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Branchline

CANADA'S RAIL NEWS MAGAZINE



Reflections on "The End of Steam" • The First Shall be Last

Branchline

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

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Editor: Earl W. Roberts,
33 Eastpark Drive, Gloucester, ON K1B 3Z6
Internet: earl.roberts@sympatico.ca

Features Editor: Philip B. Jago,
1133 Elmlea Drive, Gloucester, ON K1J 6W1
Internet: diane.jago.is@rogers.com

News Editor: David P. Stremes,
214 Belford Crescent, Ottawa, ON K1Z 7B1
Internet: dave.stremes@sympatico.ca

We will gladly accept articles in WordPerfect, Word or ASCII text file format on an IBM-compatible 3 1/2" disk or CD (please include a printed copy), or via the Internet (see above). All material submitted for publication in **Branchline** is considered gratis.

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ON SHEET

Reflections on "The End of Steam" half a century later - Part 3	3
Information Line	10
Letters to the Editor	16
Tales from the Past	17
The First Shall be Last	18
Photo Corner	22
A Selection of Passenger Consists/Samples of Diesel Unit Consists	26
The Motive Power and Equipment Scene	27

A **regular meeting** is held on the first Tuesday of each month except July and August in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. At the **April 7** meeting, Eric Smith, President of the South Simcoe Railway, will give us a presentation on the South Simcoe Railway. Please see our website [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 is **April 21**.

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

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.

New Book: *Montreal Railway Terminals* by Michael Leduc is a look at the convergence of the various railway terminals in the Montreal area into the two main centres: CN's Central Station Complex and CP's Windsor Station. Both railways put their facilities up for sale in 2007. This 104-page history contains over 60 photographs and illustrations in a soft-cover 5 1/2" x 8 1/2" presentation. Available at \$18.00 postpaid from Michael Leduc, 57 Roosevelt Drive, Dollard des Ormeaux, QC H9G 1J1.

Corrections:

- * Re Page 25, February issue, Mount Vernon is in Illinois, not Indiana.
- * Re Page 24, March issue, Uno is in Manitoba, not Saskatchewan.

* Re Page 25, March issue, the "Guelph Junction Express" is powered by an Ontario Southland RS-23, not an Ontario Northland RS-23.

Ten Years Ago in Branchline:

* CN has won the Carrier of the Year award for 1998 from the Occidental Chemical Corporation for the third consecutive year. CN was rated first in performance, ranking ahead of eight other Class 1 railroads.

* On February 15, 1999, CPR announced the donation of 1,618 km (1,005 miles) of former railway corridors as a contribution to the 15,000 km (9,320 mile) Trans Canada Trail - the largest donation of its kind in Canadian history.

* In 1998, CPR recorded its first-ever fatality-free year, for its entire operation in Canada and the United States. The historic achievement extended to contractors who worked alongside CPR employees.

* The Ontario Southland Railway took over operation of STLH's Port Burwell Sub. between Ingersoll and Tillsonburg, Ontario (28.3 km) on February 26, 1999.

Cover Photo: Canadian Pacific AC4400 9830 and a sister power an eastbound container train at Walachin West, BC (mile 33.6, CP Thompson Subdivision), on August 29, 2008. Photo by Thomas J. Lundgren.

Press date for this issue was March 16
Deadline for the May issue is April 13

Reflections on "The End of Steam"...half a century later

Part 3: Passing a Critical Milepost

by James A. Brown

Regular readers of *Branchline* will recall the increasingly urgent mission of like-minded friends and myself to witness Southern Ontario steam power in regular operation in the waning days of 1958.

In particular we've viewed these end-of-steam months from the unique perspective of Bob Buck, a front line CNR employee who – like so many of his fellow railroaders – watched with horrified fascination as hoards of brand new diesels rolled across the land like an incoming tide, relentlessly extinguishing forever the fires in the steam locomotives that remained in regular service. Bob worked as a baggageman, assistant agent, sometimes operator and general jack-of-all-trades at St. Marys, Ontario, on Canadian National's Thorndale Subdivision, linking Stratford and London.

I had first-hand exposure to Canadian Pacific's gradual wind-down of steam operations, thanks to a summer job as a relief leverman in CPR's Toronto-area interlocking towers. But it seemed to me that CN remained in 1958 very much in the steam business. Bob's passion for steam and his enthusiasm for sharing what information he had concentrated our focus on CNR's southwestern Ontario. There, in 1958, the diesels had made – as we observed – scant inroads.

It wasn't all that easy for my mates and me. We were all barely two decades old. Personal cars were dreams for the future, so for the most part we had to rely on borrowed vehicles or public transportation. And the instant communications and the vast body of knowledge we take for granted in today's Internet world, weren't even on the radar. To top it off, we were all trying to balance our steam passion with university studies (not entirely successfully).

In the October 2008 *Branchline* we journeyed through the fall of 1958, finding steam where and when we could, helped in the process by a continuing stream of letters from Box 397, St. Marys. Bob Buck, his "mean old wife" Marilyn (whom he loved dearly) and their growing family, lived in a tiny house on Wellington Street, just four blocks from St. Marys' yellow brick station. The Bucks' door was always open, and their generosity meant that railway enthusiast visitors always had a pied-a-terre.

During such a visit between Christmas and New Year's Eve 1958, Bob and I spent a manic few days in London, St. Marys and Stratford, naturally in pursuit of steam. While the Stratford Motive Power Shop was still working on steam locomotives (the only remaining steam backshop on the CNR system), rumours abounded that the last locomotive to receive scheduled repairs was then in the shop, and would be rolled out early in January. Bob would monitor the situation.

Our usual communication was by mail. We soon discovered that if Bob posted a letter on the mail car on train 29 (bound for London, 11:03 am at St. Marys), I would receive it the next day. No "snail mail" in 1958-59!

Here's Bob's summons for the rollout of what was expected to be the Big Shop's last scheduled repair:

Tuesday, 6 January 1959:

"...I phoned the Motive Power Shops as soon as I received your letter and they think the last two locos will be out on Thursday with a possibility of Friday. If you can spare the two days off, I would suggest that you come up here...on CNR train #29 Thursday morning..."

"...Steam here this week so far: 5576 (looks good), 5548, 2631 (out of the scrap line), 5594, 3422-6186 (doubled on #400 this a.m.), 3470, 5578, 5600..."

"...Gotta go now. N feet of snow here. Glad photos turned out. I kicked myself for lousing up that shot of the 6214 [but it wasn't

really loused up, as readers of the October 2008 Branchline will know]"



Life and Death. It's 30 December 1958, and in five working days CNR Northern 6221 will be released from the Big Shop at Stratford after completion of minor repairs to allow it to run for another few months. Locomotive 6032 in the background is less fortunate. Shop workers have reduced it to frame-and-cylinders, and in a few days nothing recognizable will be left of the 4-8-2. Photo by James A. Brown.

Notwithstanding that I'd been in Stratford a week earlier, and classes had resumed with a vengeance, this was an event I could not miss! So on my own, I headed to Stratford on Thursday, 8 January on train 29. Just in time too, as it turned out.

CNR's dispatching office was upstairs in the Stratford station, and on the arrival of No. 29 (as the incoming 4-8-2 was exchanged for a light 4-6-2 from Owen Sound, which would take 29 the final 33 miles to London), I trotted up to see what was going on. Allan Hughes (AFH) was the day dispatcher, a good friend of Bob's, and happy to help us in our quest.

"I'm fixing up the 6221," he said. "You're just in time!" Northern 6221 had been one of the engines in the Big Shop when Bob and I had visited a week earlier. It was in for Class 5 repairs (relatively light), and was ready for its test run.

Toward the end, the practice had been to confine the test runs to the comparatively lightly traveled Goderich Subdivision. Locomotives turned out by the Big Shop -- a Stratford engineer and fireman, fitters and a shop inspector on board -- backed at a leisurely pace westbound five miles to Sebringville. This gave everyone a chance to make sure everything was "working as intended". A stop at Sebringville for a walkaround, a spirited run back to Stratford, and another walkaround, completed the process. Then, once any necessary final adjustments were taken care of, the locomotive was turned over to the Stratford roundhouse for return to service. (In those uncertain days, when steam's future was almost a day-to-day proposition, some freshly-outshopped locomotives immediately went into storage, to be retrieved only

when their turn for the scrapper came up.)

Unfortunately Bob was on duty this particular day, so I was left to my own devices. I made my way from the station to the south side of the main shop building, where smoke was visible beyond the light-up shed. Western Lines N-5-b class Consolidation 2721 was there, gleaming and under steam, apparently just back from its test. Ready to go was the 6221. The cab was already crowded, but I inquired if they might have room for one more. They did!



Almost done. Returning from its successful test run to Sebringville on 8 January 1959, CNR 6221 turns off the Goderich Subdivision toward the Big Shop's light-up shed. The future: A few more months of service before the Northern meets the torch on 21 March 1960. Photo by James A. Brown.

It was a jolly experience. Everyone had his particular job to do, and when conversation was necessary, shouting was the order of the day. With the locomotive's normal cab noises and two or more conversations going on at once, the din was impressive. I managed to keep out of the way by spending most of the time in the cab doorway, immediately behind the engineer.



Life and Death, II. CNR Western Lines oil-burning Consolidation 2721 drowns in the winter sun at Stratford on 8 January 1959, its light repairs completed, awaiting dispatch back home. In the background, 4-6-0 1396 will shortly be hauled into the shop for scrapping. Photo by James A. Brown.



Finishing Touch. On January 8, 1959, a painter attends to the cab-side numbers on CNR Western Lines Mikado 3552. In just four days, the 2-8-2 will emerge from the Big Shop, the last steam locomotive to receive classified repairs at Stratford. Photo by James A. Brown.

Were the 2721 and the 6221 the "last two" locomotives to be turned out by Stratford, as Bob had heard? Apparently not. In the Big Shop itself, I discovered painters touching up the cab numerals on Western Lines 2-8-2 No 3552. We later discovered the Great Event took place several days later, on 12 January, when the 3552 was finally released. No matter. We'd been witness to **almost** the last one! Bob gave me his take on it, plus other chit-chat, in a letter the following week.



Still at work. CNR Mikado 3422 steams from the shop to tie onto the Sarnia wayfreight on 8 January 1959. The 2-8-2 shares the assignment with sister Mikado 3470. In the background is a conqueror, namely a GP9 diesel and steam generator unit heading a passenger train. Photo by James A. Brown.

I could sense his frustration at the scarcity of information and the abundance of rumours, however inaccurate they might be. But neither of us was plugged into any sort of railway network that had any better information, so we carried on as best we could.

We discovered in December that the Big Shop was scrapping retired steam locomotives, probably to keep the shop staff busy as

steam repairs declined. And it became apparent that although the days of classified repairs ended with the 3552, the shop would continue to do light running shop type work for another couple of months. Maybe taking the load off the roundhouses across the Division whose steam assignments were dwindling and whose staffs were concentrating on their new diesels, we reckoned.

As January and February wore on, university pressures kept me close to Toronto, while Bob maintained his Stratford Division steam watch from St. Marys station. Thank goodness for his letters, which even today give a running commentary on what he saw and heard. I wish I had copies of the letters I sent to Bob!

Wednesday, 14 January 1959:

"...The dispr phoned me [last] Thursday morning at 9:05a.m. that he just received word from the shops that the last engine was coming out on test, and would require running orders for purpose of testing... Then about 11 the dispr phoned me and said you were in...I don't know if there is anything doing up there now, but I understood that the 2721 was the last to come out...I just can't get hold of anyone that knows for sure. The dispr hasn't been able to find out either..."

"...Power this week, 2631 back on wftr for two trips account all diesels out on snowplows. She was a sorry sight, rust spots on the boiler and the side rods were all rusted up...I don't know what is on #11, #10 or #39. Still steam though. This a.m. 400 had steam, engine unknown, I was just coming to work when he went screaming through."

"...I have a theory regarding steam on the passenger runs. I think they are maintaining steam on them until they have enough of the steam generators available to put the big A units on the mainline and use the small GP's that are equipped with the steam generators on the local runs such as here...If my assumption is correct, I hope there (are) a million little bugs in the generators..."

"...I wrote a letter to CFPL TV station (in London) regarding the closing off of steam repairs. They advised me that...they are composing a film story on the steamers to be presented some time next week on their show, Panorama..."

"...Well, train is due now so I had better get hustling."



The Forest City. CNR 5703, one of CNR's five 4-6-4-type locomotives, stands at the head end of train 75 on Toronto Union Station's Track 5, awaiting its 3:30 pm departure on 24 January 1959. This fast train - allowed two hours and ten minutes start to stop for the 120 miles to London - was regularly assigned steam up to the end of March 1959. Photo by James A. Brown.

Saturday, 17 January 1959:

"...All freight service and extra trains out of Stratford are now dieselized, except in an emergency. Diesels also on #83 and #16, London-Windsor. 3470 still on Sarnia wftr. Our own (passenger) trains using 5079, 5548, 5584, 5600, 5601 and 5576..."

"...More steam being used out of London on the highballs...small concentration of steam at Hamilton...Large numbers of tallowed steamers in Sarnia (three weeks ago)...I guess that's the sad news for now..."

"...CPR have increased steam at London according to engineer of the CP wftr here..."

"...Last night #171 was tied up here for ten minutes. His air reservoir valve froze up and he couldn't release the brakes. Out came the coal oil and waste for a great big bonfire on the pilot!"

Wednesday, 21 January 1959:

"...Fellow in here yesterday from Sarnia...There are six assigned steamers there for daily use, all 61's and 62's..."

"...I understand 3558 came out a week ago Monday (Actually Bob meant to say '3552'. This was his only mention of the engine that wound up more than eighty years of heavy steam locomotive work at Stratford. Was the sadness of the occasion the reason it passed with so little notice being taken?)"

"...so far this week we have had 6014, 6225 and 6147 in addition to the locos mentioned earlier..."

"...Delay in writing to you has been all the wonderful snow. The banks are 8 feet (no guff) up west of the Junction, and yesterday it was ice - I had 1 inch of solid ice on the platform. Out came the salt, axe and shovels and I was darn near dead by 3 p.m..."

"...5565 and 5560 now working out of Stratford..."



19Y East. In a scene typical of train order operations long ago discarded in Canada, the Scarboro Jet. operator holds his hoop aloft, to be snagged by the fireman as CNR 4-8-4 6255 roars past with 2nd No. 6 on 8 February 1959. The train order signal displays yellow, indicating orders to be delivered on the fly, and a futher introduces his young lad to the mysteries of steam railroading. Photo by James A. Brown.

Monday, 9 February 1959:

"...5576 made 2 appearances last week, after a 6 week absence...5611 and 6175 in big shop last week...another reprieve for 2 of them...they are still doing light (running shop) repair anyway..."

"...More out of tallow in Stratford and Sarnia, but they are replacing other engines that have run the last mile..."

"...We can't keep enough power at Stfd or Palmerston. Everything with wheels has been out on plows. The snow is terrific out of Palmerston. On several branches...the water facilities for steam have been removed and as a result they can only use diesels. Big laugh. Diesels aren't worth a hoot in the big snow. They freeze up, heat up, slip up, lose traction, etc., etc., etc...but they are stuck with them now. The steam(ers) really got a workout..."

"...we still have the regulars working here, also added 6226, 6014..."

"...CP had steam on a plow (eng 891)..."

And in a postscript at 11:45 p.m., 9 February...

"Strike off eng 6014 as active...I just returned from Kellys (4 miles south)...#40 piled into #11 at Kellys. 11 wasn't clear into the siding and 40 hit her about 4 cars from the end...Fortunately it was two empty commuter cars she hit...It smashed in about 10-15 feet of the side of the car and really messed it up...anyway 6014 has a smashed buffer beam, air tanks and pilot. She did run back to London. No one hurt...

"...5078 was cut up last week...5576 back last night again. Oh for a pic of her. I love that little beauty!"



Riding high over the Don. CPR D10 No. 999 is in charge of the Havelock wayfreight, as it crosses the west branch of the Don River, on its way to Lambton Yard on 11 February 1959. Today, Eglinton Avenue crosses beneath the CPR tracks just beyond the rear of the train, and the Ontario Science Centre is situated on the edge of the valley, to the right of the frame. Photo by James A. Brown.



Ice and steam. Just a month after being rolled out from Stratford's Big Shop, here's CNR Northern 6221 doing what she was built to do - haul heavy passenger trains at high speed - against a glittering background of ice-rimed trees. The train is the third section of Toronto-Montreal Pool Train No. 6 at Scarborough on 15 February 1959. Photo by James A. Brown.

Friday, 20 February 1959:

"No new news regarding steam...we still have the regular complement here...there are still some steamers receiving light repairs in the big shop...

