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Branchline

CANADA'S RAIL NEWS MAGAZINE



Gatineau Adventure • CPR Assignments - June 1954 • Ice Under the Rockies

Branchline

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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, Ottawa, ON K1B 3Z6
Internet: earl.roberts@sympatico.ca

Features Editor: Philip B. Jago,
1133 Elmlea Drive, Ottawa, 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

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

The next meeting will be on **December 4**. Come one, come all to our Christmas comedy movie "It Happened to Jane" starring Doris Day, Jack Lemmon and Ernie Kovacs (filmed in 1959). Refreshments will be available at a small fee.

Please see our website [www.bytownrailwaysociety.ca] for further meeting details.

Note that the regular meeting in January will be on January 15. The **Annual General Meeting** will be held as part of the regular meeting. If you wish to nominate a member for an executive position, or wish to help in a non-executive capacity, please contact nominating chairman Earl Roberts at 613-824-8203 or e-mail: earl.roberts@sympatico.ca

An informal slide, DVD 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, DVD and video night will be **December 18** at 19:30.

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

E-mail Addresses: Many subscribers receive advance notice of upcoming meetings and events via e-mail. Kindly keep the Society informed of e-mail address changes at: lvgoodwin@rogers.com.

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

Calendar for 2013: Devoted exclusively to the history of the advent of the railway in the Gaspé, the 2013 calendar is accompanied by a 16-page illustrated history log. Fully made of old photographs, texts and stories about the history of the construction of the railway in the Gaspé. Limited edition and bilingual. \$15 plus \$4 postage in Canada for both items. Contact Bernard Babin via email: trains.gaspesie@yahoo.ca

Ten Years Ago in Branchline:

* The Ontario government has directed the Ontario Northland Transportation Commission (ONTC) to begin negotiations for the sale of the Ontario Northland Railway with CN. After rigorous examination of four acquisition proposals, ONTC concluded CN's plan for the ONR best meets its objectives of job protection, economic development and improved freight and passenger service.

* VIA Rail has opened its new Fallowfield (Barrhaven) station, an intermodal facility integrated with OC Transpo's Park-and-Ride lot at Fallowfield Road and Woodroffe Avenue in Ottawa's south-west end. All Ottawa-Toronto trains stop at the station.

Press date for this issue was November 12
Deadline for the January issue is December 10

Cover Photo: Hull-Chelsea-Wakefield Railroad's 105-year old former Swedish Railways 2-8-0 909 sits beside the wooden water tower at Wakefield, Quebec, on June 18, 2011, awaiting her return to Gatineau (Hull). Photo by J.T. Robbie.

The Editors wish you a merry and safe Christmas and may 2013 be a happy, healthy, prosperous and safe year.

Gatineau Adventure

Article and Photographs by J.T. Robbie

Well, what's your adventure to-day? How many times have you heard a friend or relative ask you that? To them it sometimes seems all railfan trips are just one adventure after another. However, to most railfans they are just outings, but occasionally, they really do seem like an adventure. If you do consider railfan trips an adventure, then a photographic trip taken on June 18, 2011, would most certainly qualify. In so many ways it was just like a Second World War adventure book or movie. It had a mission, history, a setting in a non-English language speaking area and, of course, a European Second World War era train.

Where is this? Our scene or our adventure takes place in the Canadian Province of Quebec, with its operations based in the former city of Hull. Today, Hull is part of the city of Gatineau, just across the Ottawa River from Canada's capital, the city of Ottawa. In the Province of Quebec, the main language spoken is French. As well, in the Province their French history and the French culture are cherished, always making it a little delightfully different, from the rest of Canada and the United States.

How did a Canadian rail operation end up with a Second World War era, European-Swedish steam locomotive and train? That is a side story with intrigue and interest. The Hull-Chelsea-Wakefield Railroad's 1907 built 2-8-0 locomotive and more modern passenger equipment toiled for Swedish Railways until after the Second World War, when the Swedish system was electrified. Some of the equipment was then put into storage by the Swedish government at that time because it was worried. The Cold War was on and what would happen if there were electrical interruptions to their rail system? So secretly, a number of steam locomotives were kept just in case, at the ready. With the end of the Cold War, the reason for keeping steam on hand diminished. Accordingly, the Hull-Chelsea-Wakefield Railroad's locomotive and coaches came from this secret stash.

The mission had no guns or kidnapping like a drama. It only had just a camera to photograph the tourist line in operation starting in an industrial park on the edge of the old city of Hull as the train made its way some 20 miles to Wakefield on the banks of the

Gatineau River and return. It is from this trackage, where we find the North American part of the history.

Like a great many tourist rail operations, the Hull-Chelsea-Wakefield has no shortage of heritage when describing the trackage used by the tourist line. Its route dates back to 1871 when a charter was obtained to build the Ottawa and Gatineau Valley Railroad. Construction, however, did not start until 1892. In 1902, after several name changes the line, which was now called the Ottawa Northern and Western Railway, was leased for 999 years by the Canadian Pacific Railway.

The CPR called their new branch line the Maniwaki Subdivision as the tracks terminated in the town of Maniwaki, some 60 miles beyond Wakefield. Although very prosperous for many years, traffic slowly declined and in 1985 the line was closed between Wakefield and Maniwaki with dismantling taking place in 1986. Meanwhile, the section between Hull and Wakefield escaped dismantling, only to be sold finally to the municipalities of Hull, Chelsea and La Pêche for the start-up of a tourist train operation which finally got off the ground in 1992.

Also of interest, long before the Hull-Chelsea-Wakefield started operations, Wakefield had been a popular destination for steam powered excursion trains from Ottawa. There are two steam locomotives that are most remembered from these excursions. One is former CPR number 1057, a 4-6-0 which is now owned and operated by the South Simcoe Railway, in Tottenham, Ontario, that operated to Wakefield in 1974 and 1975. The other is the last steam locomotive constructed by the CPR at their Angus shops in Montreal, number 1201 which operated to Wakefield from 1976 to 1985. Locomotive number 1201 is a 4-6-2 owned by the Canadian Science and Technology Museum in Ottawa, Ontario. The museum, then the National Museum of Science and Technology, was also the usual terminal used for most of these excursions.

Once the Hull-Chelsea-Wakefield Railroad prior trackage history has been described, the rest of the history and operations takes on a completely European flavour. French, not English as mentioned earlier is the main language spoken in the Province of Quebec, while the locomotive and passenger equipment is all of Swedish origin.

The passenger coaches, with the exception of the club car "Club Riviera" which was built in 1931, all date back to the Second World War years being built in 1942 and 1943 by AB Svenska or the Kalmar Verkstad AB (KVAB) company of Sweden. The steam locomotive, consolidation number 909, was built in 1907 by Motala Verkstad and sold along with the passenger equipment by Swedish Railways in June 1992. The Hull-Chelsea-Wakefield (H-C-W) back up diesel is also from Sweden, but with a GM connection. The 78-Ton locomotive numbered T43-244 was built by Nydqvist Och Holm AB (NOHAB) or Nohab-GM in December 1962, also for Swedish Railways. Even the two H-C-W flat cars, are former Swedish Railways equipment. The only North American equipment on the railway is 1925-built former



HCW 2-8-0 909 heads north to Wakefield after crossing Rue Jean-Proulx in the Hull sector of Gatineau, Quebec, on June 18, 2011. In the right hand seat is the fireman - the throttle is on the left side of the cab.



Coach "Hull" (built in 1942 as Swedish Railways 3487) is the last of six cars trailing 2-8-0 909 en route to Wakefield on June 18, 2011.

Canadian National Railway snow plow 55212. As one can see, by the heritage of the equipment, no. 909 could have hauled this consist during the Second World War, except the snowplow.

Back to the adventure; after arriving in the morning and making a few wrong turns with all the French signage and no GPS, the station, shop and yards were discovered. Employees dressed in traditional North American engineer overalls were directing cars into the parking lot adding a festive look as departure time was drawing near. Deciding not to battle the crowd, I departed looking for a first photo location.

As train time neared, several other cars also stopped at the Gatineau crossing which I had chosen. Some were with small



Philip Jago and mate "oil around" while 2-8-0 909 lays over at Wakefield on June 18, 2011. Philip is a veteran of Bytown Railway Society crewing of ex-CP 4-6-2 1201 operations to Wakefield in the 1980s.

children and I thought this may be a difficult day for photographing the train, as it appeared to be very popular. However, once the train had passed and the chase was on as I headed north, seldom would I encounter more on-lookers, photographers or rail fans.

Unlike in a Second World War drama where locating the train could be a problem, finding additional photographic spots to catch the Second World War era train and locomotive, proved not to be difficult like a vintage espionage movie. It could best be described as more intriguing and interesting in this lovely part of the Province. Fortunately, but challenging at the same time, the rail line roughly follows Quebec Provincial Highway 105 to the north. The Province has built a multi-lane highway (Autoroute 5) to bypass Highway 105 along this portion, as Highway 105 now serves the local settlements, tourists and cottagers. This meant the chase encountered bicyclists, reduced speed limits, traffic lights and traffic. Once the tracks cross Highway 105, south of Chelsea, the line runs more or less along the west bank of the Gatineau River. Many cottages and homes have been built in this area with some along the shore of the Gatineau River where the rail line slightly curves inland. It is these lanes or roads to these cottages where most of the photo opportunities are found.

One lane's name alone, Chemin Kirk's Ferry, was almost enough to explore. It is also through this area that the line's trackage, like in a number of areas, has challenged the operation of the railway.



With the Gatineau River in the background, HCW 909 crosses Riverside Road in the town of Wakefield on June 18, 2011.

On my adventure it was on the Kirk's Ferry Road that I encountered maintenance workers repairing the trackage. A good amount of fill and ballast was being installed as part of an ambitious rehabilitation job that took place, starting in 2009 and that has been previously documented in "Branchline".



In Wakefield, the HCW right-of-way is snug against the street and only a few feet from the Gatineau River. HCW 909 slowly heads southbound through Wakefield on June 18, 2011.

The workers and their equipment were off the line with the northbound Wakefield train's imminent scheduled arrival. I mentioned to them that it was Saturday. The reply was the contract needed to be completed. Indeed this must have been the case as more workers were noticed later working on grade crossing signals. Additionally, there was a tie gang in at the former brucite processing plant at Alcan (mile 17).

Before reaching Wakefield, the tracks cross Riverside Road (Chemin Riverside) that once was part of Highway 105. After a stretch of relative flat running, the tracks again cross the road and drop down into Wakefield. There, very interestingly, they run parallel beside the road through the town with the ties at the edge of the pavement. It is not street running, but as the train passes it blocks the front doors of the local businesses on the river side. Past the town centre and former CPR station which is now a restaurant, the train entered the yard. There number 909 was cut off while the passengers detrained and the



HCW 909 is approaching Hill Road, Mile 6.3 of the former CP Maniwaki Sub. as she heads back to her home base in Gatineau on June 18, 2011.

Consolidation was turned on the arm-strong turntable (which had been relocated from CPR's Kingston shop on the former Kingston and Pembroke Railway). After the turning of the locomotive, it was then coupled up to the other end of the six-car train for the return trip to Hull. There beside the platforms on both sides, the cab was opened by the engine crew for the passengers to view.

After viewing, taking on water, oiling and lubricating the Train a Vapour (steam train) it was ready to return, retracing its route back to Hull. Returning as a photographer was much easier. Having gained the knowledge of where the lanes and roads were located, much better sun angles, plus tips from a very friendly all English speaking bilingual crew, made it fun.

Would I do it again? The answer is most certainly. Regrets? Only one, as the shots (photographs) of the train crew were taken while servicing the locomotive under the high early afternoon sun and were not of the quality I would have liked. Now, the most important question, can I do it again? That is still very unclear at this time.

The Saturday of my adventure, June 18, 2011, turned out to be a very fortunate date for me. Why? Perhaps, it was the last Saturday of operation for the Hull-Chelsea-Wakefield. Once again, tragedy has hit the line with trackage problems.

The independent owners of the steam operation threw their hands into the air, after torrential rains heavily damaged the line along the infamous "Mile Hill" a roughly 2% grade that has been an operating headache since the line was first opened. The storms came only three days after my adventure, resulting in the worst rain fall in 200 years and several washouts on the "Hill", roughly Mile 3.8 to Mile 4.8.

This was the final straw (or wash-out) after many millions of private and tax dollars had already been spent on the line correcting several problems over the years for the train's operator. Accordingly, the equipment was put up for sale. Not wanting to lose their main tourist attraction, the municipalities, in their role as la Compagnie du Chemin de fer de l'Outaouais, purchased the equipment from the owner, less the aforesaid mentioned flat cars and the CN plow which were subsequently scrapped.

Whether it will re-open or not is still very much up in the air. The Outaouais Region maintains they will operate once again, but not before 2014. If their plans are successful will it operate from Hull to Wakefield or on a shorter route (perhaps Chelsea to Wakefield)? Again, it is just one of many questions that need to be answered. However, if it is repaired, and no matter what the length of trackage used, I most certainly would recommend the trip. Riding or photographing this area is beautiful and the French Canadian aspect adds charm. Most would see it as a visit to Europe without leaving North America. A Second World War adventure or not, it is definitely interesting and different.

Followers of the Wakefield Steam Train can receive information about railway operations via an on-line newsletter published by the Compagnie de chemin de fer de l'Outaouais (CCFO) - see www.steamtrain.ca/PDF/com_en.pdf . See also the Friends of the Steam Train website at steamtrainfriends.org ■

CPR Locomotive Allocations and Assignments - June 1954

by Keith Fawcett

Keith has compiled allocation and assignment locomotive lists for the CPR as of June 1954 in BC from Field to Vancouver and around Penticton (Midway and West). Allocations and assignments as of June 1952 appeared in the July-August 2011 "Branchline", and allocations and assignments as of June 1953 appeared in the May 2012 "Branchline".

