appointment of a labour arbitrator, coming just days after Ottawa's back-to-work legislation took effect on April 19. UTU conductors and yard workers staged rotating strikes earlier this month, but CN quickly locked them out for eight days. Federal Labour Minister Jean-Pierre Blackburn named Andrew Sims of Edmonton as the arbitrator in the labour dispute. Mr. Sims has 90 days to examine the best "final offers" presented by management and the UTU, and he will choose one of those proposals to form the collective agreement. CN estimates the UTU strike in February reduced profit by \$35-million. (Globe and Mail, April 24)

CN CREATES CHIEF SAFETY OFFICER POST; PROMOTES SVP: CN has its first-ever chief safety officer after promoting Paul Miller from vice president of transportation to VP and chief safety officer, effective May 1. In the newly created position, Miller will be responsible for overseeing all safety functions, including operating practices, regulatory affairs, risk management, environment and hazardous materials. Miller has served CN for more than 28 years in various operations and marketing capacities. "All of our leaders in operations have significant safety responsibilities embedded in their roles, but having an officer whose job is focused exclusively on safety will bring an added dimension of discipline and vision to our precision railroading model," said CN President and Chief Executive Officer E. Hunter Harrison. The appointment follows a March 1 demand by Transport Canada for better safety practices at CN after a series of accidents. Transport Canada's safety audit called for a comprehensive review of safety issues by senior management, along with better day-to-day monitoring of risks and improved employee training. Citing a gap between senior management and front-line employees on safety issues, it found unacceptably frequent safety defects on freight cars and said some engineers weren't complying with inspection, testing and maintenance requirements.

Meanwhile, CN also promoted Keith Creel from senior VP-Eastern Region to executive VP of operations, effective May 1. He will be responsible for rail operations in Canada and the United States. To replace Keith Creel, CN has promoted Jim Vena to svp, Eastern Region. Vena will oversee all operations activities in the region and will be based in CN's MacMillan Yard office in Toronto, Ontario. Vena will report to Creel along with CN's other svps for the Western Region and the Southern Region, as will Paul Miller.

(CBC News, April 25; ProgressiveRailroading.com, April 26; Market Wire, April 27)

CN AIMS TO TRANSPORT ALTERNATIVE FUELS: CN has announced its alternative fuels strategy focusing on generating new business from the transportation of ethanol and ethanol feedstock, wood pellets, and biodiesel fuel. Its rail network has extensive access to the Midwest corn belt, which is a source of much of the ethanol produced in the United States. In Canada, it offers corn farmers direct access to ethanol producers in Ontario, while in western Canada, CN transports wheat for use as feedstock for ethanol production. More than 30 per cent of gasoline in the U.S. is blended with ethanol, with the blended product used in 28 states. In January, the Ontario government mandated a five per cent blend of ethanol with gasoline. Major power plants in North America, Europe and Asia are turning to wood pellets as an alternative to fuel oil, gas or electricity to heat homes.

CN's network and direct access to export terminals on the Pacific, Atlantic and Gulf coasts position it to serve growing markets for wood pellets. Biodiesel is a clean burning fuel produced from renewable resources such as vegetable oil, animal fats or waste greases. It is commonly blended with petroleum diesel or heating oil, resulting in an alternative fuel that is biodegradable, non-toxic and essentially free of sulphur and aromatics. CN serves two biodiesel facilities in Iowa and will serve further facilities that are planned for development in the U.S. Midwest. (Toronto Star, April 30)

GRAIN HANDLER SAYS CN AVOIDING SHIPPING ISSUES: CN is trying to duck the issue of poor rail service, says an Alberta grain shipper pursuing a complaint against the rail company. Great Northern Grain (GNG) of Nampa, Alberta, has asked the Canadian Transportation Agency (CTA) to find that the railway's new grain programs discriminate against smaller shippers and could drive them out of business. In its response, CN said Great Northern's application goes far beyond the scope of a service complaint. The railway essentially told the CTA that the agency has no authority to tell the railway how to run its business. In documents filed last week, GNG says the rail company is trying to avoid the issue. It said the railway's submission to the agency ignores at least eight specific service-related issues outlined in the original complaint. "Rather than address these matters, CN chose instead to argue that the agency is powerless to investigate and make orders with respect to CN's programs," said GNG. The grain company said CN is in effect telling the agency: "We're deregulated; we can do whatever we want." That's not true, said the GNG submission. CN told the agency it should ignore the interventions by third parties and should base its decision on only the service provided at the Nampa elevator, which it says has been more than adequate.

Meanwhile, Keystone Agricultural Producers is adding its voice to the growing chorus demanding the federal government review the level of railway service to the grain industry. "We need to push governments to bring the railways to some accountability here," KAP vp Robert McLean said after moving a resolution calling for a level-of-service review April 18 during KAP's general council meeting. "It's costing us a huge amount of dollars. We need to move quickly." KAP delegates also strongly supported a resolution backing the Canadian Federation of Agriculture's request to be an intervener in the level-of-service complaint. (Western Producer, April 26; Manitoba Co-operator, Western Producer, May 3)

CN SUES ONTARIO MOHAWK PROTESTERS: CN has launched a lawsuit against Mohawk protesters who blocked a major Ontario rail corridor for more than a day last month, disrupting freight and passenger traffic. The land dispute protest near Deseronto, Ontario, that began in the early hours of April 20 disrupted freight between Toronto and Montreal. The disruption blocked the transport of freight worth more than \$100 million, said spokesman Mark Hallman. "We have launched an action to recover the costs associated with the blockade," Hallman confirmed.

"This represents the first time that CN has served suit for damages arising from a First Nations blockade of its tracks." CN estimated that about 22 freight trains travel the Toronto-Montreal route every day, but did not specify how much it is asking for in damages. Hallman said as part of its action, the company is

seeking an extension of a court order that ended the blockade. That extension would ban future blockades.

Shawn Brant, the main spokesman for the protesters from the Tyendinaga Mohawk Territory on Lake Ontario's Bay of Quinte, is named in the CN lawsuit. "We've sort of looked at this as being a warning to other First Nations communities across the country as well as ourselves that they're quite willing to make our miserable lives more miserable," he said. The lawsuit also names the Tyendinaga Mohawk Territory band council and several other people from their community. Chief R. Donald Maracle said the council had nothing to do with the blockade and will ask CN lawyers to remove it from the lawsuit.

The rail blockade disrupted both freight and VIA Rail passenger service along the Toronto-Ottawa and Toronto-Montreal rail corridors for about 30 hours. The protest, which ended when CN served the protesters with a court injunction, was part of an ongoing protest members have been maintaining for months over privately owned land near Deseronto that the Tyendinaga Mohawks claim is theirs. Brant faces a number of charges related to the blockade, including mischief. He turned himself in to police on May 3, but has been released on bail. The band council is in talks with a federally appointed negotiator regarding the land claim, but the protesters say those are proceeding too slowly. (CBC, May 9)

CN ANNOUNCES SAFE COMMUNITY FUND WINNERS: CN has announced the winners of the 2007 CN Safe Community Fund. Ten communities across Canada - all designated safe communities by Safe Communities Canada - have each received \$2,500 to implement rail safety initiatives. The railway established the CN Safe Community Fund in 2001 to encourage communities across Canada to incorporate rail safety initiatives in their community action plans. This year's winners are: Greater Belleville Safe Community Committee, Brampton Safe City Organization, Safe Community Coalition of Brockville, Leeds & Greenville, Safe Communities on The Grand (Cambridge, Guelph, Kitchener and Waterloo), Chatham-Kent Safe Communities Coalition, Hamilton Safe Communities Council, Kingston Partners for a Safe Community, and Rainy River Valley Safety Coalition in Ontario; Humboldt and Area Safe Community Coalition in Saskatchewan; and Kamloops Injury Prevention Network in British Columbia. (CCNMatthews, May 10)



**CANADIAN
PACIFIC
RAILWAY**

IMPROVING CPR SIGHTLINES AT CROSSINGS BRINGS SEVERAL ENVIRONMENTAL BENEFITS: CP has won this year's Railway Association of Canada Environment Award for the company's outstanding effort to improve vegetation control around more than 1,000 of their highway-railway crossings. Another 1,300 crossings will be done this year. Cliff Mackay, president and CEO of the RAC said: "The railway's primary goal in the competition is to improve safety by applying ecological principles which will lead to a more sustainable control of vegetation at their crossings. The program is designed to shift plant species to low growing vegetation which does not impede sightlines and requires much less ongoing maintenance. Overall, safety is improved."

CP is encouraging the shift in vegetation growth to low-growing plants through targeted herbicide treatments and selective brush cutting near crossings. Where vegetation and foliage tends to be of moderate density and height, the railway is utilizing selective herbicides, so as not to interfere with grass and other desirable plants. They are also using chemical injection technology, which targets specific areas and minimizes the use of herbicides. In areas where there is a large mix of undesirable plants, cutting and treating stumps with herbicides and spot application of select herbicides is being utilized. In areas of environmental sensitivity, such as fisheries sensitive zones and residential areas, cutting and treating stumps minimizes the impact of herbicides. Cutting is also timed so as not to interfere with nesting birds. Moving to low-growing plant life will also reduce the amount of maintenance that will be required and minimize habitat disturbance. (CNW, April 20)

CP OVERCOMES HARSH WINTER: Canadian Pacific Railway Ltd. gained steam during the first quarter despite avalanches and labour strife blocking traffic, boosting net income by 18 per cent to \$128.6 million through increased efficiencies. Freight revenue was up 2.2 per cent to \$1.09 billion, while operating costs were held to an increase of 0.3 per cent at \$887 million. Increased capacity in

British Columbia and operational streamlining led CP through one of the most challenging winters of its 120-year history, executives said during a conference call about CP's financial results. "Our focus on network fluidity and execution excellence has transformed CP into a more resilient railway, better able to manage through and recover from uncontrollable events," said Fred Green, CPR's president and chief executive. Despite numerous outages caused by slides, washouts and avalanches, CP handled one per cent more gross ton miles over the first quarter of 2006, up three per cent from a year earlier. Revenue was flat at \$1.12 billion, compared with \$1.11 billion a year earlier. (CBC, April 24)

CP APPOINTS EXECUTIVE VICE PRESIDENT AND CHIEF OPERATING OFFICER: Kathryn McQuade has been appointed to the position of Executive Vice President and Chief Operating Officer, and will join the Company June 1st. Ms. McQuade, is with Norfolk Southern Corporation of Norfolk, Virginia, where she is Executive Vice President Planning and Chief Information Officer. In her new position with CP, Ms. McQuade will be responsible for providing the strategic leadership and integration between CP's railway operations, information technology and strategic sourcing groups. Reporting to Kathryn will be Brock Winter, Senior Vice President Operations. Effective immediately, Brock will take on the added responsibilities of CP's intermodal operations across North America. Also reporting to Kathryn are Allen Borak, Vice President Business Information and Technology, and Jonathan Legg, Vice President Strategic Sourcing. (CP Release, April 30)

CP-TRANSPORT CANADA COMPLETE NEGOTIATIONS ON HOPPER CARS: C P has completed negotiations with Transport Canada on a new operating agreement for the 6,300 federally owned hopper cars in CP service. Subject to final federal government approvals, this agreement has been negotiated as a result of Government of Canada's May 4, 2006, announcement stating it would retain ownership of the cars and would negotiate a new operating agreement and rail car refurbishment program with CP and CN to ensure the cars remained in safe and efficient operating condition.