"...it is very cold here again today, 10 below [that's -23C!], and does that steam ever show up nice...5600 coming up on 29, 5576 up last night, 5079 on 168 this a.m., and 6242 on #11 last night...

"...they are acquiring some 1000-class diesels with steam generators [These would have been the 1900-class GMD1s]. They

look almost like the 1200s, and one engineer says they will be replacing the 5500s on local passenger. This is just heresay...

"...CP steam very active at London again, so the CP crew tell me last night...961 working the CP wayfreight..."



Ready for the Mail. Once emblematic of Canadian National in the Company's print advertising, streamlined Northern 6404 awaits its crew at CN's Spadina roundhouse on 17 February 1959. Its assignment: Mail train No. 87 for Niagara Falls, due out of Toronto Union Station at 1:45 am. Shhh. It's not in the public timetable! Photo by James A. Brown.

Since the previous August, Bob had been aware of my picture-taking efforts, and joined in when our schedules allowed. In early 1959, pretty well confined to his post by the requirements of the job, he took joy in the steamers that continued for the most part unabated on the Thorndale Sub passenger trains. But he lamented "...if only I had a decent camera". Then, with typical Buck resourcefulness, he came up with a solution.

It seemed the local druggist was an amateur photographer. When Bob discovered he possessed a Yashica-Mat camera (very much like my own Rolleiflex), an occasional loan of the camera was negotiated. The druggist was obviously persuaded that Bob's photographic skills and reason for wanting to borrow the camera merited his trust, and Bob began documenting the action on his own.



An eye on the competition. Always alert to the sound of steam, Bob Buck ventured to the south end of town on 25 February 1959 for this shot of CPR D10 961, just in on a wayfreight. The pilot gives evidence of heavy snow on the way in. Photo by Robert F. Buck, collection of James A. Brown.

The lamenting didn't entirely stop, though. Bob's later letters often told me of the ones that got away. But didn't we all have that complaint?

Thursday, 5 March 1959:

"It's raining like the very devil outside right now, but it's a fine day...because 5576 just went through on #168...Last Monday I had the dispatcher looking all over the division for her...he said she was in repair and would be running again, he thought..."

"...enclosed are negatives of my first attempt at taking pics with a big camera. I looked in the viewer and I thought the locos were right on top of me so I pushed the shutter to take the pic and...the darn train was still 75'-100' away. There are a couple of fair pics, I think..."

"...Yesterday I went down in the valley and took a pic of #29 coming across the bridge. 5601 and 6205 doubleheaded. Then I ran up to the west end of the platform in the cut, and took one of him pulling out..."

"...Here's some news. 3 of the GTW 6300s out of tallow in Sarnia, 6317, 6324 and 6336...They have the solid pilot and air pump mounted on the pilot beam...real beauties...I'm going to write to the Chief Dispr in London and see what trains they are working on..."

"...They are taking more power out of tallow in Stratford and Sarnia...eng 5134 came down the other day but by the time he got to St Marys it was too dark. I had the camera but light meter indicated "0"...too bad..."

"...They are only cutting up 4 locos per week at Stfd instead of 10...I think it is the employees that are responsible for the delay..."



Doubleheader on 29. Train 29 was easily Bob's favourite train at St. Marys, because its late-morning arrival almost assured good lighting, and because it carried the outbound mail! On 4 March 1959, it had an extra engine too, as Northern 6205 was returning to London after assisting a nocturnal freight train east to Stratford. The lead engine is 4-6-2 5601. Photo by Robert F. Buck, collection of James A. Brown.

Wednesday, 11 March 1959:

"Many thanks for your letter and enclosed pics. Gee, they sure came out a lot better than I ever hoped...I will list the dandy pics that I didn't get because I couldn't get a fellow to cover my job while the trains were in. I can get [borrow] this camera anytime but getting someone to fill in the office while I am out on my safaris seems impossible, even though I am only gone for no more than 10 minutes..."

"...dandy pics missed in just 2 days as follows:...March 7th, 5576 came in on #29 just plastered in snow from the tip of the pilot to the top of the stack, behind the feedwater heater, on the drivers and EVEN 1/2" ice on the FIREBOX. She just looked like a 6400...2631 on the wfrt also covered in snow...pass extra 6232 eastbound with 14 cars at 3:30 p.m. and back at 10 p.m....#111, eng 6252 at 4:14 p.m....Extra 3422 East at Jct at 1:40 p.m....the day was bright and cold..."

"...[also missed] Mar 3rd - 2nd #10 eng 5601 with 4 Pennsy express cars, 2 red and gold Union Pacific streamlined pass cars, and 1 Santa Fe streamline coach ex the Super Chief...aw nuts, no use crying over spilt milk..."

"...camera is a Yashica-Mat, I think..."

"...29 coming...by the way there are only 3 or 4 active steamers assigned at Stratford now, 3470, 3422, 2631 and 2668..."

Thursday, 12 March 1959:

"I GOT HER - I GOT HER, 5576, YESSIR 5576...I should have 3 good shots - 1 coming across bridge, one stopped under bridge and one leaving town...it was just a coincidence I had (the) camera with me...I feel like a dad-gummed kid...haven't gone off my rocker either, I'm just excited...We have chased her a long time and here's hoping our chase is ended..."



Eureka!! Bob had been trying for weeks for a shot of beetle-browed Pacific 5576, and never had the locomotive and Bob's borrowed camera converged ... until this day. Looking a bit fearsome, with its overhanging feedwater heater, the elusive 5576 is shown at St. Marys on train 29 on 12 March 1959. Photo by Robert F. Buck, collection of James A. Brown.



CPR action in a CNR town. CNR undoubtedly had the lion's share of business in St. Marys, but the always determined CPR served the town with a daily wayfreight. On 17 March 1959, D10 1095 is shuffling about with most of the wayfreight's crew decorating the footboards. Photo by Robert F. Buck, collection of James A. Brown.

Through that winter, my own pursuit was pretty much limited to the steam power I could find locally....and fairly reliably. Canadian Pacific was still assigning steam, but its passenger services had been dieselized some time before, and steam appearances on Toronto area passenger trains by 1959 were few and far between.

There were, of course, through freights, wayfreights and helper assignments that still drew steam power, but these followed no set pattern that I could discover.

CNR on the other hand, continued to use steam on its passenger services in early 1959 to an astonishing extent, as I look back on it now. To be sure, the principal mainline passenger trains had been dieselized several years before, but a goodly number of secondary passenger assignments remained staunchly steam through the first three months of the year. That fact, plus the more-than-occasional appearance of steam on mainline freights in the same period meant that to me, the best-bang-for-the-buck was to be found on Canadian National tracks....at least at that time.

In mid-March, sensing the days for operating were seriously numbered, we hatched a plan for a couple of winter break visits to St. Marys and Stratford. Call them well deserved winter breaks, if you will.

The first, on the weekend of 21/22 March, was a driving trip with Dave Page, using a borrowed car. Dave was a steam aficionado and fellow Mech Eng student at UofT, who felt – and ignored – the same guilt pangs as I did about missing lectures and labs. He's still a good friend, whose byline will be familiar to *Branchline* readers. Bob Buck was unable to join us in Stratford on the Saturday (station duties in St. Marys), but we enjoyed the Bucks' hospitality that evening and overnight, and on the Sunday Bob and I introduced Dave to the Big Shop.



Bob Buck on the job. Well, sort of. There he stands, hands clasped, waiting to load a mountain of express on No. 29 on 21 March 1959. But note well. It's a steam locomotive - light Pacific 5601 - that has his undivided attention! Photo by James A. Brown.

The place still instilled the same feeling of awe that I experienced when seeing it for the first time, the previous August. Locomotives were still under light repair, albeit fitfully, and only as a leg-up for the odd running shop that needed help in keeping this loco or that alive for literally a few more days. Sadly, other locomotives were standing in various states of dismantling. It being a Sunday, no work at all was actually in progress, and we had the shop to ourselves. Well, almost to ourselves. The shop cats were under foot, and Constable Doug Wilson was on hand, doing his usual amiable tour guide duty.



Still hope for 6402. What a surprise to encounter streamlined Northern 6402 in the Stratford Big Shop on 22 March 1959, having minor work done to the front-end throttle, while Northern 6115 is dismantled in the background. The shop constable is somewhere, perhaps intrigued by the private automobile (also in for repair??). His Detex Watchclock rests on the shelf above the pilot. Photo by James A. Brown.

We prowled the deepest recesses of the cavernous shop buildings. We communed with the growing lines of condemned locomotives, stored in long strings in the Buffalo Yard, awaiting their inevitable fate. We visited the roundhouse, still home to a few active steamers, drowsing in the daily-except-Sunday torpor that prevailed at such branch line terminals. And as the weekend drew to a close Dave and I had the inescapable feeling that we would never see the likes of it again.



Parts supply. One of the difficulties in keeping steam in operation after most of the North American railways had dieselized was the difficulty in sourcing spare parts, especially those produced by outside suppliers. Here's 4-8-4 6253 at Stratford on 22 March 1959, which has clearly become a parts source for its more fortunate colleagues still in service. Photo by James A. Brown.



Amid the dead steamers, only one fire. And that's in Dave Page's pipe, as he communes with the lines of steam locomotives that will never again be called to duty. Photo at Stratford on 22 March 1959 by James A. Brown.

How prophetic that thought was to be. I made another trip the following weekend, this time by train, going to Stratford on Good Friday, and returning to Toronto on train 34, the Saturday afternoon of Easter weekend. Bob Buck had to work, as usual for a Saturday, and I had to be back home in Toronto for Easter Sunday. It was an anti-climactic visit. Not much going on because of the holiday, no visit to the Big Shop, and only the regular passenger trains to suggest that steam power still had any relevance at all.



Surprise visitor. At least it was for me. Was tiny 1135 a refugee from the Atlantic Region? Whatever, the 4-6-0 certainly looked forlorn amidst its larger brethren as it waited out its last two months before being dismantled in the Big Shop at Stratford on 13 May 1959. Photo by James A. Brown.

If I could take any solace in this, it was in the arrival of train 34 from Goderich in charge of a light Pacific, the engine change ritual, and my trip back to Toronto on that train. I recall now, as vividly as if I'd captured it on video, standing in the rearmost vestibule of train 34 as we thundered eastbound on the racetrack through Shakespeare. The mileposts raced by at one a minute. The lowering sun gleamed on the parallel rails. The haunting whistle called the crossings up ahead. And the white locomotive smoke trailed backward above the path we'd taken, to infinity.

I didn't realize it then, but found out very quickly afterward: Easter weekend 1959 marked the mass withdrawal of steam from virtually all the passenger trains we'd come to know so well in that incredible final year of CNR steam. Almost everywhere, diesels reigned from Easter Monday onward. And while a few occasions of steam activity would prevail in southern Ontario for another few months, they were isolated indeed. The last active CNR steamer on the Railway's Central Region would be dispatched on 26 July.

So it was that my journey on train 34 -- 28 March 1959 -- marked the final time that I travelled on a steam-powered passenger train in Canada, in scheduled service.

The locomotive? Northern 6214.



New life for a Stratford alumnus. One of Stratford Shop's last projects was the conversion to oil firing of a dozen U-1-f 4-8-2s for western operation. Many of these engines received slab-sided tenders from scrapped 2-10-2s; a few, like the 6072, had oil tanks installed in the tender coal pocket. And once in their new home, Winnipeg, the distinctive bullet noses were removed for easier front-end maintenance. The result was this quite pleasing similarity to CNR's 5700-series Hudsons. Here's No. 6072 streaking through Neebing on a hot June morning on its last lap from Winnipeg to Port Arthur, Ontario. Photo by Larry Zapfe on 26 June 1959, collection of James A. Brown.



Of the locomotives illustrated above, three remain with us today: CNR 4-6-4 5703 is displayed at the Elgin County Railway Museum, in St. Thomas, Ontario, renumbered 5700; CPR 4-6-0 999 is at Exporail in Saint-Constant, Quebec; and CPR 4-6-0 1095 is outside the former Kingston & Pembroke station in Kingston, Ontario.

Postscript: The Bob Buck letters continued through the next year, documenting the movements of condemned locomotives on their final one-way trips. We shared a few steam excursion experiences. We compared notes on CPR's remaining steam operations. And year's end provided a couple of opportunities for surprisingly good end-of-steam experiences, on Canadian Pacific. But that's for another time. ■



CENTRAL ALBERTA FARMERS HOPE TO BUY GRAIN BRANCH

LINE: Farmers want the Alberta government to join a partnership to buy a vital Central Alberta grain line that CN is closing. The railway put almost all the 90-kilometre line between Camrose and Alliance up for tender in November 2008, upsetting farmers who have invested in trackside storage and grain car loading facilities. A partnership with the province and Flagstaff and Camrose counties to buy the 75 kilometres of track CN plans to abandon would benefit the whole region, Daysland producer Ken Eshpeter says. The producers would put up a "significant portion" of the equity, while the other partners would provide top-up money if needed -- perhaps in loan guarantees, Eshpeter said. CN is closing all but the 15-kilometre stretch between Camrose and Kiron where Cargill Grain has a major loading centre. The Battle River Producer Car Group has invested in 36 hopper bottom bins at six communities on the line, and one of the larger producers has an elevator that stores the equivalent of 30 cars of grain. And they hope to buy an abandoned elevator at Alliance. "There's an opportunity here to show that branch lines can be successful," said Eshpeter, a former Flagstaff County reeve. "We plan to run it as a business and grow it." The group has until February 13 to officially express an interest in the line, then they have six months to negotiate with CN before the railway can offer it to the province and local municipalities. (Edmonton Journal, Feb. 7)

CN REVISES THREE YEAR RAIL NETWORK PLAN: A regular meeting of the Council of Starland County (Alberta) was held on December 9, 2008. At the meeting, council discussed correspondence that was received from CN noting that it is indicated in its Three-Year Rail Network Plan its intention to discontinue the operation of the railway line (Dinosaur Spur). As no interested parties registered an expression of interest and no agreement was entered into, as prescribed in the Canada Transportation Act, CN offers to sell all of its interest in this railway line to each Municipal or District Government for the sum of \$233,305. Acceptance of this offer must be submitted no later than January 28, 2009. In addition, CN also provided a Notice of Revision to their Three-Year Rail Network Plan, advising that this revision includes the following reclassifications from retain status, to candidates for discontinuance, including the Drumheller Subdivision between mile 0.00 and 109.80, and the Oyen Subdivision between mile 68.40 and 136.40. Council discussed these issues and the potential possibilities available to the County and other interested parties. (Drumheller Mail, Feb. 4)

CN AND NS ANNOUNCE MIDAMERICA CORRIDOR INITIATIVE: CN and Norfolk Southern have announced an initiative to create a "MidAmerica Corridor" in which the railroads will share track between Chicago, St. Louis, Kentucky, and Mississippi to establish shorter and faster routes for merchandise and coal traffic moving between the Midwest and Southeast. This initiative, when finalized through definitive agreements, will have three components:

1) NS will haul CN freight between Chicago and St. Louis, reducing the distance between these points for CN shipments by 60 miles and providing improved connections to other rail carriers through the St. Louis gateway.

2) NS will use CN's routes between St. Louis and Fulton, KY, as part of a new, more efficient route from the Midwest to the Southeast, saving more than 50 miles on NS shipments.

3) CN will haul NS freight between Chicago and Fulton, shortening NS's Chicago-to-Birmingham route by almost 100 miles.

As part of the MidAmerica Corridor, CN and NS plan to create a new coal gateway at Corinth, MS, to better link NS-served southeastern utility plants with CN-served Illinois Basin coal producers. A key component of the new initiative is the West Tennessee Railroad between Fulton and Corinth, which will be upgraded to handle heavier shipments and additional rail traffic. The initiative will be finalized with the completion of definitive agreements and approval for the exchange of trackage rights with

the US Surface Transportation Board in the next few months. (PR Newswire, Feb. 10)

CN LINE DISCUSSED: In an effort to keep the CN rail line from being sent to the scrap yard, Palliser Regional Municipal Services (PRMS) is working together with local communities to try and save the line. PRMS CEO David Amos said representatives from communities affected by the discontinuation of the CN line that passes through Hanna, Alberta, met on January 23 to discuss what steps to take to prevent the total loss of the line. Amos said the group applied for approximately \$300,000 in funding under the Rural Community Adaptation Grant Program, which they plan to use towards a recovery plan, should their proposal be accepted. Amos said the program, which is administered by the Alberta Department of Agriculture and Rural Development, is designed to help communities that are facing "some sort of unusual economic hardship."

