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Branchline

CANADA'S RAIL NEWS MAGAZINE



"Malahat" Memories • Calgary's New West LRT Line • Good Old Sand!

Branchline

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

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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 **March 5** at which David Jeanes will give us an illustrated talk on Ottawa Union Station. Refreshments will be available at a small fee.

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

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 **March 19** 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.

Ten Years Ago in "Branchline":

* Bombardier is bringing its high-speed JetTrain to Canada for show-and-tell demonstrations with Federal officials and rail operators in February 2003.

* The federal government is set to announce construction of new VIA Rail high-speed service that will cut the Ottawa-Montreal trip to only 75 minutes, and Toronto-Ottawa to 2 hours, 15 minutes. Transport Minister David Collenette also opened the door for a high-speed service between Edmonton and Calgary. Senior government sources say the Finance Minister is planning to announce initial funding for the rail project in February.

* Members of the United Transportation Union have the right to operate remote-controlled locomotives in U.S. rail yards. Leaders of the Brotherhood of Locomotive Engineers say they are outraged by the arbitrator's decision, stressing concerns about safety and the training of remote-control operators.

Twenty Years Ago in "Branchline":

* A task force with a mandate to have garbage from Metro Toronto sent north by rail to Kirkland Lake for disposal in abandoned mines in the area claims that such a venture would give a badly-needed shot in the arm for financially ailing Ontario Northland.

* CN has announced the extension of caboosless operations throughout the system. Caboosless trains have operated on main lines for the past three years but branchlines could not be converted because of their method of control using a system known as Occupancy Control (OCS). CN has now instituted Computer Assisted Manual Block System (COMBS) on its branches.

* CN is on the verge of finalizing a deal for the sale of its trackage between Truro and Sydney, Nova Scotia, to RailTex, a Texas-based short line operator.

* CN North America was given approval on January 29, 2003, by the U.S. Corps of Engineers to begin construction of a new railroad tunnel between Port Huron, Michigan, and Sarnia, Ontario. Detroit-area officials are pressuring government agencies to stop or delay the tunnel.

Press date for this issue was February 11
Deadline for the April issue is March 11

Cover Photo: It was a busy day at Smiths Falls, Ontario, on June 13, 2012, as a way freight lead by CP SD40-2 5936 has stopped to let VIA Ottawa-bound P42DC 915 pass from CP's Brockville Subdivision. Photo by Chris Lyon.

"Malahat" Memories

By John Cowan; photographs by the author except where noted.

As per my last article written in the June 2009 issue of **Branchline** about my many years of working aboard both CP's "The Canadian" and VIA Rail's "Canadian", when I made my last trip aboard VIA #1 on January 9, 1990, a week prior to those infamous cuts on January 15th 1990, I honestly thought on that day that I would never work on a passenger train again.

Prior to the summer of 1994, my only access to a passenger train, if one could even refer to such a train in that regard, was three or four days over a four year period when I was handpicked by Canadian Pacific with the union's blessing to be the conductor on the Family Days "Picnic Trains" which the company operated locally at Coquitlam. This train consisted of one GP38 locomotive and former CP Montreal-based commuter car #1700 loaned each time to CP for this purpose by the Cranbrook Railway Museum, its current owner. This train was only for the use of local CP-based employees and their immediate family members.



CP GP38AC 3007 and Coach 1700 with the Picnic Train on the IOCO Spur on September 10, 1994.



CP GP38AC 3011 powers the 'CP Family Days Flyer' at CP MacAulay in Port Coquitlam, BC, on July 24, 1993. Photo by Kevin Dunk.

For two years, the company picnic was held in nearby Lions Park which is located near the west end of CP's Coquitlam yard adjacent to the tracks. There was easy access to the tracks from the park to entrain and detrain passengers for the three round trips we made each day taking the passengers from Lions Park just east of the Coquitlam River Bridge to Second Narrows on the mainline

of the Cascade Subdivision along scenic Burrard Inlet. The other year or two that the company organized this fine event they decided to hold it at a park along the north shore of Burrard Inlet along the three-mile loco spur. We took the passengers along this scenic freight only spur for several rides at a leisurely 10 m.p.h. Without a doubt, I certainly enjoyed those festive days but it wasn't the same as working on a true passenger train on a regular basis.

