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# Branchline

CANADA'S RAIL NEWS MAGAZINE



Steam in B.C. • 24 Hours at Burlington West • BRS Hy-Rail to Salt Lake City



# Branchline

Published monthly (except July and August combined)  
by Bytown Railway Society  
PO Box 47076, Ottawa, ON K1B 5P9

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 **November 4** at which Ted Wickson will give us a presentation on the introduction of the PCC streetcar in Toronto 70 years ago. Refreshments will be available at a small fee. Please see our website [[www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)] for further meeting details.

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

The **Annual General Meeting** will be held on January 6, 2009. If you wish to nominate a member for an executive position, or wish to help in a non-executive capacity, please contact nominating chairman Earl Roberts at 613-824-8203 or e-mail: earl.roberts@sympatico.ca

**Equipment Restoration** takes place every Saturday at the Canada Science and Technology Museum, located behind the Museum, year round. Members interested in joining the "Dirty Hands Club" please come out, introduce yourself and we'll get you started.

**E-mail Addresses:** Many members receive advance notice of upcoming meetings and events via e-mail. Kindly keep the Society informed of e-mail address changes at: [lvgoodwin@cyberus.ca](mailto:lvgoodwin@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.

**Photos Sought:** Keenan Menard wishes to acquire photos of Ontario Northland GP38-2 1808 in the Chevron livery and VIA F40PH-2 6423. Please contact Keenan at: [northlanderduke@hotmail.com](mailto:northlanderduke@hotmail.com)

## Ten Years Ago in Branchline:

\*RaiLink's Quebec Railway Corporation affiliate will purchase CN's 89-mile Beachburg Sub. between Ottawa and Pembroke, Ontario, and the 5.8-mile Walkley Line which connects the Alexandria and Beachburg Subs. to the CN/CP Walkley Freight Yard in Ottawa. The line is expected to be named Ottawa Central Railway. RaiLink has also received running rights between Coteau, Quebec, and Ottawa over VIA's former CN Alexandria Sub.

\* On October 9, CN announced it had reached an agreement in principle to transfer 364 miles of track from Swan Landing to Grande Prairie, Alberta, to Genesee Rail-One.

\* On October 15, CN announced it had reached an agreement in principle with Trillium Railway Co. to sell the 33-mile Cayuga Spur to Trillium. The line runs between Delhi and St. Thomas, Ontario.

\* On September 16, CPR rolled out SD9043MAC 9102, the first of 81 locomotives it has ordered from Diesel Division, General Motors. CPR also unveiled the first of 49 locomotives to be assembled at CP's Ogden Shops in Calgary under a contract with GM. No. 9102 was assembled at GM's plant in London, Ontario.

**Cover Photo:** BC Government 2-8-0 3716 (ex-CP 3716) pauses at Squamish, British Columbia, in the summer of 1986. Today, 3716 powers excursions on the Kettle Valley Steam Railway in Summerland, BC. Photo by John Cowan.



# Steam Withdrawal

Article by John Cowan; photographs by John Cowan except where noted

As stated in previous articles for **Branchline**, I transferred with Canadian Pacific from being a train order operator in Ontario and Quebec to the running trades in British Columbia in 1978. This was a huge, life altering move which was not easy by any means. To move 3,000 miles from my home province where I grew up and knew a lot of people had its challenges. During my three weeks in Ontario between my visit to B.C. to see if I would like residing in Revelstoke and being that far away from home and my actual move to commence with my working as a trainman, I did a lot of second guessing of myself as to whether or not this was a wise move.

One thing that disturbed me was the amount of steam train operations I would be leaving behind. I had been around steam since my early childhood days growing up in southern Ontario thanks to the 20 year active steam program that the Canadian National Railways had between 1960 and 1980; the Ontario Rail Association's excursions in the early-1970s; then the National Museum of Science and Technology's operations with former CPR 4-6-2 1201 which was at my doorstep during the two years I resided in Ottawa.

Factor in annual visits to Steamtown in Bellows Falls, Vermont, with rides behind their three former CPR 4-6-2 Pacifics (1246, 1278 and 1293) and a few visits to the Conway Scenic Railway in North Conway, N.H. to see and ride behind former CN 0-6-0 7470 and it was easy to understand how I could feel that I was leaving a lot of steam activity behind if I were in fact to move out to Western Canada.

I recall bemoaning this concern to a Bytown Railway Society member prior to my move. He responded by saying that I would have ex-CP Royal Hudson 2860 out there. True enough, but I would be residing in Revelstoke which was about 400 miles from Vancouver. By comparison to my access to a lot of steam train operations in both Eastern Canada and the eastern U.S, the Royal Hudson operation between North Vancouver and Squamish seemed, at the time, to be pale by comparison.

During this three week period, as I had stated in my article about riding from Ottawa to Peterborough by train in 1977, I mentioned that I had ridden behind CN 4-8-2 6060 from Toronto to Belleville by way of Lindsay and Peterborough and made another round trip between Belleville and Anson Junction the following day. Riding these two excursions made me feel even worse about the fact that as a die hard steam fan, I was not going to have this much access to steam.

When I moved to Revelstoke, I figured that I would not hear the sounds or see the sights of steam for a long time. I had several steam withdrawals during my time in Revelstoke. On Labour Day weekend in 1978, to help combat these withdrawals, I took a few days off work and traveled to Vancouver on the "Canadian" to partake in the NRHS convention which was held in Vancouver and to ride an excursion on BC Rail (referred to as the British Columbia Railway back then) behind former CPR 2-8-0 3716 and the 2860 (as far as Squamish) on an NRHS



*BC Government 4-6-4 2860 (nee CP 2860) departs Squamish, BC, in September 1979.*

charter to Pemberton. This was an awesome trip and it helped to alleviate for the time being the pain I suffered from not being around all the steam activity back east.

During this trip, through the convention, I also learned that a steam train tourist operation existed in Washington State about a 90 minute drive from Vancouver. The Lake Whatcom Railway, operating about five miles of a former Northern Pacific branch line, used NP 0-6-0 1070.

After this trip, I had a long bout without steam. I was not to see or hear steam again until early-1979 when I was fortunate enough to be the head end trainman on 2860 between Vernon and Sicamous during a repositioning trip for the B.C. Provincial Museum tour around the province.



*BC Government 2-8-0 3716 does a runby south of Pemberton for a NRHS convention on Labour Day Weekend in 1978.*





*NMST's former CP 4-6-2 1201 is near Taft, en route to Craigellachie, BC, for the re-enactment of the driving of the Last Spike on November 7, 1985. Photo by Bob Webster.*

What I did not know in 1978 was that CN's active steam program, which in the past had allowed me to ride behind Northerns (4-8-4) 6167 and 6218 as well as several trips behind Mountain 6060, was nearing its end. Two years later 6060 made its last trip under CN ownership on a trip between Toronto and Barrie, Ontario, before being sold to the Province of Alberta. Upon 6060's expedited transfer to Alberta, five excursions were operated in Alberta in September of 1980. Without any hesitation, I ventured to Alberta to ride on two of these trips and to chase one as well.

By this time, I had transferred from Revelstoke to Vancouver. I was starting to get settled and accepting that here I had access to three operating steam locomotives; 3716 and 2860 on the BC Rail and NP 1070 just below the Canada-US border. Also, the 6060 was now in the west. As time progressed, it seemed that things were beginning to fall apart in the east. CN's steam program and the Ontario Rail Association trips behind former CPR 4-4-0 136 and 4-6-0 1057 were now non-existent. Next to follow was NMST 1201's last trip to Wakefield, Quebec, in September 1985. Steamtown



*Ex-CN 4-8-2 6060 is at Boston Bar, BC, in late-May 1986, en route to Steam Expo in Vancouver.*



*Virginia & Truckee 22 - "Inyo", a 4-4-0 representing the finest in Victorian design (built in 1875), was 7<sup>th</sup> in the parade of 17 steam locomotives in Vancouver on May 23, 1986.*

was also in limbo with threats by the people in charge at that time to either relocate or shut down altogether as the state of Vermont would not allow Steamtown to advertise with billboards on their Interstate Highways.

I couldn't believe the news when I heard that ex-CP 1201, under CP sponsorship, would be traveling from Ottawa to Revelstoke to partake in the 100<sup>th</sup> Anniversary of the driving of the Last Spike in Craigellachie, BC. Yes, I definitely ventured to Revelstoke to record 1201's presence in British Columbia. It was well worth the trip as 1201 put on a magnificent showing for those of us fortunate enough to be there on November 7, 1985, to see her travel at speed on the Shuswap Subdivision.

Things got even better when I heard the news that 1201 was going to be taken to Vancouver upon completion of her duties in Revelstoke for storage to partake in Steam Expo, a plan to have several North American steam engines travel to Vancouver which would take place in conjunction with the Expo 86 world's fair which was an important milestone for the city of Vancouver. This just seemed too good to be true. But true it was indeed.

The year 1986 was the most eventful year I could have ever imagined for steam operations in Vancouver. Steam Expo was a roaring success with 22 steam engines in attendance including CP 1201, CP 2860, CN 6060, UP 0-6-0 4466, and beautiful Virginia & Truckee wood burning 4-4-0 #22 - "Inyo", just to name a few. Yes, 6060 even made it to Steam Expo though just barely due to some mechanical problems while she was in Jasper, Alberta.

I would never have imagined back in 1978 that in 1986 I would witness 1201 and 6060's presence in Vancouver, B.C. A deal had been made for 6060 to remain behind in Vancouver after the completion of Steam Expo so the steam crew over at BC Rail could do a complete overhaul and rebuild on the old Bullet Nose Betty. This arrangement allowed for some more activity which I would never have imagined would ever take place in Vancouver and that was witnessing 6060 under steam over at the BC Rail steam shop and North Vancouver yard and pulling the Royal Hudson steam train to Squamish not only in the company of 2860 and 3716, with a few well documented "doubleheaders", but 6060 actually soloed to Squamish with the Royal Hudson train when



both 2860 and 3716 were "unavailable" due to mechanical difficulties.

No. 6060 departed Vancouver for her home province of Alberta in November 1988 along with 2860 on what was to be the double header steam excursion of the century through the Rocky Mountains. However, this trip was marred with a lot of problems that I don't wish to get into here.

It was a major loss for this area when the BC Rail steam program was terminated in 2001. The last year though never saw any steam at all. Both 2860 and 3716 were unserviceable and that entire season as well as the year before except for one trip to Kelly Lake with 3716 was also steamless. The West Coast Railway Association's former CP FP7 4069 pulled the Royal Hudson train for 2000 and 2001.

During the time that the BC Rail steam program was wrapping up, Vancouver had two visits with former Southern Pacific Daylight GS4 4-8-4 4449. Her first visit was a railfan charter and her second trip was sponsored by the BNSF pulling an employee appreciation special. For this trip, the BNSF had



*Ex-CP 4-6-4 2860, Great Western 2-8-0 51, ex-CN 4-6-0 1392 and ex-CP 4-6-2 1201 are southbound on CP's Westminster Sub. returning from the Steam Parade on May 23, 1986.*



*For ten days after the Parade, 19 steam locomotives were displayed under steam at CN's Terminal Avenue Yard in Vancouver. From left to right are ex-CP 4-6-4 2860, ex-CP 4-6-2 1201, ex-CN 4-6-0 1392, ex-MacMillan Bloedel 2-6-2 1077 and Prairie Dog Central 4-4-0 #3.*

repainted 4449 into a black paint scheme pulling several BNSF private cars.

It should not be forgotten that CP was entering the field with a steam program at that time. Former CP Hudson 2816 had been pulled by diesel from Scranton, Pa., Steamtown's new home, to the BC Rail steam shop in North Vancouver for a complete rebuild. It was amazing to see three CPR steam engines at the BC Rail facility for a few years. Thankfully, due to the fact that 3716 had made one trip under steam in 2000, before a problem with her crown sheet which would not allow her to run on BC Rail again, and with the Inaugural Run of 2816 from Port Moody, B.C. to which yours truly was the conductor as far as North Bend, on September 19, 2001, the sight and sounds of a steam engine have taken place every year in Vancouver since my moving here in October 1979. CP 2816 has made at least one visit to Vancouver each year since her reincarnation.

Another steam engine to make an unexpected visit to Vancouver was ex-Mayo Lumber Shay #3 which was trucked from Summerland, B.C. to the BC Rail yard at

North Vancouver where she operated under steam pulling an olive green BC Rail caboose from North Vancouver to the Cheakamus Canyon north of Squamish for a movie shoot.

Two steam engines recently brought back to life in B.C. were former Canadian Northern 2-8-0 2141 by the Kamloops Heritage Railway, and Alberni Pacific 2-8-2ST #7. The 2141, in addition to regularly running short trips in the Kamloops area, has also operated several day long excursions between Campbell Creek and Armstrong, B.C. The 2141 sat idle in the Kamloops Riverside Park for many years. I would never have imagined while seeing her in a dormant state during the early-1980s that I would have an opportunity to ride behind her under steam many years later.

No. 7 operates on weekends during the summer on a few miles of the former CP, nee E&N, Port Alberni Subdivision out of Port Alberni hauling up to five revamped former CN transfer cabooses as coaches.

While the BC Rail steam program is long gone now, both 2860 and 3716 are operating again though in



*NMST's ex-CP 4-6-2 1201 and Alberta Railway Museum's ex-CN 4-6-0 1392 simmer at CN's Terminal Avenue Yard in Vancouver on May 26, 1986. Photo by Bob Webster.*



*NMST's ex-CP 4-6-2 1201 hauls ex-CP 4-6-4 2860 and ex-MacMillan Bloedel 2-6-2 1077 at Burnaby, BC, on June 2, 1986. No. 1201 was placed in storage at New Westminster pending a date with history on July 4, 1986, when she powered a three-car passenger train the four miles from Coquitlam to Port Moody to celebrate the 100<sup>th</sup> anniversary of the arrival of the first trans-continental passenger train in Port Moody.*

*On arrival at New Westminster, the hogger positioned 1201 and Combination Car 3051 in the warehouse and then climbed into the cab of 2860 to take her and 1077 back to North Vancouver. Hard to believe in 1986!*



*Mayo Lumber 2-truck 50-Ton Shay #3 from the BC Forest Museum in Duncan, BC, is seen operating on the Kettle Valley Steam Railway in Summerland, BC, on May 25, 1997. In 2003, BC Government 2-8-0 3716 was trucked to Summerland, and No. 3 was relegated to a back-up role. Photo by Bob Webster.*

*Southern Pacific 4-8-4 4449 leads a BNSF employee appreciation special at Colbrook, BC, on July 15, 2000. Photo by Bob Webster.*







completely different venues. The 2860 has been repaired and under the auspices of the West Coast Railway Association made a very successful excursion between Vancouver and White Rock, B.C. over the BNSF mainline in 2007, and is periodically steam up at her home in Squamish. The 3716 now calls Summerland, B.C. home on the Kettle Valley Steam Railway.

So, while steam in the Vancouver area is very limited now with the occasional visit of CP 2816, here in the province of B.C. we have at least five significant steam engines within the province; ex-MacMillan Bloedel 2-6-2 1077 at Fort Steele, B.C., 2-8-2ST #7 at Port Alberni, 2-8-0 2141 in Kamloops; 2-8-0 3716 in Summerland; and 4-6-4 2860 in Squamish.

Do I still have steam withdrawals 30 years after my move from Ontario? Not a chance. I have witnessed 31 steam engines under steam here in Canada's most beautiful province since my 1978 arrival. Granted, Ontario does have former CPR engines 136 and 1057 on landlocked trackage between Tottenham and Beeton, Ontario, but both are presently unserviceable, and former Essex Railway 0-6-0 #9 sees very occasional use. CP did take 2816 back to Ontario twice which was a minor reprieve for mainline steam in that area for the first time in over 20 years and the Canada Museum of Science and Technology operates ex-Merrill and Ring Shay No. 3 every summer on its property in Ottawa.

It is safe to say that I have been fully cured from my steam withdrawals.

### **Photos**

**Top:** The year 2001 saw the return to steam of CP 4-6-4 2816 after 40 years of slumber. She was moved from Steamtown National Historic Site in Scranton, Pennsylvania, to BC Rail's steam shop in North Vancouver, BC, in September 1998 for a rebuild. On September 22, 2001, No. 2816 is on the Mountain Sub.

**Middle:** Alberni Valley Museum 2-8-2ST No. 7, ex-MacMillan Bloedel 1055, near McLean Mill, five rail miles from Port Alberni, BC, on August 3, 2002. Trailing No. 7 are several former CN transfer cabooses converted to coaches. Photo by Bob Webster.

**Bottom:** Kamloops Heritage Railway's ex-CN 2-8-0 2141 is on Kelowna Pacific Railway trackage en route to Armstrong, BC, in 2006. No. 2141 was displayed in Riverside Park in Kamloops from 1961 to 1995. Over the next six years, she was overhauled and mainly powers short excursions within Kamloops. ■



# "102 at SQ" - 24 hours at CN Burlington West - 04 July 2008

by Greg Smith

A quick tally showed it was possible. If the "stars aligned," 100 trains could be observed in 24 hours at Burlington West (telegraph code "SQ"), the junction of CN's Oakville and Halton subdivisions in Burlington, Ontario.

This high count is possible due to Burlington West's location, 32.1 miles west of Toronto Union Station on the Oakville Sub., and 49.5 miles west of Toronto MacMillan Yard on the Halton Sub., at the confluence of CN's freight routes between Toronto and Niagara Falls (Buffalo), Windsor, and Sarnia (Detroit/Toledo/Chicago), VIA's corridor routes between Toronto and Niagara Falls and Windsor, and GO Transit's Lakeshore West service between Toronto and Aldershot and Hamilton. The possibility of seeing CP trackage rights trains between Toronto (Canpa) and Hamilton also exists, but these moves are now far more irregular than they have been in the past.

With the completion of the triple-tracking of CN's Oakville Sub. between Burlington and Bayview, GO increased the service level to Aldershot in September 2007 to nearly hourly, amounting to 46 trains when combined with the weekday Hamilton rush-hour service. Summer sees the addition of VIA trains 93 and 94 to the regular weekday schedule, and on Fridays train 686 is added, for a total of 22 trains. The regular slate of through and local CN freights brings the total up to 94 trains. In order to reach 100 trains, one would need only a CP train or two, a couple of extras, and a couple of repeats (two different days departures of the same train). A day late in the week would be best to catch these "unscheduled" trains, so it seemed clear - a summer Friday would be best.

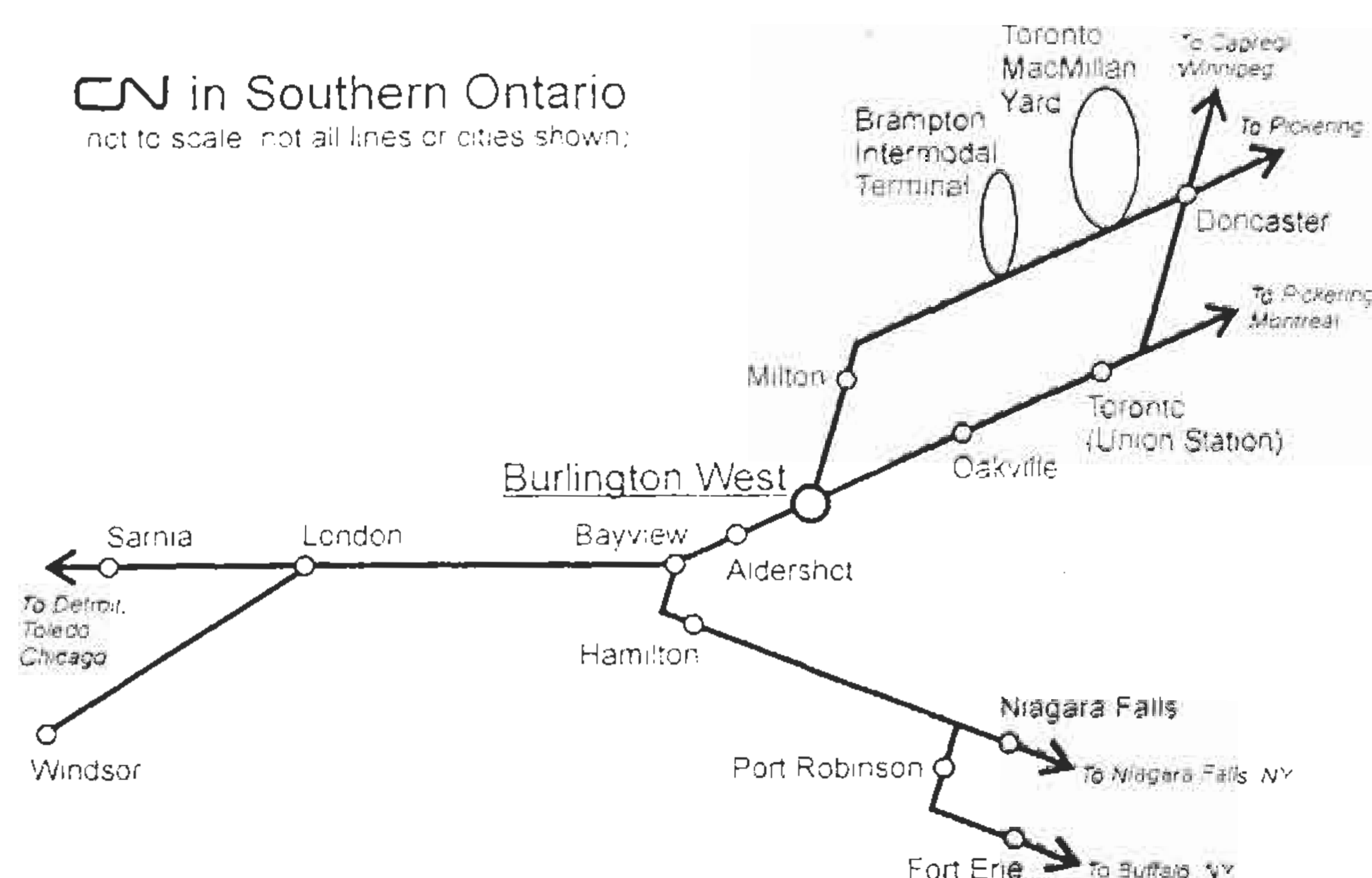
Ultimately, 04 July 2008 was chosen for the 100 train attempt - it had all the necessary attributes - it was a Friday, it was in the summer, and I could get the time off! The train log is presented in table form below. After a strong start, the 2.5 hour lull from 0231 to 0508 really dampened spirits. At 2230, with 90 minutes to go and only 88 trains logged, it didn't look like a triple-digit train count was attainable, but an impressive 14 trains passed before midnight, bringing the total to 102! No CP trains were seen, but CN ran train M301 via Chicago instead of Winnipeg, added an extra, L535, and ran an unexpected new train, L553, to boost the count. In addition, GO train E935 and CN trains Q144, M383, L552 and L557 were each logged twice, since Thursday and Friday departures of each of these trains passed during the calendar day of interest.