Vancouver (Vancouver Division) - Drake Street, 45 locomotives (11 diesel, 34 steam)

Type	Total	Numbers
DS4-4-1000	9	7065, 7067, 7069-7075
S-3	2	6510, 6511
2-8-0 N2	9	3601, 3604, 3609, 3611, 3617, 3619, 3630, 3657, 3671
2-8-2 P1	6	5155, 5212, 5221, 5241, 5256, 5261
2-8-2 P2	3	5322, 5464, 5465
2-10-2 R3	3	5760, 5785, 5787
4-6-0 D10	1	914
4-6-2 G4	1	2703
4-6-2 G3	6	2369, 2373, 2382, 2387, 2388, 2390
4-6-4 H1	5	2860-2864

Assignments	Loco. Req'd.	Class Allocated
Vancouver-Kamloops Passenger	10+	H1, G3, G4, P2
Vancouver-Penticton Passenger (45 and 46)	2	P1
Vancouver-Medicine Hat Passenger (11 and 12)	*	*
Vancouver-Coquitlam Transfer Freight	2	R3, P1
Vancouver-Huntingdon Mixed	1	N2
Vancouver-Huntingdon Freight	1	P1
Vancouver-Mission City Way Freight	1	P1
Vancouver-Coquitlam Industrial Switching	2	N2, D10
Vancouver Switching and North Vancouver Transfer Freight (2 or 3 of the regular yard jobs were steam at this time)	11-12	S-3, DS4-4-1000, N2

- The mainline passenger trains were 1 & 2, transcontinental locals - G3; 3 & 4 ("The Dominion" from/to Toronto) - P2k (5464, 5465) or H1; 7 & 8 ("The Dominion" from/to Montreal) H1; 5 & 6 the transcontinental express, mail, baggage and deadhead equipment trains - G3 or G4 (not advertised in the public timetables); 13 & 14 ("The Mountaineer" from/to St. Paul) - H1 or G3; plus additional sections of the Dominions and military trains, thus the 10+ locomotives. At this time, all mainline passenger trains had steam as far as Kamloops. P2k (5464, 5465) were normally employed on the heaviest train of the evening, usually the "Dominion" to Toronto.
- * The Kettle Valley line passenger trains were a) 11 & 12, the Kettle Valley and Kootenay expresses, Vancouver to/from Medicine Hat. Train 12 left Vancouver in the morning before Train 2, and Train 11 arrived in the late afternoon. These trains were dieselized using pairs of FM C-Liner units (4052-4057, 4104, 4105, 4449-4454, 4471, 4472) based in Nelson and running through from Nelson (or Medicine Hat) to Vancouver. b) 45 & 46, the summertime trains mainly for the southern Okanagan fruit traffic, ran overnight from Vancouver to Penticton and carried a coach and sleeper. In 1954, these trains left Vancouver and Penticton on Monday-Friday only.
- P2 5322 burned coal. All other were oil burners.
- Engines 3601 and 5322 were stored in the Drake Street yard all summer and were never used in Vancouver. 3657 was also stored or under repair for most of the summer and may have been used occasionally. 914 was moved to Coquitlam to replace D9 573.

Coquitlam (Vancouver Division) - 24 locomotives (2 diesel, 22 steam)

Type	Total	Numbers
DS-4-4-1000	1	7066
DRS4-4-1000	1	8008
2-8-0 M4	1	3460
2-8-0 N2	3	3616, 3629, 3678
2-8-2 P1	4	5101, 5120, 5121, 5211
2-10-0 R3	4	5761, 5770, 5771, 5778
4-6-0 D9	1	573
4-6-0 D10	1	922
4-6-2 G4	8	2701, 2702, 2704-2707, 2709, 2717

Assignments	Loco. Req'd.	Class Allocated
Coquitlam-North Bend Freight	8	G4, P1, N2
Vancouver-Coquitlam Transfer	1	G4, P1, R3, N2
Coquitlam-New Westminster Freight and Mixed	2	DRS4-4-1000, N2
Coquitlam-Ruby Creek Way Freight	1	D10, D9
Coquitlam Switching	4	DS4-4-1000, R3, N2, M4
Work Train (when required)	(1)	D9, M4

- M4 3460 burned coal. All others were oil burners. M4 3460 was moved to Calgary about this time - it was the last coal burner based in the Lower Mainland (Vancouver or Coquitlam) and saw further service in Calgary as a switcher. Coal burning M4s were eliminated from Vancouver in early 1954 by N2s moved from the Kettle Valley and Kootenay Divisions as a result of dieselization. D9 573 may have been used sparingly (on work trains) - it was moved east during the summer for scrapping.

Kamloops - 23 steam locomotives serviced at Kamloops or North Bend

Type	Total	Numbers
2-8-0 N2	1	3689
2-8-2 P1	1	5249
2-8-2 P2	19	5310, 5314-5316, 5324, 5326, 5327, 5331, 5336, 5337, 5342, 5343, 5345, 5349, 5350, 5360, 5366, 5387, 5392
2-10-0 R3	1	5779
4-6-0 D9	1	575

<u>Assignments</u>	<u>Loco. Req'd.</u>	<u>Class Allocated</u>
Kamloops-North Bend Freight	8	P2
North Bend-Ruby Creek Freight and North Bend-Spences Bridge (or Wallachin) Freight	4	P2
Kamloops-North Bend Way Freight	1	P1, N2, D9
Kamloops Switching	1	R3, N2
Work Train (when required)	(1)	N2, P2, D9

- At this time, all regular passenger trains changed from steam to diesel in Kamloops - the steam locomotives were based in Vancouver and the diesel locomotives at Alyth (Calgary) or Montreal. Occasional diesel failures or shortages resulted in steam locomotives working from Kamloops to Revelstoke on passenger trains.
- North Bend to Ruby Creek and to Spences Bridge or Wallachin freight runs were to move overflow traffic over the grades in both directions between Ruby Creek and Wallachin. This was especially a problem in the westbound direction since there was more tonnage westbound than eastbound.
- All P2s were coal burning. Others were oil burning. D9 575 was likely stored at Kamloops - it was moved east in the fall for scrapping.

Revelstoke Division - 34 steam locomotives serviced at Revelstoke, Golden, Sicamous, Notch Hill and Vernon

<u>Type</u>	<u>Total</u>	<u>Numbers</u>
2-8-0 N2	3	3628, 3650, 3661
2-8-0 P1	2	5258, 5264
2-8-2 P2	6	5462, 5463, 5466-5469
2-10-0 R3	6	5758, 5759, 5775-5777, 5786
2-10-2 S2	6	5800, 5801, 5804, 5805, 5807, 5808
2-10-4 T1	4	5902, 5908, 5910, 5915
4-6-0 D9	1	590
4-6-0 D10	6	918, 923, 962, 969, 983, 985

Also 82 diesel locomotives assigned to Alyth (Calgary):

FP7	30	4028-4041, 4058-4063, 4066-4075
F7B	29	4424-4448, 4459-4462
GP7	17	8409-8425
SW9	6	7400-7405

Also 24 diesel locomotives assigned to Montreal:

FP7	5	1400-1404
FP9	11	1405-1415
F9B	8	1900-1907

<u>Assignments</u>	<u>Loco. Req'd.</u>	<u>Class Allocated</u>
Calgary-Kamloops Passenger (1, 2, 3, 4, 5, 6, 7, 8, 13, 14)	-	FP7, F7B, FP9, F9B
Revelstoke-Calgary Freight	-	FP7, F7B, GP7
Revelstoke-Field Way Freight	-	GP7
Revelstoke East, Passenger and/or Helper service	(1)	T1
Revelstoke-Kamloops Freight	5-6	P2, P1, R3, FP7, FP9, GP7
Revelstoke-Taft Helpers	3	T1, S2
Notch Hill Helpers	3	S2, R3
Revelstoke-Kamloops Way Freight	1	P1, R3
Revelstoke-Kelowna Freight	2	N2
Revelstoke-Arrowhead Mixed	1	D9, D10
Sicamous-Kelowna Mixed	1	D10
Sicamous-Kelowna Way Freight	1	D10
Revelstoke Switching	1	SW9, R3
Vernon Switching	1	D10
Work Trains (if required)	(3)	SW9, S2, R3, D9
Stored (Revelstoke)	(1+)	R3 (S2, D9)

- By June 1954 all regular traffic east of Revelstoke was dieselized. The diesel locomotives on the passenger trains normally ran through from Calgary to Kamloops where they were exchanged for steam locomotives on to Vancouver. It is likely that for one of the "Dominions", diesels from Montreal may have worked through to Kamloops.
- A To locomotive was retained at Revelstoke for occasional passenger or helper service in the event of extra traffic (additional sections of regular passenger trains, military trains) or diesel failures. It is likely that 2 or 3 trains each way/day of the Revelstoke to Kamloops freight runs would have been dieselized at this time, usually with 2-unit consist. If trains were heavy or if only 1 unit was available, steam helpers would have been required west from Revelstoke and from Tappen to Notch Hill.
- When trains 13 and 14 came off at the end of August, more freight runs west of Revelstoke were likely powered by diesel locomotives. The SW9 GMD switchers were also used for switching at Field and on the Laggan (Calgary-Field) subdivision local freights and work trains.

Penticton Division - Approximately 61 to 65 diesel locomotives assigned to Nelson.

<u>Type</u>	<u>Total</u>	<u>Numbers</u>
C-Line (A units)	16	4052-4057, 4064, 4065, 4076-4081, 4104, 4105
C-Line (B units)	12	4449-4458, 4471, 4472
FA-2	10	4084-4093
FB-2	6	4465-4470
RS-3	11	8436-8446
S-4	10	7109-7118 (three or four may have been assigned to the Alberta Division)

- By this time, the Kettle Valley Division was almost dieselized. It is possible that there were still a few steam locomotives based at Penticton in June (likely N2s). Steam might still have been used on occasional light freight work or work trains. The only regular steam hauled trains were 45 and 46 (Monday-Friday only), the overnight passenger and fruit trains from Vancouver to Penticton which had Vancouver P1n's assigned. By late summer these were the only steam locomotives appearing at Penticton, there being no Penticton-based steam locomotives by that time.
- When 45 and 46 were removed permanently from the timetable at the end of September 1954, no further steam locomotives reached Penticton. However, steam locomotives were still used in the Springs of 1955 and 1956 on work trains east of Hope to repair winter damage to the Coquihalla section of the route.

Keith Fawcett is very interested to receive comments and/or corrections, c/o Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9. ■



CN AND TUNDRA ENERGY MARKETING TO CONSTRUCT CRUDE OIL RAIL CAR LOADING TERMINAL:

CN and Tundra Energy Marketing Limited have signed a memorandum of understanding to construct a crude oil rail car loading terminal near Cromer, Man., to meet the needs of Bakken crude oil producers in Manitoba and Saskatchewan. The terminal will initially load 30,000 barrels of crude oil per day into rail cars - the equivalent of more than 50 tank cars worth - starting in the second quarter of 2013. The facility will have the potential to accommodate a unit train of 100 tank cars. Bryan Lankester, president of Tundra Energy Marketing, said: "This project, combined with 410,000 barrels of oil storage currently under construction at our terminal in Cromer - a six-fold increase in existing capacity - will provide us with access to alternative North American markets for Williston Basin crude oil over CN's network at a time when there is inadequate pipeline takeaway capacity. (Canada NewsWire (CNW), Oct. 18)

CN EARNINGS BEAT ESTIMATES: CN reported third-quarter earnings of \$664 million, up from \$659 million, a year ago. "CN's focus on operational and service excellence helped the company post a solid third-quarter performance, with revenue growth in all our business segments and solid improvement in most of our key operating metrics," said Claude Mongeau, CN chief executive. Revenue rose eight per cent year over year during the quarter to \$2.5 billion on the back of a three-per-cent increase in carloads and a seven-per-cent increase in revenue ton miles - defined as a single ton of goods transported for one mile - during the quarter.

Volumes were aided by growth in the North American and Asian economies, and improved market conditions, pricing, and positive foreign exchange gains, the company said. Petroleum and chemical shipments led the way during the quarter with a 15-per-cent increase in revenue year over year, largely due to higher crude shipments in the West. But coal revenue also improved 13 per cent during the quarter, while grain and fertilizer shipments were up 10 per cent and auto volumes increased by nine per cent.

"While cautious about the strength of the economy, we see continued opportunities to grow our business in the longer term. Through our agenda of supply chain collaboration, CN expects to increase revenues slightly faster than general growth in the North American economy and to accommodate this growth at low incremental cost," he said. CN's operating ratio, which measures operating costs as a percentage of revenue, increased by 1.3 percent to 60.6 percent. The lower the number, the more efficient the operation. (Reuters.com, Oct. 22; Financial Post, Oct. 23)

FEDERAL ENVIRONMENT MINISTER GIVES CANPOTEX POTASH TERMINAL THE GREEN LIGHT:

The proposed Canpotex potash export terminal in Prince Rupert has been given the go ahead from the Canadian Environment Minister Peter Kent. He said that he found the proposed potash export terminal and road and rail utility corridor planned for Ridley Island "is not likely to cause significant adverse environmental effects" based on the mitigation measures and the follow-up measures outlined in the Comprehensive Study Report filed by Canpotex.

The terminal calls for dock and marine infrastructure to receive 180,000 tonne vessels, a 180,000 tonne potash storage building with conveyor and dust collection system, an automated railcar unloading and conveyor system and buildings for administration, maintenance, personnel in addition to site services like water and hydro. Included is the rail/utility corridor that includes an 8 to 8.5 kilometre rail loop to handle up to 14 inbound and 11 outbound tracks on Ridley Island.

The matter has now been referred to the DFO, Transport Canada and Environment Canada for the needed permitting. (TheNorthernView.com, Nov. 7)



**CANADIAN
PACIFIC
RAILWAY**

CANADIAN PACIFIC ANNOUNCES NEW SENIOR OPERATIONS

TEAM: Canadian Pacific has announced the senior operations team who will lead the execution of the new service plans. Doug McFarlane is appointed Senior Vice-President U.S. Operations. Guido De Ciccio is appointed Senior Vice-President Canadian Operations. Scott MacDonald is appointed Senior Vice-President Operations (System). All three seasoned railroaders will report directly to President and CEO E. Hunter Harrison. These appointments emphasize highly centralized planning with decentralized execution of the operating plan, driving ongoing service improvement, cost control, and efficient asset utilization. "With the reorientation of the operating team, we are pushing decision making and execution out of the office and into the field," said Harrison. "I expect Doug's and Guido's teams to get closer to the customer with Scott's team providing them with analytics, policy, and transportation support."

- MacDonald joined CP in 2003 as Director, Locomotive Maintenance. After holding the position of Service Area Manager - Mechanical, he was promoted to General Manager, Operations followed by Assistant Vice-President roles in Operations and Transportation. In 2010, MacDonald was appointed Vice-President Transportation.

- De Ciccio began his career with Canadian Pacific in 1976 in the Mechanical department and then spent a brief period in Marketing & Sales. He then returned to Operations and served as Service Area Manager for Montreal & North East U.S., General Manager, Eastern and Assistant Vice-President, Eastern Operations before stepping into the role of Vice-President Canadian Operations in 2010.

- McFarlane joined CP in 1976 and his career spans from a labourer in the Mechanical department to a qualified conductor and locomotive engineer, and key executive roles in Operations, Transportation, Interline, Marketing & Sales and Labour Relations leading to his appointment of Vice-President U.S. Operations in 2010. (CNW, Oct. 16)

FRANCZAK ASSUMES EXECUTIVE ROLE FOR AUSTRALIAN FREIGHT-RAIL OPERATOR:

Mike Franczak, most recently CP's executive vice president and chief operations officer, has joined QR National, Australia's largest freight-rail operator, as VP of operations. Franczak's appointment takes effect in January 2013. Franczak resigned earlier this month from CP, which he served for 25 years in various senior railway operating positions, including senior VP of operations. (ProgressiveRailroading.com, Oct. 24)

CANADIAN PACIFIC PROFIT JUMPS AMID RESTRUCTURING: The broad restructuring of Canadian Pacific Railway Ltd. is "ahead of schedule," says the company's new head, including efficiencies from improvements at rail yards to the paring down of its work force. Although the full unveiling of CP's restructuring will not happen until early December, chief executive officer Hunter Harrison gave some hints about its progress while delivering the railroad's third-quarter earnings.