"Obviously the closure of the CN rail could cause some economic hardships" for the area, Amos said. Amos said the application, which was sent in in January, outlined three major actions a newly formed steering committee, should their proposal be accepted. "The major action would be to maximize community input," Amos said, "the philosophy being to involve communities, individuals and companies most affected by the closure so they could be part of the decision making process." Amos said the second step the committee would be taking would be to research and gather information about other communities who have faced a similar setback. Amos said the final step will be to make an assessment of the rail line itself in order to arrive at a salvage value and to create various feasibility studies and corresponding business plans. He said they would also be looking into other uses for the rail line beyond the traditional uses, as well as special planning issues such as property maintenance, and the feasibility of having part or all of the line operational. Crowfoot MP Kevin Sorenson, who also attended the meeting, said he for one was very impressed with the meeting and those who attended. Sorenson said he was pleased that the region's leaders and representatives didn't want to dive right into the project without doing the proper research first. (Hanna Herald, Feb. 12)

AREA RAIL SERVICE STILL POSSIBLE: The latest revision to CN's three-year rail network plan has placed the rail line (Beachburg Subdivision) that would be used for a proposed interprovincial commuter rail service in the Ottawa Valley on the list of lines to be discontinued. While this might seem like a big problem, the members of the committee looking to establish the commuter service said hope is certainly not lost. In fact, committee member Izett McBride, chairman of the growth and development committee for Whitewater region, said in some respects, the threat of the line being discontinued could speed things up.

The idea of the commuter service is being headed by SADC Pontiac Community Futures in Quebec and has gained favour with Renfrew County Community Futures Development Corporation as well as local politicians. McBride described the current situation as a bit of a "cat and mouse game" but for the moment, the committee looking at establishing the service is continuing to move the project forward. It will worry about the fate of the rail line if and when it needs to. It is McBride's understanding that the line is slated to be abandoned in about 18 months. John Brayley, manager of network strategies for CN, said the company is required to put its intention to discontinue the line on its public plan before it can move on to the next step in abandoning the line. The intention to discontinue the line remains on the public plan for 12 months before CN is entitled to begin the process to actually abandon it. During this time, there would be an opportunity for another company, organization or railway to purchase the line. McBride believes the fate of the rail line has three possible outcomes. First, there is the possibility that the line will once again get busy and CN will change its mind. Second, another group, municipality, or railway could offer to purchase the line. The third outcome would see nothing change and CN decide to abandon the line and put it up for sale.

Those pursuing the idea of commuter rail down the valley to Ottawa are currently preparing a survey to see if residents of

eastern Ontario and western Quebec are interested in the service and if numbers are sufficient to support it. Brittany Morin, economic development officer for SADC Pontiac Community Futures Development Corporation, said the survey is nearly finished and should be released to the public in about a week. Morin added that she hopes to have the results by early spring. (*Pembroke Daily Observer*, Feb. 20)

RAIL SERVICE ELIMINATION LEAVES FARMER IN LIMBO: An Alberta farmer says CN's plan to abandon 286 kilometres of main line track in south-central Alberta could cost him as much as \$150,000 a year. Albert Jensen farms 12,000 acres of grain and owns a former Alberta Wheat Pool elevator at Rosebud, roughly midway between Calgary and Drumheller. The elevator is located on CN's line running between Saskatoon and Calgary. Since purchasing the facility from the Pool in 2001, Jensen has used it to ship 50 to 110 producer cars annually, depending on the size and quality of his crop. In November 2008, CN announced in its three-year rail network plan its intention to discontinue service on the line from Oyen, near the Saskatchewan border, to Lyalta, just east of Calgary. There are no grain company elevators on that portion of the line. Jensen said that in December the railway told him rail service to his elevator would soon be coming to an end. "I'm pretty angry and I don't know what to do about it," he said in a recent interview. His frustration is directed at CN, which he says has adopted a ruthless business strategy. Without rail service, Jensen said he will have to truck his grain 100 km to terminals in Calgary, at an estimated cost of \$119,000 a year. Other costs such as elevator handling fees (which he avoids by shipping producer cars), additional labour and the liability associated with being on the road could push the total to \$150,000.

Jensen said he was told in December all rail service would cease 60 days after the discontinuance notice was made public. He shipped 30 cars in early February, and was then told the railway will return in June for a final pickup. CN spokesperson Kelli Svendsen said the line in question was handling only "sporadic local traffic" between Lyalta and Oyen and is no longer required by the rail company. She added the only car orders the railway had were from Jensen and the railway has no indication that he will make further orders. Jensen disputes the railway's contention that there isn't enough business to keep the line operating. In addition to his elevator, a plastics manufacturing plant in Drumheller has been shipping more than 100 cars a year on the line. Svendsen said CN has reached an agreement with the plastics plant on alternative transportation. (*Western Producer*, Feb. 19)

ACTION ON CN LINE: Fairview Town Council in Alberta recently decided to move forward with regional discussions regarding an abandoned CN line. Councillor Brent Dechant is chairman of the committee that was formed with neighbouring municipalities more than a year ago to offer to buy the former rail land that is shared with the M.D. of Fairview, Hines Creek, Clear Hills County, Berwyn and M.D. of Peace. There have been ongoing discussions with the Village of Hines Creek and town council hopes the stretch of land from Fairview to Hines Creek can be used as a utility corridor for a future regional water line. (*Fairview Post*, Feb. 25)

BLET AND CN AGREE: Members of the Brotherhood of Locomotive Engineers and Trainmen who work on the former Wisconsin Central territory of CN overwhelmingly ratified a new collective bargaining agreement January 17. The six-year agreement covers nearly 300 members from April 1, 2005 through April 1, 2010, and provides BLET members with overall wage increases of 21.24%. The BLET members at CN-WC were the first in the country to ratify an hourly-rate agreement back in 2002. BLET says that 94% of eligible members voted on the contract, which was by an 86% majority.

In addition to pay increases, the BLET secured improved job protections. A locomotive engineer will now be assigned to every job at Wisconsin Central, including remote control assignments. The union's "no furlough" clause has also been extended to cover approximately 30 additional members who were not protected under the old contract. Improved work schedule assignments are also part of the new contract. Under the old contract, members were forced to work six days in a row with only one day off. Now, the assignments alternate from week to week between five day and six day work weeks. The same applies to the engineers' extra board at CN-WC. (*BLET.org*, Mar. 5)

DOCUMENTS REVEAL DATE CN RAIL WON BC RAIL BID: Newly disclosed government documents from the Basi-Virk corruption trial reveal that the B.C. Liberal cabinet decided October 1, 2003, that CN Rail was the winning bidder of the \$1-billion privatization sale of BC Rail. The controversial decision wasn't made public until 55 days later, on November 25, 2003. But before then, other bidders were already upset about the fairness of the process, the documents reveal. One of the new documents is a letter sent January 14, 2002, from OmniTRAX chief executive Gary Rennick to then-transport minister Judith Reid, indicating OmniTRAX, one of the U.S. bidders, had been discussing the privatization of BC Rail with the government since 2001. The government, which made a campaign promise in 2002 not to sell BC Rail, officially started looking for a buyer when a request for proposals was issued in November 2003. Roughly 8,000 documents were released last week by B.C. Supreme Court Justice Elizabeth Bennett after an application for access by NDP MLA Leonard Krog. "It was really made on behalf of the people of B.C. who deserve to see these documents," Krog said after thousands of BC Rail documents were posted Friday on the NDP caucus website (www.bcnepcaucus.ca).

It has been more than five years since the police raid on government offices in the legislature and B.C. residents are still waiting for answers, Krog said. Three former ministerial aides are currently in pre-trial proceedings on charges of breach of trust for allegedly leaking confidential information about the BC Rail sale process to representatives of OmniTRAX. Former government aides Dave Basi and Bob Virk are accused of accepting a benefit, fraud and breach of trust related to the BC Rail sale. A third former government aide, Basi's cousin Aneal Basi, is accused of money-laundering. Dave Basi was a top aide to then-finance minister Gary Collins, and Virk was an aide to transportation minister Judith Reid. (*Vancouver Sun*, Mar. 7)



**CANADIAN
PACIFIC
RAILWAY**

CP INTERMODAL PROJECT SUBJECT OF HEARING: CP is asking Quebec's Commission de protection du territoire agricole (CPTAQ) to dezone roughly 136 hectares of farmland to add to the 175 hectares it already owns on the St. Lazare/Les Cèdres border to allow construction of a 311-hectare facility. CP says the terminus, to begin construction in 2010, would create 1,300 construction jobs and employ 1,700 with average salaries of \$57,000. The CPTAQ had initially supported the project in a 'preliminary orientation' released September 26, noting the widespread support for the additional zoning request and the environmental impact of removing hundreds of trucks a day from the region's highways.

Last week's nine-hour hearing was called after the regional Union des producteurs agricoles reversed its earlier support for the project. Citizens from Les Cedres and St. Lazare jammed the hearing room as CPTAQ commissioner Guy Lebeau explained that the commission's September 26 preliminary opinion to approve CP's request for the non-agricultural use of the agriculturally zoned land would be made final unless the day's hearing brought to light new evidence or perspectives that would be sufficiently persuasive for them to reverse their preliminary opinion. The CPTAQ was concerned only about the project's impact on agriculture, he added.

A delegation from St. Lazare's Committee for the Protection of the Environment headed by Pierre Kary argued that CP had not demonstrated that the existing location in Lachine or property currently owned by CP was insufficient to accommodate the anticipated 550,000 containers to be handled and stored in Les Cedres. The UPA also pointed out that the soil studies and water studies were missing from the CP report, as was the analysis of the alternate sites in the area which were rejected by CP. But when the UPA suggested that given the incomplete nature of the case presented by CP, a further public consultation would be justified, the CPTAQ summarily rejected the idea. The CPTAQ is expected to render a final decision, assuming CP provided the missing data during the week, within five weeks. (*Hudson/St. Lazare Gazette*, Feb. 18)

IC&E WORKERS MAINTAIN BLET MEMBERSHIP: Employees of the Iowa, Chicago & Eastern Railroad (IC&E) have voted overwhelmingly in favour of the BLET in a representation election. IC&E workers originally joined the Brotherhood in December 2002, and obtained

their first-ever union contract in January 2005. They voted 164-88 to remain BLET members, rejecting a takeover attempt by the United Transportation Union.

The Iowa Chicago & Eastern Railroad began operations in 2002 with 1,400 miles of track in Illinois, Iowa, Minnesota, Missouri and Wisconsin. IC&E's main lines extend from Chicago to Kansas City, Missouri, and from Sabula, Iowa, along the Mississippi River northwesterly to Minneapolis-St. Paul using trackage rights over CP from La Crescent, Minnesota, to the Twin Cities. Branch lines (known as the "Corn Lines") extend from Marquette, Iowa, west to Mason City and Sheldon, and from Austin, Minn., to Jackson and to Rosemount. (BLE.org, Mar. 6)

CP CUTTING 37 JOBS IN SOUTHWESTERN ONTARIO: CP is permanently cutting 37 mechanical services jobs in southwestern Ontario. The railroad said all of the work done by the employees in London, Welland, Lambton and Oshawa will be moved to the company's yard in Toronto. "We are in the face of an economic slow down and what it has done is provide an opportunity for CP to conduct an operational review of its mechanical services structures," CP spokeswoman Breanne Feigel said. The company said the union was told on February 6 and the positions will be cut on June 6. "It doesn't necessarily affect the employees in those positions, there are seniority clauses at play," Feigel said. (TheStar.com, Feb. 16)



MAYOR EYES MORE VIA SERVICE: Sarnia wants to feel more connected to all of Ontario. To improve its rail connection and its economic competitiveness, city leaders are pushing to get rail service enhanced. A task force has begun to survey organizations and businesses in a bid to pressure VIA Rail to add another train or two each day arriving in and departing from Sarnia. Years ago, passenger rail service was halved to two trains in and two trains out. Sarnia Mayor Mike Bradley is chair of the Sarnia-Lambton Economic Partnership, which along with Sarnia-Lambton chamber of commerce, has retained McCormick Rankin, a transportation consulting firm to assess demand for improved rail service between Sarnia and Toronto. (London Free Press, Mar. 3)

OTHER PASSENGER

CONTRACT AWARDED TO STUDY HIGH SPEED RAIL: A contract has been awarded to the EcoTrain Consortium - composed of Dessau, MMM, KPMG, Wilbur Smith & Associates, and Deutsche Bahn International - to update the feasibility studies for high-speed rail in the Quebec City-Windsor corridor. The Quebec, Ontario and federal governments will fund the \$3-million study equally. The study will focus on several areas, including technology and route options, transportation demand forecasts, and development and operating costs. The study will also look at the environmental and social impact of the proposal as well as its impact on other modes of transportation. The study will update information that was gathered during earlier studies, the governments said in a release.

However, Ontario Premier Dalton McGuinty says Ottawa is frowning on the proposal. McGuinty says he and Quebec Premier Jean Charest support the plan, but Prime Minister Stephen Harper is "not as much of a fan." He says without federal support, the project - which has been talked about for a decade - may never get off the ground. McGuinty says he likes the project because it would fight congestion and climate change while creating jobs. Ontario NDP Leader Howard Hampton blasted the federal Conservatives and provincial Liberals for delaying the inevitable. "They're going to study it again? You don't need to study it again. The biggest issue is purchasing all of the land and purchasing some of the rail bed that belongs to CN or CP that you need to make this run," said Hampton. "Everybody wants to study it because they think it will give them a good headline. We're long past the study stage. Where's the money to start doing it?" (Canadian Press, Feb. 23, 24; Toronto Star, Feb. 25)

FEDERAL GOVERNMENT PLEDGES \$350M FOR EVERGREEN LINE:

The federal government has pledged \$350 million to help build the \$1.4-billion Evergreen rapid transit line from Burnaby to the fast-growing communities in the northeastern corner of Metro Vancouver. But the federal contribution, announced by Prime Minister Stephen Harper and Premier Gordon Campbell, leaves the project \$173M short of its price tag. Burnaby Mayor Derek Corrigan, a long-time critic of provincial transit plans, said he thinks Metro taxpayers will be on the hook for the shortfall, and suggested the project be put on hold for now. Harper said the project will help stimulate BC's sagging economy and create thousands of "well-paying" construction jobs. The premier said work on the project is expected to begin next year and that it will be completed in 2014. The new line will use SkyTrain technology, like the Expo and Millennium lines, and Campbell said ridership along the new 11-kilometre route -- from Burnaby to Coquitlam via Port Moody -- is estimated to reach 10,000 people per hour, removing up to 60,000 vehicles from the roads.

The federal contribution is in addition to \$67M promised earlier by Ottawa. The BC government has pledged \$410M to the project, and TransLink, the regional transportation authority, is to contribute \$400M. That leaves the project short \$173M, which February 26's announcement said would be raised by project partners, "including a possible public-private partnership and potentially through transit-oriented land development." However, private equity has been difficult to find and hang on to during the global economic and financial downturn. Corrigan said TransLink is already \$100M short of what it needs to maintain existing transit services in 2009. With expanded services, including the Evergreen Line, he said TransLink's current funding sources will fall short by \$350M a year. TransLink's options include higher property taxes, higher fares, a politically troublesome vehicle levy, and raising money through real estate development around future rapid transit stations. (Vancouver Sun, Vancouver Province, Feb. 27)

WORKERS PLEADING TO BUILD STREETCAR: Workers in Thunder Bay are pleading with the TTC to let them build Toronto's new streetcar. Their pitch, that their city needs the work, is similar to one that sent Toronto's \$710 million subway car contract to Bombardier's Thunder Bay plant three years ago. Bombardier and Siemens Canada, a division of a German-based company, are the only two bidders on the TTC contract, worth between \$1.25 billion and \$3B. Bids closed on February 27 and the TTC expects to approve the winning bid at its April 27 meeting. The commission has worked hard to avoid any appearance of favouritism around the procurement, after the decision to sole-source the subway cars in Thunder Bay raised questions about whether taxpayers would have got a better deal under a competitive bidding process. The move that saved 300 jobs in Thunder Bay was greeted, however, with tears of gratitude by that city's Mayor Lynn Peterson. Although the TTC has specified its new light rail vehicles must contain at least 25% Canadian content, it would be unconscionable for the work to go to a foreign company, said Paul Pugh, president of CAW Local 1075, which has about 520 members in Thunder Bay. The contract could guarantee 250 to 300 jobs for 10 years, said Pugh, adding that's especially important in Thunder Bay. "Bombardier is almost the only thing left running." But Siemens Canada officials said their company would be subject to the same Canadian content rules, so the money, about \$300M, will remain in Canada anyway. If the Siemens bid is successful, the company would open a new assembly plant in Canada, said its director of mobility, Mario Peloquin. Siemens has 13 other Canadian plants, with about 5,000 workers including 1,000 unionized employees, some of them also CAW members. (Toronto Star, Mar. 3)