To clarify, only trains with distinctly different symbols were counted. A CN local, for example, making a turn from Oakville to Aldershot and return is counted only once, since it is the same train even though it passes Burlington West twice, once in each direction. On the other hand, a Toronto to Hamilton GO train which returns to Toronto as a deadhead equipment move is considered to be two trains because its symbol changes when its passenger schedule is complete (for example, train 491 returns as equipment E491). Train origin and destination cities are understood to be in Ontario unless another province or state is indicated. Reporting marks in brackets after a locomotive number indicate the paint scheme of that locomotive if it is different than that normally associated with its reporting mark. Trains with locomotives on each end, and GO trains lead by a cab car (200-series), use a forward slash, "/", to separate the head-end equipment from the locomotive(s) at the rear. For VIA train 971, locomotive 914 is in the middle of the train, with 5 cars ahead, and 4 cars behind. Finally, combined trains, or moves in which two separate trains are coupled forming one consist (GO E494/E492 and VIA 52/40) are counted as two trains since they have two distinct schedules and each train has its own crew.

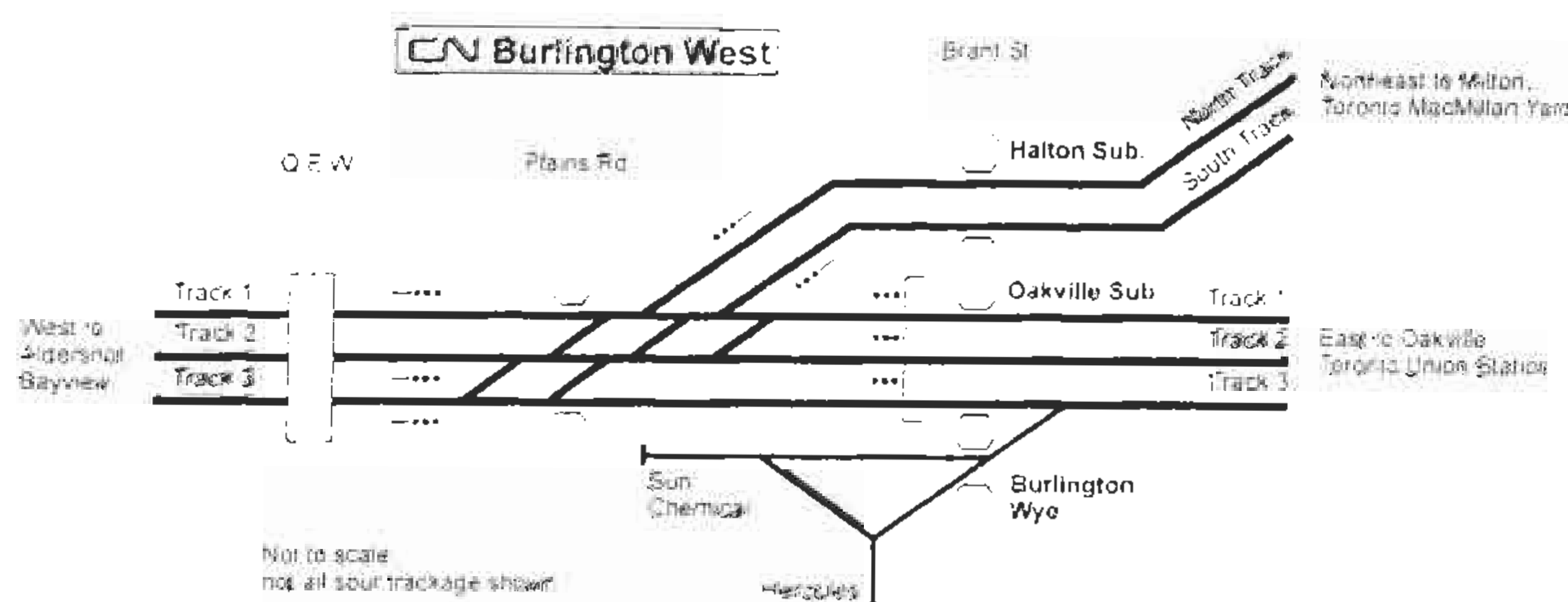
Burlington West, while it may not have the status or scenery of Bayview, some five miles to the west, far exceeds its train count, and clearly should be considered among Canada's "hot spots."

## CN in Southern Ontario

not to scale not all lines or cities shown:



With work on the third track progressing in the foreground, VIA 652/640 with P42DC 915, 4 LRC coaches, P42DC 909, 3 LRC coaches, and F40PH-2 6446 passes Burlington West on Saturday, June 9, 2007. Photo by Greg Smith.



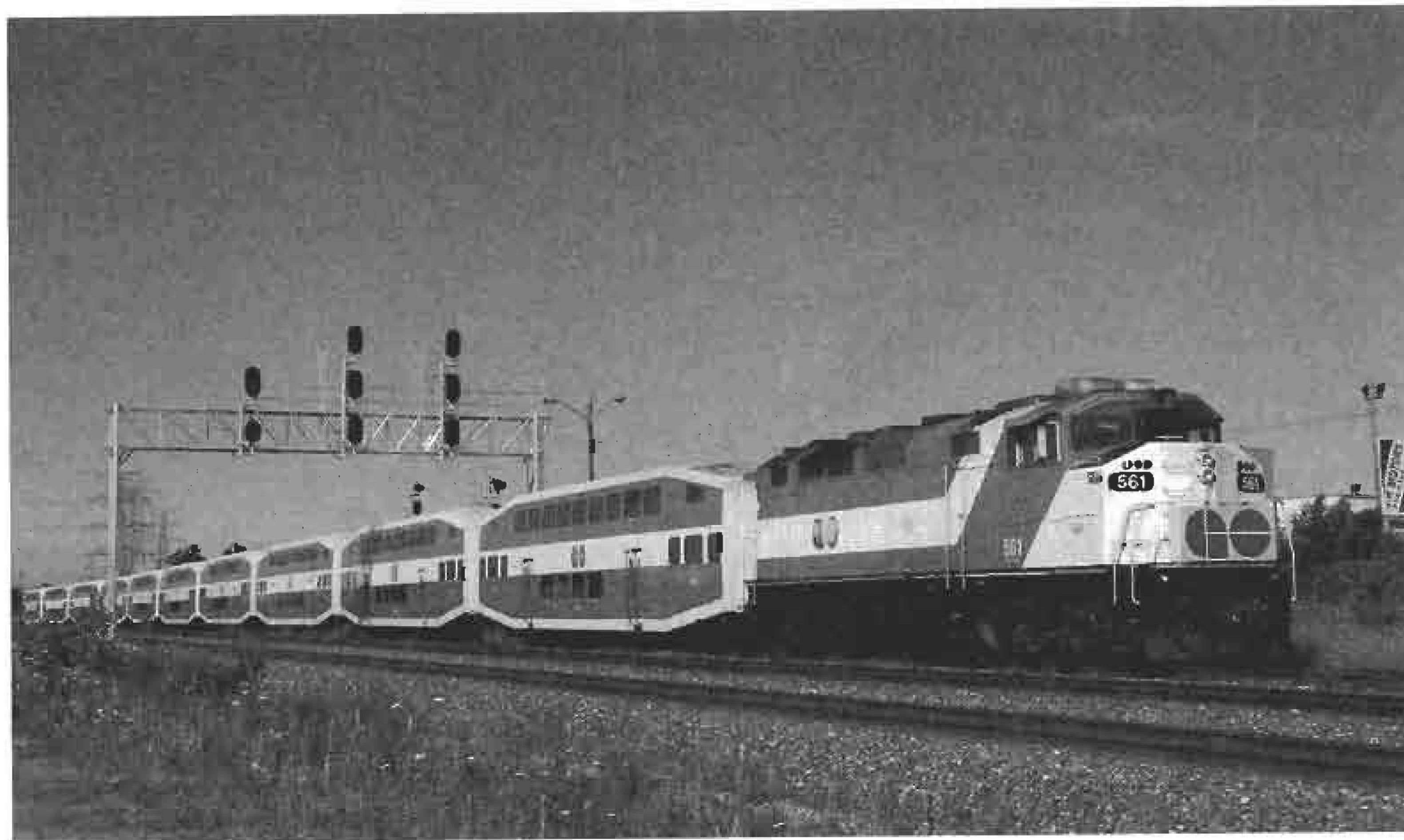


#	Time	RR	Symbol	Origin - Destination	Power	Cars
1	0002	GOT	E935-03	Aldershot-Toronto Willowbrook	GOT 540.	10
2	0004	CN	M39731 03	Toronto MacMillan-Memphis TN	CN 5710, 5431.	85
3	0046	GOT	937-03	Oshawa-Aldershot	GOT 203 / 555.	10
4	0102	GOT	E937-04	Aldershot-Toronto Willowbrook	GOT 555.	10
5	0104	CN	M38331 03	Toronto MacMillan-CSXT Toledo OH	CN 5755, IC 2458(LMS), CN 5268.	99
6	0115	CN	L55231 03	Oakville-Aldershot turn	CN 7018, 4022.	95
7	0140	GOT	939-03	Oshawa-Aldershot	GOT 211 / 561.	10
8	0155	GOT	E939-04	Aldershot-Toronto Willowbrook	GOT 561.	10
9	0217	CN	Q14461 03	NS Detroit MI-Toronto MacMillan	CN 5748.	124
10	0226	CN	A42131 04	Toronto MacMillan-Port Robinson	CN 5632, 5366.	41
11	0231	CN	L55731 03	Oakville-Aldershot turn	CN 4108, 4018.	10
12	0508	GOT	E494-04	Toronto Willowbrook-Hamilton	GOT 231 / 520.	10
13	0508	GOT	E492-04	Toronto Willowbrook-Hamilton	GOT 209 / 559.	10
14	0515	GOT	E470-04	Toronto Willowbrook-Aldershot	GOT 205 / 536.	10
15	0524	CN	M30131 04	Toronto MacMillan-Edmonton AB	CN 5385, IC 6129(CN), CN 5329.	152
16	0526	GOT	E490-04	Toronto Willowbrook-Hamilton	GOT 210 / 537.	10
17	0536	VIA	971-04	Toronto TMC-Aldershot	VIA 6456 / 914 / 910.	5 / 4
18	0539	GOT	470-04	Aldershot-Toronto	GOT 536.	10
19	0545	GOT	E904-04	Toronto Willowbrook-Aldershot	GOT 234 / 526.	10
20	0607	VIA	52-04	Aldershot-Montréal PQ	VIA 910.	4
21	0607	VIA	40-04	Aldershot-Ottawa	VIA 914 / 6456.	5
22	0612	GOT	904-04	Aldershot-Toronto	GOT 526.	10
23	0616	CN	M33931 04	Toronto MacMillan-CSXT Buffalo NY	CN 5791, 2621, 5563.	100
24	0633	GOT	490-04	Hamilton-Toronto	GOT 537.	10
25	0653	GOT	492-04	Hamilton-Toronto	GOT 559.	10
26	0718	CN	M38461 03	NS Toledo OH-Toronto MacMillan	IC 2720(CN), IC 6135(CN).	94
27	0722	GOT	494-04	Hamilton-Toronto	GOT 520.	10
28	0748	VIA	82-04	London-Toronto	VIA 904.	6
29	0806	VIA	90-04	Niagara Falls-Toronto	VIA 907.	6
30	0826	VIA	71-04	Oshawa-Windsor	VIA 912.	5
31	0846	CN	M38531 04	Toronto MacMillan-NS Toledo OH	IC 2699(CN), CN 2662.	80
32	0911	VIA	97-04	Toronto-AMTK Niagara Falls NY	AMTK 181.	5
33	0912	CN	M33831 04	CSXT Buffalo NY-Toronto MacMillan	CN 2302, 2512.	70
34	0942	GOT	907-04	Toronto-Aldershot	GOT 205 / 536.	10
35	0950	VIA	70-04	Windsor-Toronto	VIA 6419, 6416.	9
36	1007	CN	M39891 01	UP Salem IL-Toronto MacMillan	CN 2610, UP 9807, UP 5128.	131
37	1013	GOT	912-04	Aldershot-Oshawa	GOT 536.	10
38	1015	CN	M39931 04	Toronto MacMillan-UP Salem IL	CN 5516, 5433.	54
39	1039	GOT	909-04	Oshawa-Aldershot	GOT 210 / 537.	10
40	1041	VIA	93-04	Toronto-Niagara Falls	VIA 6425.	4
41	1113	GOT	914-04	Aldershot-Oshawa	GOT 537.	10
42	1148	GOT	911-04	Oshawa-Aldershot	GOT 211 / 561.	10
43	1158	CN	A42231 04	Port Robinson-Toronto MacMillan	CN 5747, 5500.	102
44	1212	GOT	916-04	Aldershot-Oshawa	GOT 561.	10
45	1219	CN	M39671 01	Memphis TN-Toronto MacMillan	CN 2696, 2565.	123
46	1244	GOT	913-04	Oshawa-Aldershot	GOT 209 / 559.	10
47	1247	VIA	73-04	Toronto-Windsor	VIA 6413.	5
48	1257	CN	M39291 03	Chicago Glenn IL-Toronto MacMillan	CN 5642, IC 6114(CN).	82
49	1313	GOT	918-04	Aldershot-Oshawa	GOT 559.	10
50	1342	GOT	915-04	Oshawa-Aldershot	GOT 225 / 528.	10
51	1345	VIA	72-04	Windsor-Toronto	VIA 902.	5
52	1412	GOT	920-04	Aldershot-Oshawa	GOT 528.	10
53	1443	GOT	917-04	Oshawa-Aldershot	GOT 216 / 554.	10
54	1443	CN	Q14891 03	Chicago Railport IL-Montréal PQ	CN 2542, 5752	96
55	1453	CN	L54731 04	Aldershot-Milton turn	CN 4118, 4130.	7
56	1459	CN	L53531 04	Toronto MacMillan-London	CN 8807, 5756.	21
57	1511	GOT	922-04	Aldershot-Oshawa	GOT 554.	10
58	1534	VIA	94-04	Niagara Falls-Toronto	VIA 6425.	4
59	1542	GOT	919-04	Oshawa-Aldershot	GOT 203 / 555.	10
60	1558	GOT	924-04	Aldershot-Oshawa	GOT 555.	10



61	1612	CN	A43531 04	Toronto MacMillan-London	CN 5748, 5681, 4115.	120
62	1629	CN	M39491 03	Chicago Harvey IL-Toronto MacMillan	CN 5715, 5607.	84
63	1711	VIA	76-04	Windsor-Toronto	VIA 912.	5
64	1712	CN	M39331 04	Toronto MacMillan-Chicago Glenn IL	CN 2678, 2693.	110
65	1714	VIA	75-04	Toronto-Windsor	VIA 6431, 6408.	9
66	1726	GOT	491-04	Toronto-Hamilton	GOT 208 / 545.	10
67	1743	CN	L55631 04	Oakville-Aldershot turn	CN 4018, 4108.	62
68	1748	VIA	83-04	Toronto-London	VIA 6426.	5
69	1754	GOT	493-04	Toronto-Hamilton	GOT 218 / 538.	10
70	1800	GOT	E491-04	Hamilton-Toronto Willowbrook	GOT 545.	10
71	1821	VIA	95-04	Toronto-Niagara Falls	VIA 905.	7
72	1826	GOT	495-04	Toronto-Hamilton	GOT 225 / 528.	10
73	1829	GOT	E493-04	Hamilton-Toronto Willowbrook	GOT 538.	10
74	1908	VIA	98-04	AMTK Niagara Falls NY-Toronto	AMTK 106.	6
75	1909	GOT	E495-04	Hamilton-Toronto Willowbrook	GOT 528.	10
76	1943	GOT	497-04	Toronto-Hamilton	GOT 216 / 554.	10
77	1952	GOT	927-04	Oshawa-Aldershot	GOT 202 / 530.	10
78	1956	VIA	79-04	Toronto-Windsor	VIA 903.	6
79	2006	CN	M39531 04	Toronto MacMillan-Chicago Harvey IL	CN 2637, IC 6135(CN).	94
80	2012	GOT	932-04	Aldershot-Oshawa	GOT 530.	10
81	2020	GOT	E497-04	Hamilton-Toronto Willowbrook	GOT 554.	10
82	2040	CN	Q14531 04	Toronto MacMillan-NS Detroit MI	CN 2569.	87
83	2041	GOT	929-04	Oshawa-Aldershot	GOT 203 / 555.	10
84	2112	GOT	934-04	Aldershot-Oshawa	GOT 555.	10
85	2143	GOT	931-04	Oshawa-Aldershot	GOT 204 / 539.	10
86	2145	VIA	78-04	Windsor-Toronto	VIA 6413.	5
87	2153	CN	Q14921 04	Montréal PQ-Chicago Railport IL	CN 5601, 2522.	114
88	2212	GOT	936-04	Aldershot-Oshawa	GOT 539.	10
89	2234	VIA	67-04	Montréal PQ-Aldershot	VIA 910.	4
90	2235	CN	L55331 04	Oakville-Aldershot turn	CN 7028, 7015.	0
91	2240	GOT	933-04	Oshawa-Aldershot	GOT 200 / 531, 560.	10
92	2242	CN	Q14461 04	NS Detroit MI-Toronto MacMillan	CN 2604.	60
93	2250	CN	A43431 04	London-Toronto MacMillan	CN 5540, 5754, 2602, 2646.	99
94	2258	VIA	942-04	Aldershot-Toronto TMC	VIA 910.	4
95	2312	VIA	686-04	London-Toronto	VIA 6426.	5
96	2312	GOT	938-04	Aldershot-Oshawa	GOT 560, 531.	10
97	2332	CN	L55731 04	Oakville-Aldershot turn	CN 7018, 4022.	10
98	2342	GOT	935-04	Oshawa-Aldershot	GOT 234 / 526.	10
99	2347	CN	M38331 04	Toronto MacMillan-CSXT Toledo OH	CN 2610, 5649, IC 6114(CN).	126
100	2353	CN	M38261 03	CSXT Toledo OH-Toronto MacMillan	CN 5690, 5551, 8004.	103
101	2358	GOT	E935-04	Aldershot-Toronto Willowbrook	GOT 526.	10
102	2359	CN	L55231 04	Oakville-Aldershot turn	CN 4018, 4108.	83

*On Tuesday, July 29, 2008, GO F59PH 561 shoves Train 907 through the Burlington West plant. Midday trains such as this were the reason for triple-tracking of the busy Oakville Sub. between Burlington and Bayview. Photo by Greg Smith.*





# Ottawa Railway History Circle Field Trip to Kingston

By David Page

During the usual wide-ranging discussions that occur during Ottawa Railway History Circle (ORHC) lunches, the idea of a field trip to Kingston, Ontario, was put forth back in June by Colin Churcher. David Page, ORHC "Kingston rep", undertook to set up an itinerary and be the tour guide.

Kingston, population 116,000, is no longer an industrial city, and the railway infrastructure it once had, never extensive, has largely disappeared. The field trip itinerary focussed of necessity on traces of the past: GTR, CNR and K&P (CPR), with the remaining current railway features thrown in for good measure.

The field trip started at the VIA station [0 on map], in time to meet #43 from Ottawa and the four Circle stalwarts: Colin, Pat Brennan, Bruce Chapman and Bruce Morgan. The first sites visited were on the newly-opened K&P Trail [1], just north of Kingston. Of particular interest was the picturesque hamlet of Jacksons Mills [3], the start of the northbound "big ess" curve [4] that takes a mile to climb the escarpment, rising some 75 feet in the process. The group was able to compare the site with a photo taken during the 1974 RDC trip to Kingston, showing the Budd car stopped at the Mills for a look-around. The K&P (Kingston & Pembroke) trail has been done up quite properly by the City...it extends northward to within a few kilometres of Harrowsmith.

The next site was the CN Kingston wye [5], used by VIA to turn the engine of train #650 for the early morning return to Toronto. Access to this site was pre-arranged with Lafarge Canada.