Under the agreement with Transport Canada, CP will, in addition to its normal maintenance practices, undertake over the next five years an extensive hopper car inspection and refurbishment program to ensure a quality fleet. This will include the replacement of poor-performing discharge gates with technologically superior units as well as a general refurbishment program for the other gates on these cars. "Canadian Pacific is pleased to have completed these extended negotiations with the federal government as it will ensure a secure hopper car supply for farmers and enhance operational fluidity," said Fred Green, president and ceo. "This initiative will also strongly support our wildlife protection efforts by reducing grain and other wildlife attractants along our tracks."

Financial terms were not released, but a CP spokesman said it expects to spend about C\$20 million to overhaul about 6,300 cars over the next five years, including installing more technologically advanced unloading grates. (CP news release, Reuters, May 2)

CP'S SOO LINE REACHES NEGOTIATED CONTRACT SETTLEMENT: CP has reached a tentative contract settlement with the Brotherhood of Locomotive Engineers & Trainmen, a Division of the Rail Conference of the International Brotherhood of Teamsters (BLET), CP's US subsidiary, Soo Line Railroad, and covers 440 locomotive engineers. The Soo Line and the BLET have agreed to apply the terms of the recently negotiated BLET national settlement, along with a commitment by the Soo Line to place its locomotive engineers in the Railroad National Healthcare Plans. The settlement, reached April 23, will cover a five-year period, from 2005-2009. It contains 17% in general wage increases over this term. It also includes increases in employee premium cost sharing as well as several other benefit cost containment features. Ratification is expected to be completed by mid June. (CP news release, May 3)

MAINTENANCE OF WAY EMPLOYEES SERVE NOTICE OF STRIKE ACTION: The Teamsters Canada Rail Conference Maintenance of Way Employees Division (TCRC MWED) have served a 72 hour strike notice on CP. The TCRC MWED represents approximately 3,200 employees who inspect, maintain and build the track, bridges and structures on CP. Their current collective agreement expired on December 31, 2006. The parties have been bargaining since July, 2006. The national strike is scheduled to begin at 11:59 pm (23:59) MST on Tuesday, May 15, 2007. William Brehl, President of the TCRC MWED said, "This is a sad day for the company and for the country. The Union has done everything that it reasonably

could to avoid a strike, but it takes both parties to want a negotiated settlement. Now the company has forced us to go on strike, which will be devastating to the Canadian economy." Wages, benefits, seniority, work rules, safety, quality of life and other issues have polarized the parties. In light of the rash of train accidents and recent derailments, some involving dangerous commodities and loss of life, Brehl is worried for the public safety if CP thoughtlessly continues to try to run trains over track that has not been properly inspected or maintained. "Everyday a trained and qualified TCRC MWED member finds a defect that has the potential for disaster. We fix or protect these defects to insure that the right-of-way is safe. All of us are extremely worried about unskilled, unqualified and inexperienced personnel out trying to perform these dangerous and necessary tasks."

Part of the requirement necessary for a Track Inspection Qualification is one year minimum, working on the track itself. The TCRC MWED has over 1,200 licensed and qualified track inspectors in their 3,200 members at CP. The replacement workers will have around 150, who will come from the front line supervisor ranks. The rest of the replacement workers will be taken from management desk or sedentary jobs, who have never worked on the track previously. "We have always wanted a negotiated settlement. We have bargained in good faith and expected the company to do the same. We have been reasonable and have hit a brick wall. For example, we are asking for a 4% wage increase for 2007. The company is standing firm at 3%. The national average presently for wage increases on contracts settled in 2007, is at 3.4% and rising. CP is making huge, above average profits, yet they offer below average wage increases. And they want us to make massive concessions in seniority, work rules and our health and welfare benefits just to receive the sub standard wage increases that they put on the table," states Brehl. No further talks are scheduled, though the Union has been very clear that they would be more than willing to resume productive discussions. (TCRC MWED release, May 12)



NEW SPRING SCHEDULE AT VIA: VIA Rail Canada's new spring national timetable in effect April 29 includes changes to its Northern Quebec services as well as improvements and new departures in Ontario.

Significant changes to Ottawa-Toronto schedules include Train 43 between Ottawa and Toronto which will only run Monday through Friday. Sunday service between Ottawa and Toronto will now be provided by Train 643, which departs at 8:35 a.m.

Toronto-Niagara Falls: A new seasonal service has been added, operating between June 4 and September 2, 2007. To Niagara Falls, Train 93 will be departing daily from Toronto at 10:00 and arrive in Niagara Falls at 11:54. To Toronto: Train 94 will depart from Niagara Falls Mondays through Fridays at 14:15 and arrive in Toronto at 16:10. On Saturdays and Sundays, Train 694 will depart at 17:00 and arrive in Toronto at 18:55.

In Southwestern Ontario, stops in St. Marys, Ingersoll and Glencoe, will be by request only.

On the Senneterre/Jonquière-Montréal route, the departure time for Train 606, previously leaving Senneterre at 10:45, has been changed to 8:45. Train 602, previously leaving Jonquière at 13:10, will now depart two hours earlier at 11:10, with an earlier arrival time of 20:15 in Montréal. Full details on are VIA's website viarail.ca (VIA Release, April 25)

VIA SEES CUSTOMER FOCUS AS STRATEGIC BUSINESS ADVANTAGE: VIA Rail Canada's president and ceo, Paul Côté, emphasized that the company has chosen to focus on the total customer experience as its core business strategy, citing this as a strategic business advantage. Addressing a group of business people at a Board of Trade meeting in Montreal, Côté indicated that customers gave VIA a 98% satisfaction rating in the most recent surveys. "Not only have we achieved exceptionally high levels of customer satisfaction, 40% of customers say that VIA not only met but exceeded their expectations," said Côté. "People choose the train because it offers something different - a more comfortable, safer and less stressful way to travel, and it offers the opportunity to use tools such as WiFi and cell phones, making travel time more productive. We call it the more 'human' way to travel." This

strategy has produced tangible results.

In the 2006 Commerce-Léger Marketing Survey, respondents ranked VIA as the most admired transportation company and one of the top 30 most admired companies overall. Last year, VIA's revenues increased, for the third straight year, to close to \$300 million. More than four million passengers boarded VIA trains last year; the Quebec City- Windsor corridor alone carried a record 3.5 million passengers. (Canada NewsWire, May 10)

OTHER PASSENGER

LAND BOUGHT FOR RAIL TERMINAL: The Alberta government has taken a tentative first step toward a high-speed rail link by buying land in downtown Calgary for a possible city station or terminal. Luke Ouellette, minister of infrastructure and transportation, told a Calgary Real Estate Board breakfast meeting the possibility of a high-speed train between Calgary and Edmonton has created a lot of interest over the years. Ouellette said the government is conducting a market assessment for such a link. The study is expected to be completed by the fall. In the meantime, the government has bought the land in Calgary. Jerry Bellikka, spokesman for the Department of Infrastructure and Transportation, said he didn't have specifics about the location, size or cost of the purchase. "I don't think it's a very big parcel," Bellikka said. "We have a transportation/utility corridor that already extends around the city, and then there's some strategic stuff through the middle where power lines and stuff go. So as land becomes available when landlords are willing, we'll deal with them and acquire it because we've got some right-of-way if we want to put railed down in the future." (Calgary Herald, April 18)

RAIL GROUP GETS MEDIA EXPOSURE, NO PROMISES: A three-day train journey from Sault Ste. Marie to Toronto has generated publicity on the plight of regional wilderness train service but no government funding commitments. The Coalition for Algoma Passenger Trains departed the Sault for the 470-kilometre northerly run along the Algoma Central Railway to Hearst, were bused to Cochrane, then boarded the Ontario Northland Railway for the journey to Toronto's Union Station. They continued on to Ottawa for meetings. CAPT, which estimates it attracted between 75 and 100 passengers for portions of the trip, drummed up support for wilderness train infrastructure investment at whistlstops along the route, the ACR in particular.

The coalition, organized a year ago in response to unpredictable ACR scheduling and deteriorating service, met representatives from the provincial Ministry of Tourism on April 25 and the federal Ministry of Transport in Ottawa on April 26. "We are disappointed there was no hint of commitment at present from either government towards coming aboard financially but we got our message out," said Tony Martin, Sault MP, one of about 15 passengers who spent three days riding the rails. "We had hoped for at least an expression of interest in funding a portion of a feasibility study on restructuring and investment into the ACR," he said. CAPT is proposing that the Agawa Canyon Tour Train and passenger service between the Sault and Hearst be turned over by CN, parent company of ACR, to a not-for-profit management board. (Sault Star, April 27)

LITTLE BEAR TRAIN TO RESUME SERVICE AFTER WASHOUT: The Little Bear train, which travels between Cochrane and Moosonee, will resume its regular schedule beginning Monday, May 7, after being cancelled since Friday, April 27, when daily track inspections carried out by Ontario Northland identified a significant wash out, in a remote area along the track (35 miles south of Moosonee). Ontario Northland personnel have worked around the clock to repair the affected track and area. Passengers have traveled between Cochrane and Moosonee on flights chartered by Ontario Northland over the last week. (CNW, May 6)

MAYOR, PREMIER SPAR OVER C-TRAIN EXPANSION: Calgary's mayor is blaming Premier Ed Stelmach's government for the cancellation of \$2 billion in C-Train expansion projects across the city. Dave Bronconnier told a luncheon crowd he has no choice but to mothball the proposed west and southeast legs of the LRT system because the provincial budget did not give the City of Calgary all the money he had expected. "And in light of this recent budget, some could suggest that this was one of the most significant broken promises ever perpetrated on Albertans," said Bronconnier at a Calgary Economic Development luncheon.

Bronconnier was among the first to criticize the 2007 provincial budget unveiled last month, saying the premier didn't deliver on his

promise to unconditionally give municipalities \$1.4 billion a year. Only \$127 million is earmarked for Calgary this year, and only \$42 million of that is "unfettered" money, he said. Under the budget, municipalities will get an extra \$400 million this year, an amount that won't grow to the \$1.4 billion a year until 2011. Stelmach said he was "really ticked" when he heard about the Calgary mayor's comments. "It is over the top, even for Dave. There is no jurisdiction in Canada in terms of a province that has dedicated more to municipalities - \$1.4 billion of new funding," said Stelmach, who was in Toronto for a conference. "We kept our word in terms of helping municipalities in the province of Alberta deal with growth pressures in terms of new funding and we also listened to municipal leaders." Calgary is getting \$4 billion in infrastructure funding over the next 10 years, so any choice to cancel a project is the city's decision alone, he said. Construction of the west leg of the LRT, from downtown to 69th Street SW, was to begin within months and preliminary planning for the southeast leg is almost finished, said the mayor. (CBC News, May 1)

NJT/AMT DUAL-MODE RFP IS OUT: New Jersey Transit and Montreal's AMT (Agence métropolitaine de transport) have released a request for proposals for a joint procurement of dual-mode diesel/a.c. catenary commuter rail locomotives. The initial purchase calls for 30-35 units; options could bring the total number to as many as 70. NJT and AMT, working with prime engineering consultant STV, Inc., have developed a detailed technical specification for the locomotives, which must be capable of running multi-level commuter rail coaches in push-pull configuration at speeds up to 125 mph in single or multiple-unit locomotive consists. Responses to the RFP are due at NJT by July 20, 2007.

NJT and AMT will be awarding separate contracts. Dual-mode diesel/third-rail-electric propulsion has been around for quite some time in North America, but locomotives that combine a.c. catenary with diesel propulsion have not been seriously attempted. NJT and AMT now want to provide passengers with one-seat rides between electrified and non-electrified territory while avoiding the enormous cost of electrification. AMT plans to construct new lines that feed into an existing electrified line, the 25Kv Deux-Montagnes Line, which serves Montreal's Central Station and which includes a three-mile-long tunnel. AMT plans to connect the non-electrified Blainville Line to the Deux-Montagnes Line just outside the tunnel, and construct a new, non-electrified Repentigny-Mascouche Line, which will feed into the Deux-Montagnes at Mont-Royal.