CP posted a net profit of \$224-million in the quarter, up 20 per cent over the same period last year, on total revenue of \$1.5 billion, an increase of \$110 million or 8 per cent. Operating expenses were \$1.1 billion, an increase of \$58 million or 6 per cent, and operating income was \$376 million, an increase of \$52 million or 16 per cent. Some sectors showed strong improvements, notably automotive shipments rising in revenue by 31 per cent compared with last year. Some bulk freight sectors, however, were moderate or worse. Sulphur and fertilizers were particularly weak, declining 19 per cent in revenue due to poor export demand. The outlook for the rest of the year was mixed, although the shipment of industrial products is expected to be strong in the fourth quarter.

However, it wasn't so much the current financial picture which engrossed industry watchers, but clues about the company CP will become after its restructuring. "I haven't found any skeletons in the closet yet," Mr. Harrison said. He characterized the changes as not slashing areas of operations, but rather finding efficiencies throughout, such as streamlining rail yards. Without specifying exactly how much of the workforce he plans to trim, Mr. Harrison noted that "the high rate of natural attrition will take care of most of that," as employees retire or leave the company. Most of the changes under way lie in nitty-gritty operations. For example, faster, cross-continental intermodal container service, which now takes a day less and which was introduced last month, reduced the use of "about 40, 45 locomotives, if I remember correctly," Mr. Harrison said. It's an example of improved service leading to real cost savings, he added. "Bottom line, the first order of business here: This is a cost takeout story, to get our costs in line. And it's good for all of us to do that," he said.

CP's operating ratio (or expenses as a percentage of revenue) lowered to 74.1 per cent in the quarter, from 75.8 per cent a year ago. He sees the ratio getting to the stated goal in the mid-60 per cent range in three to four years. Pensions remain the one sticking point, CP executives said, as the company, like others, continues to be hurt by low interest rates and therefore lower investment returns. "The only place I can find any negative is the pension fund," Mr. Harrison said. Although he has appointed three vice-presidents of operations, Mr. Harrison plans to continue to fill the role of chief operating officer for now. "When you provide better services, you turn assets, you lower costs, you treat your people right, it's a good story," he said. (CNW, Oct. 24; *The Globe and Mail*, Oct. 24)

UNITED STEELWORKERS (USW) AND CP RATIFY FIVE-YEAR AGREEMENT:

CP and the United Steel Workers (USW), Local 1976, representing approximately 800 clerical and intermodal workers, announced that a five-year contract has been ratified with 87% of the membership voting in favour of the contract terms. The new collective agreement begins in January 2013 and allows for wage increases of 3% in each of the next five years. It also reflects changes that help ensure the CP pension plan is sustainable for employees, current retirees, and CP. The current contract was due to expire December 31, 2012. (CNW, Nov. 9)



VIA RAIL RECEIVES HONORARY AWARD FROM HERITAGE BC FOR ITS RENOVATED VANCOUVER STATION:

VIA Rail was very proud to receive a prestigious honorary award from Heritage BC for the restoration of its Pacific Central station in Vancouver. The award was in recognition of the high standards of quality and the commitment to the preservation of heritage shown in the building's renovation, which was completed in December 2011. VIA Rail received this honour alongside the projects' architect and consulting firms, Thibodeau Architecture + Design and Donald Luxton and Associates Inc. "We are thrilled to receive this award," declared John Ring, Regional General Manager, Western Canada. "And we'd like to acknowledge those without whom the work would not have been possible; the support of the Government of Canada and the amazing companies that contributed to the project. This restoration will benefit not only passengers lucky enough to be travelling through Vancouver, but also the City's heritage legacy for many years to come. We are also proud to have helped support Canada's economy, by creating new jobs."

The station was restored following strict rules to preserve the heritage features of the building, erected in 1919. In addition to making it even more beautiful, the work helped improve the station's energy efficiency and safety. The 90-year-old building was rejuvenated from top to bottom. The building's exterior masonry was repointed and cleaned up, the roof was redone, the windows and exterior doors were restored or replaced, the emblematic "Pacific Central" sign on the roof was stabilized and many safety enhancements were made. Along the departure and arrival tracks the platform canopies and lighting were improved,

and the station's columns were repaired. This is one of the largest scale projects completed by VIA Rail to date under the umbrella of the Government of Canada's 923 million-dollar investment since 2007. The Pacific Central Station project was a \$6.9 Million endeavour, \$5.6 million of which was used on the building itself. The funding for the restoration was provided through the Government of Canada's Economic Action Plan, part of its total investment of \$923 million in VIA Rail since 2007. Built in 1919, Vancouver Station was designed in the grand Beaux-Arts style by architects Pratt & Ross. It is characterized by symmetry, monumentality and the use of classical features in design, massing and details. Vancouver Station was designated a Heritage Railway Station by the federal government in 1991 under the Heritage Railway Stations Protection Act. The envelope is built from locally sourced materials including granite, brick and andesite, a volcanic stone from a quarry on Haddington Island off the northeast coast of Vancouver Island. (CNW, Oct. 22)

VIA RAIL CANADA REPRESENTATIVES MEET MPS AND MAYORS OF NEW BRUNSWICK:

Representatives from VIA met with local members of parliament and mayors in Bathurst to discuss the future of passenger rail transportation in the region. "Representatives from the region clearly explained their concerns and expressed their opinions on the recent announcements affecting rail transportation in New Brunswick. This meeting allowed us to assure them that VIA Rail shares their concerns and intends to continue to play a major role in the mobility of people living in the Maritimes," said Yves Desjardins-Siciliano, Chief Legal and Corporate Affairs Officer and Corporate Secretary of VIA Rail, who is also a member of the Strategic Committee on Rail Assets established by the Government of New Brunswick. "This meeting also helped us to explain that the service adjustments - which take effect on October 25 and 27 - are necessary because of the continued decline in traffic from 255,000 to 134,000 yearly passengers on the Ocean over the past 15 years. Our duty to properly manage Canadian taxpayers' money compels us to make difficult decisions."

Over the past five years, VIA Rail has invested more than 25 million dollars in repairing its locomotives and the Ocean's rolling stock, in addition to renovating its stations and infrastructure in the region. Furthermore, the Ocean service continues to be improved by adding a car with a panoramic view year-round. Last year, VIA Rail developed a national intermodality strategy which involves working with regional carriers to harmonize schedules, facilitate multi-carrier ticketing and simplify passenger transportation. To this end, Marc Laliberté, Chief Executive Officer, appealed to local motorcoach companies to partner with VIA Rail during a discussion before the Halifax Chamber of Commerce this past August. (CNW, Oct. 22)

MODIFICATION OF SCHEDULE BETWEEN GASPÉ AND MONTRÉAL:

VIA Rail is changing the schedule for trains traveling between Gaspé and Montréal on October 26th. Gaspé - Montréal: Departures will be on Tuesdays, Fridays and Sundays, and Montréal - Gaspé: departures on Sundays, Wednesdays and Fridays (no change). (CNW, Oct. 23)

CAW QUESTIONS LAY-OFFS AND CUTBACKS IN OPENING NEGOTIATIONS WITH VIA RAIL:

CAW opened negotiations with VIA Rail, raising concerns about recent lay-offs and route cuts. "VIA Rail has suffered a number of very serious funding cuts from the federal government over the last few years, a situation that's getting worse, not better," said CAW President Ken Lewenza. He said that VIA Rail has failed to explain to its workers and to the public that route cuts and layoffs are the direct result of government funding cuts, which will undoubtedly harm the long-term viability of Canadian passenger rail services. Lewenza called it embarrassing for Canada that the country has fallen decades behind in terms of rail infrastructure and technology. "How is it that countries like China, Brazil, and South Africa can build modern high-speed rail systems, but Canada cannot?" said Lewenza. He said that the investment and jobs associated with building a high-speed rail system could do for this decade what the St. Lawrence Seaway did for the country in the 1950s - and become a source of economic growth for the nation.

Lewenza noted that worker productivity has increased by 10 per cent in the last two years alone, but members are feeling less

secure and much more concerned about the future. "VIA Rail must understand that our members will not be the scapegoats for Ottawa's poor, short-sighted policy decisions," said Lewenza. The CAW is VIA Rail's largest union, representing approximately 2,000 workers in customer service, on-board service and maintenance. The current collective agreements expire on December 31 at 11:59 p.m. Two weeks ago, the CAW organized a national leafleting of VIA Rail stations and trains, asking customers to call on VIA and the federal government to reverse the cuts. **CAW.ca**, Oct. 26)

VIA RAIL CLASS ACTION GETS GO AHEAD: An Ontario court has ruled that a \$10-million class action lawsuit arising out of the derailment of a VIA Rail train in Burlington last February can go ahead. Train #92 carrying 75 passengers was travelling from Niagara Falls when it derailed on Feb. 26. Three VIA staff members were killed in the derailment and 45 passengers were injured. It was later determined the train was moving at more than 100 km/h — more than four times the recommended limit — when it entered a track crossover and derailed. The speed limit while changing tracks at that particular switch is 24 kilometres per hour, and investigators have said speed caused the derailment.

The Ontario Superior Court issued a certification order on Nov. 1, that the lawsuit can proceed as a class action. Three passengers had earlier accepted settlement offers of \$3,000 from VIA Rail and are not part of the class action. "We are determined to obtain justice for those whose lives were altered by this terrible event," Ted Charney, of Falconer Charney LLP and one of three class counsels in the matter, said in a news release. "We believe the ruling brings us closer to resolving this matter." The order allows the matter to proceed against the defendants, including VIA Rail Canada Inc. and Canadian National Railway Company. According to the release, the class action seeks compensation for "physical and emotional injury, damage to property and loss of income" to some 68 passengers on the train at the time. (**NiagaraThisWeek.com**, Nov. 2) ...

.... DEADLY VIA RAIL DERAILMENT CLASS ACTION LAWSUIT GOES FORWARD: A class action lawsuit against VIA Rail Canada on behalf of dozens of passengers of a fatal train derailment near Aldershot, Ont., in February has been certified by the court, which means a multimillion-dollar class action suit can proceed against the company and Canadian National Railway Co. The train was travelling from Niagara Falls, Ont., to Toronto on Feb. 26 when it left the tracks at 3:30 p.m., killing three crew and injuring several passengers. Passenger Allison Von Wallis, 19, of St. Catharines, said she joined the class lawsuit after learning the train had allegedly been speeding. "It was four times the speed limit," she alleged Thursday. "That's really ridiculous." The Transportation Safety Board of Canada said in March the train entered the crossover from Track 2 to Track 3 at approximately 107 km/h. The maximum authorized speed at that spot is 24 km/h. The locomotive and five coaches left the track at the point, with the locomotive striking a building and being totally destroyed. The lawsuit, filed March 1, is being led by Sandra Lundy of Niagara Falls and a couple from Quebec. Reached at home, Lundy said she wasn't commenting. Shortly after the crash, Toronto lawyer Ted Charney said Lundy had been treated with non-life threatening injuries after a number of fellow passengers fell on top of her when the train crashed. "We are determined to obtain justice for those whose lives were altered by this terrible event," Charney said in a press release Thursday, issued by the three law firms involved in the suit. The class action seeks \$10 million in compensation for physical and emotional injury, damage to property and loss of income for approximately 68 passengers. (**TorontoSun.com**, Nov. 1)

VIA MAY HELP AMTRAK IN AFTERMATH OF SUPERSTORM SANDY: New Jersey Transit had 257 rail cars and 65 engines - 23 percent and 35 percent of its totals, respectively - damaged or ruined by Atlantic superstorm Sandy. The agency hasn't determined how many, if any, can be repaired. Replacing rail cars isn't as easy as borrowing whatever can be found. Rolling stock is often custom-made to accommodate a particular system's tracks and signals. It generally takes years to finish orders built to specifications, like Bombardier's 2008 contract with New Jersey Transit for 36 electric locomotives designed to haul multilevel

commuter rail cars made by the Montreal-based manufacturer. Through last year, Bombardier had provided 329 double-decker coaches to New Jersey Transit, according to the company.

The U.S. Federal Transit Administration is speaking with transit agencies in other parts of the country to line up rail cars, buses and other equipment that may be available, said Meghan Keck, a spokeswoman for the Transportation Department, which includes the FTA. The regulator will coordinate loans of rolling stock and technical experts to New York metropolitan area agencies if needed. Amtrak, the U.S. intercity passenger railroad, is negotiating with VIA Rail for extra equipment to boost service in New Jersey, Chief Executive Officer Joseph Boardman said. VIA Rail has contacted Amtrak "to offer its support," Mylene Belanger, a spokeswoman for Canada's national passenger train company, said in a telephone interview. It's too early to give details on the possible outcome of the discussions, she said, declining to comment on whether VIA Rail is also talking to New Jersey Transit. (**Bloomberg News**, Nov. 5)

OTHER PASSENGER

AMTRAK SETS NEW RIDERSHIP RECORD: Amtrak carried more than 31.2 million passengers in Fiscal Year 2012 ending September 30, marking the highest annual ridership total since America's Railroad® started operations in 1971 and the ninth ridership record during the last ten years. A year-over-year comparison of FY 2012 to FY 2011 shows ridership grew 3.5 percent to a new record of 31,240,565 passengers and ticket revenue jumped 6.8 percent to a best ever \$2.02 billion. In addition, Amtrak system-wide on-time performance increased to 83 percent, up from 78.1 percent and its highest level in 12 years. "People are riding Amtrak trains in record numbers across the country because there is an undeniable demand to travel by rail," said President and CEO Joe Boardman. "Ridership will continue to grow because of key investments made by Amtrak and our federal and state partners to improve on-time performance, reliability, capacity and train speeds."