NEW YORK OUTLINES 20-YEAR FREIGHT-, PASSENGER-RAIL PLAN: New York Gov. David Paterson and New York State Department of Transportation Commissioner Astid Glynn unveiled the 2009 New York State Rail Plan, the first comprehensive update of the state's rail strategy in 22 years. The plan calls for investing \$10.7 billion during the next two decades to expand freight-rail service and usage, and increase the speed and reliability of intercity passenger-rail service. The plan also outlines funding priorities to be considered for the federal intercity passenger-rail economic stimulus funds, surface transportation reauthorization bill and upcoming state transportation plan. One of the Rail Plan goals is shortening the travel time for rail service between Albany and Montreal. Currently, trains take about eight hours to make that trip. The Plan's goal is to reduce that time to 6.5 hours. More details

are available at http://www.ny.gov/governor/press/press_0309092.html (ProgressiveRailroading.com, Mar. 10)

WHITE PASS CARRIES LESS: Reported as part of parent company Tri-White's annual report was that White Pass & Yukon Route train passengers decreased 5.1% to 437,660 in 2008 from 461,388 in 2007 due to a decline in the number of cruise ship passengers resulting from economic factors which have impacted the Alaskan tourism industry. The capture rate of cruise ship passengers declined slightly to 47.36% in 2008 from 47.43% in 2007. (CNW, Mar. 11)

REGIONAL / SHORTLINE NEWS

EFFORT CONTINUES TO ESTABLISH TRAIN LINK: A three-year campaign to establish a short-line railway between Bengough and Weyburn, Saskatchewan, is continuing, despite a series of setbacks. Maurice Koszman, the secretary of the fledgling Wey-West Rail company that hopes to establish the 110-kilometre short-line railway, said that the line can hopefully be in operation in less than two years. Were hoping by August 1, 2010, Koszman said in a telephone interview. The proposed line, on CP tracks that have not been used for several years, would primarily be used to haul grain, Koszman said. But other products could also potentially be shipped on it as well, he added. Buying that strip of track and putting it to use could save farmers along the line (in communities like Bengough, Radville and Ceylon) up to \$1,000 each in fees they now pay annually to ship grain by truck, Koszman said. Wear and tear on area highways, most notably Highway 13, would also be reduced, Koszman said. And there would also be environmental benefits to shipping grain by trains instead of by fuel-guzzling trucks, Koszman said. But efforts to get Wey-West Rail actually chugging down the tracks have been delayed by several problems, including reaching a sale agreement with CP. In an attempt to reach an agreement the town of Bengough sponsored enlisting the Canadian Transportation Agency to determine the net salvage value of the line. The determination of the CTA was not accepted so it was decided to appeal the ruling with the Federal Court of Appeal in Winnipeg. The Court has agreed to hear the appeal which should happen next fall. The two issues for the appeal are, first of all, the ruling that local bylaws for land reclamation are not an issue for the CP, and secondly, the dollars that CP will not have to pay to local governments on abandoning the line are not to be included in the NSV when the line is purchased by another company. (Weyburn Review, Feb. 4, Regina Leader Post, Feb. 6)

CORPORATION FORMED TO PURCHASE RAIL LINE: At the January 26 town council meeting, council received a letter from the North Central Transportation Planning Rail Sub-Committee (NCTP Rail Sub-Committee) stating that the committee has received letters of support for their endeavour to save and maintain the Meadow Lake-Speers rail line from 12 municipalities along the line and industry has stated that rail would be their first choice for product transportation. The letter states that as a result of this support the RM of Meadow Lake, Saskatchewan, has made a motion to incorporate a corporation, North Central Rail Ltd. to act as potential purchaser, and they anticipate that this entity will gain ownership of the rail line.

The NCTP Rail Sub-Committee has hired a consulting firm to complete the business plan for the rail line. At the point of its completion the committee will be holding a general meeting to discuss financial support for the purchase of the rail line. According to Richard Porter, RM of Canwood and speaking on behalf of committee chairperson Ray Wilfing, negotiation is the first step in the purchasing process. "We have formed a small committee who is going to be doing the negotiating of the purchase of the line," he explained. "It will be trying to work out a deal on the line." Back in October 2008, Carlton Trail Railway announced its intent to sell the rail line as of April 2009, which Porter said is about 200 miles of line through the 12 municipalities. He said that the NCTP Rail Sub-Committee believes keeping the line up and running is the best option for everyone involved. "We are firm believers that it is better to keep the line running than to have to rebuild if it is discontinued," he said. "Carlton Trail never put out an actual For Sale on the line, but we had to be proactive and do up a plan to see if the purchase is a viable option. We have to have all our ducks in a row. If we don't, at the time it will not be good enough." Porter said the next step in the process for the committee is to go further with the

business plan to purchase the rail line. "We have to go ahead and look at the plan and see where it takes us," he said. "Then we have to contact Carlton Trail and see if they do want to sell. We haven't heard from them since they made the announcement." The mills in the area, including the Meadow Lake OSB and Meadow Lake Mechanical Pulp, rely heavily on transporting their freight by rail car, and would be directly affected if the rail line was to cease operation. (meadowlakeprogress.com, Feb. 6)

SHORT-LINE RAIL GROUPS DISPUTE TRACKS' VALUE: A court case involving two local rail line groups and the Canadian Transportation Agency (CTA) could set a precedent for other groups hoping to set up short lines. Two groups based in southern Saskatchewan are taking the CTA to Federal Court in a dispute over the agency's determination of the net salvage value of the rail lines the groups want to buy from CP. While no court date has been announced, some of those involved say it could be this fall in Winnipeg. "This will be a precedent setting case," said Glenn Pederson, part of a group hoping to operate a short line running from Estevan to Tribune. "If we're successful, this could really help other rail lines to be sold." Local municipalities are carrying out the court challenges on behalf of farmers who want to set up short lines to ship producer cars. The case being pursued by the Rural Municipality of Rose Valley involves 66 km of track from Estevan to Tribune. The case pursued by the Town of Bengough involves 112 km of track from Bengough to Weyburn. Both lines hook up with a CP main line between Moose Jaw and the US border.

The groups were unable to agree on a purchase price with CP, and in the fall of 2007 they asked the CTA to determine the net salvage value of the track, which would then form the basis of the sale price. The agency determined the value to be \$2.93M for the Bengough line and \$2.26M for Rose Valley line, and neither group was happy with the outcome. "We have a number in mind as to the bare minimum NSV we would need, and we're a long way apart," said Maurice Koszman, a farmer and spokesperson for Wey-West Rail, a group of local farmers that wants to operate a short line on the Bengough line. He declined to be more specific, citing a confidentiality agreement with CP. In the court case, the groups will argue that the CTA failed to take two significant factors into account in its determination of salvage value: A railway is required to pay the local government \$10,000 a mile for three years. The groups say that should be deducted from the salvage value; the CTA says it's a separate issue; and Local bylaws require the payment of compensation for reclamation of the land on the rail right-of-way. Again, the groups say that should be deducted, while the CTA says no. A CTA official declined to comment because the case is before the courts. Koszman said if Bengough can obtain the line, Wey-West, which is made up of nine area farmers, would expect to ship about 400 producer cars off the line in the first year of operations and increase that to 700 to 800, depending on the availability of grain and rail cars. He said the line was upgraded in the 1990s and is in good condition. There are farmer-owned elevators on the line at Bengough, Radville and Ceylon. Pederson said while he didn't have specific numbers in mind, there would be significant demand from producers on the Estevan to Tribune line. The last train run was in 2002, when 30 producer cars were loaded. There are no loading facilities on the line, but the group hopes to buy a Pioneer elevator at Tribune that the company has closed. (Western Producer, Feb. 12)

TOWN'S RAIL DEAL HINGES ON COUNTY ACTION: The only near-certainty about the sale of the Orangeville-owned railway to the Highland Rail Group might be that it ultimately hinges on sale to the same company of the Dufferin-owned railbed to the north. A spokesman for the buyer says that, contrary to a prevailing belief in Melancthon, the purchase is intended to recreate a freight line that would serve existing and new shippers, as well as whatever needs the buyers themselves might have. The railway sale is not a done deal but is conditional on a number of issues including, but not limited to, Orangeville council's willingness to assist Highland in its bid to purchase the Dufferin-owned railway right-of-way beyond the Orangeville-Amaranth boundary. The agreement is for \$5M to be paid on the closing date of the sale in early 2010, and the balance of \$2M as soon as the first mile of track has been re-laid on the Dufferin roadbed, a distance that would take it past the Second Line of Amaranth. Another condition of the agreement is that the Town should make every effort to expand the use of rail. This might imply the Town's support of its plastics industry (the major shipper)

as well as working with other municipalities to attract rail users.

Consultant Mike Daniher of Special Situations, who acts as spokesman for the Highland Group, said that the rail company intends to service local shippers. "We are encouraged by the response and the interest (expressed by existing and potential shippers)." He said companies would consider coming to Dufferin with the availability of rail on the proposed extended line. At what cost could the line be extended? Steve Gallagher of Cando Contracting says it's a bit complicated to replace rail on a line that's been out of operation for as long as the Orangeville-Owen Sound portion of the former CP line. The rail bed, he said, would have to be tested. There might be brush to be cut. The number of crossings would have to be considered. The type of rails and ties, whether new or reused, would depend on how much traffic there would be on the line. A cost of between \$75 and \$120 per railway foot might be a low guess, as that's what Gallagher says it typically costs him to create a siding. (Orangeville Citizen, Feb. 25)

IOC CEASES EFFORTS TO DEVELOP SEPT-ÎLES PELLETIZING PLANT: Iron Ore Company of Canada (IOC) has announced that, following a decision by its Board of Directors, it has ceased efforts to develop the Sept-Îles pelletizing plant. "The decision has become necessary in the context of the global economic recession," said Terence Bowles, President and CEO, IOC. "We are experiencing an unprecedented drop in world demand for raw materials, including steel and iron ore. As a result, the Sept-Îles pelletizing plant restart project is no longer viable and we have decided not to proceed with it and concentrate on initiatives that can add more value." Opened in 1973, the Sept-Îles pelletizing plant has been idle since 1981. It was partially refurbished during 2000-2001. The current decision will therefore have no impact on the number of IOC employees. The pellet plant buildings will be kept intact for the foreseeable future, as they house important utilities that service IOC rail and port facilities. The dismantling and removal of processing equipment will commence shortly. IOC is the largest manufacturer of iron ore pellets in Canada and its customer base covers North American, European, and Asian steel producers. The Company operates a mine, concentrator and pelletizing plant in Labrador City, Newfoundland and Labrador, as well as port facilities located in Sept-Îles, Quebec. It also operates a 418-kilometre railroad that links the mine to the port. IOC has approximately 2,000 employees, and its major shareholder and operator is the international mining group Rio Tinto, which has activities in more than 40 countries throughout the world. (CNW, Feb. 27)

SHORT-LINE RAIL INDUSTRY SEEKS GOVERNMENT FUNDS FOR UPGRADES: Wayne Ettinger can see the uncertain future of the short-line rail business along the tracks that cross Ormond Street in Thorold, Ontario. The section curling east is relatively new, replaced recently by Ettinger's Trillium Railway. But the tracks heading in the other direction, part of the Fonthill Spur, show some splintered and rotting wooden ties and will need rehabilitation sooner or later. But traffic on the spur, and other little-used local lines, doesn't generate enough money to cover maintenance, said the rail company president. That's why Ettinger thinks short-line rail is operating on borrowed time in our country. I think that at some point, the government has to realize the value of short-line rail. It's less polluting than trucking, it doesn't add to congestion on the QEW and it's a cheaper (shipping) option for local industries. Short-line railroads are typically operated by local companies on secondary routes that connect to the higher-traffic main lines run by CN and CP. Trillium started up in 1997 by leasing or buying about 56 kilometres of unwanted CN branch lines. Some lines are busier than others, said Ettinger. The Fonthill spur sees only 400 rail cars a year, not even two per day. Trillium continues to upgrade that line, but Ettinger said that as maintenance costs catch up to other low-traffic lines, they could close.

It's a problem that faces short-line companies across Canada, said Cliff Mackay, president of the Railway Association of Canada. That's why the association has joined the queue for federal and provincial stimulus money. Mackay said the association is asking both levels of government for \$94-million for 10 short-line rail upgrade projects. Mackay argues money for rail would mean rapid public and economic benefits for communities such as St. Catharines and Hamilton, Ontario. The immediate benefit would be construction jobs, but track upgrades also improve speed and load capacity, which Mackay said should help existing customers and attract new ones. Mackay said that about 40% of Ontario's goods

depend on rail to reach a market. Ettinger and Mackay are meeting with provincial and federal officials this month and Mackay says that Ontario's short-line railways have placed a well-defined proposal before governments. He also believes that rail investment will help offset declines in the automotive sector and skills in the two industries are readily transferable. Transportation Minister Jim Bradley is aware of the pitch, but is non-committal. Rail is important to Niagara's economy, agreed the St. Catharines MPP, but many industries are searching for government help in tough times. Bradley also said the government needs to consider whether it wants to pay for upgrades to tracks used by Trillium, but owned by CN. (St. Catharines Standard, Mar. 8, Hamilton Spectator, Mar. 9)

GOVERNMENT AWARDS \$1.9M TO REPAIR QUEBEC RAILWAY LINE: The federal government of Canada has awarded non-repayable funding of \$1,940,000 to the Compagnie de chemin de fer de l'Outaouais. This funding will go toward the work required to repair the Hull-Chelsea-Wakefield railway line. This project, which will necessitate a total investment of \$5.8 million, will be carried out in partnership with the Government of Quebec, the municipalities concerned, the Conférence régionale des élus and Outaouais Tourism. In May 2008, a landslide brought the steam train to a complete stop. Its famous steam locomotive 909, built in Sweden over 100 years ago, is seen as a distinctive symbol and trademark of the Outaouais region. "We had to support this tourist attraction. The steam train alone is featured in 40% of all the tourism packages sold by Outaouais Tourism. It attracts more than 55,000 people annually and generates \$10 million in spinoffs. To that you have to add 80 direct jobs, not to mention indirect jobs, for example, in Wakefield businesses," said Minister Lebel. This contribution to the Compagnie de chemin de fer de l'Outaouais has been awarded under the Community Diversification program's Major Economic and Tourism Facilities initiative which helps devitalized regions and communities develop facilities and promote short- and medium-term economic growth. (Canada Newswire, Mar. 9). [Regular service between Gatineau (Hull) and Wakefield will resume on May 9, 2009. For tickets and information go to <http://steamtrain.ca>]

SOUTHERN MANITOBA RAILWAY READY TO ROLL: Shareholders are poised to move ahead with plans for a local section of rail line that had been slated to be shutdown. Boundary Trail Railway Company recently announced that it had in place all of the financing needed to complete its purchase of the former La Rivière Subdivision from Morden to La Rivière and the portion of the Napinka Subdivision from La Rivière to Holmfield. The company expected to complete the transaction with CP by the April and be in a position to start operating this spring. In the meantime, the company has also been taking and continues to take, orders for the sale of gravel from the right of way west of Binney Corner, which is also part of the assets being purchased. The Boundary Trail Railway Company will now start moving ahead with its plans starting with its inaugural general meeting in Manitou on March 19. The rail line was part of the La Rivière Subdivision and the deal includes Boundary Trail Railway Company acquiring all of the 80 miles of right of way in the La Rivière Subdivision and the Napinka Subdivision as well. Boundary Trail Railway Company was previously reported to be paying CP \$4.34 million for the combined rail and right of way assets. It had attracted financial backing from several sources including producers, business owners and municipal bodies. Company officials have suggested there is strong support in the area that this line could serve including from producers as far north and west as St. Leon, given the catchment area has annually produced an equivalent of over 8,000 railcars of grain. They say rail is recognized to be a more efficient and greener method of moving commodities, so they are optimistic this venture could succeed as a valid shipping alternative for producers in southwestern Manitoba. (MordenTimes.com, Mar. 12)

OTHER INDUSTRY NEWS

NEW LEGACY WALK WILL FEATURE KVR'S HISTORY: At the end of March a new interpretive walk near Summerland, BC's Prairie Valley Station will give residents and visitors alike a look into the Kettle Valley Steam Railway's past. The walkway is made possible thanks to a grant for close to \$17,000 from the BC150 Heritage Legacy fund. Ron Restricket, KVSR general manager, says the walk will tie in well with the picnic area and new washroom facility at the

station. He explains that work has already begun on the interpretive walk. The signs have been ordered and the prep work at the site has been done. "For the most part we're pretty much ready to go," says Restrict. On the walkway, there will be two large interpretive storyboards as one will feature details on the KVR's history and construction, while the second will provide information on the steam locomotive, No. 3716. In addition, pieces of railway equipment will be displayed along the walkway and signage will be set up explaining them. "The creation of the Kettle Valley Railway - BC150 Heritage Legacy Walk not only celebrates the province's 150 year anniversary it will provide an important educational experience and increased historical value for over 25,000 people who visit us each year", says Restrict. The interpretive walk will be completed by March 31. (*Summerland Review*, Feb. 11)

REVELSTOKE RAILWAY MUSEUM CREATES ONLINE ARCHIVE:

The Revelstoke Railway Museum is participating in Heritage Week by launching a new digital archive on its website, www.railwaymuseum.com. The previous archive, funded through a grant from the Irving K. Barber Learning Centre at the University of British Columbia, was attacked by a computer virus last year, and months of work scanning, digitizing, and uploading photographs was lost. Losing the original digital archive was a major setback for the museum, but thanks to a \$6,000 grant from the BC150 Heritage Legacy Fund, new imaging software was purchased, and the digitization process was started over again.