In 1994, however, my longing to work on a passenger train again was met after a four and a half year hiatus with the exception of the CP "picnic train". My seniority district with CP as a trainman/conductor encompassed all of British Columbia including the E&N over on Vancouver Island. After my final transfer to Coquitlam from Revelstoke in October 1979, I did exercise my right to take temporary work in other terminals such as Penticton, Nelson and on the E&N in the early-1990s.

Between 1990 and 1993, for two years in a row, I went over to the island to work a work train referred to by the employees as the "steam train". The approximate duration of this assignment was four to six weeks each time it went up for bid via a bulletin. No, this was not a train hauled by a steam locomotive, but was a work train with GP9u 8236, a leased VIA Rail steam generator unit and an assortment of tank cars, a flat car on the front with a small office set up for maintenance of way employees equipped with a bell and whistle, and a caboose on the tail end, with the sole purpose of trying to kill the weeds along the right of way. This was a new prototype of technology with a steam machine in the consist trying to kill the weeds by spraying them with steam rather than using pesticides which the railway had drawn a lot of criticism from the public over the years. Unfortunately this technology was deemed to be unsuccessful and was eventually terminated.



The "steam train" crawls through Langford at 2 mph.

I bid this job when it was advertised as a new job being created on the island and was successful in holding this assignment as a trainman. I was fortunate enough to work the entire Victoria Subdivision between Victoria and Courtenay as well as three round trips between Parksville and Port Alberni over the Port Alberni Subdivision. When we were not spraying the tracks, we traveled at authorized track speed, but when we were spraying we moved at a very slow pace of 2 m.p.h. We always took the siding every time we met the odd freight train as well as VIA's "Malahat". Every time we met that train I thought how nice it would be if I could work on a passenger train again and on Budd Cars so I could say I had done it.



The "steam train" steams weeds at Fort Victoria in the early-1990s.

The "Malahat" was still a fairly senior job at that time. For the better part of a year, the "Malahat" consisted of a single Rail Diesel Car. When this was the case, the crew consisted of the Locomotive Engineer and the Conductor. But from late-May or early-June until sometime in September after the Labour Day weekend, the train ran with a second RDC provided there were no malfunctions with either of the other two cars assigned to the Island. The addition of the second car necessitated the company's requirement as per the collective agreement to set up an Assistant Conductor's position for each crew assigned through the advertisement in a bulletin. These positions would be abolished when it was decided to remove the second car on a daily basis. During the rest of the year, if and when a second car was required on a day to day basis to handle special groups and tours, an Assistant Conductor would be called to fill the position from the spareboard.



Two RDC-1s pause at Langford Station in August 1981.

It should be noted that the "Malahat" was to have been a casualty of the 1990 VIA cuts but was saved at least for the time being thanks to a very dedicated group of people on the island. They had the courage to challenge the federal government over these cuts with respect to the agreement put in place many years ago with the commitment the government made in the late-1800s as part of British Columbia joining Confederation. Part of this agreement included operating and maintaining a passenger service over most of the E&N on Vancouver Island. After January 14, 1990, the "Malahat" had the notoriety of being the only VIA passenger train in the entire country outside of the Quebec City-Windsor corridor to operate on a daily basis.

After meeting and getting to know some of the employees on the

island during my short term durations on the steam train, it was suggested in 1994 that I could likely hold one of these Assistant Conductor positions, unlike in previous years. So I followed this internal information and I worked this job for most of the summer of 1994. There were two crews assigned at that time with a three day on, three day off rotation. Even though it was a condition I accepted when I committed to the job, the commuting back and forth to and from the Lower Mainland was not the least bit desirable. It was usually a four to six hour commute in each direction which included getting to and from the ferry terminals on both ends and the actual 90 minute trip on the BC Ferries run between Tsawwassen and Swartz Bay.