According to STV, today's modular locomotive designs should be able to support a dual-mode locomotive configuration within several constraints. Among these are Amtrak's tunnel clearances (the locked-down-pantograph height in the Hudson River tunnels is 14 feet 7 inches), carbody space (no more than 75 feet long), noise levels, EPA emissions compliance (Tier II, with Tier III coming up in 2010), tractive effort, and weight (Amtrak's maximum locomotive weight on the Northeast Corridor is 288,000 pounds GRL for speeds above 79 mph). The challenge for builders will be to fit a diesel power plant and an electrical transformer into one carbody within those parameters. Industry observers say potential builders for this new-design locomotive are Siemens, Alstom, Bombardier, and Vossloh. They say it's unlikely that EMD or GE will bid, though either builder could partner with someone else to supply diesel power plants. EMD, for example, supplied diesel engines for NJT's PL42AC, which is built by Alstom. (Railway Age, May 10, thanks to Jim Brown)

REGIONAL / SHORTLINE NEWS

RMS WANT FUNDS FOR RAIL LINE ABANDONMENT: A coalition of 10 southern Manitoba municipalities is demanding \$50 million in government compensation for rail line abandonment in the region. The group wants \$5M for each municipality, with Ottawa paying two-thirds and the province paying the rest. The money would go toward improving local highways and roads damaged by increased truck traffic because the rail lines are going out. A March 20 letter to the federal and provincial governments from each municipality said compensation for rail line abandonment is warranted. "The loss of the rail lines has changed the way grain is transported," the letters read. "There are longer hauls to elevators with bigger trucks traveling at higher speeds on municipal roads. This causes great stress to all municipal roads and the infrastructure therein. There are three rail lines slated for abandonment the area. Two federally regulated lines between Killarney and Morden and from Nesbitt to Rathwell are owned by CP. The Southern Manitoba Railway, a privately owned shortline from Morris to Mariapolis, is under provincial jurisdiction. It

is scheduled for tear-up this spring. By federal law, CP must pay local communities \$10,000 for each mile of track abandoned. Provinces have no such responsibility. The Manitoba NDP government so far refused to compensate SMNR's pullout. (Manitoba Co-operator, April 12)

RAILAMERICA REORGANIZES FOR IMPROVED OPERATIONS: To better align departments, improve communication and enable effective solutions, RailAmerica, Inc. will reorganize from three business units into five operating regions, led by Regional Vice Presidents. John Giles, CEO of RailAmerica, says the changes are being made to allow quicker responses to the needs of each road and each employee. "While these territories are substantially smaller in size, the impact these skilled individuals can make in teaching and coaching will be remarkable," adds Giles. "I believe we will quickly see improved effectiveness and productivity, the introduction and execution of new programs and significant assistance in problem solving. These new territories will be more manageable in size, scope and complexity."

There will be a West Region, Central Region, Midwest Region, Southeast Region led by Peter Touesnard, formerly vice president of operations for the former Eastern Business Unit, and the Northeast Region, led by Jan Polley, formerly president of the Eastern Business Unit. The Eastern Region includes: Cape Breton & Central Nova Scotia Railway (CBNS); Ottawa Valley Railroad (OVR); the Southern Ontario Railway (SOR); Goderich-Exeter Railway (GEXR); the Massena Terminal Railroad (MSTR); Connecticut Southern Railroad (CSO); and New England Central Railroad (NECR). (RailAmerica, April 18)

RAIL BRIDGE VANDALISM JUST ONE OF PAPER MILL'S WOES: A recent act of seemingly minor vandalism in St. Catharines, Ontario, could seriously alter the future landscape of the city. In February, wooden trestles at the Abbott Street railway bridge in Merritton were damaged in a fire set by vandals. The bridge carries a spur line owned and operated by Trillium Railway. Since the vandalism, Trillium has been unable to use the track. That's been bad news for the rail company's only customer on the line - Interlake Paper. The paper mill has had to scramble to make other arrangements for the delivery of needed raw materials. Rather than a train delivering four rail cars of pulp to the plant five days a week, Interlake now has eight to 10 trucks doing the job seven days a week, costing the company an extra \$25,000 a month. Making matters worse, it doesn't appear the rail line, known as the Town Line Spur, will be operable again any time soon, if ever. While the vandalism served to bring the delivery system to a grinding halt, the Abbott Street bridge isn't the potential problem facing the rail line. Indeed, DeCal said Interlake was prepared to pay a major portion of the Abbott bridge repair costs, as well as \$30,000 to fix a level crossing on Merritt Street. The proviso was that Trillium would commit to two years of making deliveries. DeCal said the rail company wasn't prepared to do so, fearing other problems might crop up, most notably at the Oakdale Avenue rail bridge. While structurally sound, there is apparently some concern pieces of crumbling concrete could eventually fall off the bridge onto Oakdale. Short-term repairs have been estimated at \$160,000; maintenance costs rise even higher in the future.

Trillium owner Wayne Ettinger said there's no sense fixing the Abbott bridge without guarantees Oakdale and another rail bridge will be brought up to standard, too. Financial assistance is being sought from senior levels of government. Interlake is the line's only customer. There is "no potential" for any others, Ettinger said. With the Town Line Spur's future in jeopardy, Interlake is looking at other rail solutions. DeCal said he's working with the city, the Region, the province and the feds to see if a new connecting line could be built between the Town Line Spur and the Thorold Spur, which would allow the delivery of goods to Interlake along a different route. This idea was raised a couple of years ago by Merritton Mills Redevelopment. Merritton Mills was pushing for the Town Line Spur, which ran through its new lands, to be abandoned to enhance its brownfield development options. The new line, estimated at a cost of between \$500,000 and \$1 million, was at the time considered physically do-able and made sense from a number of perspectives. (St. Catharines Standard, April 17)

IRON ORE CO. WORKERS END STRIKE: Striking steelworkers in Labrador City have decided to accept an offer from the Iron Ore Company of Canada, with 59.6% of votes cast in favour by the nearly 1,000 workers, bringing to an end a strike that started March 9. "The five-year pact includes base wage increases in each year, increases in pensions, medical and travel benefits and a substantial signing bonus," IOC said in a statement. The union had sought a deal for better benefits, and also wanted to improve seniority rights for its members. The union had also said it is concerned about the company's desire to contract out services. "We are hopeful that our employees will consider this package very seriously and ratify it so

that we all can get back to work," said IOC president Terence F. Bowles. A 2004 strike over wages and benefits lasted 10 weeks. The Iron Ore Company of Canada mine in Labrador City is one of the world's largest suppliers to the steel industry and IOC has been enjoying a booming worldwide demand for steel products. (CBC News, April 23, 25)

MATAPEDIA LINE CLOSURE: The Chemin de fer de la Matapedia et du Golfe has served notice that it will cease operation between Matapedia (Mile 0.0) and New Carlisle (mile 98.0) and between New Carlisle (mile 0.0) and Chandler Est (mile 48.10), but is first looking to sell. Expressions of interest are due by June 19. (La Presse)

OTHER INDUSTRY NEWS

TRESTLE'S REVAMP IS A BRIDGE TOO FAR FOR HISTORY BUFFS: The recent promise of the British Columbia government to inject an additional \$1.6 million into Vancouver Island's Kinsol Trestle, the longest wooden trestle in Canada, may not be enough for history buffs. The government, which last May agreed to cover the \$1.5M cost of tearing the trestle down, has agreed to the additional funds to cover costs for a new structure that is safe for pedestrians and cyclists. But critics argue it is not faithful to the early 20th-century trestle design that used first-growth Douglas fir and utilized an Erector Set sensibility. "It's 615 feet long, 145 feet high at its highest point," Tom Paterson says of the 86-year-old former CN bridge. "When it was built, it was the fourth-longest trestle in the British Commonwealth. The other three are gone; now it is the longest."

Paterson, a Duncan-based author and historian, wants the current trestle rehabilitated, with the "sickly wood" removed and replaced with comparable Douglas fir timbers. "Most of the wood is good and the interior wood appears brand new because the creosote has weathered very well." But even with the extra provincial funding, rehabilitation remains a very costly option.

According to the Cowichan Valley Regional District, a labour-intensive, fastidious restoration will cost \$6.2M, while a teardown and a reasonable facsimile rebuild - the same height but two-thirds the girth and guts of the current trestle - will cost \$4.2M. "If you tear the trestle down and rebuild it differently, with new material, how can you call it 'historic?'" asks Kathryn Gagnon, curator of Duncan's Cowichan Valley Museum and Archives. (Globe and Mail, April 18)

RAILWAY SAFETY ACT REVIEW CONSULTATION GUIDANCE DOCUMENT RELEASED: The Railway Safety Act Review Advisory Panel has released a Consultation Guidance Document to help stakeholders participate in the public consultation process. The document contains background information on railway safety in Canada, as well as questions designed to focus stakeholder input. The document will help ensure that consultations address key issues, while providing stakeholders with an opportunity to bring forward their views on additional issues that may need to be considered. The panel will travel to selected cities across Canada to consult with stakeholders, including the public, railway companies and their industry associations, railway company employees and their unions, railway customers (e.g., travellers and shippers) and their associations, the provinces and territories, municipalities, aboriginal and environmental groups, and federal government departments and agencies. Consultations will conclude in August 2007, with the report and recommendations submitted to the Minister of Transport by autumn 2007. For more information about the Railway Safety Act Review, call 613-998-6462 or visit www.tc.gc.ca/tcss/ (CNW Telbec, March 30)

ALL ABOARD: NAIT OFFERS RAIL CONDUCTOR COURSE: The Northern Alberta Institute of Technology is starting its new railway conductor program. The intensive, 12-week course will be taught entirely at the Canadian Heartland Training Railway, which has several cars, a switching yard and about 34 kilometres of track where students can practise their craft. Included in the curriculum are lessons on railway rules and safety, coupling and uncoupling cars, performing inspections, and keeping records of times and deliveries -- all skills needed for a conductor to properly manage a train. "Much of it is focused on getting the students used to working around railroad equipment safely," said Dave Armitage, vice-president of the training railway.

To handle growth and prepare for an expected flood of retirements, the industry will need to hire up 500 conductors a year over the next decade. The starting salary for new recruits is around \$40,000 a year, but that can jump up to \$120,000 for those who get trained as engineers. While in Big Valley, Alberta, students will live in the local railway museum, a 1912 building that has been renovated to add bedrooms, a kitchen and showers on its upper floor. The main floor has a classroom, where the students will spend their mornings.

In the afternoons and evenings, they'll head out to the tracks to get hands-on experience. At some point, students may also be dragged out of their beds in the middle of the night to work on trains. Instructors want them to get used to the lifestyle, which often means working outside at odd hours.

The program costs \$8,900 for tuition, plus up to \$5,000 more for room and board. There are a handful of other conductor programs in Canada, including one at SAIT. Those courses tend to feature a lot of classroom time, whereas NAIT's is more hands-on experience. The program can accommodate up to 18 people at a time. Big Valley is about 200 kilometres south of Edmonton, Alberta. (Edmonton Journal, April 7)

RIGHT ON TRACK: A Transport Canada news release reminds Canadians that ignoring the signals and disregarding safety at a railway crossing is a deadly equation. Gary Drouin from Transport Canada says people often underestimate the speed of a train: "Because of the angle of approach and size of the train, it appears that the train's speed is slower than it really is. When the bells start ringing the train will be at the crossing in approximately 22 seconds. And the impact of a train/car collision is the equivalent of a car driving over a pop can." Although Direction 2006 (a 10-year program) came to an end on December 31, 2006, Transport Canada is continuing its work to ensure public safety in our communities, in partnership with government, railway companies, public safety organizations, such as Operation Lifesaver, police, unions and community groups who aim to reduce grade crossing collisions. Some people still believe it is easy to tell which set of tracks a train is on and which direction it is travelling when, in reality, a train can appear at any time. This is why listening for warning bells and whistles is so important. According to Drouin, "All crossings are safe if you obey the warning signs. It is when you don't respect them that tragedy occurs."