On to the GTR/CN "Outer Station" [7], an archeological ruin in very real danger of being torn down. Again comparison photos from the 1950s were shown, using the former Montreal Street underpass abutments [6] as a reference point. At the station itself, the platform and the space for the wide trackage once there are quite evident. No one wants the building and no one has any winning ideas to turn it into something, so it will likely be razed. The trace of the Hanley Spur, functional until the 1980s, is also visible, if one knows where to look.

Back to the K&P, which wandered down across Montreal Street, and

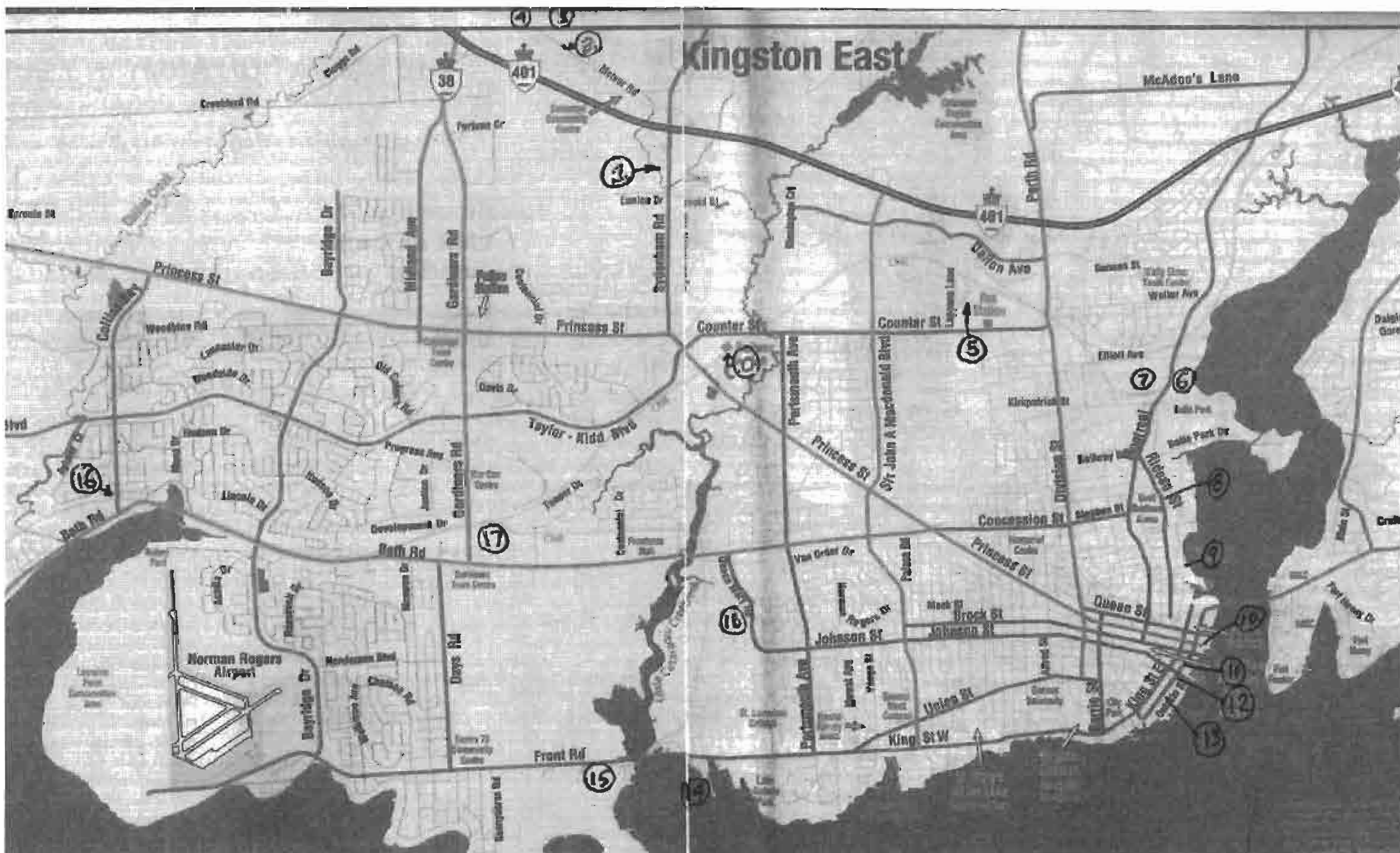
crossed the CN just south of River Street [8]. The timber arch bridge over both tracks was scrapped by the City only a few years ago, and the site is almost unrecognizable without the comparison photo. Further downtown, the K&P yard and roundhouse area is still evident [9], as are the footings for the roundhouse back wall. Included is a hand-inscribed cornerstone with "August 1911" written on it.

Lunch was taken at the former GTR downtown "Hanley" station [12], now an Italian eatery. This location gave the group a chance to look around the former K&P station [11], nicely restored and used as the City tourist bureau. Adjacent is CP D10h 4-6-0 1095, built at Canadian Locomotive Company (CLC) just down the street [13] in 1913, and now in poor condition and also facing an uncertain future. Again the problem is lack of interest by the citizenry, part of a greater lack of interest in most things historical.

Ontario Street is now completely devoid of any trace of CLC and the railway infrastructure that served it and the shipyard further along. The site is now dominated by brand-new apartment and condo tower blocks, one of which curiously is named "The Locomotive Works".

With quick looks at traces of the Kingston street railway right-of-way, the crossing place for the Kingston Penitentiary tramway, and the Kingston Elevator crossing [14] and yard sites, the terminal end of the CN "Dupont Spur" [15] (now "Invista") was observed. It must be the neatest and greenest industrial yard in Canada. CN delivers about 30-40 carloads a week of nylon raw materials and bunker oil to the plant. The spur wanders from the mainline several miles through residential backyards, not sparing the "14-Ls" even at 04.30 in the morning!

After observing VIA #60 to Montreal at speed at the Collins Bay crossing [16], and a look at the top end of the Dupont Spur [17], the group repaired to chez Page [18] for refreshments and a look at the only live steam of the day: a very small 0-4-0 tank engine and train chuffing around the backyard garden railway. Shortly thereafter it was off to deposit the guests at the VIA station [0] for #46 home. A good time was had by all, and thoughts expressed that other towns in the Circle "domain" should also be field-tripped. ■







**CN POLICE UNION RATIFIES NEW COLLECTIVE LABOUR AGREEMENT:** Members of the Canadian National Railways Police Association (CNRPA) have ratified a new collective agreement with the company. The five-year agreement, effective January 1, 2009, through December 31, 2013, provides wage increases and changes in benefits and work rules for 75 active CN Police officers across Canada. Kelly Brown, CNRPA national president, said: "The CNRPA believes the new agreement, reached prior to the expiry date of the current collective agreement, underscores the dedication of the parties to find workable solutions to issues and to take steps to build a better relationship." (CN release, Sept. 22)

**CN FOUND IN BREACH OF SERVICE TO FOUR WESTERN GRAIN SHIPPERS:** The Canadian Transportation Agency has ruled on complaints received from six shippers that CN was not meeting its obligations under the "Canada Transportation Act" to provide an adequate and reasonable (suitable) level of service for the movement of Western grain for crop year 2007-08. The Agency found that CN has not breached its level of service obligations to the Canadian Wheat Board and Providence Grain Group Inc. However, the Agency found that CN has failed to provide an adequate and reasonable level of service to North East Terminal Ltd., Paterson Grain, Parrish and Heimbecker Limited, and North West Terminal Ltd. Based on the pleadings of the parties and all information submitted, the Agency determined that a performance benchmark should be applied as a basis for determining whether CN is providing an adequate and reasonable level of service. The benchmark is comprised of three components:

1. Number of rail cars requested by the shipper and confirmed for delivery by the railway company. This provides shippers with certainty that they will receive a reasonably high number of rail cars based on their order;

2. Timeliness and predictability of the delivery of confirmed rail cars. This takes into account the shippers' "want" date and the actual delivery date of the cars and provides the shipper with the predictability it needs for planning purposes; and

3. Recognition of factors that affect railway performance such as weather, terminal unloads, excessive demand for rail cars in peak periods, operational restrictions and derailments. While shippers need a reasonable level of certainty for planning their operations, the ability of a railway to provide a level of service may be compromised for short periods of time by circumstances beyond its control and will need some time to return to adequate and reasonable service levels.

To remedy the situation for North East Terminal Ltd., Paterson Grain, Parrish and Heimbecker Limited, and North West Terminal Ltd. for crop years 2008-2009 and beyond, the Decision orders CN to provide a level of service to these four shippers as set out in the performance benchmark. Effective immediately, CN must:

- confirm a minimum of 80% of the grain shippers' requested rail cars;
- deliver 90% of these confirmed cars on time or in the subsequent two weeks; and
- meet these performance standards on a 12-week rolling average throughout each crop year. CN is still obligated to deliver all remaining confirmed rail cars.

"The purpose of this new performance benchmark is to ensure that CN delivers an adequate and reasonable number of rail cars on a predictable basis, unless CN is able to demonstrate that exceptional circumstances prevent it from doing so. The performance benchmark specifies a required outcome but the Agency will leave the means of achieving this outcome to CN's discretion," states the Decision. This performance-based approach builds on previous Agency Decisions dealing with breaches of level of service obligations, namely "Great Northern Grain Terminals Ltd. vs CN" (Decision No. 344-R-2007, July 6, 2007) as well as in its January 18, 2008 conditional rulings on these six complaints. While the Agency has found that a performance-based benchmark provides a sound basis for determining if a shipper is receiving adequate and reasonable service, the benchmark established in this Decision is based on the circumstances and factors relating to the

six complaints. Therefore, the remedy ordered is applicable only to the four named shippers. The Agency encourages railway companies and grain shippers to enter into a dialogue with the goal of setting performance-based standard levels which would benefit the Western grain industry as a whole, and is prepared to assist in facilitating such a dialogue should the parties find this helpful. (CNW Telbec, Sept. 25)

**CN URGES STB APPROVAL OF EJ&E ACQUISITION, CITES OVERALL BENEFIT:** CN urged the US Surface Transportation Board (STB) to promptly approve its proposed acquisition of the principal lines of the Elgin, Joliet & Eastern Railway (EJ&E), pointing to planned mitigation efforts and the significant economic and environmental benefits to the overall Chicago region. CN's supporting facts and conclusions are contained in comments filed regarding the Draft Environmental Impact Statement on the transaction issued on July 25, 2008, by the Section of Environmental Analysis of the STB. "Our filing underscores three important facts," said CN President and CEO Hunter Harrison. "First, none of the environmental impacts identified in the DEIS are novel, and all can be effectively mitigated. Second, the environmental benefits of the transaction to the overall Chicago region are positive. For every community along the EJ&E line, roughly double that number in more densely populated areas along CN lines in Chicago would see decreased rail operations, meaning less pollution, fewer idling trains, and fewer blocked crossings, resulting in a better quality of life for residents of these 60 communities. And third, CN's comprehensive voluntary mitigation plan addresses all significant adverse environmental effects the transaction would create, based on the sound standards that the STB has employed in previous rail control proceedings." Harrison added, "Our expanded mitigation plan contains 101 specific measures to address the transaction's environmental issues. The cost of this program would now be roughly \$60 million, representing a full 20 per cent of the EJ&E acquisition purchase price - an unprecedented proportion for any railroad control transaction. Clearly, CN is stepping up to the plate to mitigate significant environmental issues in this case."

CN said its voluntary mitigation plan is largely aligned with the DEIS findings, except for the subject of grade crossing delays. CN research shows that, on balance, the EJ&E transaction would generate a net reduction in overall crossings delays in the Chicago region of more than 83,000 hours per year. CN takes issue with the SEA's analysis and findings on grade crossing impacts along the EJ&E. Using criteria it has never before applied in a rail merger, the SEA said grade crossing mitigation could be necessary at 15 crossings along the EJ&E. But following standards used by the STB in all previous cases, the SEA would have found that grade separations or other mitigation would be required at only two of the crossings. CN's agreement with the City of Joliet already addresses these two crossings with appropriate mitigation measures.

Harrison said: "We respectfully urge the STB to focus squarely on the environmental facts in this case, acknowledge the environmental benefits the transaction would bring to the Chicago region, and balance the impact of increased train traffic along the EJ&E line with the benefits to many more communities that will experience fewer trains. We hope the STB will recognize the substantial merits of CN's voluntary mitigation plan for affected communities, adopt the plan quickly and allow this transaction to close before year-end 2008 so that the wide-ranging economic and transportation benefits of the transaction can be realized." (PR Newswire, Chicago Tribune, Oct. 1)

**CN MAKING HEADWAY ON ATHABASCA RAIL LINE:** The \$135 million upgrade of the former Athabasca Northern rail line to Fort McMurray is 75% complete, and CN has commitments from oilsands customers to ship sulphur and petroleum coke to Asia, EVP Jim Foote said. Coming the other way will be construction materials and diluent, a petroleum product used to thin out bitumen so it can move through pipelines, Foote said. "We see the oilsands area as a great opportunity to grow our business," Foote told the Edmonton chamber of commerce luncheon.

The upgrade of the 300-kilometre line that CN bought back from Athabasca Northern for \$35 million early this year will increase train speed from an average of 16 km/h an hour to 40 km/h and allow



heavier loads, Foote said. The line from Boyle, 150 kilometres north of Edmonton, crosses unstable muskeg over 35% of its length, and needed improved rails, ties, bridges and ballast after years of neglect. It currently ends just south of Fort McMurray, and Foote said CN would be prepared to look at a partnership to build a new road and rail bridge across the Athabasca River to connect with the oilsands projects to the north. He also said delays to several bitumen upgrader projects planned for just north of Edmonton in Upgrader Alley won't affect the \$50 to \$70M upgrade of the portion of line from Edmonton to Boyle that includes service to the Fort Hills upgrader. (Edmonton Journal, Oct. 1)

**CN ORDERS 232 NEW IRON ORE CARS:** CN announced the acquisition of 232 rapid-discharge ore cars from National Steel Car and refurbishment of 500 existing ore cars as part of a long-term plan to upgrade the company's car fleet for transporting pelletized iron ore produced in the Upper Midwest. Delivery of the new ore cars will start in January 2009, permitting the retirement of the same number of older cars. The refurbishment of 500 existing ore cars is underway and includes the installation of new trucks and couplers, modernizing the braking system and repairing outlet gates. CN's existing iron-ore fleet consists of almost 2,200 cars.

CN foresees acquiring more new iron ore cars over the next three to five years and refurbishing another 500 cars next year. In the years ahead the new cars will permit the retirement of an equivalent number of cars. James Foote, CN executive vice-president, Sales and Marketing, said: "CN's iron ore business in the U.S. is performing well and we anticipate continued strength in this market segment in future. That's why we think the time is right for CN to acquire new iron-ore cars and to rebuild other cars to extend their service lives. "Our fleet renewal program will increase rail efficiency and deliver better service to our iron-ore customers, who are important economic forces and employers in northern Minnesota and northern Michigan." CN hauls pelletized iron ore in unit trains from three mines in northern Minnesota and one in Michigan primarily to Great Lakes ports for transportation to North American steel producers. Some traffic moves on all-rail routes, and some is moved to export position for overseas markets. (CNW, Oct. 9; The Hamilton Spectator, Oct. 10)

**CN SAFETY PROGRAM IN B.C. GETS NATIONAL RECOGNITION:** CN's Dangerous Goods Team has won the Railway Association of Canada's 2008 Safety Award for its efforts to improve contact and communications with emergency responders in the field. The program started in British Columbia two years ago when the Port of Prince Rupert was being expanded to handle import/export container traffic. Communities felt CN's Emergency Response presence had room to grow, and believed they lacked sufficient training and equipment in the event of a railway derailment. CN partnered with Channel Solutions and Quantum Environment to develop and deliver an on-line two-day training program for responders through six hub sites in B.C. They offered the program to 120 municipal responders in 36 communities. Cliff MacKay, President and CEO of the Railway Association of Canada, said: "The project is a smart way to invest in the safe, secure transport of dangerous goods by rail. It fosters open communications and builds partnerships with local communities resulting in better emergency preparedness and planning. They hope to build on it system-wide. It is difficult for volunteer firefighters to leave their jobs for up to a week or more for emergency response training," said Terrace Fire Chief Peter Weeber. "As well, rural fire departments have limited financial resources to provide this type of training to their brigade. "When I think back to the first meeting in Smithers, B.C., I have to admit I could never have imagined a large corporation taking our concerns as seriously as CN did. The online component was flexible and key to meeting the needs of both volunteer and career departments." REACT, or Responder Education Assistance and Certification Training, is tailored to rural communities, and this type of partnership between a transportation company and communities is unique in North America. (CNW, Oct. 6)



**CP WELCOMES STB APPROVAL:** Canadian Pacific Railway Limited has received regulatory approval from the US Surface Transportation Board (STB) to acquire control of the Dakota, Minnesota & Eastern Railroad Corporation (DM&E) and its

subsidiaries: Iowa, Chicago & Eastern Railroad (IC&E) and Cedar American Rail Holdings. The STB denied all requests for conditions other than those agreed to voluntarily by CP. The official effective date of the final decision is October 30, 2008. "The DM&E is an excellent fit for Canadian Pacific making this a strategic end-to-end addition to our network," said Fred Green, President and Chief Executive Officer of CP. "This is also a positive development for CP, DM&E and IC&E customers. CP customers will have direct single line access to the Midwest US markets and the Kansas City gateway, which will improve fluidity to and from the Southwest US and Mexico. DM&E and IC&E customers will have access to single line haul opportunities to new markets and access to CP's car fleets." "Together, we will build on the significant improvements the DM&E has made in operating efficiency and safety over the past several years and remain committed to our shareholders, our employees, our customers and the communities we serve," said Kathryn McQuade, CP's Executive Vice President and CFO.

The DM&E is the largest regional railroad in the U.S. and the only Class II railroad that connects and interchanges traffic with all seven Class I railroads, connecting with CP at Minneapolis, Winona, MN and Chicago. It is headquartered in Sioux Falls, SD and has approximately 1,100 employees, 2,500 miles of track, including approximately 500 miles of trackage rights, and rolling stock that includes 7,200 rail cars and 150 locomotives.

The DM&E serves eight states: Illinois, Iowa, Minnesota, Missouri, Nebraska, South Dakota, Wisconsin and Wyoming with access to Chicago, Minneapolis/St. Paul, Kansas City and key ports. "While this is a day to celebrate, it is also very important that the qualities that have made the DM&E, IC&E and Cedar American so successful stay as vibrant as they were before the acquisition," added Green. "I look forward to building and strengthening our company, together." (CNW, Sept. 30)

#### **EDMONTON-AREA LAND SWAP WINS ENVIRONMENTAL AWARD:**

CP has received the Canadian railway industry's 2008 Environmental Award for an innovative land exchange with the province of Alberta. In the transaction, CP acquired 1,774 acres of significant environmental value. CP transferred that land to the province to expand two provincial parks, the province's first game bird sanctuary and create additional rangeland. In exchange, the province transferred 797 acres of Crown land to CP, providing necessary lands for CP's planned expansion in Alberta's Industrial Heartland north east of Edmonton. "This transaction represents a new approach to land acquisition," said Cliff Mackay, President and CEO of the Railway Association of Canada. "It may revolutionize the way the railway and others approach the strategic acquisition of land for railway development." CP's investment means new opportunities for business development and the expansion of rail infrastructure in Alberta's Industrial Heartland. It balances that growth with significant public benefit, improving the sustainability of ecosystems through Alberta's Parks and Protected Areas Program. "CP is convinced that this can serve as a model for use by railways and others in Crown land acquisition with few modifications or constraints," said Mr. Mackay. "This is a cost-effective, proactive approach which benefits all concerned."