Upon our arrival in Victoria around 17:45 on Day 3 of our three-day schedule, I would scramble to catch a bus to take me to the ferry. I would not arrive at my home in Coquitlam until at least 23:00 if not later. Technically I had the next three days off. But for me it was really two and a half days as I ended up spending the better part of my third day off preparing and packing to go back to the island for another three day cycle as well as actually getting there. I had to go back to the island on my third day off in order to be in position to be on duty well in advance of our 08:15 departure from Victoria.

VIA had a different schedule for Sundays which saw the train depart at 12:00 from Victoria and not return until 21:40. When I worked the train on Sundays, I would have to stay overnight in Victoria until the Monday morning before returning to the mainland as the last ferry was scheduled to leave Swartz Bay at 21:00 when my Sunday trip took place on the third day of this cycle.

The annoyance of the commuting back and forth between the island and the mainland aside, I was quite excited about the prospect of working on a true passenger train again even though I knew it would only be for a limited and specified period of time. I would report for duty at the CP roundhouse at Esquimalt where the RDCs were stored and maintained approximately 45 minutes prior to departure. There was an office or booking in room for the train crews in the roundhouse. We would take our train out of the roundhouse and the yard and take it eastward the short distance to the Johnson Street Bridge which was a joint highway-railway lift bridge which was our route to get to the small VIA station over on the Victoria side of the bridge. This bridge was governed by two interlocking signals which were the only railway signals to be found on the entire E&N system at that time. This bridge is slated for demolition in the very near future to be replaced by a bridge without a railway track.

We would get to the station with plenty of time for boarding and to chat with the ticket agent who was somebody I had worked



The "Malahat" heads across the Johnson Street bridge in Victoria en route to Courtenay in June 1987.

with during my many years when I worked on the "Canadian". Debbie Crow had been the ticket agent in Victoria since 1991. Prior to her transfer to the island, she had been stationed in Banff, Calgary, Vancouver and Winnipeg. I first met her in Kamloops where she was based as a ticket agent at that time during the early-1880s so it was a trip down memory lane for me to chat with her every morning and work with her again while I was assigned to this job. Debbie was a very loyal employee and I always admired her for her dedication and how she went far and beyond to market this train out in the various communities on the Island.



The diminutive VIA station next to the Johnson Street bridge in June 1987. It was staffed by Debbie Crow from 1991 to 2011.

The one thing I was not prepared for was how hard one worked on this little two-car train. Even though I knew there were more stops along this route than over on the mainline with the "Canadian", I didn't realize the impact of the workload this put on the Conductor and Assistant Conductor. Upon our departure from Victoria, we would go through and collect the tickets. Most if not all of the passengers had VIA tickets purchased in the Victoria ticket office. But beyond our initial station, most of the passengers did not have tickets and the conductor would be extremely busy selling cash fares.

Unlike the C1 tickets we used on the "Canadian", VIA had C11 tickets issued for the "Malahat" with all of the stops preprinted on the face of these tickets. It was not uncommon to go through two or three books in one trip. Even though I didn't have the seniority to hold the conductor's position, I made quite a few spare trips as a conductor. Some days, I would remit as much as \$500 in cash fare sales upon our evening arrival in Victoria. I can honestly say that on occasion I sold more cash fare sales in one day on the "Malahat" than I had ever sold on the "Canadian" in a month.

We would just barely get the tickets collected from the Victoria passengers before stopping at a suburban stop known as Fort Victoria where we usually picked up quite a few more passengers. Then the next stop at Langford was a short distance further. Then we would have our only true break to catch up with the paperwork and relax while traveling over the scenic Malahat mountain range which included the well known Niagara Canyon Bridge where the engineer would slow the train so the passengers could take a few photos. There were no stops along this stretch so we would have time to get ready for all of the stops after we passed through this portion of the run.