Operation Lifesaver staff and volunteers have designed a number of age-specific presentations to help people of all ages become aware of the dangers around railway tracks. Approximately 2,000 presentations are delivered annually across Canada by over 500 certified volunteer presenters - to schools, youth clubs, driver associations and community groups. Preventing tragedy begins with learning how to stay safe. More information about rail safety is available at Transport Canada's Rail Safety website at <http://www.tc.gc.ca/railway/en/menu.htm>, the Direction 2006 site at <http://www.direction2006.com/> or the Operation Lifesaver website at <http://www.operationlifesaver.ca/>. (Canada NewsWire, April 23)

ALL ABOARD FOR NOMINATIONS TO CANADIAN RAILWAY HALL OF FAME: Heroes, technologies, leaders and communities have all played an important role in Canada's railway industry, and the Canadian Railway Hall of Fame is asking the public to make nominations in those categories. The hall of fame, which is a virtual exhibit featured at www.railfame.ca, celebrates the many people, technologies and communities that have played significant roles in the Canadian railway industry.

Through the annual nomination process, the public has a chance to make suggestions for induction. "Every year the hall of fame has asked for nominations, we have been extremely impressed by the number of high-quality nominations we receive from the public," said Les Kozma, a director of the Canadian Railway Hall of Fame. "This year should be no exception and we are expecting another great round of creative and original nominations, particularly among civil engineers who played such a role in planning the network of track, bridges and structures. The history of railways in Canada means a lot to the people who live here, and this is apparent every time we ask for nominations."

Once the nomination process is complete, nominees will be turned over to the Canadian Railway Hall of Fame selection committee. Inductees will then be announced in a national press release, personal presentations will be made as possible and will be featured on the hall of fame's website where people from around the world can learn more about Canada's vibrant railway history.

Last year, the Canadian Northern Society also opened the Canadian Railway Hall of Fame Pavilion in the Village of Big Valley, Alberta. The pavilion, which is an interactive, outdoor display, features the inductees of the hall of fame, and gives visitors a hands-on opportunity to learn more about Canada's railway history. This year's inductees will also be featured at the site. "The Canadian Railway Hall of Fame and the pavilion in Big Valley are two excellent tools to teach visitors about Canada's storied railway industry," said Cliff Mackay, president and ceo of the Railway Association of Canada. "We are extremely happy to be a part of this initiative, and Canadians should also be proud of the incredible contributions they have made to this initiative as well. The railway industry in Canada could not exist without the public, and neither could the hall of fame." (Canada NewsWire, April 30)

CTA ANNOUNCES INCREASE TO REVENUE CAP INFLATION FACTOR: The Canadian Transportation Agency, in Decision No. 211-R-2007, announced a 3.2% increase in the Volume-Related Composite Price Index to be used to establish railway-specific revenue caps for the movement of Western grain for the upcoming 2007-2008 crop year. This index is essentially an inflation factor to cover CN and CP's price changes for railway labour, fuel, material and capital inputs. The revenue cap is a form of economic regulation that enables a prescribed railway company (currently CN and CP) to set its own rates for services, provided the total amount collected remains below the ceiling set by the Agency.

Under the Canada Transportation Act, the Agency must determine each railway company's annual revenue annually and whether or not each cap has been exceeded by the railway company. The caps apply to the movement of grain by prescribed railway companies from Prairie elevators to terminals at Vancouver, Prince Rupert, Thunder Bay and Churchill. The Volume-Related Composite Price Index is one of several inputs required in the determination of the revenue caps by the Agency. In the course of establishing the index, the Agency consults with parties in the grain handling and transportation industries including producer representatives, the Canadian Wheat Board, shipper organizations, railway companies, grain companies, other federal government departments, and provincial and municipal governments. In its most recent revenue cap decision, the Agency ruled on December 29, 2006, that both CN and CP had exceeded their caps for crop year 2005-2006. This marked the first time since the inception of the caps in 2000 that both railways were over their maximum revenue entitlements. Excess revenue cap amounts, in addition to a five per cent penalty, are paid to the Western Grains Research Foundation (WGRF), a farmer-funded and directed organization set up to fund research that benefits Prairie farmers. (Canada NewsWire, April 27)

SAFETY AWARD RECIPIENTS NAMED: The Railway Association of Canada has announced its 2007 Safety Award recipients. They are employees of the Quebec North Shore and Labrador Railway who adapted remote work equipment to carry an injured worker to medical care, and, in the passenger category, VIA Rail employees who developed their own risk assessment database to reduce injuries. Cliff Mackay, president and ceo of the Railway Association of Canada, described the initiatives by the employees, with the support of their companies, play a vital role in the maintenance of a safe and viable railway industry.

The annual Safety Awards were created by the Railway Association of Canada - which represents some 60 member companies - to encourage workers to adopt safe practices and operational techniques. (Canada NewsWire May 2)

END OF THE LINE FOR RAILCAR WORKERS: Railcar workers on their last shift at the Trenton, Nova Scotia, plant walked out of the gate and into a rally aimed at keeping 135 years of manufacturing alive in the community. The TrentonWorks railcar plant is shutting down, leaving 300 people out of work. Hundreds of others who were laid off last year were on a recall list. About 1,200 people worked at the TrentonWorks plant last year. The United Steelworkers organized the rally for the end of the final shift. Union leaders said they want to make sure the plant, a fixture in Nova Scotia since 1872, has a future with a new operator and that the current owner should be blocked from removing equipment.

U.S.-based Greenbrier announced it was shifting production to Mexico because of the rising Canadian dollar and higher labour costs in Trenton. Before the rally, Dave Fanning, a local union representative, said workers are lobbying the province to find a new buyer for the plant. "Without it, the town will turn into a ghost town and we have no intentions of allowing that to happen," Fanning said. Nova Scotia's minister of economic development has said three companies have shown interest in the TrentonWorks plant. Fanning also said "We have no intentions of allowing Greenbrier to dismantle this plant or to start loading trucks or to start loading rails," until the owner respects the workers and the town enough to divulge its plans for the site. The plant's final shutdown date is June 15. (CBC News, May 4; The Chronicle-Herald, May 5)

LONG-TERM LEASE COULD BE KEY TO LOCOMOTIVE REPAIR SHOP IN STRATFORD: The Goderich-Exeter Railway Co. would "welcome and encourage" a partnership with steam locomotive enthusiasts, but its lease with CN could be an obstacle, says the short-line freight hauler's general manager. Ken Monture said the GEXR's lease of CN's Guelph subdivision expires in 2018.

However, the Southern Ontario Locomotive Restoration Society is looking for a 25-30-year lease with the GEXR if the volunteer-run, charitable group is going to build a \$100,000 three-bay locomotive repair facility at the Stratford rail yards, he added. "Obviously we can't lease them property beyond 2018," Mr. Monture said. One solution may be to involve CN in a longer-term lease for the group, he said.

The society is planning a series of steam locomotive trips in southwestern Ontario this summer, including at least two from Stratford. It would like the city to become the permanent home for the 1923 former Essex Terminal Railway No. 9 engine, which would be stored and maintained in one of the bays. The 84-year-old locomotive has been out of commission for a year for repairs to its wheel bearings. The society is waiting for a clean bill of health for the No. 9 in mid- to late-June before unveiling plans for the summertime tours of the Stratford, Kitchener and Guelph areas.

The society has been talking with the GEXR about building a three-bay locomotive shop on the foundation of the former roundhouse at the Stratford rail yards. One bay would house the No. 9, with the other two used by the GEXR for locomotive maintenance and tool storage. At the moment, the GEXR works on its locomotives indoors in Goderich, but it would be more convenient to maintain and repair them in Stratford, where its head office is located. Under the proposal, the society would pay for the \$100,000 construction project through ticket sales from steam train rides, while the GEXR would supply the land and track.

Earlier this week, society president Roy Broadbear told The Beacon Herald the rail enthusiasts would like to see the facility go up before the end of the year and believe they could raise the money by then with revenues from steam trips for tourists. Mr. Monture said the steam trips would have to be scheduled around GEXR's business and the VIA trains which run on the track. "We certainly encourage it, but yes, there is lots to be worked out," he said.

The GEXR recently completed a move of its head office from Kitchener to Stratford in early March. The railroad moved in upstairs at the VIA Rail station. "It's more central to our territory. We're right in the middle of our region," said Cheryl Ford, sales and marketing manager. The GEXR employs about 48 people and hauls about 26,000 carloads of freight a year. The GEXR became the first independent short-line operator in Ontario in 1992, when it bought the Stratford-Goderich line and a branch line from Clinton to Centralia from CN. It was the first CN line to be sold as a completely commercial venture in Canada, and needed approval from both the National Transportation Agency and the federal cabinet. In 1998, the same year the railroad moved its head office from Goderich to Kitchener, it went through a major expansion, adding 100 kilometres of leased CN line from London to Guelph. The company is owned by Florida-based RailAmerica, which is under the umbrella of Fortress Holdings. (Beacon Herald, May 12)

TOURIST TRAIN COULD RETURN: A tourist train could run again between Waterloo and Elmira. The Southern Ontario Locomotive Restoration Society plans to operate a train from May to December on weekends and market days, using a 70-ton diesel locomotive most of the time, with the occasional use of a steam locomotive. The society has operated the St. Thomas Central Railway since 1999 but most of the rail lines it has used in that vicinity are being removed. A committee of Waterloo Region has given its approval and if full council does likewise, operation could start as soon as May 19. (Waterloo Record April 26; thanks to Steve Hoshel)

CRANBROOK MAN RECEIVES PROVINCIAL AWARD FOR WORK ON MUSEUM: Garry Anderson, who was born and raised in Cranbrook, has been recognized with a BC Achievement Award for helping to build one of finest museum's celebrating Canada's railway history. "Garry started the museum with one rail car in 1977 and the Canadian Museum of Rail Travel is now an internationally recognized institution," East Kootenay MLA Bill Bennett announced in the Legislature. "And today, Garry has been honoured with a BC Achievement Award," said Bennett. "And I have also received word that Garry has been awarded the National Achievement Award from Heritage Canada for the restoration of Royal Alexandra Hall. " Bennett told the House the Royal Alexandra was the site of the joint BC-Alberta cabinet meeting in Cranbrook and one of the premier venues for special events in the BC Interior. Bennett also went on to explain the city of Cranbrook was developed because of the arrival of the railway in 1898 and today is still one of the busiest rail centers in the entire province. (Ferne Free Press, May 2) ■

Letters to the Editor

Winnipeg Series: Re the April 2007 **Branchline**, the article by Mr. McInnis on the Greater Winnipeg Water District needs some clarification and correction as does one reported in the **Winnipeg Free Press** regarding air-rail connections at the Winnipeg airport.

Construction of the GWWD rail line began on March 1, 1914, with the last spike ceremony held on December 10, 1914. Its purpose was to convey construction equipment and materials for an aqueduct of the Greater Winnipeg Water District. That aqueduct officially opened on September 9, 1919. The supply of water was for members of the Greater Winnipeg Water District, thus the railway's name. This District encompassed the City of Winnipeg and a number of surrounding municipalities with ownership of any infrastructure vested in the municipalities of the District; today it is a City of Winnipeg operation. During 1919, the District purchased seven miles of contractor's trackage from the original eastern terminal at Deacon to the current St. Boniface location. The original locomotive facilities, yard and wooden two-storey station (replaced in 1926) were moved to St. Boniface.