During FY 2012, ridership on the Northeast Corridor is up 4.8 percent to a record 11.4 million, state-supported and other short distance routes is up 2.1 percent to a record 15.1 million and long-distance services is up 4.7 percent to their best showing in 19 years at 4.7 million. Also, FY 2012 produced other ridership achievements including new records for 25 of 44 Amtrak services, and 12 consecutive monthly records with July being the single best month in the history of Amtrak. Since FY 2000, Amtrak ridership is up 49 percent. Boardman noted ridership numbers for FY 2013 will get an early boost this fall when the extension of Downeaster service to Freeport and Brunswick, Maine begins Nov. 1, and Amtrak Virginia Northeast Regional service is extended to Norfolk, Va., starting Dec. 12. Factors contributing to Amtrak long-term ridership growth include improved passenger services such as Wi-Fi and eTicketing, high gasoline prices, continued growth in business travel on the Northeast Corridor, the increased appeal and popularity of rail travel, dissatisfaction with congested highways and air travel, and effective marketing campaigns. (**PR Newswire**, Oct. 10)

ALL-DAY GO SERVICE STILL ON DECK FOR 2015: Hamilton is still on track to get all-day, two-way GO train service to Toronto in time for the Pan Am Games, says the province's transportation agency. Officials from Metrolinx say Hamilton's planned GO station at 353 James St. N. will have a station building, a platform, a kiss-and-ride drop-off and pickup, 460 parking spots, a bus loop and pedestrian and cycling trails before the 2015 Games. A second phase to be completed by 2017 will add pedestrian bridges or tunnels to that list. "We're wanting to move ahead with delivering transit projects as quickly as we possibly can," said Metrolinx president and CEO Bruce McCuaig. The cost of the project isn't public, as Metrolinx will be going through a public tendering process and doesn't want to affect the bids. Construction is set to begin in the spring of 2014. (**The Hamilton Spectator**, Oct. 29)

COUNCIL APPROVES LIGHT RAIL TRANSIT AGREEMENT BETWEEN TTC AND METROLINX: Toronto city council voted 30-11 to follow through with a light rail transit deal between the Toronto Transit Commission and Metrolinx. Toronto will clear the land where the LRT lines will be built and then hand over ownership of the land and

lines to Metrolinx. The TTC will operate the LRT lines, though they will be maintained by the provincial agency. The master agreement is in its final revisions and will be in effect for the next 10 years regardless of who leads the provincial or municipal governments. A process to resolve disputes will also be implemented in case of future disagreements between the TTC and Metrolinx. The 24 kilometres of LRT will roll out in 2020 on Sheppard East, Eglinton, and Finch West, while the Scarborough rapid transit line is replaced. (The Canadian Press, Nov. 1)

CALGARY'S WEST LRT TO OPEN DEC. 10: The west leg of the LRT will be open for business in Calgary on Dec. 10. The city says this date meets the original start of service promised back in 2009. "We want to provide all Calgarians with the opportunity to make Calgary Transit their preferred transportation option and this project is a major step towards that goal," said general manager of transportation Mac Logan. Officials estimate more than 30,000 people will be using the new LRT run, which includes six new LRT stations along more than eight kilometres of track. Construction on the project began in February 2010. Completing the project involved major roadway upgrades, construction of a new interchange and moving a high school. "This project required a great deal of expertise and co-ordination — its success speaks volumes about the hard work and dedication of everyone involved," said Logan. (CBC News, Nov. 7)

SHELVED AMT LOCOMOTIVES TO BE TESTED ON CP TRACKS: Montreal's mothballed locomotives are hitting the tracks for tests and could be pulling trains carrying commuters within weeks. The Agence métropolitaine de transport spent \$308 million on 20 new German-built Bombardier locomotives. But it was forced to put them in storage after the first one derailed days after being put into service in December 2011. Test runs involving eight locomotives will take place on Canadian Pacific, according to a memo sent to CP commuter train crews, a copy of which was obtained by The Gazette. "AMT and Bombardier representatives will be on board to perform the tests and will train our crews" at the same time, says the memo, signed by a CP superintendent. The tests will take place between Blainville and Saint-Jérôme. The AMT is to begin using the locomotives to pull trains carrying passengers on its Blainville-Saint-Jérôme, before putting them into service on the Vaudreuil-Hudson line, the memo says. The locomotives will not be used on the Candiac line. All three of those lines operate on CP tracks. Claudia Martin, an AMT spokesperson, confirmed the tests. If all goes well, the locomotives will be put into service within weeks, she said.

The Dec. 7, 2011 derailment occurred at Central Station on the Mont-Saint-Hilaire commuter line, which runs on Canadian National tracks. CN, whose tracks are also used for the Deux Montagnes line, has said it will not allow the locomotives to be used on its network until the Transportation Safety Board releases its report into the derailment. That report has not been completed yet. There have been reports that CN tracks at Central Station may have been defective and unable to support the new locomotive, which is more powerful than others in the AMT fleet. The locomotives are dual-mode, meaning they switch between diesel and electric. The AMT has been criticized for opting for dual-modes, which are much more expensive than regular locomotives. They were purchased in part because the AMT planned to gradually electrify the commuter train network. That idea was shelved this year after CP and CN rejected the idea. Questions have also been raised about the AMT's plan to use the diesel-carrying dual-mode locomotives in the Mount Royal tunnel, which lacks modern safety features and escape routes. That tunnel is owned by CN. (Montreal Gazette, Nov. 5)

GO MAY TRIM PARKING IN FUTURE EXPANSION PLANS TO DISCOURAGE CAR USE: Planners at GO Transit are trying to figure out how to provide enough parking at train stations to support ridership growth while convincing people there are better ways to get to the station than driving. About 60 per cent of GO rail riders drive to the station; 21 per cent walk, cycle or take transit and the remainder use kiss and ride or carpool. Joshua Engel-Yan, a senior adviser in strategy, policy and system planning at Metrolinx, told a sustainable transportation conference in Hamilton. The transit

agency has beefed up bike lockups to encourage cycling and works with municipal transit authorities to boost service to stations, said Engel-Yan. It is giving priority parking to carpoolers, too. But the parking crunch continues and is expected to only get worse as the GO system expands. Metrolinx, which operates GO, will produce a parking strategy next spring. GO Transit manages 62,000 parking spaces, making it one of the largest parking operators in North America. Yet 31 of GO's 62 stations are above capacity for parking, said Engel-Yan. That has commuters in some cases parking more than one kilometre from the platform, parking illegally within the GO lots or waiting up to an hour to get out of a lot. "People crowd the doors of the train and literally run across the lot to try to get out quickly," said transportation consultant Steven Bishop. It's a big source of aggravation for commuters, with parking related complaints to GO the second-most common gripe. Bishop said ridership growth and the provision of parking spots have virtually mirrored each other over the past dozen years. The question now is whether GO should continue to provide parking at that rate of growth (it would need 40,000 new spots by 2031) or begin to cut back. In a customer survey, 30 per cent of GO users who drive to the station would be willing to try a different method to get there and 85 per cent said they would still use GO if parking lots were full. "There is opportunity there to shift people out of their cars."

The Drummond report into provincial finances recommended that GO charge for parking. Right now, only reserved parking comes at a price: \$80 a month. There are about 4,000 reserved spots across the system. "Metrolinx is currently looking at best practices elsewhere in terms of revenue tools, including paid parking," Anne Marie Aikins, manager of media relations for Metrolinx. "Everything is under review but at this time no decisions have been made." Providing parking is by no means free. Most surface lots — where the cost of each space ranges between \$6,000 and \$7,000 — can't be expanded. Spots in multi-level parking garages cost \$30,000 to \$35,000 each and are three and a half times as expensive to maintain (\$350 a year per spot). The Hamilton downtown GO centre is one of just nine GO stations that does not offer parking. A proposed new stop at Liuna Station on James Street North would provide 400 spots, but that has not been finalized. (TheSpec.com, Nov. 7)

REGIONAL / SHORTLINE NEWS

REGIONAL DISTRICTS PITCHED ON RAIL FUNDING: The debate about taxing Vancouver Island property owners to pay for passenger rail service will likely start in November. Politicians on five regional boards representing voters between Victoria, Courtenay and Port Alberni have been asked to contribute \$3.2 million to the cost of E&N Railway track restoration. A federal-provincial commitment of \$15 million for track and rail bed repairs materialized last year, but that work won't start without the \$3.2 million for structural repairs to 48 bridges and trestles. Representatives of the Island Corridor Foundation, which owns the track, has been lobbying regional boards for funding since August. Board members of the Nanaimo, Cowichan, Capital, Courtenay and Alberni-Clayoquot regional districts have instructed their staff members to work together on a report listing options to implement a property tax to raise the \$3.2 million. "The request has been made to all five [regional districts] but they will decide the contribution allocations," said Graham Bruce, ICF chief operating officer. A year ago, the rail bed repairs appeared ready to start this spring. Then an ICF study came out, saying bridge and trestle repairs are needed. For the average property owner, it would mean a tax increase of less than \$2 a year, for five years. The report is expected to list options by examining such factors as population, track mileage and amount of benefit each municipality would derive from rail service. Regional boards will vote once the reports are released. The funding options report is expected out in late October or early November. (Nanaimo Daily News, TimesColonist.com, Oct.12)

NEW DEAL TO REVITALIZE ONTARIO NORTHLAND, CONNECT RING OF FIRE RECEIVES UNANIMOUS EMPLOYEE SUPPORT: The General Chairperson's Association (GCA), representing employees of Ontario Northland Transportation Commission (ONTC), announced that their members have voiced unanimous support for

the proposed New Deal to revitalize ONTC. About 530 current employees along with a number of retirees attended meetings in North Bay, Timmins, Cochrane and Englehart to learn more about the New Deal from GCA representatives, following its public announcement Oct. 12. The GCA-led plan calls for transferring ownership of provincially-held ONTC's railroad and other assets including Ontera, to a new ports authority to be operated under the Canada Marine Act. ONTC operations will be strengthened, and a new rail line to the Ring of Fire will be developed to ship chromite, nickel and other minerals and finished products to markets around the world.

"We are more energized than ever about the New Deal after receiving such enthusiastic support from our members," said GCA representative Brian Stevens. "Their voices build on strong support from a growing list of key stakeholders, adding to our confidence in the plan's success." Other stakeholders actively supporting the New Deal include First Nations communities, Nipissing-Timiskaming MP Jay Aspin, Northern Ontario communities, and mining and other business interests. ONTC employees were told at the meetings that the potential costs to the provincial government in severance and benefits will be a convincing reason for them to join other stakeholders in advancing the New Deal. "Our proposal offers clear benefits to the Province beyond avoiding costs associated with divesting ONTC," Stevens remarked. "This is an exciting opportunity for the government to save transportation services and hundreds of existing jobs in the North while also creating thousands more jobs by providing access to the Ring of Fire." The GCA has invited Ministers Bartolucci and Chiarelli to discuss the New Deal at their earliest opportunity. The plan was developed in response to the Ontario government's March 23, 2012 decision to divest the ONTC, which was followed by the shutdown of ONTC's Northlander passenger train service on September 28, 2012. Ontario Northland employs more than 950 workers and supports over 1100 pensioners in Northeastern Ontario, and has an estimated annual economic impact of almost \$210 million in the region. (CNW, Oct. 22)

END OF THE LINE? The CN Beachburg subdivision rail line is the final remaining track in the Ottawa Valley. While the fate of the line is still up in the air, indications at this point are that Transport Renfrew-Pontiac's attempts to purchase the line will be unsuccessful and the line will be torn up. With the fate of the Canadian National rail line being decided in the coming weeks, Jim Labow has grave doubts the vision of commuter rail in the Ottawa Valley will be realized. The mayor of Whitewater Region said that with Transport Pontiac-Renfrew's efforts to take ownership of the 70-mile CN Beachburg subdivision being blocked at every turn, it is looking more likely the only remaining rail line in the region will be decommissioned and torn up. "We believe that will be the eventuality, just like the Canadian Pacific," said Mayor Labow.

In September, CN offered to sell the stretch of rail line and all its supporting infrastructure and facilities from Nepean to Pembroke for \$33 million. The price tag on the line from Portage-du-Fort to Pembroke is \$12.1 million. Invoking the Canadian Transportation Act, CN simultaneously offered to sell the line to the federal government, the provinces of Ontario and Quebec, the City of Ottawa, Pontiac County and any municipality where the line runs through.

Whitewater Region, the city of Pembroke and Laurentian Valley have been given until Nov. 21 to make up their minds, however, the cost is widely seen as too high for any municipality to accept. The Pontiac County partners in the endeavours, Bristol, Litchfield, Clarendon and Pontiac have until Jan. 21 to make their decision. Transport Pontiac-Renfrew (TPR) came together as a not-for-profit organization with the aim of operating passenger and commuter rail service between here and Ottawa. The high water mark came in October, 2008 when municipal leaders from Renfrew and Pontiac counties issued a joint communique declaring their support in principle for the development of a commuter rail service. There was hope that transportation service could be established linking valley communities with urban employment hubs. "We are being pessimistic at this point," acknowledged Mayor Labow. "I don't think it is going to work. The deadlines are getting closer or have passed."

TPR's efforts have been derailed at several junctions. First, the participating municipalities had agreed to issue tax receipts to CN in exchange for the donation of land and rail assets. However, Revenue Canada turned the proposal down. Then CN declined an offer by TPR to enter into a lease-to-own agreement. Whitewater reeve Donald Rathwell said the only thing that will save the TPR plan now is federal intervention, however, he doesn't see that as likely. In his opinion, the project lost one of its biggest supporters in Ottawa when Pontiac MP Lawrence Canon was not re-elected in the 2011 election. "He was very optimistic about keeping it going," said Reeve Rathwell. "After he got defeated the federal government put the brakes on." Once the final deadlines come and go, Reeve Rathwell anticipates CN will announce in 2013 that the subdivision will be removed in much the same way the CP line is being torn up. "It's really sad that we'll see both rail lines gone from the Upper Ottawa Valley," he concluded.

TPR envisioned beginning with freight operations followed in three years by commuter service between Beachburg and Ottawa. Mayor Labow noted that the economic development potential is enormous with the ability to ship freight by rail the possible key to revitalizing a plant in Portage-du-Fort and the former ATC fibre board plant in Laurentian Valley. He contended shipping raw materials in a cheaper mode of transportation than truck could have attracted companies to Whitewater Region's industrial park. He fears that when the rails are torn up they cannot be easily replaced. "Once they are gone, they can't be brought back," he remarked. (DailyObserver.ca, Oct. 27)

OTHER

CROSSING COLLISION HIGHLIGHTS TSB WATCHLIST ISSUE: The Transportation Safety Board of Canada (TSB) has released its final investigation report into the 29 July 2011 crossing collision between a VIA Rail Canada Inc. passenger train and a pick-up truck near Glencoe, Ontario, which took the life of the driver of the truck and injured six of the train passengers. VIA Rail passenger train 71 was travelling westward on Canadian National's south main track when it struck the pick-up truck on the Pratt Siding Road crossing located near the town of Glencoe, Ontario. The locomotive and all 4 coaches derailed, with some coaches fouling the north main track. The Pratt Siding road crossing was equipped with a stop sign as buildings along the east side of the road and vegetation along the track and in the fields prevent northbound vehicle drivers from noticing approaching westward trains well in advance of the crossing. The investigation found that the vehicle driver did not stop at the stop sign but applied brakes just prior to reaching the crossing when he became aware of the oncoming train. This investigation and other research on driver behaviour shows that only 60% of drivers stop at railway-highway crossing stop signs. Passengers Trains Colliding with Vehicles is identified as an issue on the TSB's Watchlist. The Watchlist is a list of issues that the TSB has determined pose the most serious risk to Canada's transportation system. Over the past 10 years, there have been 257 accidents involving passenger trains colliding with vehicles at level crossings in Canada. While some TSB recommendations have been addressed, a number of open recommendations remain. The accident rate has not been significantly reduced since the TSB first placed this issue on the 2010 Watchlist. (CNW, Oct. 4)

TSB AGAIN CALLS FOR VIDEO, VOICE RECORDERS ON LOCOMOTIVES: In its report about a 2011 rail near-miss near Meharry, MB, the Transportation Safety Board of Canada found once again that in-cab voice recording would have assisted in the identification of unsafe conditions or practices. On 29 October 2011, a VIA Rail passenger train and a CN freight train were within 1600 feet of a head-on collision near Meharry. The VIA Rail passenger train was proceeding eastward on a CN single main track en route to Winnipeg, MB, when it failed to stop in the siding at Meharry. Neither the trackside visual cues nor the RTC written instructions alerted the VIA train crew members that they were proceeding down the single main track rather than entering the siding. Both trains slowed to a stop at roughly 1500 feet apart. Subsequently, the VIA Rail passenger train reversed back into the siding at Meharry without proper RTC clearance. Over time, shortcuts or "adaptations" to operating rules and procedures can

occur and become part of the routine operating practice. During the course of this investigation, the TSB determined that when "adaptations" are made to railway operating rules and procedures, the redundancy and safeguards built into the rules are often compromised, which increases the risk of accidents. This investigation also presented particular challenges because much of the information relied primarily on the recollection of the train crews. Understanding the sequence of events leading up to the incident, including the crew interaction, is a key component in many rail accident investigations. In this case, as in many others, the investigation would have been more expeditious and complete had the locomotive on VIA 692 been equipped with an on-board voice or video recorder. On-board video and voice recorders are identified as an issue on the TSB's Watchlist. **CNW**, Oct. 17)

RAC HONORS FOUR RAILROADS WITH SAFETY AWARDS: The Railway Association of Canada (RAC) announced the winners of the 2012 Safety Award:

- VIA Rail Canada Inc. for its conference on high-risk railway crossing awareness. VIA Rail Canada organized an event in Kingston, to raise awareness and promote prevention.