The annual Safety and Environmental Awards program was created in 2005 by the Railway Association of Canada, which represents some 55 freight and passenger railways, to encourage workers to adopt safe, environmental practices and operational techniques. (CNW, Oct. 6)

#### **WINDSOR STATION TO OBTAIN QUEBEC HERITAGE PROTECTION:**

For Michael Fish, now 75, it started more than half a lifetime ago. In 1970, at the age of 37, the young architect was appalled that Canadian Pacific Railway proposed to tear down Windsor Station on Peel Street. It's taken 38 years and unrelenting dedication by heritage activists, notably Fish, but now the neo-romanesque building is about to receive Quebec's permanent seal of protection from the wrecking ball. The Gazette has learned that Minister of Culture Christine St. Pierre sent a notice of intent dated September 18 to classify the train station as a cultural site - and hence out of reach of bulldozers. As a result of pressure by heritage conservationists, the 119-year-old building was already safe from destruction under the federal Heritage Railway Stations Protection Act. But CP put the station up for sale last year, and Dinu Bumbaru, policy director of Heritage Montreal, said when a rail company divests itself of such a building, that protection becomes null and void. "What this notice of intent by Quebec does," Bumbaru said, "is ensure a seamless regime of protection." Provinces are "the real protectors of heritage, and the nanosecond"



that federal protection runs out, it will be reinstated by the province - and this time on a permanent basis. Bumbaru credited Fish with "getting the ball rolling 38 years ago and staying on the issue unswervingly for many years. But informed of the minister's notice of intent, Fish himself was modest in his reaction. "I'm delighted and I congratulate them for it," he said. But he emphasized he was helped by others, including former mayor Jean Drapeau, who exerted considerable influence with CP. (*The Gazette*, Oct. 11)



**LAYING TRACKS:** A spontaneous gig on a train almost two years ago has led to VIA Rail continuing to broker deals with local bands - especially on the overnight fleets - offering to cover the cost of the ticket and meals in exchange for live music. At VIA's East-Coast division, this initiative is officially called the Maritime Learning Experience and has come to include everything from stand-up comedy to wine tastings, history lessons and ghost stories. VIA doesn't really advertise the service. Passengers who book online and take time browsing through VIA's different fares and classes - you must book a ticket in the more expensive Easterly class to access the performance car - might, after a while, find it mentioned among the special offers on select trains between June to October. "We don't want to become the official travel sponsor for the musicians of Nova Scotia just yet," says Vincent Gonthier, the VIA Rail manager based in Halifax. "But if we know a local band is going to be taking one of our trains to a gig, we'll offer to pay for their trip if they play for us. Although even the most dedicated groupie probably wouldn't book a \$550 ticket on a 20-hour train ride just to see their favourite band perform, those who have booked a vacation and have yet to decide on their mode of transportation might end up opting for the train if they know there will be live music on board. As Gonthier says: "People want more than just a trip from point A to point B." (*National Post*, Aug. 25)

**VIA RAIL TO INTRODUCE NEW 'CONCIERGE' CLASS ON CANADIAN TRAIN:** Next year, VIA Rail will begin offering a new "Concierge Service" onboard its flagship "Canadian". Available from June 1 to October 21 on the Vancouver-to-Jasper route - one of the railroad's most popular overnight trains - the service will feature enhanced room service, breakfast in bed, complimentary beverages, upgraded toiletries, wine, flowers and a gift basket. Passengers will stay in two double bedrooms converted into one large room with two wash areas and a queen-size bed. They also will have access to some of the amenities offered on the "Canadian"'s Silver & Blue Class, including regional cuisine and wines, exclusive access to Park Car lounges and an observation dome. (*ProgressiveRailroading.com*, Sept. 25)

**WINNIPEG-CHURCHILL SERVICE RETURNING TO THRICE-WEEKLY SCHEDULE:** VIA Rail Canada is pleased to advise travellers that it will be returning to a full thrice-weekly schedule between Winnipeg and Churchill, starting September 28, 2008. The northbound train 693 will leave Winnipeg every Sunday, Tuesday and Thursday at 7:20 pm. Southbound train 692 is scheduled to leave Churchill every Tuesday, Thursday and Saturday at 8:30 pm. However, at the same time, Hudson Bay Railway has informed VIA that due to necessary track repairs and upgrades, it should expect delays to trains 692 and 693 over the coming weeks. The track maintenance being carried out by the Hudson Bay Railway, which began in early September, is scheduled to be completed by the end of November. To give customers an idea of likely travel times, VIA advises that during this period, northbound train 693 is expected to arrive in Churchill at approximately 6 pm instead of the scheduled time of 11:30am. As a result, the departure of southbound train 692 from Churchill is expected to be delayed until 2:00 am, arriving in The Pas two days later at approximately 8:30 am and in Winnipeg at approximately 9:00 pm. As the result of the restoration of thrice-weekly service, the interim mid-week local service between Thompson and Gillam will be discontinued with the last run being made from Thompson on Wednesday, September 24, and back from Gillam on Thursday, September 25. (*CNW*, Sept. 24)

**VIA GREEN TEAMS GET INDUSTRY RECOGNITION:** VIA Rail Canada received the Railway Association of Canada's 2008 Environment Award for creating 11 volunteer Green Teams to raise

and promote environmental awareness with passengers and their communities across Canada. "The initiative is unique, brings flexibility and encourages individual contributions to VIA's environmental performance," said RAC President and CEO Cliff Mackay. "Their commitment fuels employee passion for reducing waste, reusing and recycling materials." The first VIA Green Team was initiated in 2001 at the Montreal Maintenance Centre to reduce waste and chemicals and build recycling facilities. Since then, others have been established to rethink on-train products and reduce paper consumption. Green Team members volunteer their time outside their normal work to create awareness, support partnerships with others, and to organize fundraising such as Toronto and Montreal employees climbing the CN Tower to raise funds for the World Wildlife Fund. Green Team employees from Southwestern Ontario planted new shrubs in the Cobourg Station yard in 2006 and the Halifax Green Team implemented a shoe-recycling program for Africa in 2007. They also participate in various community events such as Earth Day, Car Free Day and Clean Air Day. "Our Green Teams are our best allies in VIA's green approach," said John Marginson, the company's Chief Operating Officer and head of Environment Management. The annual Safety and Environmental Awards program was created in 2005 by the Railway Association of Canada, to encourage workers to adopt safe, environmental practices and operational techniques. They transport 75% of surface freight in the country, move 67.9 million passengers annually and generate only 3% of the country's transportation greenhouse gas emissions. (*CNW*, Oct. 6)

## OTHER PASSENGER

**CAW SAYS TTC DECISION TO REISSUE STREETCAR BID THREATENS CANADIAN JOBS:** CAW President Buzz Hargrove said that the Toronto Transit Commission's August 27 decision to reissue a bid for the City's lucrative \$3 billion low-floor streetcar project is disappointing and threatens Canadian jobs across the province and throughout the country. "The TTC has taken the wrong step by reopening a bidding process that threatens to move final assembly production of these streetcars to an overseas supplier that would have otherwise have been completed in Ontario," said Hargrove. "This work is of tremendous importance to both the Ontario and Canadian economy."

In 2007, the TTC established a minimum 25% Canadian-content threshold for publicly-funded transit purchases, a policy the union believes doesn't go far enough to ensure maximum benefits to Canada's economy. Hargrove said "It is clear that the Commission understands the importance of strong Canadian-content levels and we're going to ensure this discussion is brought to Toronto City Council." The streetcar project was put on hold after the TTC determined that the lead contender, Montreal-based Bombardier, did not meet certain technical requirements, prompting them to reopen the bidding process. "Our members are more than equipped to meet this project's standards in order to perform final assembly work at the Thunder Bay facility, and any technical requirements could have been worked out between city officials and the company," Hargrove said. (*CNW*, Aug. 28)

**SKODA REITERATES INTEREST IN TORONTO STREETCAR ORDER:** Toronto Transit Commission's renewed solicitation for bids on a \$1.25 billion low-floor streetcar order has not included Skoda Transportation, but officials of the Czech Republic-based Skoda have restated their interest in bidding for the order. In July Skoda said it would bid only if TTC removed its requirement for a 100% low-floor vehicle. However, last May Skoda signed a contract to provide 20 ForCity 100% low-floor streetcars, with an option for 32 additional vehicles, to the public transit operator serving Latvia's capital city, Riga. Skoda's ForCity low-floor design is in widespread use in Prague. TTC officials have sought input from Montreal-based Bombardier Transportation, Paris-based Alstom, and Erlangen, Germany-based Siemens Transportation, following TTC's decision earlier this summer to revisit the bidding process. Skoda Director of Sales for Canada Petr Vizdal said his company would ask TTC Wednesday to be included in the new process. "I found out at the end of last week that we were not among the list of potential bidders," he said. (*RailwayAge.com*, Sept. 3)

**NEGOTIATIONS FOR AGAWA RAIL CARS 'IN STALL MODE':** Sault This Week asks again, "Will the Agawa Canyon Tour Train have its new passenger cars in time for the 2009 season, as planned?" Sault MPP David Oraziotti said, "I remain confident that cars will



begin being replaced and should be completed by August of 2009." But while Oraziotti said his government has signed off on its part of the deal with both CN and the City, an agreement has not been inked yet between the Sault's Economic Development Corporation and CN which operates the tour train. The deal announced in August 2007, would see a total investment of \$10 million toward the replacement of the aging passenger fleet. The bill would be split between the province and CN. But Ian McMillan, director of Tourism Sault Ste. Marie, said there was no new update on a pending agreement between his department and CN. "We are still waiting for some final specifications on the second set of coach equipment and then the ability to sit down with CN to make a determination which one will best suit our needs," McMillan had said. "That is where we are, and that is why there is nothing to report at the moment."

In May, both McMillan and CN public affairs spokesperson Frank Binder, had predicted a deal would be finalized by mid-summer at the latest. McMillan admitted that the delay in reaching an agreement with CN and one of two companies interested in the project, was raising doubts about having the new cars ready in time for the 2009 season. "No question. It is not where I was hoping we would be at this stage of the game," he said, "but until I hear differently, we're still holding firm to our goal of having the new equipment in place for the 2009 season." McMillan said that the process was in something of a "stall mode" because they were awaiting technical information from one of the coach providers. "Until we get the specifications for the coaches we may be dealing with, our consultants can't realistically provide costs associated with adding technology to the coaches," he said. McMillan said that both companies, one American, the other based in Moncton, New Brunswick, were aware of the \$10 million ceiling, and available money had not become an issue. McMillan concluded, "I would hope that we can get the information we require to make a determination which coach refurbishment bid best suits our needs, tender the contract and move forward." CN did not return calls for an interview prior to deadline. Oraziotti, however, said that CN was committed to the plan to refurbish the Agawa Tour Train. He said that two of the three contracts are completed between the government and CN and the City of Sault Ste. Marie. "I am hopeful that within the next two months the last contract between the EDC and CN will be completed. What is going on right now is discussions with various proponents who can provide rolling stock for the train." ([www.saultthisweek.com](http://www.saultthisweek.com), Aug. 27)

**CITY PREFERS COMMUTER RAIL LINK AWAY FROM WESTMOUNT:** Although Westmount would rather not have any high-speed commuter trains running close by residents' homes, the city's preference, given a choice, would be for a commuter rail line that runs some distance south of Westmount, says Mayor Karin Marks. The location of a proposed high-speed Montreal-Dorval rail link has yet to be decided, although crucial meetings involving CN, CP and the Agence métropolitaine de transport are said to be scheduled over the next few weeks. While the CP line runs through Westmount's southernmost section, CN's line is a little further south and runs through the community of St. Henri.

Ste. Catherine Street resident Dave Schachter wants the city council to have a definite position on the issue. Schachter insisted that the City of Westmount should develop a clear position on the issue, since "you can be assured the AMT will have a position, you can be assured that CP will have a position, CN will have a position, and possibly the residents of Hudson and Dorval will have a position." Marks said, "I think the position in terms of the technology is the one that is going to be the most successful, because to argue to send it to St. Henri is not going to have a lot of favour." Councillor Cynthia Lulham, who has worked closely on railway disturbance issues in the Canadian Federation of Municipalities, and who represents District 7 in lower Westmount, said she would be meeting this week with Schachter and a group of residents to provide them with further information. (**Westmount Examiner**, Aug. 28)

**STAFF SUGGEST STARTING RAIL CONSTRUCTION TO THE EAST, SOUTH:** City staff say construction of Ottawa's new rapid transit system should start with rail lines built out from downtown to the east and south. The recommendation presented Thursday calls for a commuter rail line to be built in the Transitway corridor between Tunney's Pasture and Blair Station, including a downtown tunnel. The rail line would also extend south to the Riverside South Town Centre and include links to the Ottawa International Airport and VIA Rail station. There are fewer obstacles to building in these

directions than to the west, where the National Capital Commission has been cool to the prospect of running a rail line along the Ottawa River Parkway. The scenario was one of four options presented to council, which still needs to approve the plans following a series of public consultations. Also, city treasurer Marian Simulik said the city will be able to afford its share of the \$2.8-billion cost for the first 10 years of the plan, assuming senior levels of government pick up two-thirds of the cost. "Regardless of what decisions council makes on the implementation of the new network, we know that we have the financial means to make it happen in the short-term, considering the city's current budget and the timeline for the project," said Mayor Larry O'Brien in a statement. (**Ottawa Business Journal**, Sept. 11)

**UNIQUE VINTAGE LUXURY TRAIN TO BE SOLD :** GrandLuxe Rail Journeys, and its affiliates have retained Libra Securities, LLC to sell the luxury train recently operated as GrandLuxe Express. The train consists of 20 fully-operational cars and an additional 11 cars not currently in service. The train will be available for viewing in Napa Valley. "This is a unique opportunity for a sophisticated investor to acquire a train comprised of restored, 1940's and 50's-era luxury train cars," says Thomas M. Kim, Manager of GrandLuxe Rail Journeys, LLC. Interested parties are encouraged to visit <http://www.luxuryrailcars.com/> and qualified buyers should contact Frank Sena, Libra Securities Managing Director, at 212-332-4150 for additional information on the train, viewing events and the sale process. GrandLuxe Rail Journeys, a company operating luxury private train journeys in North America, abruptly ceased train operations in August 2008. "We are financially unable to continue operations," the company said in an August 26 note to people booked for upcoming tours. The company's GrandLuxe Express, once known as the American Orient Express before it came under new ownership in 2006, was named one of the 'World's Top 25 Trains' by the Society of International Railway Travelers and the 'Number 1 Railway Excursion in the USA' by America's Best and Top Ten website. For Amtrak, the closure of GrandLuxe means the loss of several million dollars in annual revenue, Amtrak spokesman Cliff Black said. He declined to be more specific. GrandLuxe relied on Amtrak to pull its train on various scenic routes. The national passenger railroad provided locomotives and engine crews for the trips, which lasted seven to 10 days and cost upward of \$4,000. Amtrak did not provide onboard staff or marketing for those tours, Black said. (**Associated Press**, Sept. 3; **PRNewswire**, Sept. 17)

**ONR TO DELIVER 50TH REFURBISHED CAR TO GO TRANSIT:** Ontario Northland will deliver a 50<sup>th</sup> completely refurbished commuter car to GO Transit September 10. This represents a noteworthy accomplishment in the \$81 million project, which will see Ontario Northland refurbish 121 cars for GO Transit by July 2011. "We are very proud of our accomplishments on this project," said Steve Carmichael, President & CEO of Ontario Northland. "Our employees have been building a product of exceptional quality and have achieved a significant milestone with the refurbishment and delivery of the 50<sup>th</sup> car in the program." "We are very pleased with Ontario Northland's quality of work in refurbishing our bi-level cars," said Gary McNeil, Managing Director & CEO of GO Transit. "We look forward to continuing our relationship."

GO Transit first awarded a contract for the refurbishment of 71 of its commuter cars to Ontario Northland in February 2004. In May 2008, GO Transit had exercised a contract option for work on an additional 50 cars. Over 100 new jobs have been created at Ontario Northland as a result of this contract, for which the Company has invested in a new, state-of-the-art paint facility in North Bay. "Our contract with GO Transit has provided a significant opportunity for our Company to diversify and we are now a major player in the refurbishment industry in Ontario," continued Carmichael. "We will also be working to secure additional contracts in the future." (**CNW**, Sept. 9)

**TRIAL RUN FOR COMMUTER TRAIN:** After a trial run called Rail Day, municipal leaders from Renfrew and Pontiac Counties issued a joint communique declaring they support in principle the development of a commuter rail service for the region. Riding a passenger train from Ottawa to Beachburg, area politicians got their first glance at what such a service would look like. The trial run was arranged in co-operation with Ottawa Central Railway to show federal, provincial and municipal leaders the route and the benefits a commuter rail service would offer. Renfrew County Warden Janice Visneskie said that years ago it was economical to ride the



train from Ottawa to the rural communities, and perhaps it is viable now. "With today's soaring transportation costs and the desire for residents to live a more environmentally-sensitive lifestyle, it is timely to investigate the feasibility of a commuter rail service between Ottawa and the Ottawa Valley," said Warden Visneskie.

First proposed by Ottawa Mayor Larry O'Brien, the initiative has grabbed the imaginations of councils and economic development groups on both sides of the Ottawa River. "The development of a transportation program linking our communities is important to our collective economic growth and development and complements the need for improved highway infrastructure," said Whitewater Region Deputy Mayor Lowe. He explained that by using the existing Ottawa Central Railway corridor, it is not unrealistic to expect a transportation service could be established without undue hardship to link valley communities with urban employment hubs. While the declaration launches the project in the direction of devising a plan, it also urges the federal and provincial governments to assist in obtaining regulatory approvals and assistance in accessing any funding that might be available for such a concept. The next step will be to conduct marketing and feasibility studies to determine ridership and other factors. A task force has also been formed which, at this point, includes representation of Whitewater Region, the Town of Renfrew and the Town of Arnprior. Although there was no discussion of funding, Renfrew-Nipissing-Pembroke MP Cheryl Gallant acknowledged the commuter train is a vision that can be made a reality. She noted its potential to attract tourist dollars to the region. MPP John Yakabuski said rail companies may have been too hasty in ripping up the tracks. He added a commuter train presents several opportunities that all levels of government should explore. Assessing the value of such a service, Pembroke Mayor Ed Jacyno said there are many details that will have to be hammered out. He said the rail beds would have to be upgraded and the train would have to run at a much faster speed to accommodate work schedules. While he sees great potential in the project, Mayor Jacyno warned that expansion of Highway 17 to four lanes must still be a priority. "The two of them in unison could work together". (TheDailyObserver.ca, Oct. 6)

## REGIONAL / SHORTLINE NEWS

**GRAIN PRODUCERS MAKE DEAL TO KEEP RAIL LINE OPEN:** A group of about 100 grain producers in southwestern Manitoba has forged a deal with CP in the hopes of continuing to operate a regional rail line in the area and maintain an important shipping alternative for farmers. Boundary Trail Railway Co. has an agreement in principle to buy a 37-kilometre section of a CP branch. Three years ago, CP issued formal notification of its intention to discontinue the line according to Canadian Transportation Act regulations. Keeping the stretch of track open from Manitou east to Morden will mean much closer access to markets and could mean as much as \$5 million in annual transportation cost savings for area farmers.

All they have to do now is raise the negotiated \$4.34 million price tag. BTRC officials are now in the process of trying to gather support - both in the form of commitment from farmers to use the line and actual cash investments - to meet the November 30, 2008, deadline with CP. But according to Kevin Friesen, a grain farmer near Manitou and vice-president of BTRC, the group has been forced to change its business plan a few times. That's partly because it was originally attempting to negotiate the purchase of a further rail spur that extended west of Manitou. But CP has subsequently decommissioned that section and the line has been removed and sold to the salvage market. Friesen said the group has received support for a possible loan from local philanthropist John Buhler as well as a commitment to invest in and support the enterprise from Mission Terminals, a grain handling company with a terminal in Thunder Bay.

BTRC officials have been seeking financial assistance from the province for some time but have struck out on applications for both a Manitoba Industrial Opportunities Program (MIOP) loan and for assistance from the Canada-Manitoba Infrastructure Program. However a spokesman for the province said, "We have recently met with the group and we continue to look at ways that we may be able to support them." (Winnipeg Free Press [freepress.mb.ca], Aug. 12)

**RAILWAY REVISES ITS FEES DOWNWARD AS GROUP TO MEET PREMIER:** A group of citizens who lease land from the local railway have seen lease fees come down, and the group's chairman has

been granted a meeting with Nova Scotia Premier Rodney MacDonald. Cape Breton Railway Victims Association chairman Ken Jardine said annual lease fees have now been set at 10% of the assessed value of land leased from the company, affecting about 35 landowners in the area. "They came way down from where they were before," said Jardine. "The very worst case scenario we had was \$9,000 going down to \$2,000." The citizens group formed last year after leaseholders received invoices from 10 to 30 times what they were used to paying. But many are still unhappy with the fees. At his meeting with the premier, Jardine said he will be looking for the province to intervene. "We're going to ask him very specifically, we're looking for legislation to be enforced . . . whereby people can have access to their property," said Jardine. Conservative MLA Keith Bain, whose riding includes much of the railway property, said the provincial government wants to see the issue resolved fairly for everyone. (Cape Breton Post, Aug. 19)

**RIO TINTO OKS INVESTMENT IN CANADA IRON ORE OUTPUT:** Rio Tinto has approved capital expenditure of US\$293 million to expand production at its majority-owned Canadian iron ore affiliate Iron Ore Co. of Canada, demonstrating that the appetite for iron ore, a key ingredient in steelmaking, remains strong despite a global economic slowdown. Iron Ore Co. of Canada, or IOC, will spend C\$300M to finance the second and third phases of its three-pronged expansion plan. The three-phase expansion will increase IOC's iron ore concentrate production by 50% to 26 million tons annually. IOC is already spending \$500M on the first phase of the project. In the second phase of the project, IOC will spend \$225M to boost its annual iron ore magnetite production to 22.8 million tons by expanding its annual pellet production at the Labrador City plant to 13.8 million tons. IOC also approved \$75M for completing a feasibility study on the third-phase of expansion to extend annual capacity to 26 million tons and purchase of long-lead items. The total project is expected to cost C\$800 million. (Dow Jones, Sept. 4)

**GRAIN ELEVATOR GOES UP IN FLAMES IN CUDWORTH:** The grain elevator in the town of Cudworth, located about 90 kilometres northeast of Saskatoon, has burned to the ground. The elevator was owned by the RM of Hoodoo, which bought it several years ago from the Saskatchewan Wheat Pool, now known as Viterra. The elevator was about 75 years old and was a hub for the transport of grain on the Wheatland Rail line. Hackl and Mueller said it's sad to see such a landmark destroyed. Until the fire, Cudworth was one of only three Saskatchewan towns that still had an original Wheat Pool elevator and a CN train station, Mueller said. It's unclear whether another grain storage facility will be built in its place, they said. (TheStarPhoenix.com, Sept. 16)