Trackage was not laid through to the McPhillips St. Reservoir. Rather temporary, (i.e. "contractor trackage") was installed only through to the east bank of the Red River. As there was a fully built-up urban area from the west bank of the Red through to McPhillips Street at the time of construction of the aqueduct extension, fitting even temporary trackage would not have been possible.

The "community" at the eastern terminus of the line is called Indian Bay with a station name of Waugh, after a former mayor of Winnipeg. It is here that chlorine and fluorine are added to the water supply with natural turbidity mixing the chemicals into the water supply. Supplying these chemicals, monitoring and maintenance are the purposes of the railway today.

The flood threat to Winnipeg can easily be overstated as the Floodway ensures river levels in the city are managed below flood condition, except in extreme circumstances as was the case in 1997. The current expansion of the Floodway channel and re-configuration of the infrastructure that crosses it has been designed to offer protection for a 700-year flood.

East Braintree, at mile 77 is not quite at the far eastern end of the 92-mile railway, but it was the site of a quarry that provided the attractive pink granite that covers the exterior of the station on Rue Plinquet.

Local residents and visitors have often referred to the GWWD with its varied collection of rolling stock as a museum on wheels but that description has become less appropriate given the removal of much of the older rolling stock.

There is a serious omission on the map on page 3 as the CN Sprague subdivision and Symington Yard are not shown. It should be added trending south-east from the CN's Redditt subdivision of the east side of the city. It crosses the GWWD just east of the terminal "dot" shown for the short line. The CN line is its connection to Thunder Bay as well as to the Duluth, Winnipeg & Pacific through the Fort Frances, ON/International Falls, MN area. This connection through Duluth and ultimately Chicago it is quite a part of CN operations and should be shown.

On page 10, in the "Information Line" section of the same issue, a description offered by Barry Rempel (President and CEO of the Winnipeg Airport Authority) needs correcting. In discussing a proposal for a rail cargo terminal on the western fringes of the Richardson International Airport, he offered that the CPR's Glenboro subdivision, once westbound from the airport's western limits turned toward Portage la Prairie. Certainly it goes westward, but passes 35 km (nearly 21.9 miles) south of Portage on its way to Souris, MB. One would hope that any directions for aircraft activity are more precise.

In reading Mr. McInnis' article, "VIA Rail in Winnipeg" in the May 2007 issue of **Branchline**, there is an inconsistency in his time frame. He writes in this article that "VIA Rail Canada is not only the most recent entry into the railway activity of the City of Winnipeg". Yet in the March 2007 issue in his article on the Central

Manitoba Railway (CEMR), in the third paragraph he stated that CEMR began operations in 1999. It would seem that VIA's complete takeover of operations in 1978 would make VIA Rail Canada the penultimate, not the most recent railway activity in and about Winnipeg. [Fred Headon, Winnipeg, MB]

Spelling Correction: Page 25 of the March 2007 **Branchline** includes a photo of a CP train crossing a river in Bonners Ferry, Idaho. The caption for the photo indicates the train is crossing the Kootenay River, but this is not correct. In the United States, the river is spelled "Kootenai," the same as the area Indian Tribe. As information, even tribal members in British Columbia use the spelling "Kootenai" when referring to their tribe. [Mark Meyer, Fort Worth, Texas]

Reconfigured: In my article "Fuelled by Wood" in the May 2007 **Branchline**, page 9, there is a reference to the last wood burning locomotive owned by Canadian National being retired in 1926. Don McQueen has pointed out that this was #2194, a 4-4-0, which was referred to in the media as a wood burner but was, in fact, the B-13-a 269 (its last GTR road number), a coal burner reconfigured to make it look like a wood burner. It is doubtful whether CN ever had any wood burners as most Canadian locomotives would have been converted to coal by about 1900.

Unfortunately the source for the statement about wood burners was left out of the article. It came from a picture in the **Ottawa Journal** of 26 March 1926: "The last of the old wood burners on the C.N.R. system, which went to the scrap heap under her own power recently. John R. McIntyre, who retired after 56 years' continuous service with the company was the first and last engineer to handle this pioneer of the steel." This is accompanied by a picture of 2194. [Colin J. Churcher, Ottawa, Ontario]

Clarification: Re Ray Kennedy's piece in the May 2007 **Branchline**, Page 19, regarding former CN 0-6-0 7470, it gave a good backgrounder to the abortive Ontario Government Transportation Museum plans. I noticed, however, the note "7470 which incidentally was never operated by C&D". That is likely true for the Chatham plant - but 7470 was transferred to the Wallaceburg plant and worked for at least two beet seasons there. That's also the location from which it was sold. [Don McQueen, London, Ont.]

More of BCER Interurbans: I was pleased to see Bob Webster's article on the British Columbia Electric cars in the May issue of **Branchline**. I rode these cars a lot in the days of my youth and became very familiar with the system. I have some additional info to the opening data in his article.

There were actually 28 composite wood-steel interurban cars in the 1913 St. Louis Car Company order numbered 1217 to 1244. They were originally all fitted with GE204A motors. On arrival, 1217-1238 stayed in the Vancouver area on the mainland, while 1239-1244 went to Victoria to operate on a short-lived BCER line on the Saanich Peninsula from Victoria to Deep Bay, near Sidney. Due to over-building of railroad lines on the peninsula (CN and GN also had lines in the same small area), patronage was low, so in 1923, 1239-1244 were returned to the mainland, to be replaced on the island by smaller cars. In 1929, 1240-1244 were renumbered 1314-1318 and refitted with Westinghouse 333C2 motors and heavier C-60 trucks so they could multiple with heavier Westinghouse-equipped 1300 class coaches and 1400 class combines. They were joined the next year by 1239 which became 1313, and in 1931 by 1237 and 1238 which became 1320 and 1319. These protected the District 1 service over the busy double-track Vancouver-New Westminster via Central Park line and the District 3 Chilliwack line. This change of electrical equipment meant they could no longer multiple with cars in the 1200 series including their sisters in the remaining 1217-1236 series. Each series carried their controls and motors this way until service ended in the 1950s.

In the late-1940s and early-1950s, 1217-1226 worked on District 2, the Vancouver-Marpole-Steveston and New Westminster via Marpole services, while 1227-1236 were assigned to District 4, the Burnaby Lake Line. After Vancouver-Marpole service was discontinued in June 1952, the occasional pair of surplus 1217-1226 series could be observed on the Central Park line until it and the Burnaby Lake Line were discontinued in 1953-1954, while as Bob mentions, some of the Burnaby Lake series 1227-1236 came over to the remaining District 2 services which lasted until February 1958.

The original SkyTrain line on B.C.'s lower mainland virtually parallels the Central Park Line, while the new Centennial Line covers major portions of the Burnaby Lake Line. [John Rushton, Stony Plain, Alberta]

..... The cars 1239-1244 that John mentions were actually ordered by the Pacific Northwest Traction Company for use on their lines between Bellingham and Mt. Vernon, Washington, with the branch line to Sedro Woolley (the plan was to connect with the BCER at the border). This order was cancelled and the BCER picked up the cars from St. Louis Car Co. for use on their new Saanich interurban line out to Deep Bay. The cars in the two orders were very similar. However, apparent differences were: that the Saanich Line cars had toilets, wooden pilots (such as the 1231 currently has) and there were a great many more rivets used to hold the steel plates onto the sides of the cars under the windows. In a builder's photo that I have taken at the St. Louis Car Co, 1239 had St. Louis 23 E.S. truck frames. In the photos that I have of the 1240 and the 1242, both cars had frames that I cannot identify but were different than those on the 1239. As mentioned, the 1227-1236 were assigned to the Burnaby Lake Line but when they were taken to New Westminster for shopping etc., lower number cars were used.

The Centennial SkyTrain Line crosses the Burnaby Lake right of way at Gilmore Avenue. The line generally parallels where the interurbans once ran (right into downtown New Westminster), but this is the only location where the guideway is actually over the old route (in New Westminster, the new route passes under Columbia Street in a tunnel. The Sapperton to downtown portion was abandoned on July 1, 1937). [Bob Webster, Kamloops, BC]

Book Review by Paul Bown

Interred With Their Bones – Billy Miner in Canada 1903-1907 by Peter Grauer.

An interesting story with an unusual title, author Peter Grauer recounts the story of Billy Miner's escapades in Canada. While not strictly a railway book there is certainly a relationship to Canadian Railway history as Billy Miner is, of course, infamous for having robbed the trains of the CPR.

The author with a great amount of research spanning many years has tried to separate fact from myth. This volume covers the two train robberies associated with Billy Miner, the manhunt after the Ducks robbery, the preliminary hearing and trial, the incarceration of Miner in the British Columbia Penitentiary at New Westminster, his escape, the final pursuit and his disappearance. At times the work reads like a novel and in other parts it is a factual reporting of events. Part, of course, has to be supposition as we are 100 years after the event and all the major players are long dead. Still, with the information available to him, the author has done an excellent job in piecing together and factualizing all of the events.

The CPR took a very active part in ensuring that the criminals were tracked down and then prosecuted. They did not take it lightly that their trains could be robbed and this was not the image they wished to present.

As is the case when railways or locomotives are referred to in books there is often some confusion or error. In this case the locomotive in the Duck's robbery, #941, a 2-8-0, is referred to as a "ten wheeler" rather than a "Consolidation" but this is nit-picky, built by North British. According to "Canadian Pacific Steam Locomotives" by Omer Lavallée CPR #941 is a 4-6-0 compound locomotive of class ST9 built by Schenectady Locomotive Works of Schenectady, NY, in November 1902. It was renumbered to #515, class D6a, in March 1908 and was finally scrapped in 1930. Sometime between 1908 and 1913 it was converted to a simple locomotive. It is always a bit disappointing when some of the basic information is incorrect.

Since I enjoy Canadian history and in this case there was a railway tie-in I must say that I did enjoy this volume. It gave an interesting perspective on police and trial procedures of the time. While it was a little dry in parts, overall it was well worth the read.

Including the Bibliography and index this softcopy volume is over 600 pages long. There are a number of photographs and maps in the work to supplement the text.

It can be ordered directly from the author and the information is available at his website "www.billminer.ca", or from Sandhill Publications at "www.sandhillbooks.com". It was also listed on the Chapters website. Or why not try your local bookseller?

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Coming Events

ORANGEDALE, NOVA SCOTIA: The Orangedale Train Show & Sale will be held at the Smith Community Centre on **June 23** (11:00 to 16:00). Operating layouts, vendors, barbeque and displays. Near the fully restored 1886 Orangedale Station which will be open to visitors. Admission \$3; children under 12 free. Information from Martin Boston (902) 756-2539 or Bill Linley at: linley@ns.sympatico.ca.

ST. THOMAS, ONTARIO: Thomas the Tank Engine is returning to the Elgin County Railway Museum. A Day Out With Thomas will be held on **July 20, 21, 22, 27, 28 and 29**. Tickets will be available through Ticketweb. For more details check www.ecrm5700.org. The Museum is on Wellington Street, west of First Avenue.

GANANOQUE, ONTARIO: The 10th annual Thousand Islands Model Railroad Show will be held at the Gananoque Recreation Centre, 600 King Street East, on **August 11 and 12** from 10:00 to 16:00. Many different scales and sizes of operating layouts, vendors. Free admission and parking. Information from Bill Bowman at (613) 382-7575, or e-mail: TIMRailRoaders@aol.com. Please visit the Bytown Railway Society booth.