- CN for its initiative to measure railway safety culture. CN developed a process for measuring safety culture in a manner aligned with the definition determined by a RSA Review Working group consisting of Transport Canada, industry and the unions and the Regulator. CN's measurement process, which has been added to its integrated audit program, provides both objective and subjective measurements of safety culture. CN was the first railway in North America to measure safety culture.

- Montreal's Agence métropolitaine de transport (AMT) developed a Railway Response Guide for all emergency services in the Montreal metropolitan region. This Guide is a tool for developing familiarity with the technical issues inherent in all interventions in the railway sector, namely the equipment used, the procedures to be followed, the technical characteristics of railway transportation as well as the manner in which work is organized at AMT and by its partners.

- QNSL, having seen its trains experiencing air leaks as a result of the harsh weather, started using a portable device that could detect air leaks during train inspections, using ultrasound to detect these leaks.

The Safety Award officially recognizes the rail industry's contribution to safe transportation and encourages the industry to continue adopting better working and operating practices, as well as enhancing general public awareness of rail safe practices. **(CNW, Oct. 17)**

TSB INVESTIGATION HIGHLIGHTS WATCHLIST ISSUE AND CALLS AGAIN FOR ADDITIONAL DEFENCES IN RAIL SIGNALLED TERRITORY:

The Transportation Safety Board of Canada (TSB) today released its investigation report (R11E0063) into the June 2011 main-track collision that occurred in Edmonton, Alberta. The report focuses on the Watchlist issue of "following signal indications." On 23 June 2011, CN freight train Q101, proceeding westward at 25 mph on the Wainwright Subdivision, collided with the tail end of stationary CN freight train A417 in Edmonton, Alberta. As a result of the collision, two intermodal flat cars (three platforms) from train A417 derailed and the lead locomotive of train Q101 was damaged. There were no dangerous goods involved and no injuries. The crew of train Q101 were unaware that train A417 had stopped on the north track ahead and despite having positively and correctly identified the signals, they did not reduce speed believing the track ahead to be clear. While travelling at 37 mph approaching the signal, the crew's view of the signal and of train A417 was obstructed by a stationary train on the adjacent south track. Without a clear and direct line of sight from further back, the train crew overestimated the distance to the signal and did not reduce train speed appropriately during the approach. Once a clear view of the signal was established, there was insufficient distance for the crew to stop train Q101 before it collided with the tail end of stationary train A417.

In this occurrence, the signal indications were appropriate and were correctly identified, but the subsequent train-control decisions were not appropriate leading to the collision. In the absence of additional backup safety defences in signalled territory, when signal

indications are not correctly identified or followed, existing defences may not be adequate to reduce the risk of collision and derailment. The TSB has had an outstanding recommendation (Recommendation R00-04) for more than a decade calling for additional defences in signalled territory to help ensure that signal indications are consistently recognized and followed. Following signal indications is identified as an issue on the TSB's Watchlist. The Watchlist is a list of issues that the TSB has determined pose the most serious risk to Canada's transportation system. **(CNW, Oct. 18)**

LOOSE AND BROKEN RAIL SCREWS LEAD TO JANUARY 2012 DERAILMENT:

The Transportation Safety Board of Canada (TSB) released its investigation report into the 21 January 2012 derailment of a Canadian National freight train near Fabyan, Alberta. The train was proceeding westward on the Wainwright Subdivision towards Edmonton, Alberta. As the train crossed Fabyan Bridge, the outside rail in the curve at the east end of the bridge rolled over, causing 31 cars to derail. There were no dangerous goods involved and there were no injuries. The investigation found that a number of lag screws holding the track in place in the curve had progressively failed. As such, there were not enough remaining screws to adequately secure the track as the train went around the curve. Numerous track inspections took place in the days before the accident, but did not detect that the curve was under stress, and action was not taken to adequately secure the curve. Following the accident, CN improved its protocols for inspecting curves, turnouts and bridge decks with screw spikes. The company is also requiring stronger rail fastener systems in some curves. The TSB is an independent agency that investigates marine, pipeline, railway and aviation transportation occurrences. Its sole aim is the advancement of transportation safety. It is not the function of the Board to assign fault or determine civil or criminal liability. **(CNW, Oct. 25)**

COALITION OF RAIL SHIPPERS ACCUSES RAILWAYS OF MISREPRESENTING RECOMMENDATIONS FOR RAIL REFORM:

The Coalition of Rail Shippers (CRS) has issued a sharply worded release to disagree with statements by the railways that shippers are asking for onerous regulations and oversight that would be "unprecedented in a market-based economy". Rail customers are simply looking for an end to the "take it or leave it" approach identified by the independent Rail Service Review Panel in their 2011 final report. Shippers expect to bargain commercially with the railways, asserts the chairman of the CRS, Bob Ballantyne. "However this can be difficult in a monopoly situation where railways can unilaterally impose conditions on customers. That's why customers want the right to a comprehensive Service Level Agreement (SLA) through arbitration, and a dispute resolution process with consequences for non-performance by the railway. Railways should not fear measures that would only come into effect if normal commercial negotiations fail." The Coalition of Rail Shippers represents 17 industry associations that support more than three million jobs.

The CRS proposals support the recommendations of the independent Review panel, set up by the government after hearing years of complaints from shippers about inadequate railway service. The panel had confirmed the main problem for shippers is the imbalance of market power with many customers captive to the virtual monopoly of a single railway to get their goods to market. The government has pledged to follow up on the independent review panel's recommendations as a way to ensure effective, commercial negotiations will take place. Claims that these modest proposals are "unprecedented interference", is also not consistent with historical or current reality, the CRS release states, adding "The modest recommendations of the Rail Service Review Panel, supported by the CRS, are not nearly as intrusive as past regulations and will act as a surrogate for competition where little or none currently exists." Ballantyne also says it's wrong to suggest that rail customers are asking for an elite on-demand taxi service when they've paid for a ride on a bus. "Actually what shippers want is for the bus to arrive more or less on schedule and in reasonably good shape where the roof doesn't leak and the doors and windows work," says Ballantyne. "This is all about getting more consistent, reliable service from the railways so companies can get their products to market and compete in the international marketplace. Unreliable rail service could put many Canadian jobs and communities at risk." **(CTL.ca, Oct. 30)** ■

The Status of Electric Traction on Canada's West Coast

by Bob Webster

RAPID TRANSIT

Work on the long "on-again, off-again, on-again" project, the "Evergreen Line" in the Lower Mainland has finally started. It will use Skytrain technology and will be built by SNC-Lavalin. There was great debate on whether to use the (less expensive) ground level LRT system - or Skytrain - with (politics) Skytrain winning. This 6.8 mile (10.9 km) route will connect with the existing Skytrain 'Millennium Line' at Lougheed Town Centre and will pass through Port Moody (original Western terminus of the CPR) and continue through to Coquitlam. The line is expected to open in mid-2016.

ON THE MUSEUM SCENE

After 10 years, the Downtown Historic Railway in Vancouver, B.C., operating interurban car trips along the former Canadian Pacific False Creek corridor, is no longer operating. The last full season was in 2008. When former British Columbia Electric interurban 1231 was put into the barn on October 18, 2008, it was the end of the original operation. The entire line was removed so that the infrastructure could be rebuilt for service during the Olympic Games, held in the Spring of 2010. \$8.5 million was spent on the new trackage, but only from the Granville Island Station to the Olympic Village Station (Cambie Street). The rest of the line to Science World was removed in the preparation in building the Olympic Village. Two Bombardier "Flexity" cars were brought over from Brussels, Belgium, expressly for 2010 Olympic service and it was hoped that they would be purchased and left in Vancouver as a start for a new LRT service. However, the current City Council said that they are not in the transit business nor do they seem to have any interest in the historic interurban operation. Sporadic operation did occur during the summers of 2010 and 2011, but with no operation during 2012. The approximate subsidy paid by the City was \$12,000 per season. This included maintenance, electric power, etc., but there also had been some deferred maintenance on the two cars and in 2012, \$100,000 was asked for which the City Council refused. There remains other grant money still available for various projects around the City and it seems that one way to have your grant approved is to use spoked wheels somewhere in your project! So, as of the fall of 2012, interurbans 1207 and 1231 continue to be locked up in the barn - seemingly with no chance of operation again in the immediate future.

After the three "St. Louis" interurbans (1220, 1231, 1235) were bought by the BC Government and returned to the Lower Mainland from Washington State in 1975, the 1220 and 1231 were stored in various locations in the area and the 1235 ended up at the National Museum of Science and Technology in Ottawa. Eventually 1220 was taken to Steveston for restoration and possible operation. The Steveston Interurban Restoration Society was formed and much work was done on the car while it sat in a temporary shelter on an original remaining portion of the main line in Steveston. After a number of problems developed, the group was dissolved and the car was sold to The City of Richmond and put under the umbrella of the Richmond Museum. It was still hoped that operation could take place, but there was much opposition to the idea and this has been shelved for the present time. Currently,

a new building is being built to house the car at the corner of Moncton and #1 Road across the street from where the Steveston Station stood (and actually on the location of the original CPR Steveston Station). When the building is completed in 2013, the car will make the "last run" over the remaining track and then will sit on a small portion of the original mainline.

Shortly after the "last run" of the Steveston Interurban on February 28, 1958, car 1223 was taken to Burnaby and placed on display alongside the Bus Loop at Edmonds and Kingsway. There it sat for several years and some work was done to the interior by volunteers. At one point, a roof was built over the car to protect it from the weather but this did nothing to protect it from the vandals that set upon it after the nearby RCMP Detachment moved. Looking very forlorn and partially trashed, the Burnaby Village Museum came to the rescue and the car was moved down to the Village. At first, it was one of the star attractions for visitors but with many changes in the administration over the years, the car once again fell into disrepair. In fact it was in such bad condition, that the vestibules were being held up by posts! Later, a new generation took over in the Village and it was decided to restore the car into "as new" condition. A group called "Friends of the 1223" was formed and space was made available in a warehouse for restoration by the City of Burnaby. Many thought



Nostalgia time on the BCER. City car 340 is eastbound on Hastings, waiting for an interurban train, led by 1308, as it departs the Carrall Street depot for destinations on the CENTRAL PARK route in Burnaby, BC. Photo by Peter Cox.

that the body would never hold together during the move, but it did and was soon set upon by many enthusiastic volunteers. Thousands of hours and five years later, except for the red paint instead of green, the car now looks 'as delivered' from the St. Louis Car Company in January 1913. A barn was built to house the car in the Village and this is very interesting to visit as it contains photos and BCER memorabilia inside. A much rebuilt "Vorce Station" (from the Burnaby Lake Interurban Line) stands outside. The credit for this wonderful restoration has to be directed to the staff and many volunteers who took a beat-up relic and turned it into a first class display.

Car 1225 made the "Last Run" over the Marpole-Steveston Interurban Line on February 28, 1958. It was bought by the Orange Empire Trolley Museum (OETM) located in Perris, California. Soon after the car left Vancouver, heading for Sacramento, California, being hauled on a freight train behind a Great Northern Caboose. On May 14, 1958, it was used on a fantrip under the remaining wire on the Sacramento Northern Railroad and then finally it was on its way to its new home in Perris. Perris is located in a very arid part of California, and after spending 45 years in the moist climate of the Pacific Northwest, the 1225 didn't stand up well in its new home. Since the Museum specializes in cars from the Los Angeles area, the 1225 never really fitted into their collection. At times, the car was operated over the Museum trackage and the participants really loved to 'open her up', but unfortunately it spent most of the time inside the barn. Stepping into the picture years later in Surrey, BC, was the newly formed group, the Fraser Valley Heritage Railway with the idea of starting a museum operation over a portion of the former BCER Chilliwack Line (now Southern Railway of BC) and possibly using the 1225. Negotiations took place, a price was set (OETM needed a new car barn) and on August 11, 2005, the 1225 came back to British Columbia. A barn had been built opposite where "Sullivan Station" had once stood. Since then, the car has basically been taken apart and rebuilt and just recently the totally rebuilt trucks were once again put back underneath. Now, we have an additional restored car looking 'as delivered' in January 1913 from St. Louis Car Company.

Sometime after the "last run" of the Chilliwack Interurban Line on September 30, 1950, car 1304 was taken down to Portland, Oregon, (via Sumas, Wash.) on a Northern Pacific freight train. It was hoped to be part of a museum operation in the area by the Willamette Valley Electric Railroad Association. Much time passed and changes ensued and for many years the car operated in a small private Museum at Glenwood, Oregon, before being moved again to Brooks, Oregon. This is the only remaining BCER "Valley Car". The Fraser Valley Heritage Railway knew that it had to be returned to BC, so again negotiations took place, a price was set and on April 25, 2009, the 1304 "came home". While the barn at Sullivan was adequate, there were a number of problems lurking in the background including: how were they going to get over a marshy ditch at an angle in order to enter the mainline of the SRY (Southern Railway of BC- now the freight operator)? In the background, talks took place with many parties including the City of Surrey. It was decided to purchase land and build a new car barn in Cloverdale beside an 'out of service' portion of the original mainline. To date, \$2.9 million (plus) has been spent on the new facility. On August 15, 2012, cars 1225 and 1304 left the Sullivan Barn, loaded on flat bed trucks and taken to their new home in Cloverdale. Also inside the new barn, is the "Cloverbelle" - a 4-wheeled streetcar from Oporto, Portugal, housed for a possible separate operation up to the Cloverdale Fairgrounds. Because no overhead can be erected (part of the agreement with the SRY), a gen-set (generator car) has recently been built using the streetcar operation in Astoria, Oregon, as an example. Sometime in the future, the FVHR wants to have a reproduction Baggage Car built and at that time the gen-set will be placed inside. Soon crew training will start using the 'old mainline'. After rules exams and medicals take place, it is hoped to start operations over the SRY when the Cloverdale Fair begins in mid-May, 2013. To start, the run will extend from Cloverdale to Sullivan (152nd Street), a distance of 3.3 miles (5.5 km) with a later extension to Newton (King George Highway) a distance

of 7.6 miles (12.6 km). The Mayor of Surrey, Dianne Watts, wants to have an LRT line come into a proposed Transit Exchange here and thus many forms of transit will connect at this location. One other immediate project which will be near the original location, will be a reproduction Cloverdale Station which is to be built this winter. This will house the ticket office and be a place for donated memorabilia. While it seems that Vancouver's City Council wishes that the whole idea of the Historical Interurban operation will be forgotten, the City of Surrey is playing a very large role in this new venture. With Cloverdale all spruced up, a proposed Truck Museum just announced and the Heritage Railway operating, Cloverdale will become a new Tourist destination to be enjoyed by all.