VIA assigned three RDC cars to this train which were all former CP cars. The cars located in Esquimalt in 1994 and 1995 were RDC-1s 6133, 6135 and 6148. Even though there were three cars on site, VIA would never operate with more than two cars at one time. I believe the only time VIA ever ran three cars at one time on the Malahat was during the summer of 1986 due to the

extra business generated from the increase in tourists as a result of Expo 86 in Vancouver.

I worked on all three Budd Cars but only two at a time. The 6133 had the notoriety of being the only Budd Car left on VIA's roster with its original GM engines. The other two cars had Cummins engines as did the rest of the RDC fleet.

VIA had never opted to provide food and beverage service on this train after inheriting the service from CP. Instead they decided to leave the system in place when this train was operated by CP and that was to have a catering truck meet the train on the station platform at Nanaimo in each direction. There was ample time built into the schedule during the station stop to allow the passengers to detrain and make any purchases from the truck they so desired.

When the 6148 was on our train, I always thought it was unfortunate that VIA made this choice when seeing a take out counter that VIA had installed in this car for the purposes of selling food and beverages when this car had been assigned to other parts of the country, including the Quebec City-Windsor corridor. My fellow crew members were quite annoyed with VIA for sending this car over to the Island for a couple of reasons. Having the take out counter meant less room for passenger seating and some felt it was a slap in the face by VIA showing their lack of interest in doing more to support this service.

In addition to the many stops along the line to entrain and detrain passengers, another aspect of this job which kept me much busier than the mainline was the OCS system in place on the E&N. The entire run was in dark territory (no signals). Centralized Traffic Control System (CTC) and Automatic Block Signal System (ABS) were foreign to the trackage on Vancouver Island so everything had to be handled with clearances issued to you along the way often with restrictions to protect against other trains and maintenance of way foremen. Occupancy Control System (OCS - initially created as a similar system known as MBS, Manual Block System) was a system put into place when train orders and train order operator positions went into the history books. Essentially this system now made train and engine crews on line "train order operators" without an increase in pay. It was also a system that placed a lot more responsibility on the shoulders of the crews not to overlook a meet with an opposing train or a section foreman's limits. Unlike in CTC where you are governed by signals for movements and with maintenance of way limits known as a Rule 42, you were reminded on the mainline by a red flag. In OCS territory, you had neither signals nor flags to remind you about these requirements. So you had to be on the ball and not forget.

On weekdays, it was not uncommon for us to copy between three and five clearances in each direction from the Rail Traffic Controller based in Vancouver at that time. Weekends were usually a lot more relaxing. On Saturdays and Sundays, it was common to go the entire length of the entire Victoria Subdivision in each direction with one OCS clearance. There was a small table set up in the cab for the conductor to stand and copy and repeat the clearances over the big radio. This was not the best arrangement. It was distracting being in the cab while the engineer was busy blowing the whistle for the many grade crossings along that line hoping at every one of those crossings that you would not hit a car or even worse a truck.

One of the engineers I worked with during the summer of 1994 was Frank Cooper. Frank was a big stocky man with a beard but was one of the nicest people one could meet. He was the Local Chairman for the Brotherhood of Locomotive Engineers on the island at the time. He was a very good union man who represented the men on the island extremely well and was very well respected. I thoroughly enjoyed working with him and often commented to both Frank when I was there and to many others after I left the island what a pleasure it was to work with him every day and how nice it would be if everyone on the railway was like Frank. He was very generous about allowing people to

ride up in the cab for short periods. He was extremely kind to my sons Patrick and Warren who came over to the island for a couple of days during that summer and made the trip up to Courtenay with me. They were very young at the time but Frank had no problem with them being in the cab when circumstances permitted. Warren, who is currently working as a conductor at CP, who has a much better memory than myself, recently reminded me how he remembers at the age of about five how Frank was able to eat a salad from a Tupperware container on his lap while driving the train and constantly blowing the whistle with the old fashioned whistle cord. I had long forgotten about something which seemed so insignificant to me at the time yet Warren remembers it very well.