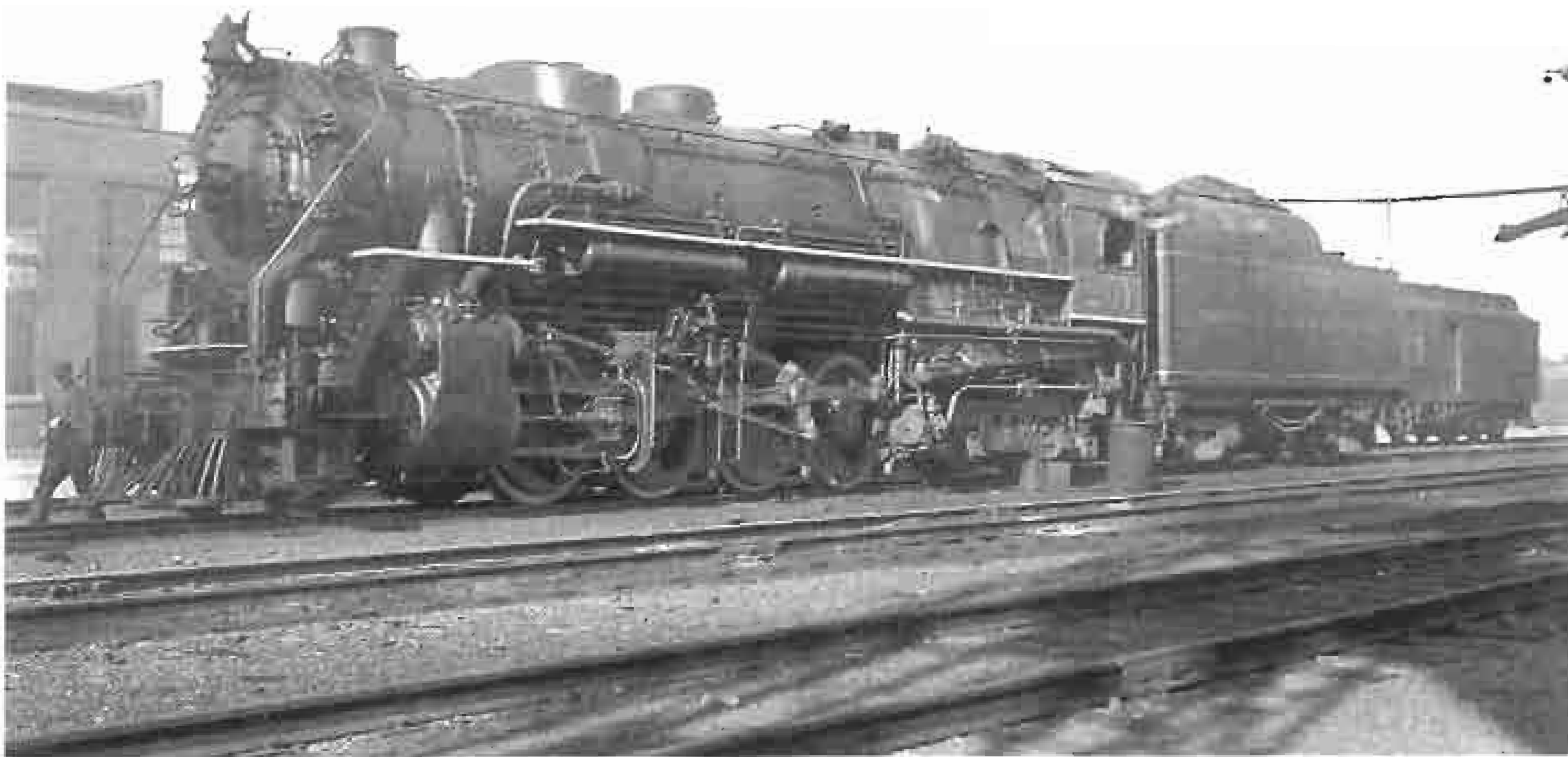
OTTAWA, ONTARIO: Thomas the Tank Engine will be operating on the Ottawa Central Railway - A Day Out With Thomas will be held on **August 17, 18, 19, 24, 25 and 26** departing hourly from 08:00 to 17:00. Tickets at \$18 plus GST for ages two and up will be available through Ticketweb at 1-888-222-6608. For more details check www.thomasandfriends.com. Ottawa Central's Walkley Yard is at 3141 Albion Road South.

ST. THOMAS, ONTARIO: The Elgin County Railway Museum will hold its annual Heritage Day on **August 26** (10:00 to 16:00). Vendors, model trains and displays of equipment. The Museum is on Wellington Street, west of First Avenue.

FIELD, BRITISH COLUMBIA: The Friends of Yoho are holding their annual two-day seminar on Canadian Pacific's Big Hill and the Spiral Tunnels on **August 25 and 26**. George Shaw, assisted by Donald Bain, will spend the first day showing and explaining 300+ slides of the railway and answering questions. On the second day attendees will work west from Morant's Curve back to Field, examining the interesting aspects of the railway including Lake Louise Station, the remains of the Lake Louise Tramway, the graves beside Wapta Lake, the Hector Monument at Divide, the Upper Spiral Tunnel, etc. (there is no strenuous walking involved). For more information, contact Debbie of Friends of Yoho at info@friendsofyoho.ca or write to the Friends of Yoho, Box 100, Field, BC V0A 1G0.

MISSISSAUGA, ONTARIO: Toronto Show Promotions will present their 12th Annual Toronto Christmas Train Show on **November 24** (12:00-17:00) and **November 25** (10:00-16:00) at the International Centre, 6900 Airport Road. 60,000 square feet of operating layouts, clinics, railway historical associations, train vendors of all kinds, Thomas Activity Centre, Lego trains, interactive displays, and more. Free parking. Additional information from Doug Jarvis at (905) 945-2775; e-mail: dougjarvis@sympatico.ca; or visit www.antiquetoys.ca. ■

PHOTO CORNER



Above: CN 4-6-2 5588 pauses with two-car Train 171 at St. Marys, Ontario, on July 14, 1958. No. 5588, built in 1911 as GTR 213, was retired in December 1962 and subsequently placed on display in Riverside Park in Windsor, Ontario. John Rehor photo, courtesy Paterson-George Collection.



Top Left: Toronto Hamilton & Buffalo Railway 2-8-4 201 lays over at Hamilton, Ontario, in the early 1930s. TH&B 201 and sister 202 were the only 2-8-4s built for a Canadian line. They were built by Montreal Locomotive Works in 1928 using plans of Chicago & North Western locomotives built by ALCO. Both 201 and 202 were scrapped in November 1953. Photo by James Hammond Allen, collection of John D. Knowles.



Middle: CN GP40-2L(W) 9626 heads up Train 631 at Sault Ste. Marie, Ontario, on April 22, 2007. Behind 9626 are three Budd-built stainless steel coaches (AC 5656, 5655 and 5654) built for AT&SF in 1953, baggage car AC 312 built by ACF as ATSF 3450 in 1950 and Electric Generator Car AC 78, built by ALCO as D&RGW PB-1 locomotive 600B in 1947. This was the first revenue trip to Hearst for the newly-acquired equipment, however, coaches 5656 and 5655 were set off at Steelton (Sault Ste. Marie) that day. The trainset makes three round trips a week. Photo by Wayne Brittain.

Bottom: CP 2-8-2 5328 heads an extra west at Burlington, Ontario, on March 25, 1956. She was scrapped nine months later at age 33. Photo courtesy Paterson-George Collection.

CP AC4400CW 8793 and CSXT C40-8W 7676 wait for word to proceed through the Bow Island, Alberta, P&H elevator track with an empty potash train on April 23, 2007. This was the first train through Bow Island after a sideswipe accident the day before. Photo by Bruce Blackadder.



She's a survivor: Hamilton Street Railway tram 521 is pictured in the Sanford Yard at Hamilton, Ontario, on October 28, 1950, shortly before retirement. She cheated the scrap merchant and is preserved, unrestored (body only), at the Halton County Radial Railway museum in Milton, Ontario. The main shop building towers over a sister car. Photo by Lee Swanson, John Knight collection.

On April 27, 2007, five pieces of Bytown Railway Society equipment travelled from their home at the Canada Science & Technology Museum in Ottawa to Ottawa Central Railway's Walkley Yard in Ottawa to be part of OCRR's Open House the next day. Behind OCRR's RS-18u 1865 are BRS' ex-TNVR 50-ton GE diesel #10, ex-CV Boom Car 4313, ex-CV 50-ton Steam Crane 4251, ex-CP Caboose 436436 and ex-TNVR (nee CP) Official Car 27 [car 27 was 100 years old in February 2007]. The Steam Crane performed flawlessly at the Open House, and the passage of the train through east end Ottawa caught the eye of many motorists and pedestrians. Photo by Paul Bown.





In February 2007, an empty CP coal train lead by AC4400CW 9752 emerges from the west end of the Jackknife Bridge across the Kaministiquia River in Thunder Bay, Ontario. Contractors are repairing the concrete counterweights and movements across the bridge are restricted to 'walking speed' in order to minimize excess vibrations. The insert picture of the bridge was taken in April 2004. Photo by Bryan Martyniuk.

Kelowna Pacific Railway's leased GMTX GP38M-2 2643 leads Kamloops Heritage Railway equipment on April 28, 2007, at Falkland, BC, the first of KHR's 2007 runs to Armstrong. GMTX 2643 was filling in for KHR's 2-8-0 2141 which was undergoing repairs. Photo by Rick Bennett.



CN Train 338, Buffalo to Toronto, treads lightly along newly-opened track at Mile 35.4, CN Oakville Sub. between Snake crossovers in west Aldershot (as far as you can see in the photograph) and Burlington, Ontario. It looks like a four-track main line at this point, but not so - the two tracks in the middle are the former north and south main line tracks while the track on the right is the new west service track for Aldershot Yard. The train is on what is now designated Track 3, put into operation on March 21, 2007. CN Dash 9-44CW 2669 is leading GTW SD40-3 5938 in this March 23, 2007 photo by Bryant Barbour.

Agence metropolitaine de transport F59PHI 1325 pushes newly-rebuilt Canadian Vickers 900-series gallery coaches westward at Montreal West station on March 28, 2007. At press time, the 38-year old cars are in service on the Montreal to Saint-Jerome line. Photo by Marc Chouinard.



CP FP9 1412 and F7B 1918 power the last run of Train 21 before its replacement by Dayliner run 339, past the pond at Campbellville, Ontario, on April 25, 1964. This train of at least 12 cars includes an assortment of light and heavyweight cars, including Budd-built equipment. Photo by William Carr with thanks to Robert Sandusky.

In 2006, CP purchased Ohio Central FP9u 6307 and 6313 (ex-VIA 6307, 6313; nee CN 6515, 6526), mainly to power its high-end "Royal Canadian Pacific". The now 50-year old units were remanufactured in 1984-85 when they acquired their VIA numbers. Both have been recently regearred from 89 mph to 65 mph maximum, and have been repainted at NRE-ALCO in Capreol, Ontario, in the tuscan and gray with script lettering livery introduced in 1965. Cast class plates [DFA-18a] have been added. James Lalande photographed the pair at Capreol in late-April 2007. At press time, the units were being prepared for service at Calgary, Alberta.