In addition to redoing the website archive, the grant also covers the cost of creating an interactive kiosk whereby visitors will be able to access the complete digitized photographic collection. The kiosk, to be located at the museum, will be operational by the end of March 2009. The Museum's photographic collection numbers well over 6,500 images. Of those images, some 410 will be available on the website by Heritage Week with more being added every week. The images are categorized into themes like locomotives, people, and bridges that together form a fascinating and educational look at CP's railway operations from the late-1800s to today. (*Revelstoke Times Review*, Feb. 16)

CROWN CORPORATIONS UP FOR SALE? The Harper government, under pressure to prevent the federal deficit from ballooning, is pressing ahead with an asset review that could lead to the sale or privatization of several well-known Crown corporations. The government signalled its intent to sell Crown assets last fall, but it was only in the federal budget that it identified the four ministerial portfolios to be reviewed first: 1) Finance, 2) Indian and Northern Affairs, 3) Natural Resources, and 4) Transport and Infrastructure. Some of the Crown corporations that fall under the authority of those departments have been known to be on the block for some time, such as Atomic Energy of Canada. But the review also will cover some names likely to raise eyebrows, especially in the Transport portfolio, which includes Canada Post, VIA Rail, the Mint, and the Canadian Air Transport Security Authority. In the next few months, Finance Department officials will ask each of the four departments to identify assets that could be sold, including any real estate in their portfolios. Although the process is still at a preliminary stage, Finance officials have not ruled out any Crown corporations from the review. The budget states that finance officials could conclude that "selling an asset to a private-sector entity may generate more economic activity and deliver greater value to taxpayers." The challenge for the federal government is that its budget forecast is based on the aggressive assumption that officials will be able to raise as much as \$4 billion through sales or privatizations by the end of March 2010. (*Vancouver Sun*, Feb. 18)

RAILWAY ASSOCIATION OF CANADA RELEASES REPORTS:

The Railway Association of Canada reports that the annual Locomotive Emissions Monitoring data filing has been completed for 2007 in accordance with the terms of the Memorandum of Understanding signed on May 15, 2007, between RAC, Environment Canada and Transport Canada concerning the emissions of greenhouse gases and criteria air contaminants from locomotives operating in Canada. The MOU is in force from 2006 to 2010 and identifies specific commitments on the part of the major railway companies to achieve during this period. The report is available at www.railcan.ca/documents/publications/1862/2009_02_26_LEM_2007_Report_en.pdf

Also recently released is the Proximity Progress Report. This is an annual publication that reports on the challenges and achievements of the proximity initiative by the Federation of

Canadian Municipalities and RAC. The FCM, representing 1,775 municipal governments, and RAC, whose 54 member railways transport 75% of surface freight and 68 million commuter and inter-city passengers, signed a new cooperation agreement to improve communications and to develop benchmarks and guidelines for dispute resolution. The report is available at www.railcan.ca/documents/misc/1855/2009_02_26_ProximityProgressReport_E.pdf (RAC, Feb. 26)

DAPCO TECHNOLOGIES RENAMED NORDCO RAIL SERVICES:

Dapco Technologies, a service arm of Ridgefield, Connecticut-based Dapco Industries, has been renamed Nordco Rail Services to emphasize the company's role in both rail diagnostic services and engineering. The company also announced a new president, Chris Smitka, and has relocated to a new facility in Lees Summit, Missouri. In a statement, Smitka said, "While we are a separate entity, the name change underscores our affiliation with the highly regarded Nordco companies and their emphasis on superior quality and service. I believe we have the best people and the right resources to be the premier provider of rail flaw detection services in the industry." Both Nordco Rail Services and Dapco Industries are owned by Oak Creek, WI-based Nordco Inc. (*Railway Age*, Mar. 2)

NS GOVERNMENT REJECTS PLAN FOR RAIL, TRUCK CORRIDOR:

The Nova Scotia government has rejected a plan to develop a consolidated truck and rail corridor into Halifax, saying the cost of the project is too high. A report examining the feasibility of the project put the cost at more than \$220M, considerably more than original estimates of about \$80M. The proposal was part of the Atlantic Gateway initiative and called for using existing CN rail lines into Halifax as a route for both truck and container traffic to and from the port. Transportation Minister Brooke Taylor said in a release that the report prepared for government by the McCormick Rankin gave the province valuable information needed to make the right decision about this proposal. Atlantic Gateway projects are intended to make Nova Scotia the gateway to North America for trade coming through the Suez Canal from India and other parts of Asia. (*Canadian Press*, Mar. 4)

RAIL FREIGHT TRAFFIC DOWN IN FEBRUARY:

Rail freight traffic throughout North America was off sharply during February, the Association of American Railroads has reported. Canadian rail carload traffic in February 2009 fell 16.1% (49,214 carloads) compared to February 2008 to 257,165 carloads, while Canadian intermodal traffic fell 19,979 units (10.9%) to 164,052 trailers and containers. Canadian carload declines in February 2009 were paced by chemicals (down 24.1%, or 14,818 carloads); motor vehicles and equipment (down 45.7%, or 12,215 carloads); and metallic ores (down 22.2%, or 11,600 carloads). Carloads of grain on Canadian railroads rose 13.8% (5,047 carloads) in February 2009. For the first two months of 2009, carload traffic was down 18.4% (112,835 carloads) on Canadian railroads, intermodal traffic was down 11.6% (43,689 units) on Canadian railroads. (*AAR*, Mar. 5)

NEW TRY TO SAVE STATION:

There is a fresh push underway to rehabilitate the old train station on Montreal Street in Kingston, Ontario. Five years after the city rejected an offer from CN to acquire the historic outer station and the five hectares of land on which it sits for a dollar, the Frontenac Heritage Foundation is taking a new run at the idea. It is suggesting that the city start negotiating with CN, which owns the land and the building but is eager to unload it, either to take the land as a gift or have CN lease it for 99 years. Ron Smith of the foundation says then, if the city will commit to spending \$200,000 a year for four years - primarily to put a new roof on the building and to restore the inside - his group will lobby Ottawa for grants to turn the newer part of the station into a Sir John A. Macdonald museum in time for the 200th anniversary of his birth in 2015. The city rejected the land in 2004 after a staff report estimated it would cost \$1.6M to rehabilitate the buildings, and at least \$2M to clean up the polluted site.

Smith takes issue with many of the assumptions in the report and says it could be done far cheaper, and a long-term lease would allow the contamination issues to be sidestepped. He would like the older building open by 2013 so it could be used to mark the 1938 visit of Franklin Delano Roosevelt and Mackenzie King to the city. The Macdonald museum would open two years later. "The most important thing right now is to get a new roof on the building," he said. (*Kingston Whig-Standard*, Mar. 7) ■

Letters to the Editor

LOCATION CONFIRMED: Re CN 4-6-2 5575 on Page 22, March 2009 *Branchline*. I can confirm this photo as having been taken in Lindsay. The house in the background matches many photos known to have been taken in Lindsay, and still stands today, as does the track layout in this and other photos. The train is standing on the first yard track south of the siding. No. 5575 is known to have been a Lindsay-assigned locomotive. Charles Heels' "Railroad Recollections" states that a major snowstorm occurred on 20 January, 1943. Train #93 from Belleville to Toronto was annulled at Lindsay after arriving two hours late. [Steve Lucas]

INBOUND OR OUTBOUND?: This regards the photo of CN 4-8-2 6043 on Page 3, March 2009 *Branchline*. The caption includes the phrase "rolls into Winnipeg...". Being a life-long Winnipegger, and quite familiar with the event, I was puzzled by the appearance of the old Hotel Fort Garry in the far-right background. I was also confused by the rich plume of smoke forcefully belching from 6043's stack suggesting that the fireman was "crowding". If indeed this locomotive was approaching the CN Station at 123 Main Street, the fireman would have been taken out and shot at sunrise.

More likely, this train is outbound and the crew is laying on the fuel prior to clearing the yard and heading West out of Winnipeg toward Dauphin, Manitoba. The camera angle clearly shows the South side of the Hotel Fort Garry. The photographer is clearly positioned to the South-East of the hotel.

Perhaps other readers could shed some light on this. Records show that 6043's last run was from Dauphin; this photo may represent the locomotive's last trip TO Dauphin.

Today, the 6043 rests peacefully in Assiniboine Park in Winnipeg. [Allan L. Mapes, Winnipeg, MB]

RIDEAU JUNCTION: In the November 2007 *Branchline* a Letter to the Editor was printed as a follow-up to Colin Churcher's article in the September 2007 edition. The letter related to the nature of the mysterious switch at Rideau Junction and in the end the matter seemed to be left to further speculation.

I may finally have found the answer as I paged through a recently-acquired copy of "Canadian Pacific to the East - The International of Maine Division". Page 51 has a 1901 Heckman photo (reproduced below) of the siding at Elliott, Maine, which has an early form of stub switch that seems to fit what little we could see at Rideau Junction. I believe one can even see that final spacer bolt on the guard rail in the Rideau Junction view. It seems a good match to me. [Robert Sandusky, Oakville, ON]



TEMISCOUATA RAILWAY: Regarding the article on the Temiscouata Railway in the February 2009 *Branchline*, 2-6-0 #1 was not new to the railway. There is some dispute as to whether it had one or two prior owners and who they were. Either way it was traded to the CGR in 1918 (not 1911). The original owner was likely Gavicchi & Pagano, which I believe was an area contractor. Also, 4-4-0 #4 was built new by Manchester (not MLW) in 1888, and 4-4-0 #7 was built by Manchester in February 1874 and came to GTR (#350) in July 1903, and was retired in 1917. [Doug Cummings, Burnaby, BC]

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Coming Events

FENWICK, ONTARIO: The Greater Niagara Model Railroad Engineers will present its Model Train Open House at 1141 Maple Street on **April 19 and 26** (12:00 to 16:30 both days). Information: www.gnmre.ca (map on website); (905) 892-2767.

GUELPH, ONTARIO: A tour of the Guelph Junction Railway will take place on **April 25** (10:00 to 16:30). The tour will cover all operational track including industrial branches using the Guelph Junction Express trainset of three de-motored Rail Diesel Cars. Visit the Ontario Southland Railway's facilities at Guelph Junction (Campbellville), plus the Guelph Historical Railway Association's restored 1941 wood caboose 436994 and historical artifacts. Runpast at two scenic locations plus photo opportunities at two locations. Adults \$60, and child \$45 including non-alcoholic refreshments. Optional box lunch (must be ordered in advance) and cash bar. Payment to Guelph Historical Railway Association, 5101 Jones Baseline Road, Guelph, ON N1H 6H8. Info at www.ghra.ca

ORANGEDALE, NOVA SCOTIA: Visit Orangedale 2009 at the 1886 Orangedale Station Museum, off Route 105 on **April 25 and 26**. See Capre Breton images, enjoy workday and potluck meals. Free admission. Information from Martin Boston 902-756-2539 or e-mail to orangedale.station@gmail.com

ST. THOMAS, ONTARIO: The Elgin County Railway Museum is holding Nostalgia Weekend on **June 6 and 7** (10:00 to 16:00) at 225 Wellington Street. At the same time the Canada Southern Hobby Show will be held at 750 Talbot Street. There will be vendors of railway hobby items, displays of railway equipment, model trains and food concessions. Adults \$5, children under 12 free. Information: promotions@ecrm5700.org and tourismandevents@narhf.org

STRATFORD, ONTARIO: The 8th annual Stratford Railway Heritage Day Show will be held on **June 6** (10:00 to 16:00) in the Stratford Rotary Complex at the west end of McCarthy Blvd. Adults \$2, children under 12 free. Free parking. The Stanley Steamer, a 1904 Vulcan, Train layouts, Historic displays, Vendors, much more. Information from Ian Taylor 519-273-4712, or ianddtaylor@sympatico.ca.

HOLLAND CENTRE, ONTARIO: The Grey Central Railway Club will hold its 4th Annual Open House & Train Show on **September 19** (10:00 to 16:00) at Participation Lodge, 5 minutes east of Holland Centre on Side Road #30. Clinic, Vendors, Distributors. Admission \$5. Information from Paul at 519-538-5904. ■

Tales from the Past

by Bruce Chapman

Changing a Train Order Light

I started as an operator on January 1, 1965, and worked the CP Ottawa Terminals during that winter while attending university. Come the late spring, I got a call to work a swing operator's job, Saturday days at Almonte, Ontario, (mp 23 on the Chalk River Subdivision north of Smiths Falls), then 12-8 Sunday and Monday at Carleton Place, (mp 17 on the same line), then 4-12 Tuesday and Wednesday same place, days off Thursday and Friday. (A few operator's jobs had split days off like Monday and Thursday, so this was a real treat having days off consecutively a week!!)

I no sooner got into the station at Almonte than I got a call that the train order signal light was out...as reported by a train after the night operator left ... his hours were 11 pm-7 am, on to cover "The Dominion", westbound due there about 0001, eastbound about 0530. As soon as 'The Dominion' came off in January 1966, these night operator jobs were history.

Anyway, I walk out onto the platform, and look up, and up, and up. The train order signal and its lightbox are perched on top of the bay window with a small ladder up to it, but to get to the roof of this bay window, you needed a ladder....from the baggage room. And it was one heavy ladder. I was no muscle-bound brat in those days...the guys at Ottawa West roundhouse used to say that if I drank a glass of tomato juice, I'd look like a thermometer. Anyway, I struggle and get this ladder perched onto the bay window roof, and climb up it, but as soon as I looked down, forget it.

I called Don Hummell, the day man agent-operator on his days off, and he comes down...to hold the ladder...whoop-de-doo. I guess I'm lucky that he didn't put in an overtime ticket. Then I say to Don: "If this is a train order signal, why isn't the signal maintainer here to change the bulb?" That just got a snort out of him!!

Up the ladder again, onto the roof, and a horn ... here comes No. 951 with an Alco A-B set ... thankfully, no orders, and he highballed through, shaking the old stone station's roof at a great rate. Finally I get up the little ladder, and try to move the little latched steel door upwards to reach in to get the burnt-out bulb out, and it is jammed shut, actually rusted. Lovely....so I had to stand up there a good 20 feet in the air pounding upwards on this little lip to try to get it open ... as I'm still here to natter about it, it finally opened. And I had the replacement bulb in my pocket...they called it a cheap 'utility' bulb - CP must have got them at a discount store ... I doubt if they put out 40 watts. Anyway, I managed to get back down without breaking my neck.

Thawing Steam Generators with Fusees

Canadian Pacific leased three PNC GP9 units back in 1972, and they were not equipped with "Canadian" pilots...the appurtenance between the rails that is at a 45 degree angle from the rail upwards to deflect something between the rails from derailling the unit (and the train). They did have a straight pilot at a 90 degree angle. They were old Southern Pacific units in an attractive yellow and green scheme.

On February 18, 1972, No. 930, the 3rd piggyback train that CP ran from Toronto to Montreal overnight (they being 926, 928 and 930), had had an engine failure somewhere on the Belleville Sub, and newly leased PNC 3419 had been taken off a westbound to rescue 930. When 930 got to St. Luc shop in Montreal, it was noticed that it only had a US pilot, not acceptable to Canadian authorities, so we got a note that afternoon in all the dispatching offices in Canada that PNC 3419 3634, and the 3rd one which I can't recall right now, were not to be used leading in Canada due to the pilot problem.

I'm dispatching at Smiths Falls, Ontario, 4-12 on February 20, 1972. No. 911 has a FA-1, a FB-1 and PNC 3419 going by my window. No. 2 ("The Canadian") has a run late of 5 hours; his power has two RS-10s (8481 and another clunker that came over on Noah's Ark). I notice that PNC 3419 is backwards (facing east). We also have a note that the turntable at Chalk River is unusable due to being full of snow. No. 911 is approaching Pembroke, 20 miles from Chalk River, and he needs another 20 minutes on a wait order to get to Chalk River for No. 2. I ask the operator at Chalk River how No. 2 is doing, and can I put a stiff "wait" order out to get 911 in, which he checks with the Sudbury dispatcher. He comes back several seconds later, and says that I can have 30 minutes, as the lead unit on No. 2 is on idle, only being kept on line for steam (it is about -20F/-30C). We are still in Imperial/Fahrenheit at this juncture.