**GREAT SANDHILLS RAILWAY CLOSE TO CLOSING DEAL:** Plans are chugging along at a steady pace, and it will only be a matter of time until the Great Sandhills Railway closes the deal with CP to own and operate the Empress subdivision and the McNeill spur. "Really we are on target, we had to raise at least \$2.5 million dollars for the end of the month. We have already surpassed that number and are hoping to raise \$3 million by August 31," said Perry Pellerin, at the time of the August interview. The purchase price of the line is \$6.3M. "CP have been absolutely tremendous to deal with so far and we look at them as a partner," he added. The target takeover date, as agreed upon by both rail companies, is October 12. The Empress Short Line includes approximately 190 kilometres of track from just west of Swift Current through Leader and Burstall and includes the Hazlet spur south of Cabri. The McNeill Spur jots nearly nine kilometres west from Burstall into Alberta. (Medicine Hat Prairie Post, Sept.12)

**QNS&L EMPLOYEES TAP INTO SYSTEM TO IMPROVE FATIGUE MANAGEMENT:** The Quebec North Shore and Labrador Railway has won the Railway Association of Canada's 2008 Safety award for giving their employees a more direct connection to crew calling as part of their fatigue management program. Cliff Mackay, President and CEO of the RAC, said the initiative uses the Internet to help employees plan their rest periods more efficiently and increase the safety of their operations. The main benefit is that employees don't depend on receiving a call to work from their supervisor. Information is updated every five hours, there are no other operators on the rail line and the system is password protected. (CNW, Oct. 6)



## OTHER INDUSTRY NEWS

**TAX REDUCTION WELCOMED:** The Prime Minister's announcement to reduce taxes on diesel fuel was received with high praise from the railway industry. Cliff Mackay, President and CEO of the Railway Association of Canada, welcomed his intention to reduce the excise tax on diesel fuel from 0.04 to 0.02 cents over four years. The rail industry has long held the view that the federal excise tax on locomotive diesel fuel should be eliminated in order to reduce costs for Canadian shippers and travellers and contribute to Canada's environmental goals. The U.S. abolished its comparable federal excise tax in January 2007. "Rail is the most fuel-efficient form of surface transport and this initiative will help our manufacturers and exporters compete domestically and internationally," said Mr. Mackay. Canada's railways transport 75 per cent of freight in Canada and 65 million commuters and inter-city passengers while creating only three per cent of greenhouse gas emissions. (CNW, Sept. 9)

### MISCOR GROUP ANNOUNCES OPENING OF AMP RAIL SERVICES

**CANADA:** Industrial services provider MISCOR Group, Ltd. announced the opening of AMP Rail Service Canada, a 50,000-square-foot locomotive and rail car service centre in Montreal. The Canadian operation, a first for MISCOR, is a division of American Motive Power, Inc. (AMP), which is a unit of MISCOR's industry-leading Repair, Remanufacturing and Manufacturing Division (RRM). MISCOR said the facility provides significant track access to the CN main line, and will allow AMP to offer a full range of services including inspections, running repairs, overhaul and modification programs, as well as upgrades to both freight and passenger locomotives and transit cars. The Company also noted the centralized location gives it broad access to the Canadian rail market and the surrounding area provides significant space for potential future expansion. "Increasing customer demand combined with a lack of single-source locomotive overhaul and repair shops in the area make this facility a natural fit for our entrepreneurial organization," said John Martell, CEO of MISCOR. "We have a growing international reputation for on-time and on-budget service, so our customers know when they need support that our team of experienced frontline professionals are ready to respond." The Company also announced that with the opening of the new facility, Pierre Desrosiers has assumed the role of Vice President of AMP Rail Services Canada, having previously served as Vice President of Operations at the American Motive Power facility in Dansville, New York. Prior to his time with AMP, Desrosiers was the Director of the Locomotive Division for ALSTOM Transport Canada in Montreal. He has also held other management positions in the Canadian rail industry throughout his career. (PRNewswire-FirstCall, Sept. 11)

**RAIL TROUBLES FORCE TOWN TO ASK FOR FLY-IN STATUS:** The town of Churchill, Manitoba, has asked Ottawa for special transportation consideration after a month-long rail disruption forced restaurants to shorten menus and left grocery stores with empty produce shelves. Slowdowns and derailments along northern Manitoba's Hudson Bay line played havoc with VIA service from early August, disrupting both freight and passenger traffic to Churchill and dozens of smaller railway communities. So Churchill's Chamber of Commerce formally asked Ottawa to grant the town the same status as remote Arctic communities and fly-in First Nations, which receive subsidies on food-mail shipments that enjoy priority shipping by airlines. Slowdowns due to poor track conditions have turned the usual 13-hour train ride from Thompson to Churchill into a 21- to 25-hour ordeal, while derailments forced VIA to fly dozens of passengers between the two destinations. The chamber has not heard back, but has been told Hudson Bay Railway is trying to improve conditions on the 1,300-kilometre line. (The Edmonton Journal, Sept. 17)

**RAIL TRAFFIC DOWN IN SEPTEMBER:** The Association of American Railroads reported that Canadian rail carload traffic was down 21,195 carloads (6.6%) in September 2008 to 298,056 carloads, from September 2007; down 48,825 carloads (4.9%) in the third quarter; and down 131,433 carloads (4.3%) for the year to date to 2,894,725 carloads. In September, carload gains in metallic ores (up 3,308 carloads, or 6.3%) and farm products other than grain (up 1,789 carloads, or 14.8%), among other commodities, were not enough to offset declines in carloads of chemicals (down 8,328 carloads, or 14.0%), grain (down 8,273 carloads, or 20.0%), motor vehicles and equipment (down 6,229 carloads, or 23.7%), and others. Canadian intermodal traffic was up 9,053 units (4.6%) in September 2008 compared with September 2007 to 203,856 units;

up 25,237 units (4.0%) in the third quarter; and up 75,813 units (4.2%) for the first nine months of 2008 to 1,882,300 units. (AAR, Oct. 2)

**NEGOTIATIONS WITH CP AND CN TO START SOON:** Negotiations aiming at renewing collective agreements for CN locomotive engineers and rail traffic controllers are to start within the next few weeks. In addition, CP rail traffic controllers will also be negotiating at the same time. "Workers at CN and CP have made it possible for these companies to haul in record profits over the past few years thanks to their efficiency and professionalism," explained Dan Shewchuk, President of the Teamsters Canada Rail Conference. "Companies must recognize this and compensate them for their good work." The contracts will end on the coming 31<sup>st</sup> of December. Negotiations will affect more than 2500 employees of CN and CP. The Teamsters Union represents more than 15,000 workers in the railroad industry. (CNW Group, Sept. 29)

### RAILPOWER POSTPONES COMPLETION OF THE NEW MANUFACTURING FACILITY:

Railpower Technologies Corp. will postpone the completion of the new assembly plant in Saint-Jean-sur-Richelieu, Quebec, which was initially planned for completion in the first quarter of 2009. The Company started the construction of the facility in June of 2008, and does not expect to restart it until new significant orders are secured. "The measure aims at preserving cash due to slower sales than anticipated. Certain expected large orders have been delayed this year by customers due to the economic slowdown and other factors related to delayed governmental subsidies in the United States" said Mr. Mathieu, President and CEO of Railpower. "To our knowledge, no significant orders have been awarded by the large Class I Railways to any of the low horsepower locomotives manufacturers in North America, during the year" added Mr. Mathieu. The Company has also decided to put in place a cost reduction plan which includes, among other things, the elimination of certain employment positions in order to lower its costs and continue operations to meet current and future customers' requirements. (Canada NewsWire, Oct. 6)

### PUBLIC CONSULTATION ON CN SHOPS SITE IN POINTE SAINT-CHARLES:

The Office de consultation publique de Montréal will hold a consultation aimed at developing an enhancement project for the site of the old CN shops in the Pointe Saint-Charles area of the Sud-Ouest borough. The area, occupied predominantly by the railway and other industries, is slated for development in the next few years. The spaces in question have always played a prominent part in the history of Pointe Saint-Charles, and their future is of great interest to residents. The purpose of the consultation process undertaken by the Office is to help identify guiding principles for the site's development that take into account the expectations and concerns of municipal bodies, the community, and the people directly involved with the project. The consultation is part of a participatory process aimed at drawing up planning proposals for the site. The Office has assembled the main partners involved in the development and planning of the site within a steering committee and three reflection committees that will focus on the site's industrial and residential issues and on services provided to neighbourhood residents. The steering committee held its first meeting on September 30. The first public information session will be held October 22. For more information go to: [www.ocpm.qc.ca](http://www.ocpm.qc.ca). (Canada NewsWire, Oct. 9)

### ONLY NS, CPR'S SOO LINE MADE 'REVENUE ADEQUACY'

**GRADE:** Last year, only two Class Is were "revenue adequate," according to the (U.S.) Surface Transportation Board (STB): Norfolk Southern Railway and Canadian Pacific Railway subsidiary Soo Line Railroad Co. The board recently made that determination after calculating the rail industry's cost of capital in 2007. The STB considers a railroad to be revenue adequate if it achieves a rate of return on net investment (ROI) equal to at least its current cost of capital. Congress mandates that the board determine railroads' revenue adequacy annually. For 2007, the STB determined the Class Is attained the following ROIs:

- BNSF Railway Co., 9.97 percent;
- CSX Transportation, 7.61 percent;
- Canadian National Railway Co.'s US affiliates, 10.11 percent;
- Kansas City Southern Railway Co., 9.37 percent;
- NS, 13.55 percent;
- Soo Line Railroad (CPR), 15.25 percent; and
- Union Pacific Railroad, 8.9 percent

(ProgressiveRailroading.com, Sept. 29) ■



# Selected Stories

## Dirty Hands Club Trip to Exporail Prompts Memories of Capital-Area Steam

By Neil Robertson

Recently, several members of the Bytown Railway Society "Dirty Hands Club" made a sortie to Exporail (the Canadian Railway Museum) in St-Constant, Quebec, just outside of Montreal. The Museum contains fascinating reminders of Canada's railway heritage and the largest single collection of preserved steam, anywhere in the country. It is hard to believe that it all began with the dedicated efforts of a few volunteers of the Canadian Railroad Historical Association (CRHA) in and around the end of the steam era. I did not personally attend the trip to ExpoRail but I did follow the trip post-mortem on the inevitable and predictable e-mails that were generated when the gang returned to Ottawa.

One of the topics of discussion was former E.B. Eddy 0-4-OST locomotive No. 2. Built in 1926 by Montreal Locomotive Works, the diminutive tank engine spent its entire working career in Ottawa and Hull shifting cars of pulp and lumber, much of that time in the shadow of the Parliament Buildings, directly across the Ottawa River from the site of the E.B. Eddy plant in what is now the location of the Canadian Museum of Civilization.

To make a long story short, I have my own memories of No. 2. Fifty years ago, as a junior member of the CRHA, I was given the task of going to Canadian National's Pointe St. Charles Shops in Montreal and picking up some black locomotive paint. I then made my way to the yard of a local company, G.M. Gest, in Ville La Salle where E. B. Eddy no. 2 was stored. My job was to paint the roof of the cab. It was a very hot summer day and I swear the paint was half dry before I could get it off the brush. Not much has happened to the locomotive in the interim so I can't help wondering if I did any good at all.



*Former E.B. Eddy 0-4-OST No. 2 in outdoor storage at the Canadian Railway Museum in St-Constant, Quebec, in the 1970s. Today, No. 2 is stored indoors at what is now known as Exporail and is not accessible to the public. Photo by Philip B. Jago.*

Little did I know then that ten years later I would be servicing the radio on the GE 45 tonner that replaced it! Of course, I would try to time my arrival so I had to do my work while they were switching the yard. The track in the yard was just as tired as what we found when the Dirty Hands Club restored Official Car 27 in the early-1980s at the MacLaren pulp and paper mill yard in Thurso, Quebec. I am sure that there was a one-foot drop off the east end of a bridge that connected the upper and lower yards at the E.B. Eddy site. No wonder the radio equipment fell apart! But then, who was I to complain, it was all pensionable time.

## Self-Propelled Cars on the Newfoundland Railway

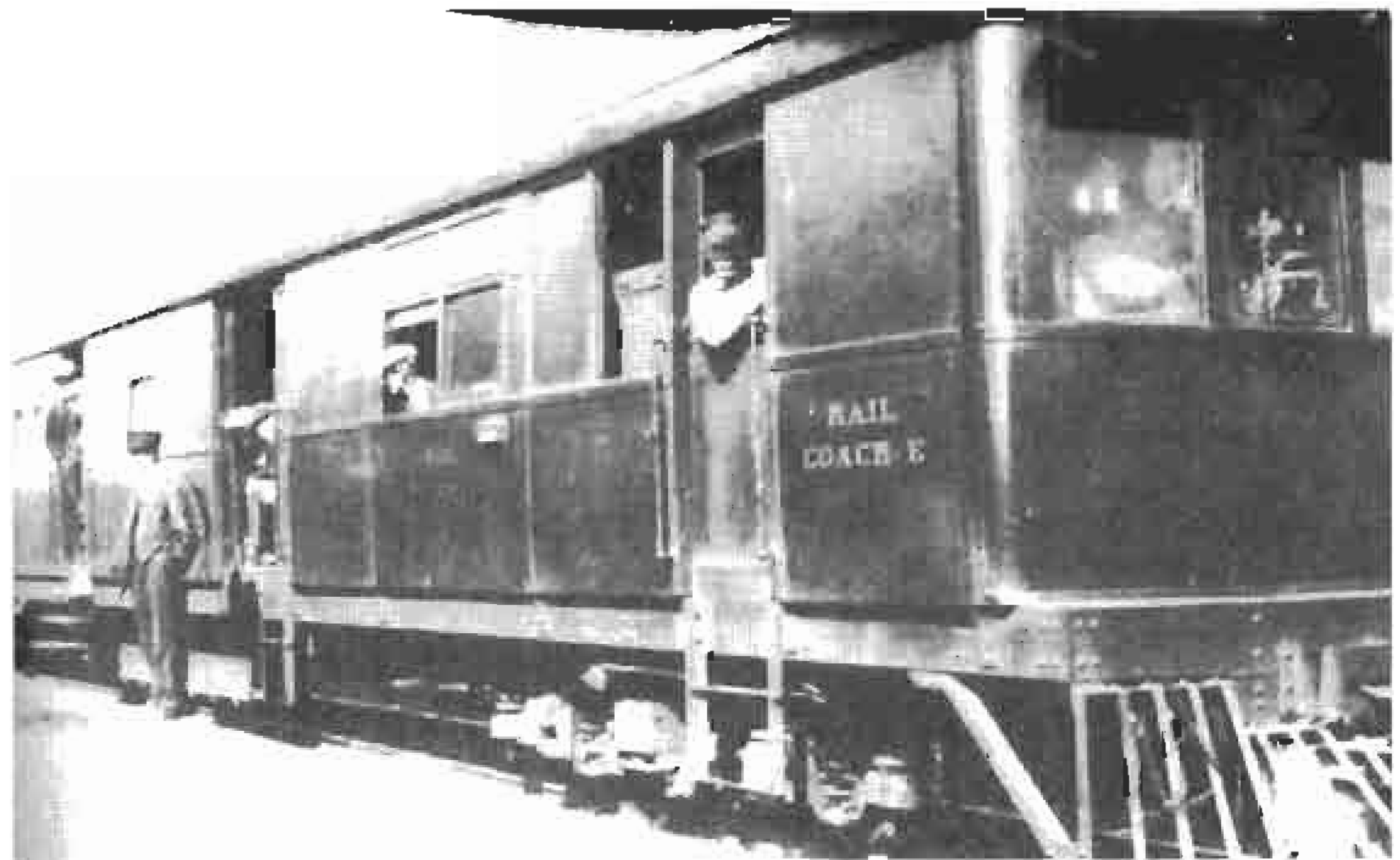
By David Page

Not many people know that the Newfoundland Railway had five steam-powered railcars. They were "numbered" A, B, C, D and E, and were purchased new from the Sentinel Waggon Works (UK) as follows:

A	built 6/1925	works no. 5641
B	built 6/1925	works no. 5711
C	built 1928	works no. 7314
D	built 1928	works no. 7315
E	built 1928	works no. 7316

The photo of "Rail Coach E" on Page 35 of Mont Lingard's book, "The Newfie Bullet", reproduced below, indicates that the cars had a centre freight section, with passenger compartments at each end. The driver's cab forward contained the boiler and high-speed enclosed engine that characterized the Sentinel design. Most Sentinel cars could be driven from either end and these were likely of that design.

The cars were used in branch line and commuter service around Corner Brook and St. John's, and lasted into the late-1930s. They were scrapped for the usual reasons: cost savings over conventional operations were not as much as anticipated. In addition they had difficulties in the winter.



*Newfoundland Railway Steam Coach E, built by Sentinel Waggon Works of Great Britain in 1928, is seen circa 1930. Steam coaches A to E were used on branch lines and in commuter service in St. John's and Corner Brook. They were scrapped after ten years of operations due to excessive operating cost (requiring an engineer, fireman and conductor) and difficulty operating in winter. Collection of Fabian M. Kennedy, reproduced courtesy Mont Lingard.*

During the 1920s and 30s, Sentinel shipped hundreds of steam railcars to many countries, but these five for Newfoundland Railway were the only ones to come to North America as far as I know. The last Sentinel cars were shipped to Nigerian Railways in 1953, closing out a 30-year production run that started with (island of) Jersey Railway and Tramway. The latter is the prototype for my working model of this very special type of railway rolling stock.

Sources:

Rowland A.S. Abbott. **Vertical Boiler Locomotives**. Oakwood Press (U.K.), 1989.

Mont Lingard. **The Newfie Bullet**. Mont Lingard Publishing, Grand Falls-Windsor, NF., 2000



## Sleeping by the Tracks in Style

By Ralph Beaumont

It's the time of year when **Branchline** readers have much to talk about, with vacations now in the receding past and great memories abounding of the railfanning accomplished in the good weather months.

My wife Rosemary and I are fortunate to have one daughter who moved to Revelstoke last year, and another who worked this summer at a children's camp west of Edmonton, so it was definitely westward ho from Ontario for the summer vacation.

We ventured through the States and saw TONS of coal trains from the Powder River area, and rode the Black Hills Central like I had done as a kid, but the highlight was definitely hitting the Canadian Rockies. We just missed seeing CPR's Hudson 2816 in Revelstoke, unlike last year when we totally lucked out with it being in town. Still there were lots of trains to chase, but the best parts of the trip actually happened while on the way home.

Our one daughter's camp was at Lake Wabamun, about an hour west of Edmonton, and she hooked us up with a local B&B to stay at, called the Whitewood Sands. We were late arriving so phoned the owner Tracie Mandreck, to let her know we still needed supper. Tracie was super helpful and ordered a pizza for us in Wabamun. The CN passes through town and while picking up the pizza, I looked down the tracks and there in all its majesty was VIA's westbound "Canadian" parked in the siding!!!

So to my wife's resigned consternation, the obligatory detour was made for photos and since this was 8:00 pm, I think the train was running REALLY late. Shortly after a CN freight appeared and the "Canadian" resumed its journey, unfortunately to reach Jasper and the first interesting mountain spots well after dark.

The Whitewood Sands B&B itself was a true delight, being situated immediately beside the tracks in the "community" of Whitewood Sands. I didn't twig in at first but this was the exact site of the infamous Wabamun train wreck a couple years back, and Tracie filled us in on all the details like where the seven tank cars rolled onto her neighbour's shed, and stories about the ongoing lake cleanup and environmental issues.

Bottom line though, if you like watching trains, is that the Whitewood Sands B&B is a great spot for mainline CN action, with a little VIA thrown in. The bedroom choices were great and the breakfast superb, and a shameless plug is to be made by suggesting readers check out their website at [www.whitewoodsands.com](http://www.whitewoodsands.com)

Continuing east, we love the "Canadian" route around the Lakehead. By sheer luck we again saw the eastbound "Canadian" barreling along just outside Winnipeg, an overnight stop in Kenora yielded the usual feast of CPR action, but after passing Thunder Bay we just had to stay again at the historic Rosspoint Inn.

Rosspoint is a tiny port on Lake Superior that was a construction staging site for building the CPR in the 1880s. The Inn itself dates from 1884 and you have a choice of rooms in either the main inn, or one of the wonderfully quaint little cabins.

At Rosspoint Inn, the CPR is REALLY CLOSE. Most of the lodgers with us were retired folks who were kayaking and cycling, and I was amazed they apparently don't get that many railfans. We counted six eastbounds and four westbounds during the course of our night's stay - and let me say we heard EVERY ONE of them, because the tracks are RIGHT THERE.

It was heaven for this railfan though, and the Lake Superior Trout meal is to die for. The Rosspoint Inn has been listed for 10 years running in the "Where to Eat in Canada" directory, and a couple of our fellow guests were from overseas and had discovered it from that source. It's only open in the good weather months, so it's well worth the visit if you're on a summer holiday. It's a little pricier than a typical motel, (our cabin was \$95 for the night and the meals are in the \$25 range), but it's well worth it and you can check them out at [www.rosspointinn.on.ca](http://www.rosspointinn.on.ca)

So, summer is gone and we're looking ahead to next year's vacation. I don't know about you, but planning is half the fun, and I'm sure there are other readers out there who have stories of great places to stay in Canada - where good accommodation can be

combined with super railfanning opportunities. Let's hear about them, so we can start planning our next trip.