For many years there was a small BCER Freight Yard in downtown Vancouver (until Expo 86). There were a number of freight sheds at this location and cars were received from the CPR and moved around the yard by electric locomotives. In later years, these were the 960 (ex-Oregon Electric 22) and the 961 (ex-Oregon Electric 21), both bought in 1946. With the coming of the Expo development in the early-1980s, the yard was closed and the locomotives put into storage. The 961 was sold to Edmonton Transit in 1980 for use on work trains on their LRT line and in 1998 she was moved to the Edmonton Radial Railway Society at Fort Edmonton Park. The 960 was taken to the West Coast Railway Association's Museum at Squamish, BC. For years, she sat outside in all types of weather and slowly was turning to rust. In just the past year, a number of members decided to do something about this situation and the locomotive was rolled into their ex-BC Rail shop. The locomotive has basically been dismantled after finding out that it was in worse condition than at first thought. When all the welding and steel replacement is completed, the locomotive will be rebuilt and repainted into the shiny BCER red that it once wore. Although in the short term the 960 is being cosmetically restored, the work is being done so that possibly someday a short piece of overhead could be erected and it would be able to be operated once again.

There are both positive and negative happenings with electric traction in British Columbia right now, but as you can see, there is a lot going on and the next few years are going to be very interesting. ■



The crews of BC Electric Baldwin motor 970 and home-built line car L6 have temporarily suspended their duties and have stopped for a lunch break and some chitchat at Kitsilano on September 16, 1956. Their voices rose quite loudly at times as they shouted to overcome the intermittent cacophony of thumping air compressors. Photo by Peter Cox.

Winter Railroading 40+ Years Ago

Photographs by James A. Brown



A Canadian Pacific plow and back-breaking work by several men are slowly rescuing RS-3 8445 (Extra 8445 North) which stalled at mile 3 of the Orangeville Subdivision (Brampton, Ontario).

Canadian Pacific 2-8-0 3722 switches cars at Uhthoff, Ontario, on January 9, 1960. In a matter of weeks, steam operations ceased. No. 3722 was scrapped in September 1960, just short of her 48th birthday.



The fireman on CN 4-8-4 6255, powering Second No. 6 at Scarboro Junction, Ontario, is about to snag his orders on February 15, 1959. No. 6255 was scrapped in March 1960 at age 16.



A Canadian National Railways switch tender sweeps out a switch at Deep Cut, next to the Rideau Canal roughly a mile south of Ottawa Union Station, in the spring of 1963. Three years later a new passenger station opened near the Queensway - Highway 417, and the tracks were lifted.

Canadian National RDC-3 D-302 has arrived at Palmerston, Ontario, circa 1968, and CN crews huddle on the platform. D-302 was renumbered 6302 in January 1969 and was transferred to VIA Rail in 1978. In 1981 she was rebuilt as RDC-2 6220 and was acquired by Industrial Rail Services in Moncton, NB, in 2000 where she rests today. Passenger service to Palmerston ended in 1970.



Ice Under the Rockies

by Les Goodwin

(The following is based on an article by Sally Woods in the August 1985 edition of "Engineering Digest")

Construction projects often run into unexpected problems; problems which can be blamed for delays in the completion date or for rapid escalation of costs. The boring of the 9 km long Table tunnel and the 6.2 km long Wolverine tunnels of the Tumbler Ridge branch of the British Columbia Railway in the 1980s gave rise to another set of problems, the full magnitude of which was not evident until after the completion of the project.

During the construction of the tunnels, soil and rock formations were encountered which gave rise to a high level of water run-off, up to 4,400 gallons per minute during the summer months. Nevertheless, despite erosion and landslides caused by the run-off, both tunnels were completed within two years of start-up. However, the full extent of the effects of the run-off were yet to be discovered.

The flow of ground water was greatly reduced as winter approached so that when coal trains began to run in the fall of 1983 it was less than half the summer value. However, as winter progressed, what was initially an inconvenience developed into a major problem for the railway. The run-off froze giving rise to a heavy ice build-up, both in the portal regions, but also deep into the tunnels themselves.

To appreciate what was happening one must look at the geography of the area. The tunnels, because of their length, link areas of differing climatic conditions which can be found on either side of the mountains. This can create a difference in the atmospheric pressures at the tunnel openings. As mother nature tries to equalize this differential, strong winds develop inside the tunnels. Obviously changes in local weather conditions will have a direct influence on the strength and direction of the winds.

In winter a freezing front moves in from the windward portal and a thawing front moves out towards the leeward portal. The cold fronts can reach up to two kilometres into the tunnels before the warming effect of the surrounding rock, which averages about +7 degrees C, causes the air temperature to rise above the freezing level. It was these conditions which led to the formation of icicles suspended from the tunnel arches and walls which were encroaching upon the train clearance limits, sometimes to such an extent that it was able to bring down the catenary supporting brackets and cause short circuits.

The conditions were the most severe when the wind direction remained constant for a long period of time. When the direction finally reversed the resulting thaw caused a collapse of tons of ice, causing extremely hazardous operating conditions. To allow trains to operate safely, maintenance crews were required to work continuously removing the build-ups as they occurred. During the course of that winter's first operation, BC Rail spent approximately \$600,000 just keeping the tunnels clear, and that winter was considered to be a milder than average one. Indeed, BC Rail engineers felt that if it had been a normal winter, regular operations would have been impossible. Clearly a solution was needed and needed badly.

Various solutions were considered, including tunnel doors, air heaters, airflow reversal fans and air curtains, but all were rejected. The engineers were reluctant to instal sensitive mechanical or electrical equipment in such a harsh and remote setting.

During the search for a solution the BC Rail engineers discovered that they were not alone; Sweden's State Railway had encountered, and solved, similar icing problems in railway tunnels

in that country. There they insulated the rock, and with it the ground water, from the cold air by applying a plastic insulation directly onto the walls of the tunnel. The residual heat was therefore trapped in the rock so that the water was able to flow down the outside of the insulation and into a ditch, where, given sufficient flow, it would not freeze.

With the help of Swedish Railways engineers, BC Rail engineers inspected the tunnel conditions to determine if the Swedish solution would be feasible for the Tumbler Ridge line. When the examination yielded estimates for the ground-flow sufficient to maintain ditch flow in the expected freezing conditions, it was decided to go ahead with the insulating of the tunnels.

Approximately 9,900 sheets of polyethylene foam, each measuring 9 feet by 36 feet, were shipped in from Vancouver on BC Rail flat cars to the work site. There they were heat fused into sheets 18 feet by 36 feet, the largest size considered manageable. To attach these sheets to the tunnel walls, ½ inch diameter bolts were set into the rock in an approximately three feet square pattern. The panels were then bolted into place using a technique designed to reduce the air space between the panel and the rock. The leading edges of each insulated section were caulked using pink fibreglass, to prevent cold air penetrating behind the panels.

A total of over 325,000 square feet of tunnel wall was insulated during the late fall of 1984. Zones where bad water seepage occurred within one kilometre of each portal were all covered; in some instances this required a continuous blanketing along both sides of the tunnel wall. Within 1,000 feet of each portal a double layer of insulation was used. To monitor the performance of the insulation a system of thermocouples was installed. Since December 1984 an average of two trains each way a day have travelled through the tunnels with no major problems. Those areas where minor problems persisted during that winter were insulated during the summer of 1985.

The whole project cost BC Rail a total of \$2 million, but with savings estimated at \$3,000 per day resulting from lower maintenance requirements, it is easy to see that the railway will recover its costs in five to six years.

From the **Ottawa Journal**, 20 February 1906

Sherriff Sweetland has seized three streetcars and a repair car belonging to the Ottawa Electric Railway Co. to satisfy the judgement of the High Court sustained by both the Divisional Court and the Court of Appeal, for \$1,200 in favour of Miss. Theresa Dodd of this city.

It is not supposed for a moment that the defendant company is unable to liquidate the judgement, but the action was taken presumably, to forestall the intention of the company to carry the matter to the Supreme Court of Canada.

The cars are seized and held for sale at 11 a.m. Saturday Feb. 24 at the Railway Company's sheds at Albert Street and notice to that effect is posted in the sherriff's office at the Court House. The cars are No. 45, 24 and 26 and repair car No. 10. In this case, Miss Dodd, music teacher, was injured by a fall from a streetcar. She claimed damages and won her case on two appeals. The Electric Company declared its intention of appealing to the Supreme Court, but Miss Dodd, a lawyer, has evidently determined not to wait.

Ottawa Journal, 22 February 1906

Stay in Execution Ordered in the Case of Miss Dodd against the Ottawa Electric Railway. (Thanks to Colin Churcher)

Letters to the Editor

The wondrous miracle that is **Branchline** continues to impress. It is so great to read pieces by contributors from all over the country.

However, because of some personal connections, I was especially impressed by Doug Wilson's piece in the November 2012 edition about the saga of CN 0-6-0 7312.

My Dad was a machinist at the CN Shops in Stratford, Ontario, and well do I remember the day in 1957 when we were told that the shops were closing. Still, my Dad was glad of any work that continued and one of his tasks was to repair the air pumps on 7312 before it went to Strasburg, PA.

He must have met the vice-president in Doug's story because I remember Dad bringing home a brochure about this tourist railway. "It will never fly," announced my Dad. He died in 1976 and had no idea of the success Strasburg would achieve.

It was also great to read in Doug's story about how his dad, the railway cop, was capable of bending the rules to get 7312 over the border. You see, in our house, the railway cops at the CN shops were classified as bad people.

Employees at the shops had a sense of entitlement. They felt that it was the duty of the CNR to share all supplies needed for the employees' personal use. Thus my favourite bicycle was painted in the lovely olive-green paint used for the 6400s.

Management was not quite as understanding. Every once in a while, the railway police were forced to do a crackdown. My dad never got caught but my maternal grandfather, a labourer (janitor) did. Family lore says that he was only taking a box of nails, but he did lose his job over the theft.

The father of one of my public school friends, Don Cort, was a long-time Stratford CNR policeman. (I wonder if Doug Sr. knew him.) Anyway my friend was never allowed to come to our house. There were too many items marked CNR in our basement for it to be safe.

Thanks Doug for your great story.

Bob Meldrum, Ottawa, Ontario

In Memoriam

George William Horner, Canadian National Railways, Assistant Chief Train Dispatcher

On 17 January 2012, George William Horner, a long time member and contributor to Bytown's "Branchline" and "Canadian Trackside Guide", passed away at the age of 87 in Guelph, Ontario. George started as a messenger with the CNR in Toronto in 1941 and by 1943 he was a messenger and clerk in Toronto's C and R telegraph Offices. Later, as a spare operator at Gananoque, he eventually came back to Toronto as a CN Traffic Supervisor and later as Assistant Chief Train Dispatcher at Mimico and Toronto Yards.

Over the years, George, in his quiet and humble way, willingly shared and contributed his railway historical knowledge, expertise, and hands-on experience to many people for their own books, magazine articles, and research. His rich wealth of information, facts and figures, were always present. And asking him pointed questions lead to precise, detailed, and accurate answers most often with his own research material added in. And back in the day, if you wanted a particular picture, he would call the shop foreman in the Mimico Roundhouse and have that engine moved

onto the turntable or wherever you may have wanted to get that photo.

We often shared lunch or dinner with George and his wife Bette of 62 years (she was also a former CN Telegraph employee). Bette always made sure we ate where we could spot the trains and then everything came to a stop as the train passed. And after, getting him to talk about the past and his many stations, railway positions and our family connections, always brought a huge smile to his face. For George, there was nothing like the railway and everything about it.

He was an amazing life long friend and railway-telegraph mentor to me - a friend I deeply miss.

Respectfully,

Robert Burnet, Etobicoke, Ontario

Ed note: For several years George would 'audit' the preserved section of the "Canadian Trackside Guide". I was amazed at the thoroughness of his 'audit' and today's Guide reflects his detailed analysis. Robert responded: I remember George "slaving but enjoying" over the "Trackside Guide". Several times we went out together on "hunting-down-and-verifying-excursions", especially over the vans - how many times I crawled under them to find anything that would identify and clarify something that was bugging him I can't say! And it was always so much fun getting down and dirty like that.

Newspaper Clippings, thanks to Colin Churcher

From the **Renfrew Mercury**, 12 March 1897 -

Kingston, March 9. Ghosts at midnight stalk about in the Kingston and Pembroke Railway roundhouse.

Last Thursday night, Charles Davidson and Walter Latto, night watchmen, heard a noise and found the form of a negro named Commodore, killed on the road, seated in the cab of an engine. He seemed to be choking and trying to speak. The watchmen were terror stricken. Next night the forms of three men killed on the road passed before the watchmen. They all seated themselves on the engine, which it is said, caused their deaths. There is considerable excitement over the affair. A committee will likely investigate. The second night the watchmen fired shots, but the spectres seemed unharmed.

From the **Ottawa Journal**. 23 December 1897 -

Judge Mosgrove informed a representative of the **Journal** to-day that on his arrival at the railway station at Britannia this morning, he and a number of other passengers were compelled to wait outside for the arrival of the train, for the station had been occupied during the night by a cow.

The useful and generally inoffensive animal had not strayed in here of her own accord, but coming down as freight last night, it was alleged, been placed there by the officials of the railway. His Honor says the station at Britannia is not a particularly commodious one, but its accommodations are manifold. It answers the purpose of a waiting room for passengers, a freight shed and a cattle yard.

The peculiar odor of the place after a bovine has occupied it during the night makes it particularly pleasant as a waiting room.

PHOTO CORNER



Top left: CSX operations in Sarnia, Ontario, changed in October 2012 with the arrival of GP38-2 2570 equipped with remote control modifications. To date jobs have used conventional crews (Engineer/Conductor) but beltpack operations will reduce the number of crew on yard switching jobs in Sarnia by one. On October 21, 2012, GP38-2s 2697 and 2690, with a conventional train, have begun the day's switching duties and are passing remote-controlled 2570 on a familiarization run. In the background is the sprawling Imperial Oil facility. Photo by Steve Host.



Page 21 top left: VIA P42DC 910 leads a short train #60 (one LRC car and two HEP-II cars) at Fredericksburg-Townline Road in Fredericksburg Township (mile 192.38, CN Kingston Sub.), south-east of Napanee, Ontario, on October 18, 2012. Photo by Don McQueen.

Page 21 top right: VIA F40PH-3 6428 and a sister power the "Ocean" on the CN Springhill Subdivision at 16:37 on October 19, 2012. The train is just about to pass under the Mountain Road bridge in Moncton, NB, and will arrive at the VIA station in a few minutes. In late-October, the six times a week frequency of the "Ocean" was reduced to three times a week. Photo by James Whatley.



Middle left: Combined VIA Train 53 and 669 arrives at Kingston, Ontario, on October 23, 2012. Trailing P42DC 902, two LRC Coaches and P42DC 901 will be uncoupled and utilized for testing circuits and crossings on the new third track (Track 1) between Napanee West (mi. 199.7) to Wyman Road (circa mi. 210). Photo by Paul Hunter.