So I have the operator at Pembroke copy the order, No. 911 gets into Chalk River ahead of No. 2, and No. 2 will be the last train that I have to worry about that night on the Chalk River pike...it is approaching 2200.

The shop guy at Chalk River (an extremely endangered species by this late date) comes on the dispatcher's phone rather agitated, and tells me that in addition to 8481 being on idle, the 2nd unit has motors cut out from ground relays and is running at half power, and if he hits any snowbanks between Chalk River and Montreal, we'll soon have a frozen-up stalled train on our hands full (??) of passengers.

I ask him if he has any power at the shop (a stupid question, as I knew he had none), and he told me that 911's power was still on the train. He had no turntable, so the only unit that I could put on No. 2 was the Picnic 3419. Neither the FA-1 or FB-1 had steam lines, so they were useless. So time to take the bull by the horns, and make my big decision for the night; No. 2 will have the PNC 3419 leading from Chalk River to Montreal.

No. 911 stumbled across the North Bay Sub. with two more relics from the steam era fumbling along with his train. I think that he reduced some cars at Chalk River so that he didn't end up frozen in some god-forsaken village out there too.

There were no orders out for No. 2 at this time, but he was getting so late, and I had No. 949 due out of Smiths Falls at 0100, so I had to give No. 949 a wait order on No.2. So this order 19Y745 February 20th, 1972 to No.2 at Pembroke has "No.2 eng PNC 3419 wait at Haleys until 2250, Renfrew 2301, etc., etc.,".

I was done at 2359, so I drove home to Ottawa, but as I was leaving the dispatching office at midnight, the operator at Renfrew came on the phone saying that the steam generator on 8481 had quit and was about to freeze up. So I called the locomotive foreman at Walkley Yard in Ottawa to come and meet the train at the passenger station. When the shop foreman arrived at 0130, as did No. 2, I was back in Ottawa, and went over to see this conglomeration; there was the foreman trying to thaw out 8481's steam generator with fusees. He told me later that he was successful.

I checked the pilot on the 3419, and didn't see too much of a buildup of ice or snow, and asked the train crew how they liked it, and they said that anything was better than bouncing along on old long-nosed RS-10 with the fumes in the cab. No. 2 made it to Montreal, and that afternoon, as I was dispatching in Smiths Falls, No. 911 rolled by my window with an FA-1, FB-1 and PNC 3419 still facing eastwards.....what goes around, comes around.....? ■

The First Shall be Last

By Robert Sandusky

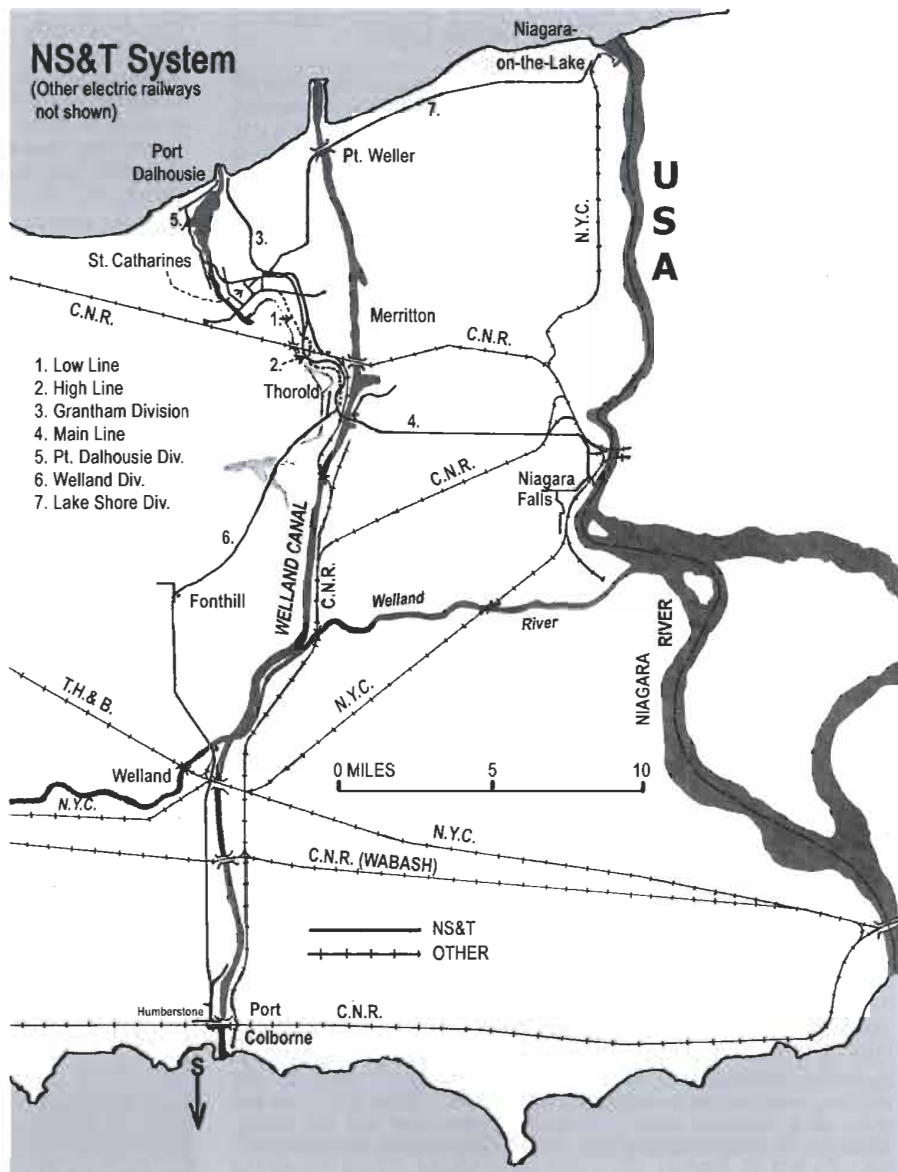
By the end of World War 2 the number of passenger-carrying electric railways that had existed in Canada was down by half and by 1960 the remaining half was reduced to the city system in Toronto (TTC) and the CNR's electrified commuter line in Montreal. (Both operations still exist to-day.) The final holdouts called "interurbans" (as opposed to "transit"), that had run in British Columbia, Ontario and Quebec, gave way to other modes of transport in the mid to late 1950s and the Niagara, St. Catharines and Toronto Railway was the sole survivor to close its doors 50 years ago on March 28, 1959.

Looking back, one can wonder how the NS&T survived so long. Some could say luck, location, or good management. The following review might suggest all three.

The Niagara peninsula has long been a focus of transportation systems, among the earliest being the first Welland Canal in 1829, the Erie and Ontario Railroad in 1835, the Great Western Railway in 1853 and the Welland Railway in 1859. Others followed later. The intersection of east-west directed commerce with that moving north and south in this Niagara 'crossroads' created a fertile field for railway development. With early municipal growth along the Welland Canal it is no surprise to note the opening in 1879 of a horse tramway in St. Catharines. This was extended to nearby Merritton and Thorold by 1881. A second horse tram opened in Niagara Falls in 1886.

On a larger scale a new steam railway, the St. Catharines and Niagara Central (St.C&NC), began building westward from Niagara Falls in 1881 in competition with the Great Western. It reached the centre of St. Catharines in 1888 just as the aforementioned local horse tram was electrified to provide local and interurban services. (The latter is deemed to be the first interurban in Canada.) By 1897 the St.C&NC, decrepit and in receivership, was sold and renamed Niagara, St. Catharines and Toronto Railway Co. Its new management bought the Niagara Falls horse tram and electrified both operations in 1900. They expanded their empire to Port Dalhousie in 1901 and bought the original St. Catharines to Thorold trolley as well. The Lakeside Transportation Co., a Toronto to Port Dalhousie steamship line, was bought as a subsidiary in 1902 and named the Niagara, St. Catharines and Toronto Navigation Co. These all formed the nucleus around which the future NS&T developed; a continuous electrified railway from Port Dalhousie to Niagara Falls, a steamship line to feed it, a local street system in St. Catharines and the 'low line' to Thorold.

At that time new trolley lines were the rage and there was an ambitious plan to extend the NS&T Port Dalhousie line to Hamilton, link up with the radial system there and provide competition to the Grand Trunk Railway's perceived monopoly. The then Chairman of the NS&T was Z.A. Lash who had a previous association with McKenzie and Mann endeavours. A minor depression occurred in 1903 which caused the NS&T's U.S. owners to sell it by 1905 to a mainly Canadian Northern group in



Toronto. Unsurprisingly, by 1908 the NS&T had become a semi-autonomous entity controlled by the CNOR. This gave the latter a position in the Niagara hydro power region and a possible strategic association with McKenzie's power transmission interests.

The Canadian Northern expanded the NS&T system significantly. In 1907 the Port Dalhousie Division was relaid with 80 lb. rail. The Welland Division from Thorold to Port Colborne was completed in 1911 and allowed a connection with the Toronto, Hamilton and Buffalo at Welland. Federal plans for a fourth Welland Canal to exit at Port Weller rather than Port Dalhousie prompted construction of the Lake Shore Division from St. Catharines to Niagara-on-the-Lake via Port Weller between 1912 and 1913. New cars were added to the interurban roster in 1914. In the marine division a new steamer "Dalhousie City" was built in 1911 to handle the increasing Niagara Falls traffic.

During World War 1 expansion and upgrades were halted but after

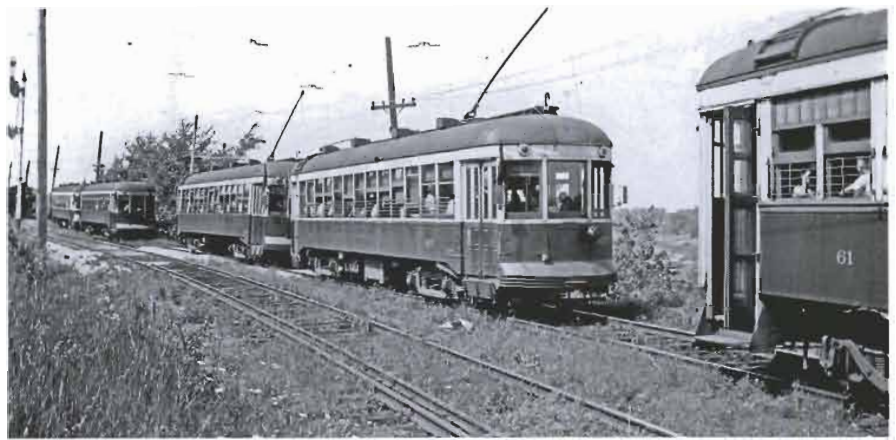
that the Canadian Northern had become financially over-extended. In 1917 it was authorized to be taken over by the Canadian Government and so became just one of several troubled Canadian railways which were being combined to form the future Canadian National Railway Company.

Up to now the dream of a network of electric interurban (radial) railways in Southern Ontario was still alive (at least in the minds of the independent Hydro Electric Power Commission) and the NS&T was still perceived as being a useful part of it. By 1919 however, a new provincial government was less keen on the scheme and looking more towards highway improvements. Under pressure from radial proponents the ever more reluctant premier agreed to allow a Toronto to St. Catharines line if all municipalities involved would participate financially. The future of the NS&T became more unpredictable in November 1921 when the CNR offered the HEPC an option on the entire system.

Meanwhile in late-1922 the NS&T's General Superintendent astutely prepared a detailed report on the system's prospects (warmed by the afterglow of 1921 which had been their best year) and sent it off to the CNR for perusal by their top brass. Sir Henry Thornton, CN's new president, must have been inspired by it as he now announced that he would build and run his own electric railway between Toronto and Niagara Falls (much to the dismay of HEPC's Chairman Sir Adam Beck). Finally, the critical municipal vote revealed that previously eager local councils were now insufficient in number to cover 50% of the cost of the remaining radial plan and it died there.

Following these events the CNR formed the Canadian National Electric Railways in 1923 to consolidate electric railway operations that had come under its wing. Included were the Toronto Suburban Railway, the Toronto Eastern (never electrified) and by 1925 the NS&T. While other CNR electric operations were not under this umbrella they were still closely associated. By now the NS&T was sorely in need of an upgrade so a 4-year program of improvements began that would lift both it and the Toronto Suburban to their pinnacles.

In 1924 a six-track interurban terminal was completed in St. Catharines along with a link to the nearby mainline station (formerly that of competitor Grand Trunk but now parent CNR). The CNR's former Welland Railway branch to Port Dalhousie (east) became the NS&T Grantham Division and was electrified with high-speed overhead catenary, ostensibly for freight traffic improvements but incidentally for the Toronto to Niagara Falls passenger traffic. This allowed boat trains to avoid the roundabout route from west Port Dalhousie through St. Catharines streets to access the High Line (and left the older route intact for local service). The High Line was accessed at a new connection in north Merritton. Travel time from Toronto to the Falls was reduced by 25 minutes to 3 1/4 hours. The St. Catharines car shop was expanded as a car-building centre which served virtually all of CNR's electric lines at one time or another. Here the NS&T built some of its own electric locomotives, battery cars for the parent company as well as untold modifications to its own passenger fleet. When new city cars



Saturday, August 2, 1941, and photographer John D. Knowles was on hand at Houthy's siding on the Port Dalhousie Division as four outbound ex-Washington, VA, 1917 Brill suburban cars (323, 326, 322 and 325) plus ex-London & Lake Erie, 1912 Niles car 61 take siding for incoming car 124 (entering the siding at the left). The Brill cars were ideal for mixed city and interurban running and were all transferred to the Montreal & Southern Counties in 1947. A crowd like this heading out in the afternoon could have been bound for Lakeside Park or else steamers returning to Toronto on this Civic Holiday weekend.

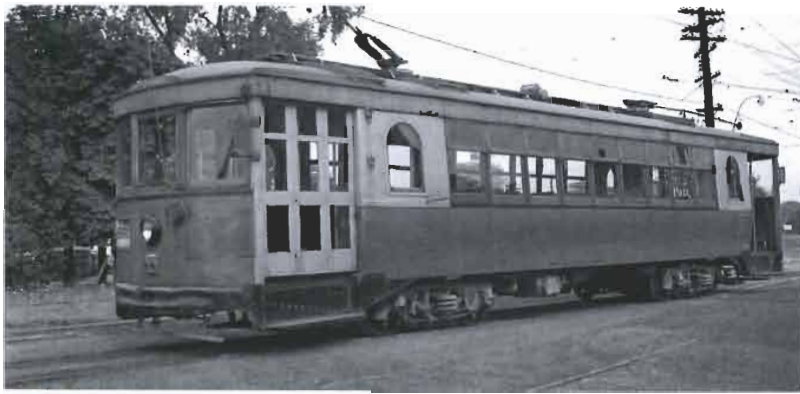
were ordered from Cincinnati in 1926 the body kits were assembled and fitted here.

The local trackages in St. Catharines and Niagara Falls were upgraded and extended and one-man operation introduced. An inconvenient interurban terminal in Niagara Falls was replaced in 1928 by the magnificent Tower Inn Terminal erected at a prime location by the present Rainbow Bridge. Its expensive new link with Victoria Avenue also connected to the gorge-hugging Niagara Falls Park and River Railway. After all upgrading the NS&T's total track mileage expanded from 85.8 in 1922 to a final peak of 104.3 in 1928.

All these upgrades had placed the NS&T in a better competitive position for leisure passenger traffic as well. Co-operation existed between the NS&T and bus lines in Ontario and New York as well as the International Railway Company for Niagara-related passenger traffic. The now-CN Steamship service from Toronto was more cost-effective than the competing Canada Steamship Lines run to Niagara-on-the-Lake and Queenston. Freight traffic was increasing steadily as well. This was a decent picture at first glance.



Preston-built car 131 was one of six classic interurban cars introduced in 1914 as part of the Canadian Northern's expansion and upgrading of the NS&T. This scene is from the mid-1940s on Bridge Street, Niagara Falls, with the CNR station and roundhouse in the background. (The white shield identifies Bridge Street as "Kings Highway 8"). Photo from Richard L. Rumbolz collection.



NS&T 308 was one of 12 lightweight city cars assembled in 1926 by the NS&T from kits supplied by the Cincinnati Car Company. They served in Niagara Falls and St. Catharines. This scene is on Victoria Avenue in Niagara Falls. The sliding doors were an asset in city traffic. A few of these cars ran on the Port Dalhousie Division at the end of service but did not do well on country trackage. Robert Sandusky collection.

Beyond this optimistic image though, were dark clouds. Even as the NS&T's upgrades were underway the overall passenger count was falling.