## Snowplowing on the CNR Albert Branch Line

By Ralph Steeves

In January of 1944, just after my 17<sup>th</sup> birthday, I was attending high school at Salisbury, New Brunswick. My father, Frank Steeves, was section foreman on the first section of the CNR Albert Branch Line that ran from Salisbury to Albert, a distance of about 45 miles. He was set up to foreman early in 1943 and was required to write and pass the Operating Rule Book to enable him to operate the snow plow on the Branch. I found this book extremely interesting and studied it daily, also helping my father by asking him the questions out of the book, and checking the answers at the back.

These were war years and traffic was heavy on all lines including the branch that hauled, in addition to passengers and mixed freight, lumber, plaster board from the Hillsborough Mill and tank cars of Natural Gas Distillate from the Stony Creek oil fields at Weldon, destined for the Irving refinery in Saint John.

During periods of very heavy snow storms, helpers were required on the snowplow to clean out switches down the line and the turntable at Salisbury, and Albert on the days that the train continued past Hillsborough and through to Albert.

Sometime in January 1944, there occurred an extra heavy storm/blizzard and extras were required. There was no mature help available so my father came to the school before lunch time and informed the principal that three helpers were required. He asked for myself, Allison Close and George Hoar. He instructed us to go home and get our heaviest clothing and enough food for at least 24 hours, then report for work soon as possible.

The train was late arriving from Moncton so we kept busy shoveling snow to clear the turntable, and around the station. Finally the train arrived, a mixture of cars and the combination passenger/baggage car, pulled by the regular engine, 4-6-0 1147. The engine was turned, the train made up and the snowplow coupled on the front and the flanger at the rear. We were off with a light train by mid-afternoon.

The snowplow whistle was operated by air from the locomotive air supply. There was a defective valve in the snowplow system causing a drop in air pressure of the brake line when the snowplow whistle was blown. This caused the train brakes to engage slightly when the snowplow whistle was used. This was not a problem yet as we had a light train so we continued on dropping and lifting cars as required, we helpers bucking waist deep snow to clear the areas around the switches. Riding the front end was real exciting, especially for Allison and George as this was their first train trip.

Darkness occurred after leaving Hillsborough southbound and we arrived at Albert around midnight with more switches and the turntable to clear, then retrace our way back to Hillsborough, arriving around 4:00 am. My father had been working about 36 hours straight at this time and he was getting very tired. He knew that I was familiar with every crossing back to Salisbury and that I knew the whistle signals required, so after leaving Hillsborough he installed me up in the operator's seat, he cautioned me not to blow the whistle on the steep grade (1.4/1.7%) of Fulda Hill at Dawson Road, and he went down to get a few hours sleep.

We had a heavy train out of Hillsborough and even on the marsh flats the train would slow a bit each time the whistle was operated. We passed through Weldon and Salem without a problem, but on climbing Fulda grade we were slowing down some and I thought that blowing the whistle at the crossing would be OK. That was a big mistake, the little extra braking caused by blowing the whistle was too much and the train stopped abruptly. My father awoke and tore a small strip from me, my excuse, not valid, was that I didn't know where we were. I'm sure the train



crew was not happy wading through the deep snow, wind and sub zero temperatures, but the conductor said nothing, and there were no repercussions.

We had to break the train and take half up to the top of the grade to Tie Siding, shovel out the switch, leave the cars there, go back down to pick up the rest of the train, return, couple up and continue on to Salisbury, arriving around 9:00 am. We were dog tired by this time, but there was more snow to shovel so we carried on until regular quitting time at 5:00 pm. Our cheques amounted to almost \$15.00 each for that trip, a handsome amount for school kids in 1944. And I never did blow the whistle again on the Fulda grade!

## Railroaders Come Together for Easter Seals

(Lea Carpenter & Associates, Media Advisory)

For the first time in railroad history employees from Canada's national railway companies came together to support the Easter Seals' Railroader Express. Port Coquitlam, BC, resident Chris Lyth, a manager at VIA Rail Canada's Vancouver Maintenance Centre, brought together railroaders from Burlington Northern Santa Fe, Canadian National, Canadian Pacific and VIA Rail to take part in a fundraiser benefiting Easter Seals summer camp programs.

On Saturday, October 4th, CP donated their vintage Empress 2816 steam locomotive and CN, CP and BNSF donated the use of their tracks from Vancouver to Mission. The sold-out Easter Seals fundraising event was organized by Chris and involved more than 50 of his fellow VIA Rail employees. (CP 4-6-4 2816 and auxiliary tender led VIA F40PH-2 6405 and 13 VIA cars - see Page 22 for details of the consist).

Chris, a long-time Easter Seals 24-hour relay team captain, led the charge on this event, coordinating everything from the on-board entertainment for adults and children to additional corporate donations including food and beverage for guests. He committed himself to making a significant contribution to this year's 24-hour relay, and has dedicated countless hours to make certain it's as big a success as possible.

Not only did VIA Rail employees volunteer their time to staff the event; with their help and support, Chris managed to keep overhead for this event at zero, enabling all proceeds to be donated to Easter Seals. Any costs incurred have been covered by an ongoing bottle collection. VIA Rail employees have collected pop bottles left behind by passengers on its trains and this has raised over \$3,000, enough money to cover all the hidden costs for things like ticket printing and dispensing.

"At VIA Rail Canada, we believe giving back to the community is important," said James Lindsay, Director of VIA's Vancouver Maintenance Centre. "We are proud of the employees who are contributing their time to help organize and staff this event. We are delighted that our employees, partners and sponsors have jumped on board for this worthy cause."

## Thieves Sell Historic Locomotive to Scrap Metal Shop

Czech News Agency (ÈÈTK) - May 14, 2008

Hrusovany, South Moravia, May 13 (CTK) - An old locomotive that its owner considers of an exceptional historic value has been stolen by two Czech thieves specialising in stealing metals who sold it to a scrap metal dealer for a mere 100,000 crowns, the daily Mlada fronta Dnes wrote Tuesday.

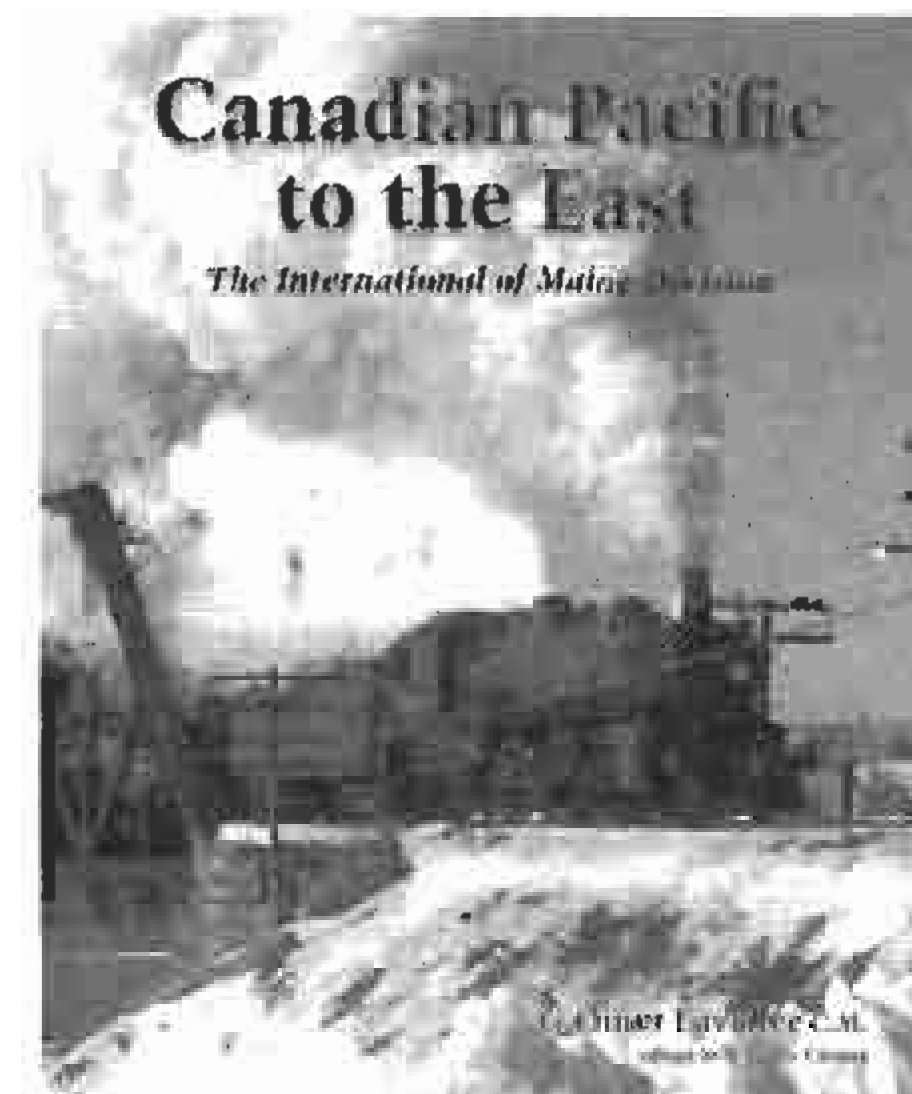
A 44-year-old man from Hrusovany and his 43-year-old accomplice came across the historic vehicle stationed on the guarded fenced land plot last December. They persuaded the guard that they had bought the vehicle from its owner, connected it to two horses that dragged it from the small engine-shed and took it away.

Prior to the theft the thieves hired a company whose employees then cut the locomotive into pieces which they sold to a scrap metal shop in Brno for which they received almost 100,000 crowns. From the shop the pieces were immediately sent to a furnace. "They caused the owner the damage worth 267,000 crowns," a police spokesman says.

However, it is not the loss of money the owner most regrets. Jiri Kotas, old locomotive collector, says the locomotive was a historically valuable and operational vehicle of exceptional quality. "I would describe it as an exhibit. Only two types of Polish-made locomotives were used in the Czech Republic and that was one of them," Kotas says about the locomotive of Ls 150 type. It is highly probable that it was the only locomotive of its type preserved in its original state in the Czech Republic, Kotas says.

## Canadian Pacific to the East - The International of Maine Division

by Omer Lavallée, C.M.  
Edited by Charles Cooper



Omer Lavallée, CPR Archivist, Canadian railway historian, and a member of the Order of Canada died suddenly in 1992 after completing the manuscript for his book on the "International of Maine".

Fifteen years later the story of the "Short Line" has been edited and updated to the year 1995, the year Canadian Pacific disposed of the line. The story also includes information about the Canadian portions of the route in Quebec and New Brunswick.

The hard covered 336-page book contains 356 photographs (91 in colour), 5 charts/tables and 24 maps.

Order your copy direct from Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9:

To Canadian addresses: \$69.95 (postpaid, taxes included).

To United States addresses: US \$71.95 postpaid.

To International addresses: \$79.95 in Canadian Funds (surface).

## Coming Events

**WHITBY, ONTARIO:** The Pine Ridge Railroaders, Inc. will be hosting their Model Railroad Show on **November 15** (10:00 to 16:30) and **November 16** (10:00 to 16:00) at Father Leo J. Austin School, 1020 Dryden Blvd. near Anderson Street. Adults \$5, Children under 14 \$2, Under 5 free. Information from <http://trainweb.org/prrc>

**MISSISSAUGA, ONTARIO:** Toronto Show Promotions will present their Toronto Christmas Train Show on **November 22** (11:00 to 16:00) and **November 23** (10:00 to 16:00) at the International Centre, Hall 3, 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. Additional information from Doug Jarvis at (905) 945-2775; e-mail: [dougjarvis@sympatico.ca](mailto:dougjarvis@sympatico.ca); or visit [www.antiquetoys.ca](http://www.antiquetoys.ca). Please visit the Bytown Railway Society booth.

**GATINEAU, QUEBEC:** The Club Ferroviaire En Voiture 7<sup>th</sup> Annual Hobby and Miniature Festival will be held on **January 24 and 25, 2009** (10:00 to 16:00) at Mont Blue Ford, 375 Maloney Blvd. West. Free admission and parking. Model trains, diecast models, static displays, vendors and exhibitors and more. Information from Mario at 819-671-2354.

**COBOURG, ONTARIO:** The Cobourg Model Railroaders will present the Cobourg Model Train Show on **March 9, 2009** (10:00 to 16:30) at the Lions Community Centre, Elgin Street East. Adults \$5, Seniors \$4, Children \$1. Information from Ted Rafuse, 181 Armour Court, Cobourg, ON K9A 4S6; (905) 372-8375.



## Bytown Railway Society's HY-RAIL car No. 26

One of the first goals of our local members, back in 1965, after the formalities of the founding of our little group in Ottawa, Ontario, was that of obtaining one or more pieces of railway motive power or rolling stock to begin our collection. (we did in fact have a lease on a piece of track at that time, but that's another story)

We didn't have to wait all that long for in February of 1967 we were offered, as a gift from the Canadian National Railways, a 1958 Pontiac Chieftan Safari HY-RAIL Station Wagon. There was in fact quite a production made of the presentation of the vehicle to us by CN. On February 14, on track 1 in front of the concourse windows of the almost brand new Ottawa Station, Mr. Harry Fast, Manager of CN's Rideau Area, presented the car to our president, the late Commander Hugh Stowell. Even the local press was there to record the historic moment in the person of **Ottawa Citizen** writer, and railway enthusiast, Austin Cross. As I recall it was a rather cold day and at the conclusion of the "ceremony" I was left to take the car to a CN truck garage on King Edward Avenue for temporary storage. It was not an easy move for I soon discovered that the heater didn't work and I couldn't get the defroster to clear the windshield. I drove with the windows open and scraped the inside of the windshield with my winter gloves. End of day 1!!

There's been a lot of water under the bridge since that day and our first piece of rolling stock has been bounced around quite a bit since then for finding a permanent home for the vehicle hasn't been all that easy.

In any event, for a number of recent years it has been stored for us by the Canada Science and Technology Museum in Ottawa for which we are very thankful. At the Museum we have been able to do some much needed maintenance on the vehicle and been able to show it off to the Museum, going public on many occasions.

Early this year we were contacted by Harsco Track Technologies of

West Columbia, South Carolina. It seems that our 50 year old Pontiac, which the BRS has owned for 41 of those 50 years, is a very important vehicle, at least in a technological sense, for it seems that its HY-RAIL (reg. trade mark) hydraulic system is the only one of its kind left in either Canada or the US! The Harsco Track Technology people are the successors to "Fairmont Railway Motors", of Fairmont, Minnesota, the designers of the car's hydraulic system, and they wanted us to loan them our car. WHY? They wanted to take our Car 26 (CN's designation) all the way to the 2008 World Rail Expo exhibition to be held in Salt Lake City, Utah, in September. Would BRS be willing to loan it to them?

The answer, after very little deliberation, was YES, provided Harsco could meet our requirements. This included: transportation costs, care of the vehicle for the full time it was away, insurance, etc. In March of this year a representative of Harsco came to Ottawa to examine the car and approve (or disapprove) before Harsco went any further. Needless to say they were very pleased and knew instantly that this is exactly what they wanted to send to Salt Lake City.

After some correspondence and 'phone calls a formal agreement was drawn up and agreed to and the other necessary paper work, including customs clearances, insurance, and US Department of Highways forms were completed. And so it was that on September 15, 2008, a huge 18 wheel tractor trailer rig arrived at the Canada Science and Technology Museum shop to pick up our car. The driver of the rig was also going to be responsible for its safe handling both on and off the rig and while on display at Salt Lake City. He was given a quick briefing on the operation of the car's hydraulic system and a colourful book of operating instructions prepared by Paul Bown. Getting the car onto the "low boy" float was a bit of a problem, mainly because the Pontiac's engine, when cold, likes to stall out, but the special ramps provided by the rig driver were the answer and load it we did. The next job was to cover the car over with a soft covering and then a heavy vinyl tarp, held down by numerous heavy duty bungee tie downs. At 15:13 that day the car left Ottawa on its way to its first overnight in Sault Ste. Marie. It arrived in Salt Lake City on time, was a great attraction, and got back to Ottawa on September 28, in one piece.

I am going to quote a few extracts from a letter from Mr. Scott Jacoby, Vice President and General Manager of Harsco, sent to us recently. Mr. Jacoby says, in part: "the exhibition was a tremendous success" and "the 1958 Pontiac Station Wagon, which you generously allowed us to display, was a true crowd-pleaser! As the centerpiece of our exhibit, it certainly drew people in. We saw many people have their picture taken standing next to it, and others told us their old Hy Rail stories". Mr. Jacoby went on to sincerely thank the BRS for our help and participation.

Before concluding this little story I want to mention the names of a few BRS members who made this all happen: David Stremes, Paul Bown, Edmund Bowkett, Sr., Steve Harling, yours truly, and there were others who helped along the way. That fantastic shine is the result of a wax job done by Paul Bown and Ed Bowkett, Sr. Not seen in the accompanying photograph is the installation of the car's original, but much rebuilt, gas tank. Thanks to Steve Harling and Ed Bowkett, Sr. for that one. Perhaps this is as good a time as any to also mention the major contribution made by the late Joe Toscas. He put in many hours and a lot of expertise on car 26 to get it to its present state and Joe should not be forgotten.

And, by the way, that engine stalling problem? At the last Society executive meeting, approval was given to have Car 26's engine totally rebuilt. Good show, and long overdue. ■



Here she is with her railway "guide" wheels in the down position, and her "extra" flags flying. She's sitting on the floor at the Harsco Track Technologies booth at the 2008 World Rail Expo in Salt Lake City, Utah, in September, 2008. Photo courtesy Harsco Track Technologies.



# A SELECTION OF PASSENGER CONSISTS

3 September 2008 ONT #421 at Cochrane, Ontario	3 September 2008 RMV #104 - "Rocky Mountaineer" at Jasper, Alta.	27 September 2008 ONT "Dream Catcher Express" at Temagami, Ontario	7 October 2008 CP Charter for GW Travel at Lake Windemere, BC	4 October 2008 CP "Lions Club Easter Seals" charter at Mission, British Columbia
GP38-2 1809 Flatcar 100503 Flatcar 100504 Flatcar 100500 Boxcar 7891 Coach 856 Coach 851 Snack Car 700 Coach 852 Baggage 412 EGU 205 Boxcar 2556 Boxcar 91023 Canoe Car 4507 -----	GP40-2L(W) 8012 Generator 9272 Coaches 3244, 5706, 3252, 3246, 5558, 3222, 3224 Crew Coach 5449 Dome Coaches 9504, 9511 Dome Coach 9511* Coach 5709* Parlor-Coach 3030*  * Deadhead - to be added to "Fraser Discovery" trainset -----	SD75I 2101 Coach 850 Coach 857 Super Dome 900 - <i>Otter Rapids</i> Coach 854 Coach 855 Entertainment Car 1410 Snack Car 1408 Electric Generator Unit 202 SD75I 2105 -----	4-6-4 2816 Auxiliary Tender 35508 FP9 1401 F9B 1900 Box/Tool Car 29114 Power Car 96 Crew Sleeper 110 - <i>H.B. Bowen</i> NSRX Sleeper 800195 - <i>Minnesota River</i> * RPCX Coach 5534 RPCX Coach 5503 NSRX Sleeper 800787 - <i>Wisconsin Valley</i> * NSRX Superdome 800862 * NSRX Skytop Observation 800040 - <i>Cedar Rapids</i> *  * In Milwaukee Road livery -----	CP 4-6-4 2816 CP Auxiliary Tender 35508 VIA F40PH-2 6405 VIA Sleeper 8331 - <i>Jarvis Manor</i> VIA Glass-Roofed Coach 1722 VIA Glass-Roofed Coach 1720 VIA Skyline 8506 VIA Coaches 8126, 8108 VIA Skyline 8505 VIA Coaches 8139, 8143, 8117 VIA Skyline 8516 VIA Dining Car 8410 - <i>Frontenac</i> VIA Dome-Sleeper-Observation 8707 - <i>Kokanee Park</i> -----
21 September 2008 CP 2010 Spirit Train at Port Moody, BC	15 September 2008 VIA #614 - "Ocean" at Truro, Nova Scotia	28 September 2008 VIA #617 - "Chaleur" at Montreal, Quebec		6 October 2008 VIA #1 - "Canadian" at Edmonton, Alberta
CP ES44AC 8858 (Olympic) CP Flatcar 507197 with CPPU Generator Container 900084 CP Flatcar 507161 wit CPPU Generator Container 630070 CP Stage Car 401750 CP Business Car 70 - <i>Assiniboine</i> RPCX Coach 5534 NSRX Baggage 9107 NSRX Business Car 800702 - <i>Lamberts Point</i> -----	F40PH-2 6434 F40PH-2 6433 Renaissance Baggage 7007 Ren. Coaches 7229, 7232, 7230 Ren. Service Car 7311 Ren. Sleepers 7508, 7510 Ren. Service Car 7310 Ren. Dining Car 7402 Ren. Service Car 7308 Ren. Sleepers 7518, 7515, 7520, 7507, 7512, 7504 Ren. Transition Car 7601 Dome-Sleeper-Observation 8718 - <i>Yoho Park</i> -----	F40PH-2 6412 F40PH-2 6420 Baggage 8618 Coach 8140 Skyline 8503 Sleeper 8204 - <i>Chateau Cadillac</i> Sleeper 8206 - <i>Chateau Denonville</i> Dining Car 8401 - <i>Acadian</i> Sleeper 8225 - <i>Chateau Rouville</i> -----	28 September 2008 AMTK #517 at Vancouver, BC  B32-8WH 503 Superliner Sleeper 32106 (used as Coach) Superliner Coach 34032 Superliner Diner-Lounge 37015 Superliner Coach-Baggage 31011 -----	F40PH-2 6413 F40PH-2 6448 Baggage 8609 Coach 8131 Coach 8107 Skyline 8511 Sleeper 8336 - <i>Monck Manor</i> Sleeper 8325 - <i>Elgin Manor</i> Sleeper 8309 - <i>Brant Manor</i> Skyline 8510 Dining Car 8413 - <i>Louise</i> Sleeper 8307 - <i>Blair Manor</i> Sleeper 8318 - <i>Craig Manor</i> Sleeper 8306 - <i>Bell Manor</i> Sleeper 8224 - <i>Chateau Roberval</i> Sleeper 8212 - <i>Chateau Latour</i> Skyline 8512 Dining Car 8414 - <i>Palliser</i> Sleeper 8315 - <i>Carleton Manor</i> Sleeper 8313 - <i>Cabot Manor</i> Sleeper 8340 - <i>Stuart Manor</i> Dome-Sleeper-Observation 8717 - <i>Waterton Park</i>
28 September 2008 VIA #57 at Montreal, Quebec	5 October 2008 Pontiac-Renfrew Counties Rail Day Charter at Beachburg, Ont.	5 October 2008 RMV #103 - "Rocky Mountaineer" at North Bend, British Columbia	27 September 2008 Heritage Park at Calgary, Alberta	
P42DC 911 Club Cars 4003, 4004 Coaches 4119, 4106, 4104, 4116, 4103, 4101, 4115	OCRR RS-18u 1838 WCXX Café-Coaches 3223, 3218 OCRR RS-18u 1828	GP40-2(W) 8015 Generator 9270 Coaches 5558, 3251, 3220, 5703, 5726, 5701 Dome-Coaches 9521, 9508, 9527 Parlor-Coach 3039 Dome-Coaches 9504, 9525, 9529 Coaches 5449, 3244, 5706, 3252, 3215, 3204, 3222, 5724 Generator 9489	'CP' 0-6-0 2023 (nee USA 4012) 'CP' 0-6-0 2024 (nee USA 4076) MF&M Coach 62 MF&M Coach 63 CN Observation 15097	