Page 21 bottom: CN Train 411, powered by SD70M-2 8898 and Dash 9-44CW 2543, meets an over siding length Train 116 at Ashcroft, BC, on October 14, 2012. Photo by Mike Mastin.

Bottom left: Red River Valley & Western Railroad's former CP SW1200RSu 1213 (nee CP 8104) and 1276 (nee CP 8108) are paired at Breckenridge, Minnesota, on September 21, 2012. Photo by Pierre Ozorák.





Top right: British Columbia Electric SW900 No. 900 is descending the grade down from the Fraser River bridge and is nearing Front Street as it enters New Westminster, BC, in 1955. At the time No. 900 was the only General Motors unit in the fleet, and is in multiple with GE 70-tonner 941. Note that No. 900 was delivered with switcher trucks fitted with roller bearings; it later in life acquired flexicoil trucks. The arrival of No. 900 followed a lengthy lease of CP SW9 7405 which likely set BCER's sights on GM products. Photo by Peter Cox.



Page 22 top left: CP 2-10-4 5911 and a 2-8-2 start the eastbound "Dominion" (No. 8) at the siding east switch at Field, BC, on the assault of "The Hill" on an autumn afternoon in 1948. A display like this happened every day for decades, sometimes twice a day when No. 8 was operated in sections. Coal smoke and especially cinders from the assist engine (the 2-8-2) were undesirable going through tunnels, hence the assist engine is cut in behind the road engine whose senior engineer prevailed. Photo courtesy Peter Cox.

Page 22 top right: The Grey Cup is posed in front of VIA F40PH-3 6445 leading the five-car Grey Cup 100 Train Tour at Guelph, Ontario, on November 4, 2012. Photo by Steve Host.



Middle right: CEFX AC4400CW 1017 and 1016 lead a Chemin de fer Arnaud train to the unloading facilities in Pointe Noire, Quebec, on August 13, 2012. The leased units still wear CEFX reporting marks but have had Cliff added on the long hood and Chemin de fer Arnaud on the radiator fan frame. Photo by Pierre Ozorák.



Page 22 bottom: It's 08:13 on June 23, 2009, and rush hour is in full swing in this view from the Bathurst Street bridge just west of Toronto's Union Station. The 2009 TDI Clean Diesel shares the stage with four GO Transit MP40PH-3C diesel locomotives as commuter trains come and go from the downtown station. Photo by Geoff Doane.

Bottom right: The paint was so fresh you could still smell it when this shot of Ontario Northland's 120-ton crane #503 was taken in October 1986. The crane was built by Industrial Brownhoist in 1919. Photo by Bram Bailey.

Twenty-four Treasures From the Canada Science and Technology Museum

The CN Images of Canada Collection at the Canada Science and Technology Museum (CSTM) in Ottawa contains more 200,000 photographs related to Canadian National Railways and its predecessor railways. There are thousands of pictures of historic stations, bridges, yards and equipment in the collection. CSTM Archives presents the 20th of a selection of 24 special photographs.

CN #50 on her side in Montreal (CN Photo CN004125)



Commuters leaving Montreal were a little late getting home this day in 1942, after a collision knocked suburban 4-6-4T locomotive 50 off the track, just west of Bonaventure Station. Maintenance of way crews had the track repaired and the locomotive lifted back on the rails by the end of the day. After repairs at Pointe St. Charles CN #50 continued in service for another 18 years. The locomotive was one of six bi-directional locomotives built for the Grand Trunk Railway in 1914 (numbered 1540-1545) mainly for use on commuter rail service out of Montreal. They became Canadian National Railways 45-50 in the 1920s. CN's commuter trains extended from Bonaventure Station to Vaudreuil in the west and St. Hilaire in the east, plus to St. Eustache to the north-west via the electrified line through Mount Royal Tunnel.

Three of the six 4-6-4Ts have been preserved: #46 at Le Centre d'Interprétation Ferroviaire de Vallée-Jonction, in Vallée-Jonction, Québec; #47 at Steamtown National Historic Site in Scranton, Pennsylvania, and #49 at Exporail in Saint-Constant, Québec. Nos. 45, 48 and 50 were scrapped in 1956, 1959 and 1960 respectively. (Rian Manson)

For more images visit: <http://imagescn.technomuses.ca>.

A SELECTION OF PASSENGER CONSISTS

25 September 2012 VIA #2 - "Canadian" at Vancouver, British Columbia	11 October 2012 VIA #65 at Dorval, Québec	28 October 2012 VIA #2 - "Canadian" at Saskatoon, Saskatchewan	28 October 2012 VIA #1 - "Canadian" at Edmonton, Alberta	3 November 2012 VIA #692 - "Churchill-Winnipeg" at The Pas, Manitoba
F40PH-3 6401 F40PH-3 6438 Baggage 8616 Coach 8104 Coach 8127 Skyline 8516 Sleeper 8303 - <i>Amherst Manor</i> Sleeper 8306 - <i>Bell Manor</i> Sleeper 8302 - <i>Allan Manor</i> Skyline 8510 Dining Car 8409 - <i>Fairholme</i> Glass Roofed Coach 1722 Sleeper 8314 - <i>Cameron Manor</i> Sleeper 8338 - <i>Rogers Manor</i> Sleeper 8335 - <i>Mackenzie Manor</i> Sleeper 8222 - <i>Chateau Richelieu</i> Sleeper 8214 - <i>Chateau Laval</i> Sleeper 8212 - <i>Chateau Latour</i> Sleeper 8224 - <i>Chateau Roberval</i> Skyline 8500 Dining Car 8402 - <i>Alexandra</i> Sleeper 8312 - <i>Butler Manor</i> Sleeper 8309 - <i>Brant Manor</i> Sleeper 8321 - <i>Draper Manor</i> Dome-Sleeper-Observation 8718 - <i>Yoho Park</i> -----	F40PH-3 6443 F40PH-3 6414 LRC Club 3458 LRC Coach 3341 LRC Coach 3342 ----- 14 October 2012 VIA #669 - Montreal Alouettes Special at Montréal, Québec F40PH-3 6419 F40PH-3 6457 LRC Club 3459 LRC Coaches 3309, 3314, 3367, 3361, 3337, 3340, 3304 Lounge Car 1750 - <i>Glenfraser</i> ----- 18 October 2012 VIA #600/604 - "Jonquière- Montréal/Senneterre-Montréal" at Hervey Jct., Québec F40PH-3 6433 Coach 8145 Baggage 8622 F40PH-3 6419 * Baggage 8618 * Coach 8147 * Private Car <i>Inspection Car</i> <i>Navy 118 * (built by Pullman</i> <i>in 1914 as Union Pacific 1210)</i> (* from Senneterre)	F40PH-3 6410 F40PH-3 6441 Skyline 8500 (d/h) Skyline 8510 (d/h) Skyline 8515 (d/h) Baggage 8616 Coach 8104 Coach 8107 Skyline 8516 Dining Car 8402 - <i>Alexandra</i> Glass Roofed Coach 1720 (d/h) Sleeper 8311 - <i>Burton Manor</i> Sleeper 8331 - <i>Jarvis Manor</i> Sleeper 8309 - <i>Brant Manor</i> Sleeper 8321 - <i>Draper Manor</i> Dome-Sleeper-Observation 8718 - <i>Yoho Park</i> ----- 23 October 2012 VIA #53/669 * at Kingston, Ontario P42DC 906 LRC Club 3471 LRC Coaches 3309, 3314, 3307 F40PH-3 6436 P42DC 902 * LRC Coaches 3351 *, 3317 * P42DC 901 * * removed at Kingston to test new third track between Napanee West (mi. 199.7) and Wyman Rd. (circa mi. 210) - Kingston Sub.	F40PH-3 6429 F40PH-3 6436 Baggage 8601 Coach 8117 Skyline 8512 Sleeper 8320 - <i>Douglas Manor</i> Sleeper 8301 - <i>Abbot Manor</i> Dining Car 8413 - <i>Louise</i> Sleeper 8318 - <i>Craig Manor</i> Sleeper 8333 - <i>Lorne Manor</i> Sleeper 8334 - <i>Macdonald Manor</i> Dome-Sleeper-Observation 8715 - <i>Tremblant Park</i> ----- 9 November 2012 VIA #15 - "Ocean" at Truro, Nova Scotia F40PH-3 6424 F40PH-3 6409 Renaissance Baggage 7009 Ren. Coaches 7223, 7226 Ren. Accessible Coach 70230 Ren. Service Car 7312 Ren. Dining Car 7400 Ren. Service Car 7314 Ren. Accessible Sleeper 79526 Ren. Sleepers 7521, 7509, 7512 Ren. Transition Car Skyline 8510	F40PH-3 6406 F40PH-3 6458 Baggage 8600 Coach 8129 Coach 8103 Dining Car 8404 - <i>Annapolis</i> Sleeper 8208 - <i>Chateau Dollier</i> Sleeper 8201 - <i>Chateau Argenson</i> Sleeper 8202 - <i>Chateau Bienville</i> Sleeper 8228 - <i>Chateau Vercheres</i> Sleeper 8223 - <i>Chateau Rigaud</i> Sleeper 8216 - <i>Chateau Levis</i> Sleeper 8224 - <i>Chateau Roberval</i> ----- 4 November 2012 VIA #84 at Guelph, Ontario F40PH-3 6411 LRC Club 3473 LRC Coaches 3360, 3323, 3313 F40PH-3 6402 F40PH-3 6445 * Baggage 8615 * CP Coach 103 * CP Coach 104 * Dining Car 8412 - Kent * Skyline 8502 * * Grey Cup 100 Train Tour

(Thanks to Keith Bowler, John Godfrey, Tom Higgins, Paul Hunter, Harm Landsman, Tim Mayhew and André St-Amant)

SAMPLES OF DIESEL UNIT CONSISTS

Oct 10 - CN "Scona Midnight" at Breville Jct., AB: CN GP38-2(W) 4807, CN GP9-Slug 216 and CN GP9RM 7227.	Oct 21 - CN switcher at Edmonton, AB: CN GP38-2 7518, CN HBU-4 516 and CN GMD1u 1423.
Oct 10 - CP transfer at Breville Jct., AB: CP SD40-2 5420, CP GP9u 1622 and CP SD40-2 5961.	Oct 23 - CN 369 at Brighton, ON: CN SD70M-2 8895, CN Dash 9-44CW 2607, CN ES44DC 2276 and CN SD60 5402.
Oct 13 - ONT 113 at North Bay, ON: ONT SD75I 2104, ONT SD40-2 1733, ONT SD75I 2105 and ONT SD40-2 1730.	Oct 24 - CP transfer at Clover Bar, AB: CP SD40-2 5977, CP GP9u 1622 and CP SD40-2 6614.
Oct 15 - CP westbound at Saskatoon, SK: CP GP38-2 3056, CP GP38ACs 3020 and 3014, and CP GP38-2 3118.	Oct 28 - CP westbound at Cranbrook, BC: CP SD40-2 5871, ICE SD40-2 6446 (City of McGregor) and CP SD40-2 5968.
Oct 15 - CP northbound at Environ, BC: CP SD40-2s 5993, 6041 and 6062.	Oct 28 - CN 471 at Dorval, QC: CN Track Geometry Car 1501 (nee RDC-1 D-108).
Oct 15 - BNSF westbound (loaded coal) at Roberts Bank, BC: BNSF ES44ACs 5770, 5755 and 6243, with BNSF ES44AC 5986 on the rear.	Oct 29 - CN 106 at North Edmonton, AB: CN SD75I 5713, IC SD70 1018 and BCOL Dash 8-40CMu 4607.
Oct 19 - CN westbound at Edmonton, AB: CN Dash 9-44CW 2682 and BCOL Dash 9-44CW 4654.	Oct 29 - CP westbound at Saskatoon, SK: CP GP38AC 3016, CP GP38-2 3112 and CP GP38AC 3018.
Oct 20 - CP 235 at Dorval, QC: CP SD60s 6250 and 6228.	Nov 1 - BNSF eastbound (empty coke) at Roberts Bank, BC: BNSF ES44DC 7654, and BNSF Dash 9-44CWs 5702 and 4695.
Oct 21 - CP northbound at Environ, BC: CP SD40-2 5968, ICE SD40-2 6446 (City of McGregor) and CP SD40-2 6602.	Nov 1 - CN eastbound at Paris Junction, ON: CN Dash 9-44CW 2603, CN Dash 8-40CW 2166 and CN Dash 9-44CW 2589.
Oct 21 - CN 106 at Roberts Bank, BC: CN SD70M-2 8892, CN SD75I 5728, CN ES44DC 2301 and CN Dash 9-44CW 2619.	Nov 1 - CN 451 at North Bay, ON: CN Dash 9-44CW 2601 and GTW SD40-2 5936.
	Nov 1 - CP 198 at Roberts Bank, BC: CP ES44ACs 8872, 8707, 8716 and 8808.
	Nov 3 - CN 112 at Saskatoon, SK: CN ES44DC 2329, CN Dash 9-44CW 2580 and CN Dash 8-40CW 2180.
	Nov 3 - CN 369 at Brighton, ON: CN SD70M-2s 8811 and 8814, with IC SD70 1038 and CN ES44DC 2291 mid train.
	Nov 5 - CP eastbound at Saskatoon, SK: CP SD40-2F 9007 and CP SD40-2 5907.
	Nov 6 - CP 205 at Coquitlam, BC: CP ES44AC 8711 and CP AC4400CW 9680 with privately-owned CPA16-4 4104 and H16-66 7009 dead-in-tow.
	Nov 6 - CN westbound (grain) at Saskatoon, SK: CN SD60Fs 5551 and 5520.
	Nov 8 - CP 642-848 (ethanol) at Belleville, ON: CP SD40-2 6053, ICE SD40-2 6437 (City of Byron), and DME SD40-3s 6096 and 6050 (Colony, Wy).
	Nov 8 - CN eastbound at London, ON: CN Dash 8-40CW 2186, CN SD75I 5676, BCOL Dash 8-40CMu 4602 and QGRY SD40-3 3347.
	Nov 9 - CN westbound at Brighton, ON: CN ES44DC 2260, IC SD70 1021 and CN SD70M-2 8893, with retired GP9RM 4143 in transit, and CN SD70M-2 8892 mid train.
	Nov 10 - CN 326 at Dorval, QC: CSXT Dash 8-40CW 7364, CSXT SD40-2 8835, CSXT GP40-2 4420 and CN GP38-2(W) 4806.
	Nov 11 - CN 120 at Truro, NS: CN SD70I 5614, CN Dash 8-40CM 2401 and IC SD70 1017.
	Nov 11 - MMA 901 at Sherbrooke, QC: MMA C30-7 5078, MMA B39-8 8525 and CP SD40-2 5928.