The planners had not recognized the rise of paved roads and motor vehicles. It is possible that a delay of the improvement program by a few years might have seen it greatly diminished or not done. The amortization of the upgrade costs was now impacting the total revenue picture and in 1929 the NS&T introduced its first bus operation in St. Catharines in lieu of a line expansion. Bus service was introduced to Niagara-on-the-Lake in 1931 and the line was cut back to Port Weller. That same year the St. Catharines to Thorold local service over the original 'Low Line' route was discontinued due to a disagreement with Merritton.

The depression took its toll and the passenger count descended to 2½ million in 1933, a severe drop from the nearly 8 million of 1921. In 1939 the St. Catharines local lines were converted to bus. In 1940 the Tower Inn Terminal was demolished to make way for an access road to the new Queen Elizabeth Way. Mainline passenger service ceased the same year but local Niagara



NS&T No. 83 leaves Thorold for the last time as driver Russ Cudney opens the controller. The view is from the rear window of car 623 as the two cars run north to St. Catharines to finish off their charter run on March 29, 1959, the day after scheduled electric service ceased. This car also made the last run of the Toronto Suburban in 1931 as TSR No. 107. Robert Sandusky photo.

Falls services remained. With the advent of war the above services were ordered back by the Dominion Transit Controller as bus services everywhere were severely curtailed by wartime shortages. Ridership (including buses) soared higher than ever.

The decline of electric operations resumed after war's end. The St. Catharines local lines reverted to bus in 1946/47. The Niagara Falls mainline service ended on September 13, 1947, followed by local lines on November 26th. Steamer service from Toronto ended in 1949 and the Port Dalhousie service, which had never stopped, ended March 1, 1950. By now the NS&T passenger services were bus operated with the exception of the Welland Division which soldiered on between Thorold and Port Colborne (actually Humberstone).

The survival of the Welland Division service was a minor miracle, enabled by lack of good parallelling roads, CNR reluctance to spending money on new replacement buses and an order from the Board of Transport Commissioners to continue. The NS&T kept four aging cars available for this service but

finally decided in 1955 to replace three of the four with newer 1930-built cars which had just become redundant to the Montreal and Southern Counties Railway. Their arrival gave the NS&T another 3½ year lease on life. Ridership continued to drop and service frequency was reduced until the BTC finally allowed cessation of service. The first became last when the final run was made on March 28, 1959.

The NS&T had been quite popular with railway clubs since the mid-1940s and could be counted on for several charters each year by various USA and Canadian groups. (They would frequently explore any industrial spurs that looked interesting.) These charters began when Niagara Falls was still rail-accessible and ended on March 29, 1959, the day after the final public run. The 'last stand' cars were 623, the last all-passenger interurban built for a Canadian railway, and number 83, which also made the final Toronto Suburban Railway run on August 15, 1931.

All remaining passenger and express cars were scrapped in London in 1959. Three locomotives went to Oshawa for a few more years and the NS&T was converted to operation by CNR diesel power with electric locomotives filling in where needed until an unrecorded day in July 1960 when the power was turned off. The NS&T Railway Co. was folded into the CNR system that same year and ceased to exist. The NS&T's CNT bus fleet was turned over to the St. Catharines Transit Commission in 1961.

The NS&T (including predecessors) had a very diverse roster of 96 passenger cars from 10 different builders and from or to 11 different electric railways. Some of them saw ownership in up to three different companies. Also rostered were 16 equally diverse electric locomotives and 24 assorted service vehicles (not to mention a few undocumented cabooses). None of its cars exist today. No. 130 had gone to the Rail City tourist attraction at Sandy Pond, NY, but fell into disrepair and was scrapped for its remaining useful parts after 1977. Oshawa Railway line car 45, on the Halton County Radial Railway is the only surviving vehicle built by the NS&T shops.

Today little remains to remind one of the NS&T. No NS&T-specific historic plaques appear. With ongoing urban growth and industrial retreat, most trackage has disappeared but segments remain in Thorold, Merritton, St. Catharines, Humberstone and Welland for industrial switching by the Trillium Railway Co.

NS&T 326 and 324 waiting for passengers at Port Dalhousie. They were good suburban cars but were not needed after the post-war service reductions. Thus the six surviving of this series were transferred to Montreal in 1947 at age 30 for another eight years of daily service on the Montreal & Southern Counties. Collection of Robert Sandusky.



NS&T's St. Catharines shops on October 9, 1955. Ex-M&SC 620, 622 and 623 have arrived and 620 is the first car readied for use here. It has just completed an inaugural charter and is returning to the shop. The 620s were built by Ottawa Car in 1930 for the Windsor, Essex and Lake Shore. The variety of locomotives include nos. 8, 17, 19, 18, 14 and a 6th unidentified. They represent four builders: NS&T (8 and 19), National Steel Car (17), Baldwin/Westinghouse (18), and General Electric (14). Robert Sandusky photo.



NS&T 623 and 83 pay their last respects to the Port Dalhousie Division on March 29, 1959. Coming north from St. Catharines they cross Twelve Mile Creek, formerly part of the first Welland Canal and still bearing a long-unused swing bridge. Freight business on the Welland Vale spur (to the right) kept this part of the line open up to now. Robert Sandusky photo. ■



PHOTO CORNER



Top Left: Further to the article on Harry McLean's Dominion Construction and Grenville Crushed Rock Operations at Deeks, Ontario (January 2009 Branchline), two small steam locomotives are working at the crusher at Deeks, circa 1930. Collection of Oliver McKee.

Top Near Right: Vanishing Vistas: Wooden grain elevators in Canada are an endangered species as are operating steam locomotives. Two endangered species are caught together at Stettler, Alberta, on July 27, 2007: a Parrish & Heimbecker elevator overshadows the Rocky Mountain Rail Society's former CN 4-8-2 "Bullet Nose Betty" 6060. Photo by Thom Cholowski.



Top Far Right: A brakeman rides the footboards of Terra Transport NF210 917 at Grand Falls-Windsor, Newfoundland (the railway was the dividing line between the two communities) in August 1988, two months before operations ended in Newfoundland. Photo by Mike Shufelt.

Middle Left: British Columbia Electric Railway Company's electric derrick B.5, seen at Vancouver, BC, in July 1940, is a rare piece of traction equipment. She was built by Browning Hoist in 1912. Collection of George Bergson.



Bottom Right: CP RS-23 8022, SW1200RS 8127 and another SW1200RS, all in as-built livery, team up at Campbellton, Ontario, in July 1964. Photo by John D. Thompson.

Bottom Left: RailLink SD24m 1800 rests at Ottawa Valley Railway's yard in North Bay, Ontario, in October 2004. She was built in 1960 as Southern 6312, became Precision National 1812 in 1978, then to Chicago & Northwestern 6629 in 1982, and to RailLink 1800 in 1998. She is the only SD24 rostered in Canada. Coupled to her is former CP GP35 5006. Photo by Mike Shufelt.





24 APRIL 2009

Top Right: CN GP9RM's 4131 and 4112 head south near Welland Street on the INCO Humberstone Spur along the east side of the Welland Canal in downtown Port Colborne, Ontario, on February 28, 2009. The train is heading to the INCO plant located on the former CN Dunnville Subdivision, along Durham Street, the last industry using this line. Photo by Paul Duncan.

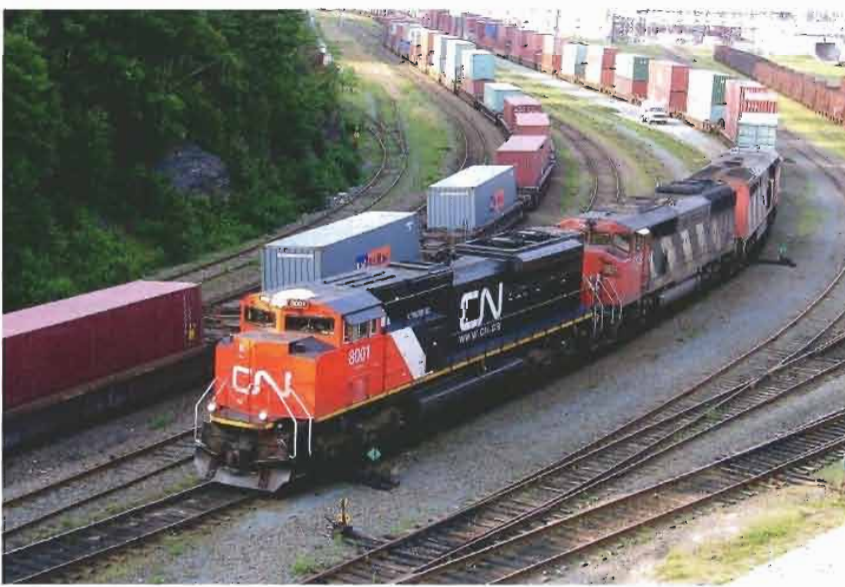


Top Left: CP GP9u's 8220, 8237, 8224 and 8222 power Montreal-Toronto train 235 west at Station Road, five miles west of Smiths Falls, Ontario, on February 8, 2009. The four units were built by General Motors in 1957 and were remanufactured in 1988-90. Photo by Bob Heathorn.

Middle Right: New Brunswick East Coast (NBEC) RS-18u's 1821 and 1813 handle Train 587, the daytime road switcher out of Bathurst, New Brunswick, on September 24, 2008. The train had just left the main line and was crossing NB Route 134 at Mile 0.23 of the Irvco Spur on its way to the port of Belledune, NB. The primary commodities handled by this train are lead-zinc ore into the Belledune smelter, and synthetic gypsum out of the NB Power generating station. The NBEC was reacquired by Canadian National on November 1, 2008, and all but eight of NBEC's fleet of ex-CP RS-18u's were retired. At press time, 1813, 1819, 1821, 1845, 1849, 1851, 1856 and 1868 remain in service. Photo by Geoff Doane.



Bottom Left: CP ES44AC 8870 leads train 107 through the Matawin River Valley west of Thunder Bay, Ontario, on February 19, 2009. The abandoned CN Graham Subdivision is in the background crossing over the CP main line. The location is known as Sistonens Corner - mile 26, CP Kaministiquia Subdivision. Photo by Tim Gobeil.



Bottom Right: CN SD70M-2 8001, SD60F 5525 and another "Draper Taper" unit leave Halifax Ocean Terminals with Train 121 on July 10, 2006. Photo courtesy Pat and David Othen.

A SELECTION OF PASSENGER CONSISTS

6 February 2009 VIA #7 - "Snow Train" at Edmonton, Alberta	15 February 2009 VIA #16/14 - "Chaleur/Ocean" at Charly, Quebec	20 February 2009 VIA #15 - "Ocean" at Halifax, Nova Scotia	22 February 2009 CP Track Evaluation Train at Coquitlam, BC	7 March 2009 VIA #15 - "Ocean" at Halifax, Nova Scotia
F40PH-2 6415 Baggage 8608 Glass-Roofed Coach 1720 Glass-Roofed Coach 1722 Coach 8108 Skyline 8511 -----	F40PH-2 6439 F40PH-2 6405 F40PH-2 6412 F40PH-2 6427 Baggage 8619 Coach 8103 Skyline 8509 Sleeper 8206 - <i>Chateau Denonville</i> Sleeper 8224 - <i>Chateau Roberval</i> Sleeper 8226 - <i>Chateau Salaberry</i> Coach 8101 * Coach 8139 * Coach 8109 * Coach 8119 * Coach 8124 * Club 4001 * Club 4002 * Baggage 8615 Coach 8138 Coach 8140 Skyline 8503 Dining Car 8401 - <i>Acadian</i> Sleeper 8209 - <i>Chateau Iberville</i> Sleeper 8204 - <i>Chateau Cadillac</i> Sleeper 8211 - <i>Chateau Lasalle</i> Sleeper 8207 - <i>Chateau Dollard</i>	F40PH-2 6432 F40PH-2 6427 Baggage 8619 Coach 8103 Skyline 8509 Sleeper 8206 - <i>Chateau Denonville</i> Sleeper 8224 - <i>Chateau Roberval</i> * With the "Ocean" portion of the combined "Chaleur/Ocean" on Feb. 18 suffering a failure eastbound, the equipment for the "Chaleur" was operated to Halifax and the "Chaleur" passengers were bussed from Matapédia to Gaspé. The equipment returned west as Train #15 on Feb. 20 -----	GP9u 8217 Accommodation Car 68 Gauge Restraint Measurement Vehicle 424993 Track Evaluation Car 63 ----- 2 March 2009 VIA #692 - "Hudson Bay" at Dauphin, Manitoba F40PH-2 6407 F40PH-2 6436 Baggage 8600 Coach 8105 Coach 8106 Dining Car 8418 - <i>York</i> Sleeper 8201 - <i>Chateau Argenson</i> -----	F40PH-2 6453 F40PH-2 6405 Baggage 8615 Coach 8138 Coach 8140 Skyline 8503 Dining Car 8401 - <i>Acadian</i> Sleeper 8209 - <i>Chateau Iberville</i> Sleeper 8204 - <i>Chateau Cadillac</i> Sleeper 8211 - <i>Chateau Lasalle</i> Sleeper 8207 - <i>Chateau Dollard</i> Sleeper 8206 - <i>Chat. Denonville</i> ----- 27 February 2009 VIA #600/604 - "Saguenay Abitibi" at Joliette, Québec F40PH-2 6438 F40PH-2 6403 (CBC livery) F40PH-2 6408 Baggage 8623 Coaches 8147, 8119, 8146 Baggage 8620 Coach 8145 -----
6 February 2009 VIA #1 - "Canadian" at Edmonton, Alberta F40PH-2 6445 F40PH-2 6438 Baggage 8606 Coach 8107 Skyline 8506 Dining Car 8414 - <i>Palliser</i> Sleeper 8305 - <i>Bayfield Manor</i> Sleeper 8321 - <i>Draper Manor</i> Sleeper 8310 - <i>Brock Manor</i> Sleeper 8338 - <i>Rogers Manor</i> Dome-Sleeper-Observation 8708 - <i>Kootenay Park</i> -----	18 February 2009 ONT #698 - "Northlander" at north Bay, Ontario GP38-2 1802 Electric Generator Unit 202 Coaches 603, 613 Snack Car 702	24 February 2009 VIA #2 - "Canadian" at Saskatoon, Saskatchewan F40PH-2 6426 F40PH-2 6403 (CBC livery) Baggage 8616 Coach 8131 Coach 8117 Skyline 8502 Dining Car 8410 - <i>Frontenac</i> Sleeper 8337 - <i>Osler Manor</i> Sleeper 8320 - <i>Douglas Manor</i> Sleeper 8319 - <i>Dawson Manor</i> Sleeper 8327 - <i>Fraser Manor</i> Dome-Sleeper-Observation 8703 - <i>Banff Park</i>	1 March 2009 VIA #15 - "Ocean" at Halifax, Nova Scotia F40PH-2 6425 F40PH-2D 6400 Renaissance Baggage 7005 Ren. Coaches 7228, 7230, 7231 Ren. Service Car 7309 Ren. Dining Car 7401 Ren. Service Car 7313 Ren. Sleepers 7508, 7522, 7521 7526, 7501, 7525, 7503	8 March 2009 AMT #60 at Dorion, Québec GP9RM 1313 Electric Generator Unit 605 Coaches 1101, 1095, 1096, 1036, 1103 Cab-Coach 107

(Thanks to Bernard Babin, Peter Berry, Keith Bowler, Doug Cameron, Harm Landsman, Bill Linley, Jakob Mueller, Mark Perry and Lorence Toutant)