(Thanks to Tom Box, Norm Deschaines, Corwin Doeksen, Raymond Farand, Harm Landsman, Terry Muirhead, Pierre Ozorák, Elizabeth Reid, Tim Stevens, Doug Thorne and Chris Wasney)

# SAMPLES OF DIESEL UNIT CONSISTS

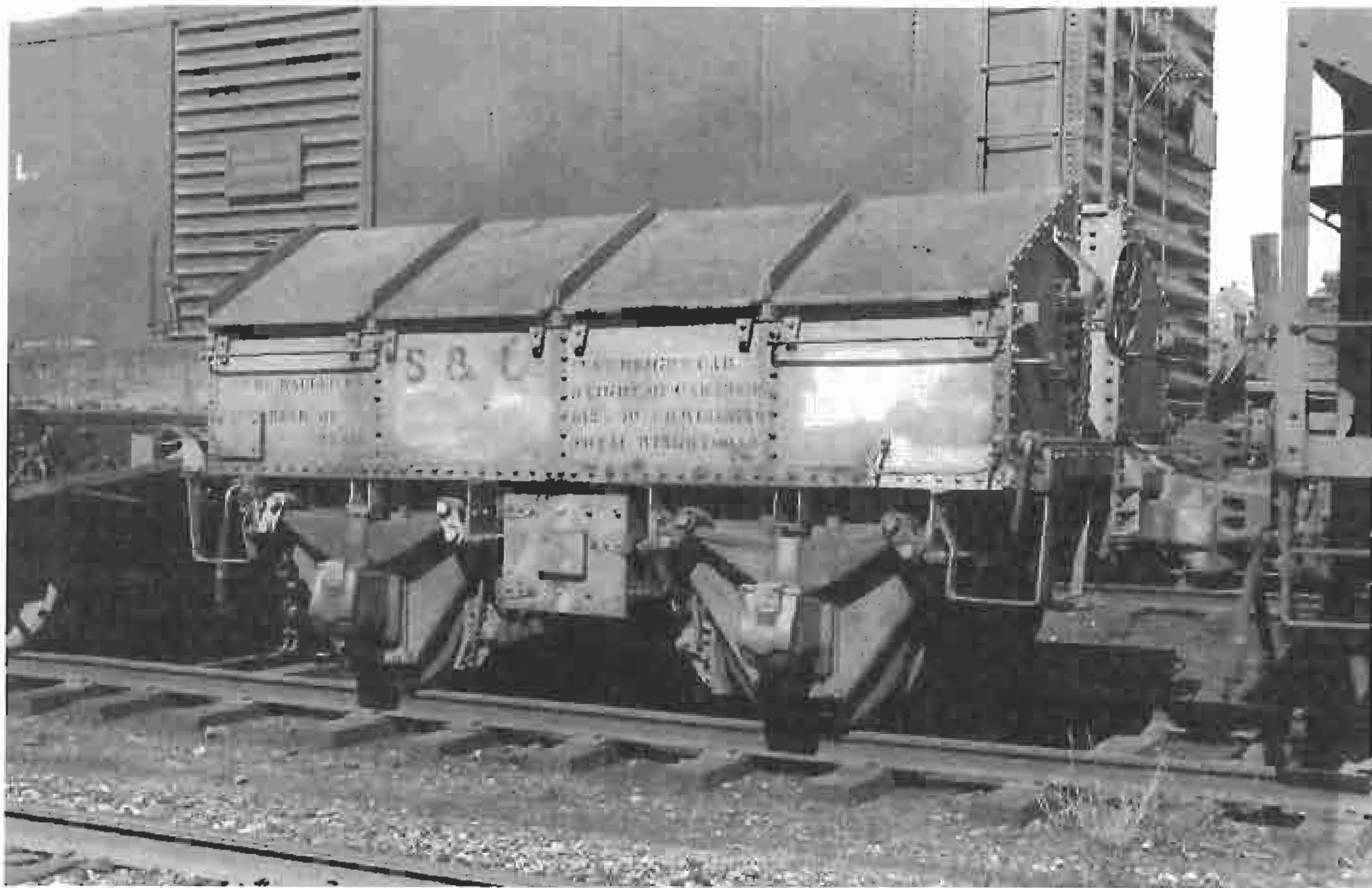
Sep 3 - CN 102 at Minaki, ON: CN SD60F 5541 and CN SD70M-2 8833.	
Sep 9 - CP 441 at Thunder Bay, ON: CP SD90MAC 9105, CP SD40-2F 9016, CP SD40-2 5968 and CP SD90MAC 9131.	
Sep 12 - CN northbound at Roma Junction, AB: CN GP40-2L(W)s 9527 and 9576, and CN GP40-2(W) 9676.	
Sep 17 - CP eastbound at Saskatoon, SK: CP SD40-2s 5994 and 5960, and SOO SD40-2 6617.	
Sep 17 - CN westbound at Brighton, ON: CN SD70M-2 8846, GTW GP38-2 5847 and CN SD60F 5513.	
Sep 17 - CN 451 at Gravenhurst, ON: CN ES44DC 2304, CN SD40-2(W) 5254 and NS SD70 2561.	
Sep 18 - CP northbound at Lake Windermere, BC: CP SD40-2s 5984, 5691 and 5717.	
Sep 18 - CN 339 at Welland, ON: CN SD75I 5638, IC SD40-2 6072 and GTW SD40-3 5940.	
Sep 18 - CN northbound (coal) at Prince George, BC: CN ES44DCs 2307 and 2229, BCOL Dash 8-40CMu 4622 and CN ES44DC 2260.	
Sep 20 - NBSR 902 at Saint John, NB: NBSR GP38-2s 2318 and 2317, and NBSR GP38-3s 2612, 2610 and 9801.	
Sep 20 - CN 546 at West Vancouver, BC: BCOL Dash 9-44CW 4646, BCOL Dash 9-44CWL 4644, BCOL B39-8Es 3910 and 3907, and BCOL Dash 8-40CMu's 4618 and 4608.	
Sep 20 - CN 442 at Edmonton, AB: IC Dash 9-44CW 2716, BCOL B39-8E 3903, CN SD60F 5508 and CN GP9RM 7062.	
Sep 21 - CN 114 at St. Cloud (Diamond), ON: CN Dash 9-44CW 2566 and IC GP40R 3129.	
Sep 21 - CN 837 at Camrose, AB: CN ES44DC 2259, CN SD70M-2 8020, BCOL Dash 9-44CW 4649 and CN ES44DC 2283.	
Sep 21 - CN westbound at Brighton, ON: CN Dash 9-44CW 2564, IC SD40-3 6200 and CN SD50F 5430.	
Sep 21 - CP 436 at St. Cloud (Diamond), ON: CP SD40-2 6045, CP SD90MAC 9115, CEFX SD40-2 3145 and CP SD40-2F 9020.	
Sep 22 - CN at Davidson, SK: CN SD40-2(W)s 5363 and 5329.	
Sep 22 - CN 376 at Oshawa, ON: CN ES44DC 2299, CN SD60F 5519 and CN SD50F 5453.	
Sep 24 - CP 454 at Saskatoon, SK: CP GP38AC 3013 and SD90MACs 9144 and 9137.	
Sep 24 - CN 198 at North Edmonton, AB: CN ES44DC 2298, CN Dash 9-44CW 2551 and GTW SD40-3 5953.	
Sep 25 - CN westbound (coal) at Prince George, BC: CN ES44DC 2292 and CN SD70M-2 8834, with BCOL Dash 8-40CMu 4605 and CN ES44DC 2294 operating on the rear.	
Sep 26 - CN 451 at Gravenhurst, ON: CN SD75I 5778 and NS C40-9 8880.	
Sep 26 - CN westbound at Hyde Park, ON: CN Dash 8-40CM 2428, CN SD40-2(W) 5343, CN SD60F 5509 and CN Dash 8-40CM 2419.	
Sep 27 - CN 308 at Moncton, NB: CN SD70M-2s 8817 and 8822, and WC SD40-2 6004.	
Sep 27 - CN 347 at Ardrossan, AB: CN Dash 9-44CW 2200 and IC Dash 9-44CW 2724	
Sep 27 - CN northbound (Warman Sub.) at Saskatoon, SK: CN ES44DC 2256 and BCOL SD40-2 752 (CN Operation Lifesaver caboose 79823 in consist).	
Sep 28 - CN southbound at Peace River, AB: CN GP40-2L(W) 9455, CN SD40-2(W) 5301 and CN SD40u 6001.	
Sep 30 - CN westbound (coal) at Prince George, BC: CN ES44DCs 2259 and 2263, with CN SD70M-2 8812 operating on the rear.	
Oct 1 - CN 512 at North Edmonton, AB: CN GP38-2(W) 4767 and CN SD38-2s 1650 and 1652.	
Oct 1 - CP 103 at Saskatoon, SK: CP ES44AC 8787, CP AC4400CWs 9524, 9648, 9557 and 8573, and CP ES44ACs 8776 and 8732.	
Oct 4 - CP westbound at Cartier, ON: CP ES44AC 8803 ad CP SD40-2 5981.	
Oct 4 - CN 450 at South River, ON: CN SD75I 5649, CN SD50F 5444, NS C40-8W 8422 and CN GP9RM 4136.	
Oct 5 - CN eastbound at Prince George, BC: CN Dash 9-44CW 2543, CN ES44DC 2305 and WC GP40 3011.	
Oct 6 - CP northbound at Environ, BC: CP SD40-2 5969, CP SD40-2F 9006 and CP SD40-2 6037.	
Oct 6 - CP eastbound at Woodstock, ON: CP SD40-2s 5736 and 5642.	
Oct 6 - CN 314 at Capreol, ON: CN Dash 9-44CW 2595, CN SD75I 5775, CN Dash 8-40CM 2449, CN SD75I 5706 and IC GP38-2 9615.	
Oct 7 - CP 342 at Thunder Bay, ON: CP AC4400CW 9768, CP GP38-2 3135 and CP SD90MAC 9112.	
Oct 8 - CP westbound at Saskatoon, SK: CEFX SD90MAC 117, CP SD40-2 6004, CP AC4400CW 8546 and CP ES44AC 8803.	

(Thanks to Chris Boon, Keith Bowler, Doug Cameron, Ross Currie, Norm Deschaines, Corwin Doeksen, Paul Duncan, Les Goodwin, Jason Jongen, Harm Landsman, Roman Litarchuk, Bryan Martyniuk, Ed Mello, Bill Rood, Stan Smith, David Stafford and Doug Thorne)

LEGEND: **AMTK** = Amtrak; **BCOL** = BC Rail (CN); **CEFX** = CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific; **GTW** = Grand Trunk Western (CN); **HATX/HLCX** = Helm Financial Corp.; **IC** = Illinois Central (CN); **MF&M** = Morrissey, Fernie & Michel; **NBSR** = New Brunswick Southern; **NS** = Norfolk Southern; **NSRX** = North Star Rail; **OCRR** = Ottawa Central; **ONT** = Ontario Northland; **RPCX** = Railroad Passenger Car Numbering Bureau; **RMV** = Rocky Mountaineer Vacations; **SOO** = SOO Line (CP); **STLH** = St. Lawrence and Hudson (CP); **VIA** =VIA Rail; **WC** = Wisconsin Central (CN); **UP** = Union Pacific; **WCXX** = West Coast Railway Association. ■



# PHOTO CORNER



**Above:** GO Transit Auxiliary Power Control Unit 910 (nee Milwaukee FP7 93A) trails a westbound train approaching Bathurst Bridge in Toronto, Ontario, in 1985. To the left the Spadina Roundhouse and coach yard were being dismantled to make way for the Sky Dome. Photo by Mike Shufelt.



**Top Left:** Sydney & Louisburg Railway weigh scale test car is seen at Glace Bay, Nova Scotia, on August 6, 1958. Note that the car is "to be hauled on rear of train". Photo by John D. Knowles.

**Middle:** CP SD40-2 5950 leads a Burlington Northern detour train at Canoe, BC (mile 56.7, CP Shuswap Sub.) on February 10, 1996, account severe flooding in the US Pacific Northwest. Trailing CP 5950 are BN SD40-2 8160, ATSF SD40-2 5156 and BN C30-7 5003. Photo by Jim Johnston.



**Bottom Left:** CN's prototype steel caboose 79184, built by CN in London, Ontario, in June 1963, was assigned to the Moncton Auxiliary when photographed by Wendell Lemon on October 15, 1989. She left the roster in 1993 to become the Tourist Information Centre in Hornepayne, Ontario. Today she is stored behind the Township Garage Lot in Hornepayne.







**Top Right:** Kansas City Public Service PCCs 551, 784 and 779, part of a 30-car purchase by the Toronto Transit Commission, arrived at TTC's Hillcrest Shops on December 16, 1957, just ahead of a large rainstorm. No. 551 became TTC 4752 (Class A14), and in 1973 became San Francisco Municipal Railway 1190. In 1980 she went to the Western Railway Museum in Rio Vista Jct., California. KCPS 779 and 784 became TTC 4770 and 4773 respectively. Photo by John D. Knowles.



**Top Left:** In 1964, Ontario Northland power frequently visited CN's Mimico Yard in Toronto. In September 1964, FP7 1503, with a RS-3, noses up to another ONR FP7. Photo by Bill Thomson.

**Middle Right:** VIA's newest F40PH-2, 6458 (built in 1989), leads the "Canadian" at Toronto Union Station on November 27, 2007. Beside her is P42DC 914 (built in 2001) leading a westbound train. Photo by James A. Brown.



**Bottom Left:** Chemin de fer de la Matapédia et du Golfe SD40 6902, trailed by New Brunswick East Coast C-424 4214 and another NBEC C-424 plus a SD40, are at Rivière-du-Loup, Québec, on July 27, 2004. Photo by Pat Scrimgeour.

**Bottom Right:** On August 20, 1988, CNGMDs 1904 and 1908 power a 38-car transfer passing the former Thunder Bay North station building (about Mile 0.4 Kashabowie Subdivision). The station was originally named Port Arthur, built by Canadian Northern Railway in 1905. Photo by William J. Radford.





# The Motive Power and Equipment Scene



## RETIRED UNITS SOLD:

- CN SW1200RS 1369, retired in 12/1998, has been acquired by Rail Trusts Equipment Inc. and moved from Transcona, Manitoba to Monroe, Georgia.
- CN SD40-2(W) 5285, CN SD40-2 5365 and 5371, and DMIR SD40-3 416 have been acquired by Larry's Truck Electric in Ohio via Rail & Motor International (RIMX).
- CN GP9RM 7072, acquired by FAIX Leasing and renumbered FAIX 0801, moved in September from Memphis, Tennessee, to AMP Rail Service Canada's new facility in the former the CN Pointe St. Charles shop in Montreal, Quebec.

**RELETTERED:** Retired CN SD50F 5413, 5420, 5421, 5422, 5442, 5446, 5447 and 5456 were purchased by Helm Financial and some were initially lettered HLMX. They were subsequently relettered HLCX. Several are billed to Quality Rail Services in Madison, Illinois.

**SOLD:** Three of four work service cars acquired by Diesel Electric Service in Sudbury, Ontario, early in 2008 have been scrapped: Auxiliary Carmen Bunk Car 59205 [nee CN Sleeper *Rouyn*], Baggage Car 70743 [nee CN 9170] and Baggage Car 70792 [nee CN 9111]. Remaining on the property at press time was Coach 40108 [nee CN 5225].



**CANADIAN  
PACIFIC  
RAILWAY**

## RETIRED UNITS SOLD:

- Ten units have been acquired by Larry's Truck Electric in Ohio via Rail & Motor International (RIMX): CP SW9u 1203; CP SD40-2 5578, 5587, 5591, 5663, 5676, 5761 and 5768; and SW1200RS 8113 and 8131.
- Three units have been purchased by RIMX: CP SD40-2 5579 and 5616; and SOO SD40-2 786.

## STORED SERVICEABLE: (\* added since last issue)

- CP SW1200-Slug 1000.
- CP Control Cab 1155, 1158, 1160.
- CP SW1200RSu 1210.
- CP GP7u 1504.
- CP GP9u 1526\*, 1551, 1575, 1639.
- CP GP38AC 3001\*, 3007\*.
- CP SD40-2 5793, 6058, 6065.
- CP SW1200RS 8111.
- CP GP9u 8204\*.
- CP GP9 8263, 8275.

## STORED UNSERVICEABLE: (\* added since last issue)

- CP Hump Controller 1151.
- CP FP7u 1400.
- CP GP7u 1506.
- CP GP9u 1558, 1593, 1595, 1693.
- SOO GP9 2403.
- SOO GP9R 4202, 4204.
- CP SD40-2 5657, 5674, 5721, 5724, 5733, 5748, 5755, 5756, 5764, 5776, 5778, 5827, 5836, 6057, 6077.
- SOO SD60 6027.
- CP SD40-2 6608\*.
- CP GP9u 8238\*, 8249.
- CP GP9 8264, 8270.
- CP AC4400CW 8644.
- CP SD90MAC-H 9300-9303.
- CP AC4400CW 9507, 9554, 9733.

## UNITS LEASED:

- CEFX SD90MAC 100-119.
- CEFX AC4400CW 1026-1059.
- CEFX SD40-2 2786 (UP 2786/4736, SP SD45 9137).
- CEFX SD40-2 2791 (UP 2791/4741, DRGW SD45 5328).
- CEFX SD40-2 2797 (UP 2797/4747, SP SD45 9097).
- CEFX SD40-2 2802 (UP 2802/4752, CN SD40 5046).
- CEFX SD40-2 2803 (UP 2803/4753/61/14/3614).
- CEFX SD40-2 3105 (GCFX 3105, RMGX SD40 5160, CN 5160).
- CEFX SD40-2 3106 (GCFX 3106, RMGX SD40 5144, CN 5144).
- CEFX SD40-2 3109 (GCFX 3109, SP SD40 7344/8428).
- CEFX SD40-2 3112 (GCFX 3112, SP SD40 7341/8441).
- CEFX SD40-2 3113 (GCFX 3113, SP SD45 7421/8855).
- CEFX SD40-2 3117 (GCFX 3117, SP SD45 7448/8888).
- CEFX SD40-2 3120 (GCFX 3120, SP SD45 7467/8913).
- CEFX SD40-2 3121 (GCFX 3121, SP SD45 7479/9001).
- CEFX SD40-2 3127 (GCFX 3127, SP SD45 7458/8821).
- CEFX SD40-2 3128 (GCFX 3128, SP SD45 7442/8875).
- CEFX SD40-2 3133 (GCFX 3133, SP SD45 7434/8836).
- CEFX SD40-2 3137 (GCFX 3137, SP SD45 7485/9044).
- CEFX SD40-2 3139 (GCFX 3139, SP SD40 7445/8881).