A SELECTION OF PASSENGER CONSISTS

14 April 2007
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6435
F40PH-2 6433
F40PH-2 6431
Baggage 8609
Coach 8122
Coach 8108
Skyline 8509
Sleeper 8320 - *Douglas Manor*
Sleeper 8307 - *Blair Manor*
Sleeper 8328 - *Grant Manor*
Sleeper 8318 - *Craig Manor*
Sleeper 8319 - *Dawson Manor*
Skyline 8500
Dining Car 8414 - *Palliser*
Sleeper 8321 - *Draper Manor*
Sleeper 8302 - *Allan Manor*
Sleeper 8342 - *Wolfe Manor*
Dome-Sleeper-Observation
8715 - *Tremblant Park*

30 April 2007
AMT 197 at Rosemere, Quebec

Control Cab 110
Coaches 1051, 1103, 1094, 1096,
1098, 1057, 1093, 1076, 1036
F59PHI 1321

15 April 2007
Special from Vancouver to
White Rock, BC, for White
Rock's 50th anniversary

WCXX 4-6-4 2860
WCXX FP7u 4069
BNSF SD9 1724
WCXX Generator 9622 -
MacDonald Creek
RMRX Café-Lounge 3030
RMRX Café-Coach 3219
RMRX Café-Coach 3237
RMRX Café-Coach 3251
RMRX Café-Coach 3240
WCXX Open Observation
598 - *The Henry Pickering*
WCXX Coach 5596 -
Paul D. Roy
WCXX Coach 5652
RMRX Coach 5578
(sublettered KHR 404)
RMRX Coach 5611
(sublettered KHR 405)

18 April 2007
VIA #8 - "Snow Train Express"
at Edmonton, Alberta

F40PH-2 6435
Baggage 8616
Glass-Roofed Coaches
1722, 1720, 1721

21 April 2007
VIA #2 - "Canadian"
at Jasper, Alberta

F40PH-2 6424
F40PH-2 6444
F40PH-2 6448
Baggage 8615
Coach 8143
Coach 8126
Skyline 8517
Sleeper 8333 - *Lorne Manor*
Sleeper 8339 - *Sherwood Manor*
Sleeper 8316 - *Christie Manor*
Skyline 8506
Dining Car 8409 - *Fairholme*
Sleeper 8331 - *Jarvis Manor*
Sleeper 8310 - *Brock Manor*
Sleeper 8317 - *Cornwall Manor*
Sleeper 8218 - *Chateau Marquette*
Sleeper 8207 - *Chateau Dollard*
Skyline 8510
Dining Car 8413 - *Louise*
Sleeper 8325 - *Elgin Manor*
Sleeper 8334 - *Macdonald Manor*
Sleeper 8303 - *Amherst Manor*
Dome-Sleeper-Observation
8708 - *Kootenay Park*

8 May 2007
CP Track Evaluation Train
at Environ, British Columbia

CP GP9u 8217
Accommodation Car 68
Generator/GMRS 424993
Track Recording Car 63

1 May 2007
RMV "Whistler Mountaineer"
at North Vancouver, BC

GP40-2 8019
GP40-2 8018
Generator Car 9488
Coach 5715
Glass-Roofed Coach 2001
Glass-Roofed Coach 2002
WCXX Open Observation
598 - *The Henry Pickering*
Coaches 5487, 5532, 5718

3 May 2007
RMV "Rocky Mountaineer"
at Jasper, Alberta

GP40-2L(W) 8011
Generator Car 9272
Coaches 5702, 5720, 5726
Dome-Coaches 9502, 9505

22 April 2007
CN #631 at Sault Ste. Marie,
en route to Hearst, Ontario

GP40-2L(W) 9626
AC Coach 5656 (ex-AMTK 7624)
AC Coach 5655 (ex-AMTK 7622)
AC Coach 5654 (ex-AMTK 7621)
AC Baggage 312 (ex-AMTK 1173)
Electric Generator Unit 78
(nee DRGW PB-1 600B)

10 May 2007
VIA #1 - "Canadian"
at Capreol, Ontario

F40PH-2 6453
F40PH-2 6441
F40PH-2 6439
F40PH-2 6433
Baggage 8609
Coach 8122
Coach 8108
Skyline 8509
Sleeper 8307 - *Blair Manor*
Sleeper 8328 - *Grant Manor*
Sleeper 8326 - *Franklin Manor*
Skyline 8516
Dining Car 8402 - *Alexandra*
Sleeper 8313 - *Cabot Manor*
Sleeper 8309 - *Brant Manor*
Sleeper 8324 - *Dunsmuir Manor*
Sleeper 8217 - *Chateau Maisonneuve*
Sleeper 8210 - *Chateau Jolliet*
Sleeper 8225 - *Chateau Rouville*
Sleeper 8205 - *Chateau Closse*
Sleeper 8220 - *Chateau Papineau*
Sleeper 8208 - *Chateau Denonville*
Sleeper 8213 - *Chateau Lauzon*
Skyline 8500
Dining Car 8414 - *Palliser*
Sleeper 8321 - *Draper Manor*
Sleeper 8302 - *Allan Manor*
Sleeper 8342 - *Wolfe Manor*
Dome-Sleeper-Observation
8703 - *Banff Park*

(Thanks to Wayne Brittain, Corwin Doeksen, Tom Higgins, Harm Landsman, Claude Léger, Terry Muirhead, Ken Storey, Tim Stevens and Doug Thorne)

SAMPLES OF DIESEL UNIT CONSISTS

Mar 27 - CN empty coal at Prince George, BC: CN ES44DC 2244, CN SD70M-2 8022 and CN ES44DCs 2245 and 2247.
Apr 4 - CN 597 at St Paul Jct., AB: CN GP40-2L(W) 9449, CN GP38-2(W)s 4761 and 4784 and NREX SD40-2 5644 (nee CP 5644 - leased to Athabasca Northern Railway).
Apr 7 - CN switcher at Bridge, BC: BCOL RS-18u's 630 and 619, and BCOL RS-3 Slug S-410.
Apr 8 - RLHH 597 at Brantford, ON: RLK GP40 4095, RLK GP35 5005 and TOR GP9r 4205.
Apr 9 - CN westbound at Drumheller, AB: CN ES44DC 2250, CN SD50F 5440 and CN Dash 8-40CM 2423.
Apr 10 - CP at Cranbrook, BC: CP AC4400CW 9552 and UP SD90MACs 8289 and 8297.
Apr 10 - CP westbound at Larkhall (Dunmore), AB: CP AC4400CW 9734, BNSF SD40-2s 7001 and 7014, and CP AC4400CW 8651.
Apr 10 - CN 300 at Kamloops, BC: CN Dash 9-44CW 2689, CN SD40u 6019, CN SD40-2(W) 5242 and SAR C39-8 8606.
Apr 11 - NBSR 906 at McAdam, NB: NBSR GP38-3 9802, NBSR GP38-2s 2317 and 2319, NBSR GP38-3 2610, and NBSR GP38-2 2318.
Apr 12 - CP eastbound at Cranbrook, BC: CP AC4400CW 9823, UP SD90MACs 8301, 8286 and 8273, and CP SD40-2 5981.

Apr 13 - CN 305 at Drummondville, QC: CN ES44DC 2229 and CN Dash 9-44CWs 2533 and 2563, plus JLCX (ex-QNSL) SD40-2s 259 and 261 and SD40-2CLCs 303-306 and 308 dead-in-transit en route to Chicago Heights, Illinois, for scrapping.

Apr 14 - CN 450 at North Bay, ON: CN SD75I 5724, BNSF C44-9W 4348, IC SD40-3 6256 and CN GP9RM 4136.
Apr 15 - CN westbound at Winnipeg, MB: CN Dash 9-44CW 2555, CN SD40-2 5380 and CN Dash 8-40CM 2447.
Apr 15 - CP 620 (potash loads) at Thunder Bay, ON: CP SD90MAC 9102 and CP SD90MAC-H 9302.
Apr 16 - SLQ 394 at Richmond, QC: SLR RM-1 (Slug) 806, SLR GP40-3M 3806, LLPX GP40 3002, SLR GP40-3M 3804 and SLR RM-1 (Slug) 804.
Apr 17 - CN 308 at Windsor Jct., NS: CN Dash 9-44CW 2204, CN ES44DC 2221 and CN GP38-2 4708.
Apr 19 - CP 138 at Galt (Cambridge), ON: CP AC4400CW 9614, CP SD40-2 5902, CSXT C40-8 7587, and BNSF SD40-2s 8057, 7013 and 6843.
Apr 19 - CN 417 at Jasper, AB: CN SD75I 5776, CN SD40u 6015, ARN B23-7 1010 and SAR C39-8 8606.
Apr 20 - MMA 902 at Sherbrooke, QC: MMA C30-7s 5017 and 3614, and MMA B39-8E 8522, with LLPX GP40 3001 dead-in-tow.
Apr 20 - CN 363 at St-Boniface, QC: CN Dash 9-44CW 2577, BCOL SD40-2 767 and GTW GP38-2 6225.

Apr 21 - CP eastbound at Moose Jaw, SK: CP ES44AC 8769 and CP AC4400CW 9826.
Apr 21 - CN 112 at Rosseau Road, ON: CN Dash 9-44CW 2536, BCOL Dash 8-40CMu 4610 and IC SD40-2 6132.
Apr 21 - CN 304 at Ardrossan, AB: CN Dash 9-44CW 2618, CN SD60F 5501, NREX C39-8 7480 and CN SD50F 5449.
Apr 21 - MMA 902 at Sherbrooke, QC: MMA C30-7s 5021 and 5078, and MMA B39-8E 8539.
Apr 22 - CP northbound sulphur at Environ, BC: CP AC4400CWs 9718 and 9670, CP ES44AC 8717, and CP AC4400CWs 9554 and 8647, with CP AC4400CW 9680 mid-train.
Apr 23 - CN westbound at Brighton, ON: CN Dash 9-44CW 2532 and BNSF SD70MAC 9425, with CN Dash 9-44CW 2535 mid-train.
Apr 23 - CP westbound at Saskatoon, SK: CP AC4400CWs 8564, 9622 and 8648, CP GP38-2 3123 and CP SD40-2 5936.
Apr 26 - CN eastbound at Brighton, ON: CN Dash 9-44CW 2612, NS C40-8W 8357 and WC SD40-2 6002.
Apr 27 - CBNS 306 at Truro, NS: LLPX GP38-2 2269, HATX SD45-2s 912 and 907, LLPX GP38-2 2259, LLPX GP15-1 1508 and HATX SD45-2 910.
Apr 28 - CN southbound at Judah, AB: CN SD40-2(W) 5312, CN SD40u 6006, CN GP40-2L(W) 9566 and WC SD40-3 6905.

Apr 29 - CP 337 at Lethbridge, AB: CP AC4400CW 9549, BNSF SD40-2 6919, UP SD90MAC 8296 and CP GP38-2 3092.
Apr 29 - CP westbound at Saskatoon, SK: CP GP38-2s 3118, 3061 and 3039.
Apr 29 - CN 597 at North Edmonton, AB: CN GP38-2(W) 4781, CN SD38-2 1650 and CN GP38-2(W) 4784.
Apr 30 - CBNS 302 at Orangedale, NS: GEXR GP40 4022 and HATX SD45-2s 910 and 912, with NBEC RS-18u 1819 dead-in-tow.
May 1 - CN 450 at Washago, ON: CN SD75I 5776, CN SD40u 6015, NS C40-8W 8357 and CN SD40-2(W) 5359.
May 1 - CP westbound at Suffield, AB: CP SD40-2s 5789 and 5702, and CP GP38-2s 3041, 3044 and 3100.
May 1 - CN at Lucky Lake, SK: CN Dash 8-40CM 2426 and CN SD75I 5657.
May 1 - CN eastbound grain empties at Drumheller, AB: BCOL Dash 8-40CMu 4609, CN SD60F 5513 and CN SD75I 5685.
May 1 - CN westbound at Brighton, ON: CN ES44DCs 2235 and 2243, CN Dash 8-40CM 2402, CN Dash 9-44CW 2565 and IC SD40-2R 6059.
May 2 - CN northbound at Rycroft, AB: NREX C39-8 7484, SAR B36-7 3604, CN Dash 9-44CW 2683, GTW SD40-3 5948 and CN SD75I 5720.