SAMPLES OF DIESEL UNIT CONSISTS

Feb 6 - CN 416 at Edmonton, AB: CN SD75ls 5723 and 5722, CN SD70M-2 8835, CN GP38-2(W) 4797 and CN Dash 9-44CW 2650. Feb 10 - CN 329 at Montreal, QC: NS C40-9Ws 9234 and 9551, and CN Dash 9-44CW 2655. Feb 11 - CN 120 at Drummondville, QC: CN Dash 9-44CW 2578, CN Dash 8-40CM 2405, CN Dash 9-44CW 2535 and CN GP9RM 7060. Feb 12 - CP southbound grain at Cranbrook, BC: UP SD90MAC 8295 and CP AC4400CW 9706, with UP SD90MAC 8260 operating on the rear. Feb 12 - CN eastbound at Minburn, AB: CN SD70M-2 8845 and CN SD60F 5562. Feb 13 - CN 402 at Saskatoon, SK: CN ES44DC 2236, CN SD40-2(W) 5354, CN GMD1u 1410 and IC SD70 1034. Feb 13 - GWR westbound at Assiniboia, SK: GWR M-420(W)s 2000 and 2001, and GWR M-420R(W) 2002. Feb 13 - CN 443 at Brettville Jct., AB: CN SD70M-2 8866, CN Dash 8-40CM 2443, CN GP40-2(W) 9671 and CN ES44DC 2265. Feb 14 - ONT 214 at North Bay, ON: ONT SD75ls 2101 ad 2102, ONT SD40-2 1733, and ONT SD75l 2105. Feb 14 - CN westbound at Brighton, ON: CN SD75ls 5639, 5653 and 5702, CN Dash 9-44CW 2655, CN Dash 8-40CM 2437 and CN SD75l 5797.	Feb 16 - CP westbound at Walsh, AB: CP AC4400CW 9781 and SOO GP38-2 4443. Feb 16 - CN 121 at Cobourg, ON: CN SD70M-2 8840 and CN SD70l 5617. Feb 17 - CN eastbound at Aldershot, ON: CN Dash 9-44CW 2590, IC C40-8W 2463, CN SD75l 5696 and CN Dash 8-40CM 2451. Feb 17 - CN at Davidson, SK: CN GP40-2(W)s 9676 and 9675, and CN SD75l 5677. Feb 18 - CN 422 at Hamilton, ON: CN SD75l 5702, CN Dash 9-44CW 2517, CN SD75l 5669, and IC SD70 1019, with GO MP40PH-3C 603 dead-in-transit. Feb 19 - CN 313 at Saskatoon, SK: CN Dash 9-44CW 2644, IC SD70 1028 and CN GMD1u 1410. Feb 19 - CN 408 at Moncton, NB: CN GP9RM 4119, CN GP38-2 4728, CN GP9RM 7010 and CN GP38-2(W) 4760. Feb 19 - CP westbound at Maple Creek, SK: CP AC4400CW 9652, CP SD40-2 5868, CP SD40-2F 9001 and CP SD40-2 6615. Feb 21 - CP 457 at Saskatoon, SK: CP ES44AC 8809, CN SD75l 5783 and CP GP38-2 3053. Feb 22 - CN westbound grain at Prince George, BC: CN Dash 9-44CW 2530 and IC Dash 9-44CW 2698, with CN ES44DC 2235 operating on the rear.	Feb 22 - BNSF empty coal at Roberts Bank, BC: BNSF SD70MAC 8901, BNSF SD70ACe 9285, BNSF SD70MAC 9516 with BNSF AC4400CW 5700 as Distributed Power. Feb 22 - CN northbound at Prince George, BC: BCOL Dash 9-44CWL 4642, BCOL Dash 8-40CMu 4602 and WC GP38-2 2001. Feb 23 - NBEC (CN) 402 at Campbellton, NB: CFMG SD40 6908, NBEC RS-18u 1813 and CN GP40-2L(W) 9402. Feb 25 - QGRY westbound at Quebec, QC: QGRY GP40-2L(W) 3016, IC GP50m 3140, QGRY GP40-2L(W) 3014 and CP SD40-2F 9000. Feb 26 - CP 221 at Thunder Bay, ON: CP ES44AC 8848, CEFX AC4400CW 1044, CP ES44AC 8733 and CN SD75l 5717. Feb 28 - CP northbound coal at Environ, BC: CP ES44ACs 8893 and 8894, with CP ES44AC 8891 operating mid-train and CP ES44AC 8899 operating on the rear. Feb 28 - CN 802 at Edmonton, AB: CN ES44DC 2282, CN SD40-2 5384, CN SD40-2(W)s 5286 and 5363, and CN Dash 8-40CM 2437. Mar 1 - GEXR 431 at Kitchener, ON: GEXR GP40 4019, and HLCX SD40-3s 6091 and 6522. Mar 2 - CP 441 at Thunder Bay, ON: CP SD40-2s 5935, 6029 and 5993, and STLH SD40-2 5615. Mar 4 - CN at Saskatoon, SK: CN SD40-2(W)s 5249 and 5328, CN GP40-2L(W) 9567 and CN SD38-2 1650.	Mar 4 - CN 385 at Brantford, ON: CN Dash 8-40CM 2447, CN SD75l 5783, CN Dash 8-40CM 2451, CP GP9RM 7246 and CN GP9-Slug 249 with GO MP40PH-3C 606 dead-in-transit to Lambton Diesel in Sarnia, Ontario. Mar 4 - CN 401 at St-Lambert, QC: CN SD75ls 5677 and 5644, CN GP38-2(W) 4760, CN GP40-2L(W) 9402, and CN GP38-2s 4708 and 4724. Mar 4 - CN westbound at Brighton, ON: CN SD75ls 5677 and 5644, CN GP38-2(W) 4777, CN GP9RM 7279 and CN GP9-Slug 234. Mar 5 - CP 541 at Saskatoon, SK: CP GP38-2s 3066, 3075, 4508, 3124, 3086, 3116 and 3126. Mar 6 - CN 516 at Edmonton, AB: CN SD40-2 5384, CN SD40-2(W) 5286, CN SD60F 5546, CN GP40-2L(W) 9576, CN ES44DC 2281 and CN SD70M-2 8828. Mar 7 - CN 407 at Windsor Jct., NS: CN SD60F 5523 and CN Dash 9-44CW 2601, with CEMR GP9RMs 4012 and 4013 dead-in-transit to Winnipeg, Manitoba. Mar 12 - CN 369 at London, ON: CN SD40-2 5377, and CN Dash 8-40CMs 2421 and 2454, with NBEC SD40 6901 dead-in-transit to Woodcrest, Illinois. Mar 13 - CP (Ottawa Valley) 107 at North Bay, ON: CP AC4400CWs 9533 and 9588, with CP AC4400CW 9803 operating mid-train. Mar 13 - CN empty grain at Lucky Lake, SK: CN SD70M-2 8809 and CN SD60F 5515. Mar 13 - CP 454 at Saskatoon, SK: CP ES44AC 8784, CP SD40-2 6075, CP SD40-2F 9020, CP GP38-2 3098 and CP AC4400CW 8641.	Mar 14 - CN 303 at Capreol, ON: CN SD70M-2 8836 and Dash 9-44CW 2681, with CEMR GP9RMs 4012 and 4013 dead-in-transit to Winnipeg, Manitoba Mar 14 - CN westbound at Brighton, ON: CN SD60F 5523, CN Dash 8-40CM 2428, IC GP40R 3129 and CN SD40-2 5376.
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(Thanks to Justin Babcock, Chris Boon, Keith Bowler, Doug Cameron, Normand Deschaires, John Kool, Harm Landsman, James Lalonde, Roman Litarchuk, Bill Rood, Patrick Slegers, Stan Smith, Jon Snook, David Stalford, Doug Thorne, Lorence Toutant, Bill Turner and Paul von Huene)

LEGEND: AMT = Agence métropolitaine de transport; BCOL = BC Rail (CN); BNSF = Burlington Northern Santa Fe; CEFX/CITX = The CIT Group; CEMR = Central Manitoba; CFMG = Chemin de fer de la Matapédia et du Golfe (CN); CN = Canadian National; CP = Canadian Pacific; GEXR = Goderich-Exeter (RailAmerica); GO = GO Transit; GTW = Grand Trunk Western (CN); GWR = Great Western; HLCX = Helm Financial Corp.; IC = Illinois Central (CN); NBEC = New Brunswick East Coast (CN); NS = Norfolk Southern; ONT = Ontario Northland; QGRY = Quebec-Gatineau; SOO = SOO Line (CP); STLH = St. Lawrence and Hudson (CP); VIA = VIA Rail; WC = Wisconsin Central (CN); UP = Union Pacific. ■

The Motive Power and Equipment Scene



RETIRED: (dd/mm)

- BCOL SD40-2 746 (03/03), 747 (03/03), 751 (03/03), 759 (03/03), 762 (04/03), 763 (03/03), 765 (03/03).
- ANY GP9RM 4006 (14/01).
- CN GP9RM 4124 (15/01); 7070 (27/01).
- IC SD40-2R 6002 (04/03).

RETIRED UNIT SOLD FROM FALL 2008 AUCTION: Athabasca Northern GP9RM 4005 (ex-CN 4103-2, nee CN 4295) to Rail Trusts Equipment.

STORED (partial listing):

- DMIR SD40-3 406, 408.
- BCOL SD40-2 743, 766.
- BLE SD38-2 878.
- BLE SD40T-3 900, 901, 904, 905, 908, 910.
- WC GP40 3002, 3006, 3011, 3012, 3021.
- WC GP40u 3026, 3027.
- IC GP40R 3101, 3102, 3137.
- CN SD40-2(W) 5254, 5273, 5274, 5288, 5351, 5357, 5362.
- GTW SD40-2 5930-5934, 5936, 5937.
- GTW SD40-3 5938, 5940-5956.
- IC SD40-2R 6001, 6004, 6005.
- WC SD40-2 6004-6006.
- IC SD40A-2R 6006-6008, 6010, 6011, 6013, 6015, 6016, 6018.
- IC SD40-2 6030, 6032.
- IC SD40-2R 6050-6052, 6054, 6056, 6059, 6060, 6063, 6064, 6066, 6068.
- IC SD40Xu 6071.
- IC SD40-2 6072, 6101-6103, 6105, 6106, 6108, 6109, 6111-6114, 6117-6125, 6127-6130, 6132, 6134-6136, 6139-6142.
- IC SD40-3 6264.

LEASED OUT:

- IC GP50m 3140 to Quebec-Gatineau Railway.
- CN SD40-2(W) 5280 to Xstrata in Timmins, Ontario



**CANADIAN
PACIFIC
RAILWAY**

STORED SERVICEABLE: (* added since last issue)

- CP SD40-2 762*.
- SOO SD40-2 769.
- CP SW1200-Slug 1000.
- CP SW900-Slug 1015, 1016.
- CP SW1200RS-Slug 1022.
- CP Control Cab 1153, 1155, 1157, 1158, 1160.
- CP SW1200RSu 1210, 1244.
- CP FP9 1401.
- CP GP7u 1505, 1508, 1509, 1511.
- CP GP9u 1512, 1513, 1519, 1522, 1526*, 1538, 1575, 1589, 1602, 1609, 1612, 1615, 1618, 1630, 1639, 1640, 1690*, 1691, 1692.
- CP F9B 1900.
- CP 4-6-4 (steam) 2816.
- CP FP9u 4106, 4107.
- CP SD40M-2 5490.
- CP SD40-2 5723*, 5725*, 5734*, 5766*, 5798, 5865*, 5869*, 5872*, 5874*, 5877*, 5878*, 5902*, 5904*, 5907*, 5909, 5917*, 5924*, 5929*, 5945*, 5948*, 5952*, 5954, 5956*, 5958*, 5961*, 5964*, 5965, 5966*, 5968*, 5970*, 5978*, 5982*, 5988*, 5996*, 5997*, 5998*, 6002*, 6003*, 6004*, 6005*, 6007*, 6009*, 6013*, 6016*, 6017*, 6020, 6024*, 6027*, 6036*, 6052*, 6058, 6076*.
- CP SW1200RS 8111.
- CP GP9u 8205, 8240, 8247.
- CP GP9 8275.
- CP SD90MAC 9100-9105, 9107, 9109, 9111-9149, 9151-9156, 9158-9160.

STORED UNSERVICEABLE: (* added since last issue)

- CP SD40-2 779*.
- CP SW1200RSu 1238.
- CP FP7u 1400.
- CP MP15AC 1428, 1447.
- CP GP7u 1503, 1510.
- CP GP9u 1520, 1543, 1567, 1576, 1583, 1595, 1617, 1644, 1689, 1695.
- SOO MP15AC 1550.
- SOO GP9 2403.
- CP GP38-2 3039*.
- SOO GP38-2 4423, 4433, 4450, 4509, 4511.
- CP GP38-2 4520.
- SOO GP40 4648.
- CP GP40-2 4655*.
- CP SD40M-2 5492.
- CP SD40-2 5415, 5643, 5684, 5697, 5714, 5728*, 5772, 5778, 5789, 5793*, 5926, 5931, 5933*, 5934, 5936*, 5940*, 5950, 6006*, 6057, 6606.
- CP GP9u 8204, 8229, 8234*, 8235*, 8249.
- CP GP9 8264, 8270.

- CP ES44AC 8756*, 8763*.
 - CP SD90MAC 9106, 9108*, 9110, 9150, 9157.
 - CP AC4400CW 9554, 9728, 9733.
- LEASED UNITS IN SERVICE: CEFX AC4400CW 1026-1059.



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 Industries, Lachine, Quebec, for a rebuild.

ON THE INDUSTRIAL SCENE

RELOCATED: With the indefinite shutdown of Marathon Pulp Inc.'s mill in Marathon, Ontario, to soon take effect, leased CANX GP9 8701 (nee QNSL 169) has been relocated to Dow Chemicals in Prentiss, Alberta. Leased CANX S-13u 8700 (ex-CN 8700, nee CN 8611) will remain at Marathon until the mill closes.

NEW CAREER: Stelco (Hamilton) SW900 88, sold to Larry's Truck Electric in Girard, Ohio, in 2002, has been refurbished and now forms part of Larry's Truck Electric's lease fleet, numbered LTEX 905.

RELEASED: In mid-March, Industrial Rail Services (IRSI) in Moncton, NB, completed the overhaul of Mittal Steel SW1500 303. She was shipped to ArcelorMittal in East Chicago. Sisters 302, 310 and 313 are undergoing overhauls at IRSI.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

BURLINGTON NORTHERN (MANITOBA): BNSF GP9 1685, built by GMD in 1957 as Midland Railway of Manitoba #2, has spent almost all of her 52 years assigned to Winnipeg, Manitoba, and retains her high short hood. Age and the need for a stronger unit for switching in Winnipeg have caught up to the 1685. She has been moved to Northtown Yard in Minneapolis, Minnesota, and for the present has been replaced by GP39-2 2710.

GO TRANSIT: F59PH 526, 530 and 532 have been stencilled CDAC (Canadian-American Railroad) and are waybilled to Derby, Maine.

WINDSOR & HANTSPOUR RAILWAY: Leased Central Manitoba GP9RMs 4012 and 4013 have been returned to the CEMR in Winnipeg, Manitoba.

ON THE TOURIST SCENE

NEW HOME: Trains Touristiques des Cantons-de-L'est Inc. - "Orford Express" based in Sherbrooke, Quebec, has purchased former Roberval & Saguenay M-420TR 26. [Only two M-420TR units were built by MLW - Nos. 26 and 27 for Alcan Limited's Roberval & Saguenay Railway]. The plan is to have No. 26 haul RDC-1s 6121 and 6125 and recently-acquired Dome 310 on trips between Sherbrooke, Magog and Eastman, Quebec.

ELECTRO-MOTIVE CANADA COMPANY (ELECTRO-MOTIVE DIESEL) - LONDON

ORDERS IN PROGRESS:

- The seven JT42CWR-T1 units for Dillen & LeJeune/CrossRail Benelux (order 20078968 - temporarily numbered 96801-96807) that were shipped from London on December 6 (January Branchline) were not finished. They were bagged, and moved to Goderich-Exeter's yard in Stratford, Ontario, for storage and will return to the London plant for final fitting when the customer is ready for delivery.
- The five JT42CWRM units (77044-77048) for English Welsh & Scottish/Deutsche Bahn's operation in France (order 20068864 - numbered 77001-77060, stencilled Euro Cargo Rail) that were partially completed, bagged, and shipped to Stratford in December for storage were returned to the plant on January 15. No. 77044 was shipped from the plant on February 22 for overseas delivery from Halifax, NS. Nos. 77001-77043 were previously shipped. [77045-77060 to follow]
- Fifteen (2124-2133, 2135, 2136, 2139-2141) of the order for 40 JT42CWR-T1 units for Egypt (order 20078963 - numbered 2124-2163), were shipped from the plant on February 22 for overseas delivery from Halifax, NS. [2134, 2137, 2138 and 2142-2163 to follow]
- Twelve (9305-9315 and 9321) of the order for 35 SD70ACe units for Burlington Northern Santa Fe (order 20088021 - 9305-9329, and 9166, 9167, 9184-9191), were shipped from the plant in February and March.
- Construction is underway on the order for three JT42CWRM units for Veolia Transport (order 20078941 - to be numbered 66501-66503).
- Construction is underway on the order for nine SD70ACe units for Broken Hill Proprietary - Australia (order 20088019 - to be numbered 4347-4355).
- KCS GP40-3 2810, 2818, 2820, 2824, 2840, 2842, 2843, 2852 and 3151, and TFM SDP40 1319 and 1320, delivered to London in February and March, will be rebuilt into GP22ECO and SD22ECO units.

Thanks to Bernard Babin, Marc Giard, Ken Lanovich, Don McQueen, Mark Perry, Frank Vollhardt, Jr., Ian Webb, "NY 4" and "Engine 4466". ■



Canadian Pacific AC4400CW 8609 and a UP SD90MAC are eastbound at Mile 44 of the Crowsnest Subdivision (between Chokio and Peigan, British Columbia) on a snowy January 23, 2009. The horses in the field seem oblivious to the passing mixed freight. Photo by Bruce Blackadder.

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