- CEFX SD40-2 3143 (GCFX 3143; ATSF SD45 5348/5567/1867).
- CEFX SD40-2 3145 (GCFX 3145; ATSF SD45 5366/5532/1832).
- CEFX SD40-2 3148 (GCFX 3148, SP SD45 7473/8929).
- CEFX SD40-2 3149 (GCFX 3149, SP SD45 7462/8848).
- CEFX SD40-2 3151 (GCFX 3151, SP SD45 7424/8863).
- CEFX SD40-2 3155 (UP 3554).
- CEFX SD40-2 3160 (UP 3835, MKT 627).
- CEFX SD40-2 3163 (UP 3813, MKT 604).
- CEFX SD40-2 3164 (UP 3332/B3332/3332/8062).
- CEFX SD40-2 3166 (UP 3360).
- CEFX SD40-2 3168 (UP 3650).
- CEFX SD40-2 3172 (UP 3740).
- CEFX SD40-2 3173 (CEFX 7104, BNSF 7104, BN 7104).
- CEFX SD40-2 3175 (CEFX 7102, BNSF 7102, BN 7102).
- CEFX SD40-2 3176 (CEFX 7124, BNSF 7124, BN 7124).
- CEFX SD40-2 3181 (CEFX 7103, BNSF 7103, BN 7103).
- CEFX SD40-2 3182 (CEFX 7113, BNSF 7113, BN 7113).
- CEFX SD40-2 3183 (CEFX 7114, BNSF 7114, BN 7114).
- CEFX SD40-2 3184 (CEFX 7093, BNSF 7093, BN 7093).
- CEFX SD40-2 3188 (CEFX 7082, BNSF 7082, BN 7082).
- CITX SD40-2 2783 (CEFX 2783, UP 2783/4733, BN 6680, SLSF 932).
- CITX SD40-2 2785 (CEFX 2785, UP 2785/4735, SP 9128).
- CITX SD40-2 2792 (CEFX 2792, UP 2792/4742/65/37/3637).
- CITX SD40-2 2794 (CEFX 2794, UP 2794/4744, DRGW 5335).
- CITX SD40-2 2796 (CEFX 2796, UP 2796/4746, SP 9079).
- CITX SD40-2 2799 (CEFX 2799, UP 2799/4749/64/8/3608).
- CITX SD40-2 2804 (CEFX 2804, UP 2804/4754, SP SD39 5314).
- CITX SD40-2 3008 (CEFX 7087, BNSF 7087, BN 7087).
- CITX SD40-2 3026 (CEFX 7112, BNSF 7112, BN 7112).
- CITX SD40-2 3035 (CEFX 7121, BNSF 7121, BN 7121).
- CITX SD40-2 3036 (CEFX 7122, BNSF 7122, BN 7122).
- CITX SD40-2 3056 (GCFX 3056, CP 5596).
- CITX SD40-2 3060 (GCFX 3060, NREX SD40 886, C&NW 886).
- CITX SD40-2 3061 (GCFX 3061, NREX SD40 892, C&NW 892).
- CITX SD40-2 3065 (GCFX 3065, NREX SD40 5050, CN 5050).
- CITX SD40-2 3067 (GCFX 3067, NREX SD40 882, C&NW 882).
- CITX SD40-2 3075 (GCFX 3075, HLCX SD40 5049, TFM 1517, HLCX 5049, CR 6354, PC 6101, PRR 6101).
- CITX SD40-2 3077 (GCFX 3077, SOO SD40 756).
- CITX SD40-2 3079 (GCFX 3079, CP SD40 5510).
- CITX SD40-2 3080 (GCFX 3080, CP SD40 5544).
- CITX SD40-2 3082 (GCFX 3082, CP SD40 5521).
- CITX SD40-2 3090 (GCFX 3090, CP SD40 5558).
- CITX SD40-2 3091 (GCFX 3091, CP SD40 5552).
- CITX SD40-2 3100 (GCFX 3100, SP SD40 7329/8405).
- CITX SD40-2 3110 (GCFX 3110, SP SD40 7384/8450).
- CITX SD40-2 3170 (CEFX 3170, UP 3937/6037).
- CITX SD40-2 3177 (CEFX 3177, BNSF 6834, BN 6834).

**THIRTEEN UNITS LEASED TO DM&E:** CP SD40-2 5573, 5612, 5643, 5684, 5729, 5750, 5775, 5813, 5833, 5998 and 6043, and STLH SD40-2 5593 and 5615 are leased to the Dakota, Minnesota & Eastern Railroad.

**ECP EQUIPPED:** CP ES44AC 8892, 8893, 8895 and 8896 were the first of ten (8890-8899) to be modified to power the first two production Electronically Controlled Pneumatic brake coal-service trains (hoppers are stencilled TILX 4793xx and 4794xx).



**VIA Rail Canada**

**OUT OF REVENUE SERVICE:** FP9u 6300 is utilized as a shop switcher at Vancouver Maintenance Centre; F40PH-2 6402, 6443, 6452, 6454 and 6457 are at CAD Railway Services, Lachine, Quebec, for a rebuild.

## ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

**HUDSON BAY RAILWAY:** Correction - of the 10 SD50 units acquired from National Railway Equipment, only five are former UP 5060-5094 series (nee C&NW 7000-7034 series) units. Three of the others are former UP 9835, 9840 and 9844 (nee MP 5002, 5039 and 5055), and the other two are former NS 5462 and 5468 (nee Conrail 6808 and 6820). At press time, only HBRY 5000 (ex-UP 5082, nee C&NW 7022), 5001 (ex-UP 5094, nee C&NW 7034) and 5004 (ex-UP 5074, nee C&NW 7014) had been delivered.

**GO TRANSIT:** MP40PH-3C 615-617 were delivered to Toronto in September; 618 and 619 were delivered in October [620-623 to follow].

## SOUTHERN ONTARIO RAILWAY:

- SW1200RS 1201 (nee CN 1335) and 1285 (nee CN 1285) have been sold to Lambton Diesel in Sarnia, Ontario.
- Three units have been scrapped at Hamilton: GP10 1752 [nee C&O GP9 5916], GP7u 1756 [nee D&TSL 49], and GP9 4205 [nee QNSL 151]. Pending scrapping are SW13B 1200 [nee IC TRB 9203B] and GP9E 4200 [nee SP 5788].



**GODERICH-EXETER RAILWAY:** GP9 177 [nee Cartier #1] was scrapped at Stratford in mid-September; GP9 901 [nee B&O 690] and GSWR GP7u 2127 [nee ATSF 2733] were scrapped at Goderich in late-September.

**OTTAWA VALLEY RAILWAY:** GP9E 1703 (nee SP 5602) was scrapped in North Bay, Ontario, in September.

**ONTARIO NORTHLAND RAILWAY:** Caterpillar-powered FP7u 2000 (nee 1502) and 2001 (nee 1509) were moved to a scrap yard in North Bay, Ontario, in October for dismantling. Sister 2002 (nee 1521) remains for sale at the Ontario Northland North Bay shop.

**CAPE BRETON & CENTRAL NOVA SCOTIA RAILWAY:** Leased HATX SD45-2 907 [nee CRR 3609], 910 [nee SCL 2059], 912 [CRR 3607] and 914 [nee CRR 3610] were moved to Moncton, NB, in early-October for dismantling.

#### ON THE INDUSTRIAL SCENE

**NEW ARRIVALS:** In mid-September, CN SD40-2(W) 5306 and 5308-5313, all owned by Ontario Hydro and retired in 2007, were moved to Diesel Electric Service in Sudbury, Ontario.

#### ON THE PRESERVED SCENE

**SCRAPPED:** Former CN wood caboose 78591 displayed in Memorial Park in Lindsay, Ontario, has been scrapped as a result of an arson fire in May 2008.

#### ON THE PASSENGER SCENE

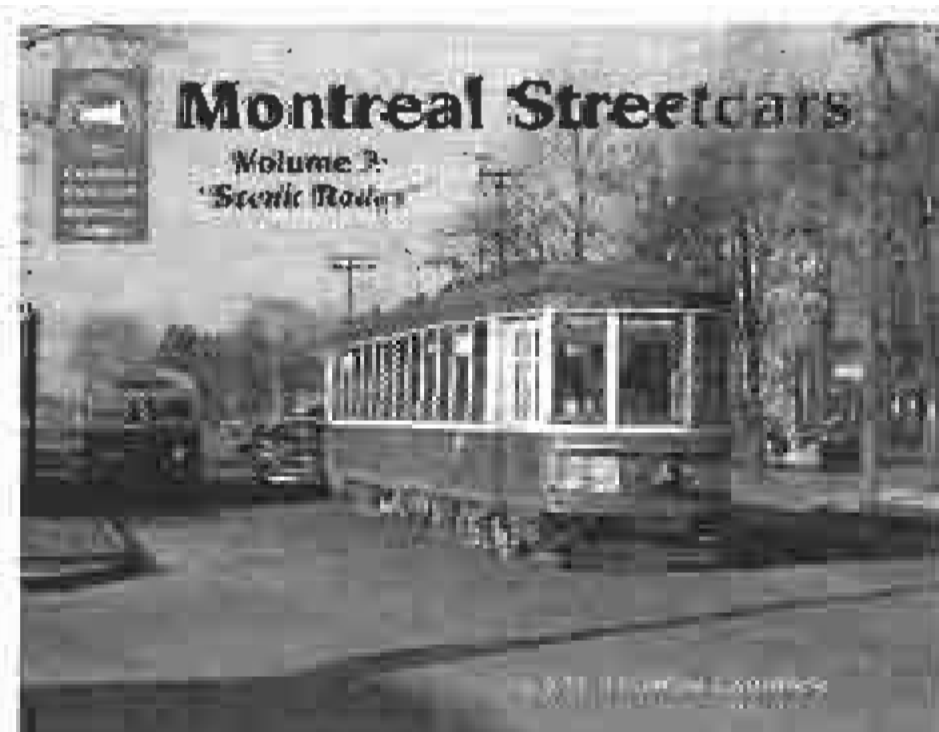
**GRANDLUXE EXPRESS FOR SALE:** The GrandLuxe Express (formerly known as the American Orient Express) ceased operations in late-August 2008, a victim of the depressed economy. Days later the 20 operational luxury passengers cars in the fleet were offered for sale along with 11 non-operational cars and other assets.

#### ELECTRO-MOTIVE CANADA COMPANY - LONDON

##### UNDER CONSTRUCTION AT PRESS TIME:

- Construction continues on the order for 60 JT42CWRM units for English Welsh & Scottish/Deutsche Bundesbahn's operation in France (order 20068864 - numbered 77001-77060, stencilled Euro Cargo Rail). Nos. 77001-77043 have been shipped from London to date.
- Deliveries of 175 SD70ACe units for Burlington Northern Santa Fe (order 20066862 - numbered 9130-9304) continue. Several have been shipped in primer to contract shops for painting. Note: 9265-9304 will be assembled in Mexico.
- To date six (66595-66599 and 66953) of the 10 JT42CWR-T1 units for FreightLiner (order 20068922 - numbered 66595-66599 and 66953-66957) have been shipped.
- Four of the five JT42CWR-T1 units for Fastline, UK (order 20078922 - numbered 66301-66305) have been shipped to date. Remaining to be shipped is 66302.
- Construction is almost complete on the order for four JT42CWR-T1 units for Direct Rail Service (order 20078946 - to be numbered 66431-66434).
- Construction is underway on the order for 40 JT42CWR-T1 units for Egypt (order 20078963 - to be numbered 2124-2163).
- Construction has commenced on the order for 13 SD70ACe units for BHP-Australia (order 20078915 - to be numbered 4334-4346).
- Construction has commenced on the order for 7 JT42CWR-T1 for Dillen & LeJeune/CrossRail Benelux (order 20078968 - numbers to be announced).

Thanks to Charles Cooper, Dave Hooton, James Lalande, Don McQueen, Keenan Menard, "NY 4" and "Engine 4466". ■



#### Montreal Streetcars Volume 3: "Scenic Routes"

by J.R. Thomas Grumley

44 pages in 8½" x 11"  
landscape format  
76 photos (42 in colour)

For this third volume of Montreal Streetcars, Tom takes us for a look at some of the more scenic routes. These include the routes of the open observation cars, Route #11 over Mount Royal, Route #17 - Cartierville, Route #29 - Outremont, Route #91 - Lachine, Route #92 - Lachine Extension and Route #93 - Remembrance. Included is a coloured fold-out removable 1941 Montreal Tramways System Map.

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## Cover Photos Sought

The Publications Committee is looking for suitable photographs for the outside and inside front and back covers of the 2009 edition of the **Canadian Trackside Guide®**. The Committee's preference for the outside front and back cover is a striking colour slide or a high-resolution digital image (in 'tif' format) of a current Canadian locomotive in a vertical format, or a horizontal image that would, with cropping, lend to a vertical format. The preference for the inside covers is for horizontal images of current Canadian locomotives or railway equipment.

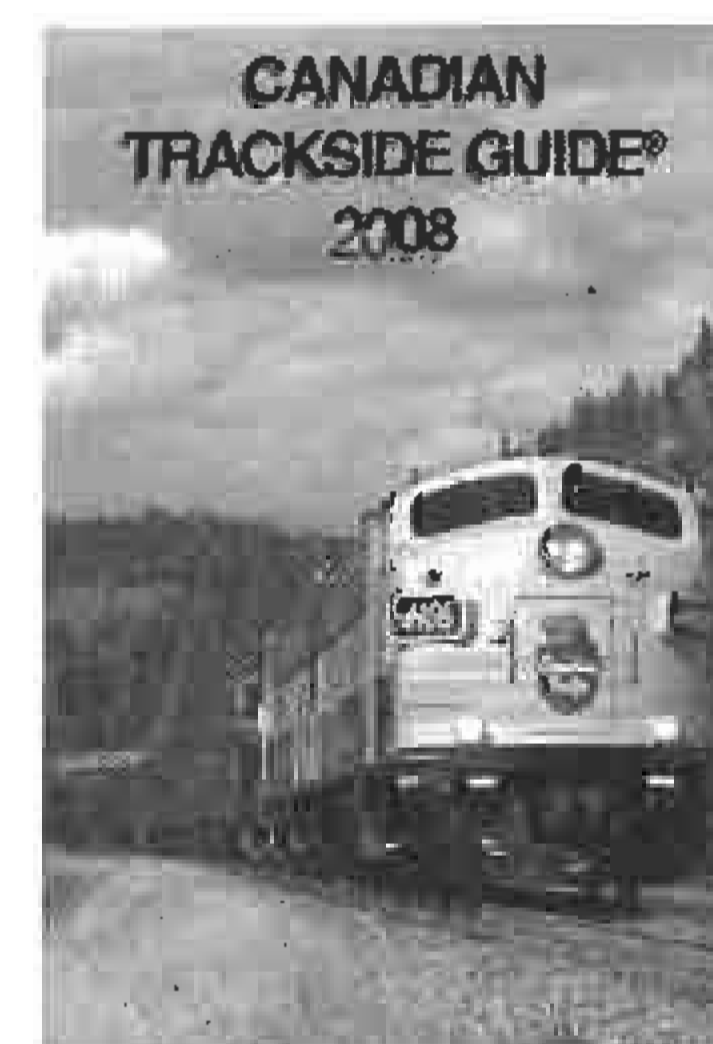
Deadline is the "Informal Slide Night" on December 16, 2008. If you have suitable entries and cannot attend the December 16 meeting, kindly forward your entries to "Cover Contest", Bytown Railway Society, PO Box 47076, Ottawa, Ontario, K1B 5P9. Please ensure that all entries are identified as to location, date, name and address of sender. All entries will be returned.

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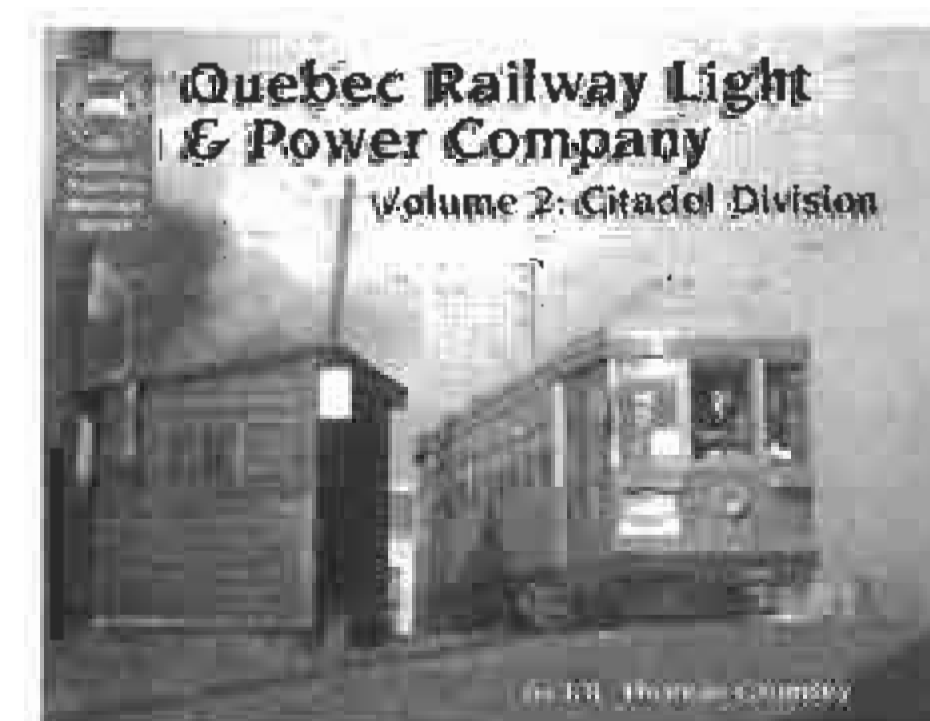
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## Quebec Railway Light & Power, Volume 2 "Citadel Division"

by J.R. Thomas Grumley

68 pages in 8½" x 11"  
landscape format  
113 photos (13 in colour)

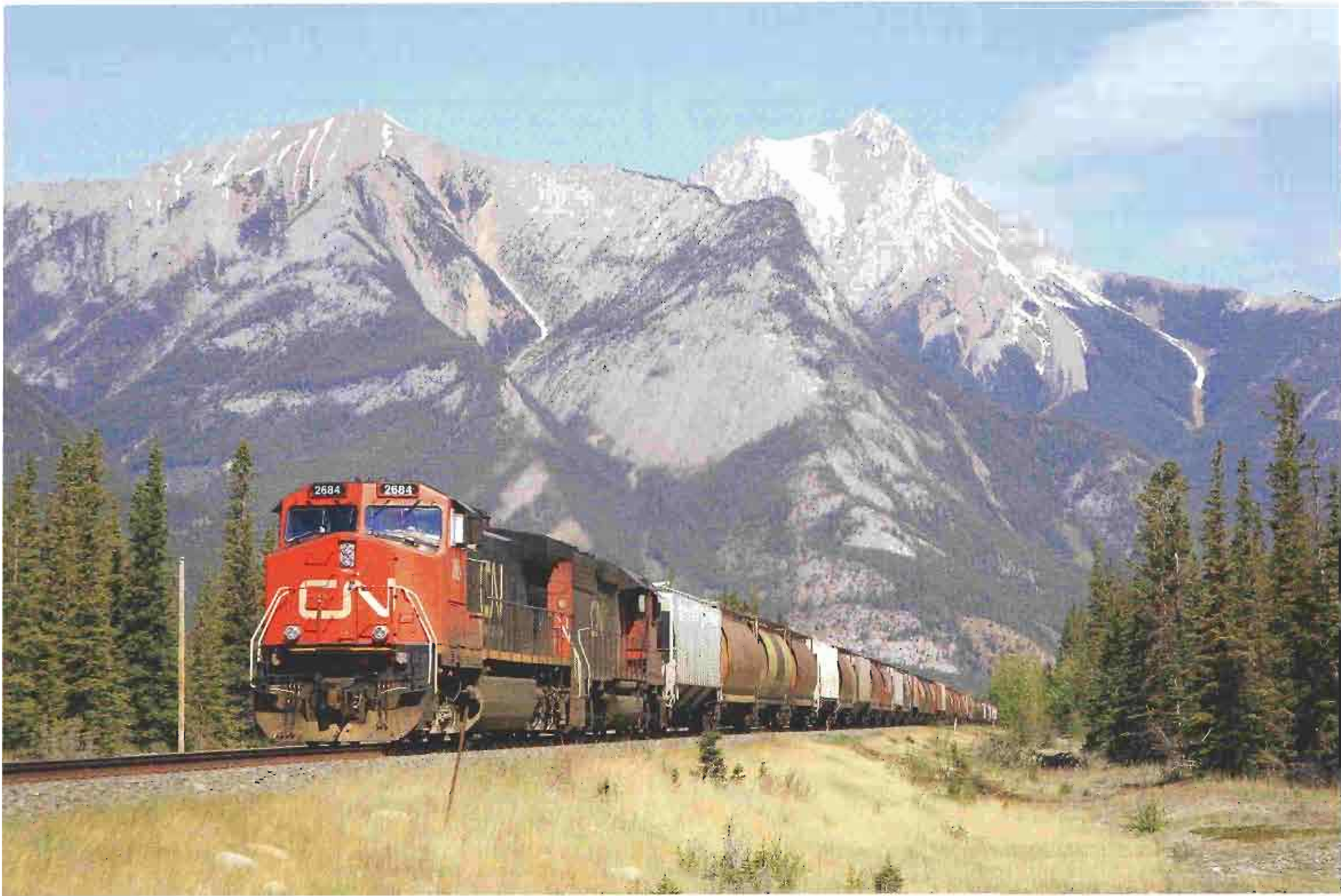


The Bytown Railway Society's seventh volume in its Traction Heritage Series. Author Tom Grumley has again created a well researched pictorial history book covering QRL&P's Citadel Division which provided street car services in Quebec City. The book provides a capsule history of the Citadel Division, four diagrams to assist the reader in understanding the system, plus two system maps and two separate rosters - one for passenger cars and one for work equipment.

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*CN Dash 9-44CW 2684 is westbound at Henry House, Alberta, on May 16, 2006. Photo by Claude Langlois.*

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**PLEASE DO NOT BEND!**