(Thanks to Keith Bowler, Doug Cameron, Corwin Doeksen, Deanne Durant, John Kool, Harm Landsman, Roman Litarchuk, Jim Mason, George Matheson, William Rocholl, Yves St-Hilaire, David Salford, Doug Thorne and Paul von Huene)

LEGEND: (d/h) = deadhead; **BCOL** = BC Rail (CN); **BNSF** = Burlington Northern Santa Fe; **CEFX/CITX** = The CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific; **CSXT** = CSX Transportation; **DH** = Delaware & Hudson (CP); **DME** = Dakota, Minnesota & Eastern (CP); **EJE** = Elgin Joliet & Eastern (CN); **GTW** = Grand Trunk Western (CN); **HLCX** = Helm Leasing; **IC** = Illinois Central (CN); **ICE** = Iowa Chicago & Eastern (CP); **MMA** = Montreal, Maine & Atlantic; **NREX** = National Railway Equipment; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau; **SOO** = SOO Line (CP); **STLH** = St. Lawrence & Hudson (CP); **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■



ON ORDER: The 30 Electro-Motive Diesel SD70ACe units, to be assembled at Muncie, Indiana, for delivery in 2013, will be numbered CN 8100-8129.

RETIRED UNITS SOLD:

- CN G P9RM 4118, 4119 and 7061 have been sold to Cando Contracting.
- CN GP9RM 4143 has been sold to Lambton Diesel in Sarnia, Ontario.



**CANADIAN
PACIFIC
RAILWAY**

DECLARED SURPLUS IN OCTOBER:

- CP SW1200RS-Slug 1022.
- CP Control Cab 'Daughter' 1125.
- CP Hump Controller 1152.
- CP GP9u 1526, 1546, 1628.
- CP GP7u 1687.
- DME GP40Q 4000.
- CP SD40M-2 5490, 5492.
- STLH SD40-2 5593.

OVERHAULED, REPAINTED AND RESTENCILLED:

- SOO GP38-2 4415 to CP 4415 effective early-November.
- SOO GP38-2 4418 to CP 4418 effective October 8.
- SOO GP38-2 4419 to CP 4419 effective October 24.
- SOO GP38-2 4450 to CP 4450 effective October 12.
- SOO SD60 6021 to CP 6221 effective October 17.
- SOO SD60 6036 to CP 6236 effective October 26.

TRANSFERRED:

- CP GP9u 1582 from Coquitlam to Calgary.
- CP GP38-2 3134 from Calgary to Toronto.

STORED SERVICEABLE: (* added since last issue)

- ICE GP9 114*.
- CP SW1200-Slug 1002*.
- CP FP9 1401.
- CP MP15AC 1404*, 1422, 1428, 1433, 1445, 1446, 1447.
- CP MP15DC 1440.
- CP GP9u 1529, 1540, 1545, 1547, 1563, 1564, 1571, 1596, 1599, 1624, 1626, 1629, 1630, 1651.
- SOO MP15AC 1532, 1535, 1538, 1544, 1546, 1548, 1550, 1553.
- STLH GP9u 1625.
- CP GP7u 1684*.
- CP F9B 1900.
- SOO GP40 2064.
- CP 4-6-4 (steam) 2816.
- CP GP38AC 3007, 3010.
- CP FP9u 4106*, 4107*.
- ICE GP40-2 4200-4209 (stored pending return to lessor).
- SOO GP38-2 4412, 4431, 4451.
- CP GP38-2 4511.
- CP GP40 4612, 4615, 4616.
- CP SD40-2 5838*, 6078.
- SOO SD60 6024, 6027, 6032, 6035, 6037, 6039, 6044, 6053.
- SOO SD60M 6059, 6061.
- CP GP9u 8213, 8247, 8251.
- CP GP9 8263, 8275.
- CP ES44AC 8735.
- CP SD90MAC 9100, 9101*, 9102-9106, 9107*, 9108-9113, 9116, 9117*, 9118, 9119, 9120*, 9121, 9123-9126, 9128, 9130, 9131*, 9132, 9134-9137, 9139-9144, 9146, 9147, 9149-9154, 9156, 9157, 9159, 9160. (All offered for sale on November 2, 2012 - bids close on December 21, 2012).
- CP AC4400CW 9502, 9540, 9560, 9800.

STORED UNSERVICEABLE: (* added since last issue)

- CP SW1200RS-Slug 1021.
- CP MP15AC 1415.
- STLH GP7u 1502*.
- SOO GP40 2041.
- CP GP38-2 3025, 3040, 3041, 3042, 3061, 3124, 3128, 3133.
- SOO GP38-2 4423.
- STLH SD40-2 5615*.

- CP SD40-2 5648, 5787, 5795, 5844, 5902, 5913, 5924, 5930, 5931, 5940, 5944, 5947, 5948, 5963, 5967, 5973, 5992, 5998, 6001*, 6004, 6006, 6026*, 6618*, 6620*, 6622*.
- SOO SD60 6030, 6031*, 6038*, 6046, 6047*, 6049*, 6056*.
- DME SD40-3 6074, 6082.
- ICE SD40-2 6217.
- DME SD40-2 6369.
- ICE SD40-2 6403, 6459.
- CP GP9u 8219.
- CP SD40-2F 9000, 9002, 9005, 9010, 9016, 9018, 9019, 9022, 9024.
- CP SD90MAC 9114, 9115, 9122, 9127, 9145, 9148, 9155, 9158. (All offered for sale on November 2, 2012 - bids close on December 21, 2012).
- CP AC4400CW 9503, 9754.

FOR ECO PACKAGES:

- The following 20 CP SD40-2 units are at Progress Rail/EMD in Mayfield, Kentucky, undergoing conversion to SD30C-ECO units: 5415, 5672, 5691, 5728, 5734, 5735, 5745, 5789, 5869, 5918, 5933, 5934, 5950, 5971, 5980, 5983, 6027, 6039, 6056, 6606.
- Trucks, traction motors and various parts from several dismantled CP GP7u and GP9u units have been shipped to Progress Rail/EMD in Muncie, Indiana, to go under 30 GP20C-ECO units.
- The following 29 retired CP GP7u and GP9u units were identified in September for parts salvage to go towards additional GP20C-ECO units in 2013. The following have been/will be shipped to the Southern Railway of British Columbia for parts removal and then to a scrap yard in Langley, BC, for scrapping (trucks and traction motors retained): GP7u 1508; GP9u 1514, 1530, 1531, 1538, 1543, 1557, 1573, 1574, 1575, 1607, 1609, 1610, 1612, 1614, 1615, 1618, 1632, 1636, 1639, 1647, 1649, 1652, 1691, 1692, 8214, 8227, 8230, 8237.

LEASED UNITS IN SERVICE:

- CEFX AC4400CW 1002, 1007, 1019, 1026-1059.
- CEFX GP38-2 3803, 3805, 3807, 3811.

FOR SALE: CP SW1200RSu 1237, 1239, 1241, 1250 and 1251, and CP GP40-2 4654 and 4655, all declared surplus in August 2012, were offered for sale on November 7.



F40PH-3 REBUILD PROGRAM: F40PH-3 6427 was released from a rebuild at CAD Railway Industries in Lachine (Montreal), Quebec, in October, followed by 6440 in November (52 of the remaining 53 F40PH-2 units have been rebuilt). Undergoing rebuild is 6453.

BEING REPAIRED: Sleeper 8328 - *Grant Manor*, sideswiped by CN SD70M-2 8904 at Jasper, Alberta, on July 6, 2010, is undergoing repairs at CAD Railway Industries in Lachine (Montreal), Quebec.

PASSENGER CAR REBUILD PROGRAMS:

- LRC Coaches 3303, 3310, 3320, 3321, 3326, 3327, 3330, 3332, 3345 and 3362, and Club Cars 3451 and 3601 were undergoing rebuild at Industrial Rail Services in Moncton, NB, when IRSI was placed into receivership in April 2012. CAD Railway Industries took over IRSI's contract on October 31 and will complete the refurbishing of the ten LRC coaches above over a 19-month period at the Moncton plant. IRSI will remain under receivership.
- IRSI RDC-1 6105, RDC-2s 6208, 6217 and 6219 were also being rebuilt by IRSI. The four RDCs were purchased by IRSI from VIA in 2000. CAD took over the rebuild contract on October 31. As well, IRSI completed the rebuild of RDC-4 6250 and 6251 (nee CP 9251) and carried out road tests before IRSI was placed into receivership, however, they have not been released to VIA.
- In 2010-2011, eight "Chateau" sleepers and four "Park" cars were shipped to Avalon Rail in Milwaukee, Wisconsin, to be rebuilt and reconfigured with "Deluxe Bedrooms". All have been returned with modified window openings but lacking interiors. A contract has been awarded to have the interiors of the cars completed by CLN Railway Industries and Services Ferroviaires Julien at the former CN roundhouse in Charny, Quebec. At press time, six cars were at Charny and six cars were stored in Toronto as follows:
* At Charny: Sleepers 8206 - "Chateau Denonville", 8207 - "Chateau Dollard", 8213 - "Chateau Lauzon" and 8226 -

"Chateau Salaberry"; and Dome-Sleeper-Observations 8708 - "Kootenay Park" and 8709 - "Laurentide Park".
 * At Toronto: Sleepers 8204 - "Chateau Cadillac", 8210 - "Chateau Joliet", 8217 - "Chateau Maisonneuve" and Sleeper 8227 - "Chateau Varennes"; plus Dome-Sleeper-Observations 8706 - "Glacier Park" and 8710 - "Prince Albert Park".

ON THE REGIONAL SCENE

CARLTON TRAIL RAILWAY: Long-stored GP10 1040 [nee Illinois Central GP9 9078] was scrapped in October.

STEWART SOUTHERN RAILWAY: Stewart Southern has acquired former BNSF B23-7 4255, nee ATSF 6398. She was delivered in July 2012 in ATSF livery.

TRANSPORT FERROVIAIRE TSHUETIN INC.: TSH has leased HLCX SD40-2 7205 (nee BN 7205) and 8176 (nee BN 8176). They were shipped from Metro-East Industries on October 31.



HLCX SD40-2s 7205 and 8176 are seen at Metro-East Industries in Illinois in late-October 2012, sporting Tshuetin Rail Transportation logos. They will be shipped to CN in Matane, Quebec, and then via ferry to Sept-Îles.

SOCIÉTÉ DU CHEMIN DE FER DE LA GASPÉSIE: SFG has purchased Grenada Railway RS-18u 1865 (ex-Ottawa Central 1865; exx-CP 1865; nee CP RS-18 8743). She joins SFG sisters 1819, 1849 and 1856.



New Brunswick Southern took delivery of former New York, Susquehanna and Western Baggage Cafe-Parlor 508 in September 2012. She was built by Pullman Standard in 1948 as New Haven Baggage Parlor Lounge 217. Photo at Moncton, NB, by Wendell Lemon.

ON THE COMMUTER SCENE

AGENCE METROPOLITAINE DE TRANSPORT (Montreal): AMT has leased RB Railway Group (RBRX) F59PH 18533 (nee GO 533) and 18551 (nee GO 551). These are in addition to previously leased RBRX F59PH 18520-18524 and 18531.

ON THE INDUSTRIAL SCENE

NEPTUNE BULK TERMINALS: In May 2012, National Railway Equipment delivered 3GS21B (Genset) 809 and TEBU (Slug) 809A to Neptune Bulk Terminals in North Vancouver, BC. In October, Neptune's SW1500 801 and SW9-Slug 807 were shipped to National Railway Equipment at Silvis, Illinois, stencilled NREX. Neptune's complex is now switched by three 3GS21B/TEBU sets: 805-805A, 808-808A and 809-809A.

YARA BELLE PLAINE, INC.: DLCX SW1200 1202 (nee Milwaukee 2024) arrived at Yara Belle Plaine Inc. in Belle Plaine, Saskatchewan, in October as replacement for leased DLCX SW1200RS 24 - "The Big Canadian" (nee CN 1271) which is undergoing repairs.

PARRISH & HEIMBECKER: Cando Contracting SW1200 1003, leased by P&H at Tisdale, Saskatchewan, has been acquired by P&H and renumbered PHLX #2.

ON THE PRESERVED SCENE

WEST COAST RAILWAY ASSOCIATION: Former Waterloo & St. Jacobs Coach 5569 (ex-VIA 5569, nee CN 5569), acquired by the WCRA in 2006 and stored in Toronto, was delivered to the West Coast Railway Heritage Park in Squamish, BC, on a flat car in November.

NEW HOME: Privately-owned ex-CP CPA16-4 4104 and ex-Squaw Creel Coal H16-66 721001 (lettered CP 7009), long stored in Calgary, Alberta, were relocated to storage in Nelson, BC, in November, pending display next to the Nelson railway station which is being refurbished.

ELECTRO-MOTIVE DIESEL CANADA - LONDON, ONTARIO

CORRECTIONS: The last 10 units assembled at Electro-Motive Diesel Canada (KCS 4130-4139) were inadvertently shown on Page 27 of the November issue as model STACC rather than SD70ACe. And the photo was taken by Peter Mumbie, not Peter Mumbo. The editor hit the wrong key when spell checking!

Thanks to Ben Alain, Canadian Railway Observations, Michel Daoust, Manny Jacob, Wendell Lemon, Don McQueen, Ian Smith, John Soehner, "NY 4" and "Engine 4466". ■

Coming Events

PARIS, ONTARIO: The 2013 Paris Junction Model Train Show will be held on **January 20** (10:00 to 15:00) at the Paris Fairgrounds, Silver Street. Multiple operating layouts, dealers, NMRA craftsmen tables. Adults \$4; NMRA \$3; Under 12 free. Information from John Moseley at 519-455-1311, or email: j.moseley@sympatico.ca

ANCASTER, ONTARIO: The Model Railroad Flea Market, presented by the RAIL-OPS. Club, will be held on **January 27** (10:00 to 15:30) at Marriot Hall, Ancaster Fair Grounds, 630 Trinity Road. Adults \$5, Children under 12 free. Operating layouts, 150 tables. Info: 905-335-9112.

COBOURG, ONTARIO: The Cobourg Model Railroaders will sponsor the Cobourg Model Train Show, Saturday only, **March 2** (10:00 to 16:00), at the Lions Community Centre, Elgin Street East. Adults \$5. Children under 12 \$1. Information from Ted Rafuse, 181 Armour Court, Cobourg ON, 905-372-8375 or tedrafuse1@gmail.com

QUEBEC CITY (STE-FOY), QUEBEC: The 17th Annual Railway Symposium & Rail Show will be held on Wednesday, **March 20** and Thursday, **March 21** in the Chateau Bonne Entente. The Rail Show will take place on Wednesday only (no charge until 4 PM; suppliers are welcome). The Wednesday afternoon symposium will relate to freight trains. Mines versus railway mines will be covered on Thursday morning, and passengers trains will be covered on Thursday afternoon. M. Mario Brault, VP of Genesee & Wyoming, will be the Chairman. Information from Colloque du Groupe TRAQ, c/o Louis-François Garceau, C.P. 45005, Charny QC G6X 3R4; Tél.: 418-832-1502; Mobile 418 955-2466; e-mail: colloque@groupe-traq.com; www.groupe-traq.com



Heavy haul: CP ES44AC 8826 pushes on the rear of a 170-car westbound potash train at Banff, Alberta, on October 4, 2011. Leading the train are CP ES44AC 8718 and AC4400CW 9679 with AC4400CWs 9648 and 8560 mid-train. CP's locomotive roster includes 726 six-axle General Electric units. Photo by Ian Lothian.

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