May 4 - QGRY 726 at Laval, QC: HCRY RM-1 (Slug) 802, HCRY GP40-3M 3802, and QGRY GP40-2L(W)s 3016 and 3014.
May 5 - ONT 214 at North Bay, ON: ONT SD75Is 2101 and 2105, and ONT SD40-2s 1735 and 1730.
May 5 - CP southbound at Calgary, AB: CP AC4400CW 8632, CSXT AC4400CW 237 and BNSF SD40-2 7001.
May 6 - CP 324 at Thunder Bay, ON: CP AC4400CWs 9622 and 9731, with CEFX AC4400CW 1045 remote on the rear.
May 6 - CN YPR011-06 at Montreal, QC: CN GP9RM 7232, CN GP38-2 4701, and CN GP9RM 7070.
May 9 - CN 417 at Swan Landing, AB: WC SD40-3s 6920 and 6906.

(Thanks to Terry Bilson, Chris Boon, Martin Boston, Keith Bowler, Doug Cameron, Paul Huene, Jason Jongen, James Lalande, Harm Landsman, Roman Litarchuk, Bryan Martyniuk, George Matheson, Jim McPherson, Ed Mello, Tom Newton, Bruce Redman, André St-Amant, Greg Smith, Stan Smith, Tim Stevens, Doug Thorne and Lorence Toutant)

LEGEND: **AC** = Algoma Central (CN); **AMT** = Agence métropolitaine de transport; **AMTK** = Amtrak; **ARN** = Alberta RailNet (CN); **BCOL** = BC Rail (CN); **BNSF** = BNSF Railway Co.; **CBNS** = Cape Breton & central Nova Scotia; **CEFX** = CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific; **CSXT** = CSX Transportation; **DRGW** = Denver & Rio Grande Western; **GCFX** = Connell Finance (lettered GEC-Alsthom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HATX/HLCX** = Helm Financial Corp.; **HCRY** = Huron Central; **IC** = Illinois Central (CN); **JLCX** = Jabco Locomotive Company; **KHR** = Kamloops Heritage Railway; **LLPX** = GATX Rail Locomotive Group; **MMA** = Montreal Maine & Atlantic; **NBEC** = New Brunswick East Coast; **NBSR** = New Brunswick Southern; **NREX** = National Railway Equipment; **NS** = Norfolk Southern; **OCRR** = Ottawa Central; **ONT** = Ontario Northland; **QNSL** = Quebec North Shore & Labrador; **RLHH** = RailLink Southern Ontario; **RLK** = RailLink; **RMRX** = Rocky Mountaineer Vacations; **SAR** = Savage Alberta (CN); **SLQ** = St. Lawrence & Atlantic (Quebec); **SLR** = St. Lawrence & Atlantic; **SOO** = Soo Line (CPR); **STLH** = St. Lawrence & Hudson (CPR); **TOR** = RailLink Canada; **UP** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN); **WCXX** = West Coast Railway Association. ■

The Motive Power and Equipment Scene



UPGRADED: IC SW14 1482 was upgraded by RELCO from 1400 to 1500 hp, equipped with remote control and air conditioning, repainted into CN livery with IC subletters and renumbered 1204, effective April 26.

RETIREMENT ACTIVITY:

- DMIR SD38-2 209, retired on March 26, was un-retired on April 17.
- CN GP9RM 7237 was retired on April 12.
- IC SW14 1477 was retired on April 19.

(NOTE: On February 27, 2007, WC SD45 6529, 7495, 7501, 7504, 7507, 7514, 7515, 7519, 7525, 7527, 7531 and 7554 were re-instated to the roster. Only 7525 was returned to service, and all but 7504 and 7525 have been offered for sale - see below)

FOR SALE: Seventy-one retired units were offered for sale in April with bid closing on May 10. Included were:

- ARN C30-7 1002.
- ARN B30-7 1007, 1008.
- CN GMD1 1063*, 1078, 1082.
- CN SW1200RS 1375, 1385.
- WC GP40 3003.
- BCOL B36-7 3607, 3609.
- BCOL C36-8 3624
- CN GP9RM 4006, 4010, 4015, 4016, 4017, 4021, 4024, 4027, 4030, 4031, 4033, 4034, 4035.
- ARN B23-7 4203, 4205.
- CN GP38-2(W) 4779.
- CN SD40 5000*, 5078, 5233.
- DWP SD40 5902, 5904, 5905.
- GTW SD40 5912, 5922, 5925, 5928.
- WC SD45 6497, 6529, 6588, 6594, 6605.
- CN GP9RM 7237.
- NREX C39-8 7480, 7481, 7483, (SAR) 7486, 7488
- WC SD45u 7495, 7498, 7501, 7502, 7506, 7507, 7512, 7514, 7515, 7519, 7522, 7524, 7526, 7527, 7530, 7531, 7532, 7551, 7554, 7638.
- ARN C39-8 8630.
- CN GP40-2L(W) 9421.

(* CN GMD1 1063 and CN SD40 5000 were later removed from the auction list for future preservation).

RENUMBERED: GCFX SD40-3 6063 was renumbered WC 6933 on April 1.



**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):

- May 7: 8841, 8842, 8843.
- May 8: 8844, 8845.
- May 13: 8840, 8846.

[8847-8859 to follow during May 2007]

FOR SALE: Fourteen SD40-2 units were offered for sale in April with bid closing on May 9. For sale were SOO 781, and CP 786, 5419, 5566, 5579, 5605, 5652, 5667, 5669, 5699, 5752, 5758, 5768 and 5821.

DECLARED SURPLUS ON MARCH 30:

- CP SD40M-2 5498.
- CP SD40-2 5656, 5826 and 5834

Note: CP SD40-2 5584, 5639, 5646, 5655, 5666 and 5816, reported as declared surplus in the May 2007 **Branchline** without a date, were also declared surplus on March 30).

TRANSFERRED:

- Coquitlam to Calgary: CP SD40-2 5715.
- Calgary to Winnipeg: CP SD40-2 6609.
- Moose Jaw to Coquitlam: CP SD40-2 5796.
- Moose Jaw to Calgary: CP Control Cab 'Daughter' 1125; CP GP38-2 3022, 3023, 3029, 3033, 3035, 3046, 3050, 3051, 3074, 3076; CP SD40-2 6608.

STORED SERVICEABLE: (* added since last issue)

- CP SW1200-Slug 1000.
- CP SW8-Slug 1010*.
- CP Control Cab 1154, 1158.
- CP SW1200RSu 1210*.
- CP MP15DC 1440, 1441, 1443, 1444.
- CP GP7u 1504.
- CP GP9u 1575, 1639.
- SOO GP9R 4202.
- CP SW1200RS 8111.

STORED UNSERVICEABLE: (* added since last issue)

- SOO SD40-2 775.
- CP SD40-2 777.
- CP Hump Controller 1151.
- CP FP7u 1400.
- CP FP9 1401.
- CP GP9u 1592, 1637.

- CP F9B 1900.
- SOO GP9 2403.
- CP GP38-2 3030*, 3076*.
- CP FP9 4106, 4107.
- SOO GP9R 4203.
- CP SD40-2 5587, 5676, 5753, 5761*, 5817*, 5963.
- CP SW1200RS 8113, 8131, 8155.
- CP GP9 8270.
- CP AC4400CW 8644*.
- CP ES44AC 8814*.
- CP SD90MAC-H 9300*, 9301*, 9302*, 9303*.
- CP AC4400CW 9730*.

34 UNITS LEASED: CEFX AC4400CW 1026-1059.

21 LEASED OUT: CP SD40-2 5604, 5609, 5611, 5643, 5675, 5683, 5684, 5688, 5692, 5701, 5709, 5716, 5717, 5720, 5723, 5725, 5728, 5729, 5748, 5805 and 5830 are leased to Ferromex in Mexico.



VIA Rail Canada

OUT OF REVENUE SERVICE: RDC-1 6135 from Vancouver Island is undergoing repairs at Industrial Rail Services in Moncton, NB; RDC-2 6205 from Sudbury-White River service is undergoing modifications at Industrial Rail Services; FP9u 6300 at Vancouver (occasionally utilized as a shop switcher); F40PH-2 6443, 6452, 6454 and 6457 are stored in Montreal.

ON THE INDUSTRIAL SCENE

GONE STATESIDE: Xstrada's Falconbridge Nickel Mines GE 80-Ton 106, built in 1951 for Falconbridge's mine at Falconbridge, Ontario, was recently acquired by Mennel Milling in Kingston, Ohio.

NEW HOME: In 2005, Progress Rail purchased Ontario Northland SD40-2s 1731 and 1736. In April, 1731 was renumbered GMTX 6973 and lettered Prairie Mining & Royalty Ltd. at VMV in Paducah, Kentucky, for service at Bienfait, Saskatchewan.

ON THE PRESERVED SCENE

INS AND OUTS: The Prince George Railway & Forestry Museum in Prince George, BC, has acquired former BC Rail American 150-ton crane 6401 (built as PGE 6072 in 1969) and its idler flat car. The Museum has sold for scrap former BCOL work coaches 990245 and 992417.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

SCRAPPED: In mid-April, former QNSL SD40-2s 259 and 261, and SD40-2CLC 303-306 and 308 were moved from storage in Mont-Joli, Quebec, to Jabco Locomotive Company in Chicago Heights, Illinois, for scrapping.

REASSIGNED: New Brunswick East Coast RS-18u 1854 and 1859 have been reassigned to the sister company Ottawa Central Railway.

CARTIER RAILWAY: AC4400CW Nos. 17 and 18, both heavily damaged in a runaway at Port-Cartier, Quebec, on October 6, 2006, were repaired at Relco in Albia, Iowa, and shipped home in early-May.

ADDITION: In April, Rocky Mountaineer Vacations took delivery of Dome-Coach 9531 from Colorado Railcar, the 16th Dome-Coach on the roster.

ALGOMA CENTRAL (CN): Commencing April 22, CN trains 631 and 632 (Sault Ste. Marie-Hearst, Ontario) were re-equipped with former Amtrak baggage 1173 (built by ACF in 1950 as ATSF 3460; renumbered AC 312) and former Amtrak coaches 7621, 7622 and 7624 (built by Budd in 1953 as ATSF 2800-series coaches; renumbered AC 5654-5656), plus Electric Generator Car AC 78 (nee DRGW PB-1 600B).

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 060DR-01 to -16), was shipped on a flatcar to Pueblo, Colorado, for testing in November and returned to London in March. The second was shipped to International Technical Services (ITS) in Welland in January for final testing and painting. The other 14 are being assembled at ITS in Welland.
- The first of 14 Passenger GT36HCW units for SNTF Algeria (order 20038519 - to be numbered 60DS-01 to -14), was shipped on a flatcar to Pueblo, Colorado, for testing in December and returned to ITS in Welland in March. The other 13 are being assembled at ITS.
- Several of 100 SD70ACe units for Union Pacific (order 20056753, to be numbered 8521-8620) are under construction. Some have been shipped stateside for painting; other have been shipped to ITS in Welland for completion, and many have been fully completed at London. The last 15 (8606-8620) are being shipped to Bombardier in Mexico for final assembly.

Thanks to Wayne Brittain, Ken Lanovich, Ian McCord, Don McQueen, Keenan Menard, Terry Muirhead, Stan Smith, "NY 4" and "Engine 4466".




Reasserting her position as one of Canada's premier steam locomotives, ex-CPR Royal Hudson 2860 is in good form on her "return to steam" West Coast Railway Association excursion on April 15, 2007, southbound from Vancouver to White Rock, BC. She is leading WCXX FP7u 4069, BNSF SD9 1724 and 11 cars (see Page 26 for consist) at MP 146.9 of CN's New Westminster Subdivision in Burnaby, BC. Photo by Ian Smith.

Visit our website at: www.bytownrailwaysociety.ca

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