As I mentioned this was indeed a very busy job. Large tours and groups on the train were a regular occurrence. A lot of groups boarded the train either in Victoria or at various other locations along the line not to go anywhere but just for a train ride. Most of the time, these groups would detrain at Qualicum Beach allowing for an approximately two hour layover so they could have time to walk around town and go to a nice restaurant for lunch. Going all the way to Courtenay meant there was no time to leave the train to go anywhere for a decent meal as we only stayed there for 25 minutes. We would often pick up these same groups, southbound. One duty we had every day which I did not enjoy was turning the seats in both cars between Qualicum Beach and Courtenay. It would have been nice if a wye had been in place in Courtenay, but that was not meant to be.



A two-car "Malahat" crosses a bridge just south of Parksville in August 1981.

Another aspect of railroading on the island versus the mainland was the laid back nature of the operation. When I first went over there to work on the Budd Cars, I went over with a mainline mindset. It took two specific incidents to make me realize I was not working on the mainline. I believe not long after VIA took over the service from CP back in 1978, a VIA official had been riding the train and observed the crew stopping at literally every corner or garbage can where people flagged the train in order to be picked up. Not long after this happened, an order came out that the train was only to stop at the specified stations listed in the public timetable. I believe the crews did in fact comply with these instructions at that time but as time went on, while never really returning to the way it was in the CP days, there were some acts of kindness that were being bestowed by certain crew members to give special customer service.

My first incident which really caught me off guard was one afternoon we were heading southbound through Wellington which is just a few miles north of Nanaimo. I was the conductor this particular day. As I was walking through the aisle of one of the cars, a male passenger stopped me and asked me if I was going to stop the train and let him off at "such and such a street". I presume he asked me this question as he had never seen me before. I asked him where he was ticketed to and he said Nanaimo. I told him he would have to get off at the station like everyone else. He explained to me that every third Wednesday he would catch the 15:00 ferry from Nanaimo to go to Horseshoe Bay for an appointment of some kind and if he were to be taken to the station he would miss the ferry. He said all of the other guys did this small favour for him by dropping him off at a street crossing which was a fairly short walk to the ferry terminal and he would make the ferry. He suggested I go up and ask Frank who he knew by name at least and ask him about his request. I obliged and walked up to the cab and asked Frank about this guy. Frank said that is "Mr. is so and so. He is correct. We let him off at such and such a street when he is on. Just open the door on my side when I stop the train and let him off as I know where the crossing is located". So I did and this man was very happy that I obliged.

Another day, we had left Courtenay on our southbound trip and had traveled about 10 miles when all of a sudden out in the middle of nowhere with trees on both sides of the right of way we came to a controlled stop. I was in the middle of the aisle in one of the cars selling cash fares and was quite busy. I was wondering why the engineer had stopped the train and as I was about to grab my radio and ask him why he stopped, he beat me to the punch and came on the radio and said, "Aren't you going to open the door and let those people on"? "What people?" I thought to myself as I peered out the window, then I noticed at least half a dozen hippies with back packs standing out in the middle of nowhere who had flagged us down. So I went out to the vestibule and opened the door and boarded them all. This meant more cash fare sales and more work. I can't remember who the engineer was on this particular day but I seem to recall it being another engineer I worked with by the name of Danny Nicholson. I worked with Danny quite a few times as well. He was not as easy going as Frank Cooper, but he was still a very good railroader to work with on that job.

One episode I do recall when Danny was the engineer. We were southbound somewhere south of

Nanaimo when without any warning we went into emergency. I feared the worst that we must have hit somebody. We weren't near a crossing. As I was walking up towards the cab, I could hear somebody yelling up in the cab while I was still in the coach. When I got up to the cab, Danny was on the left hand side with the vestibule door open tearing a strip off of some guy whom we almost hit who was riding along the right of way on a moped. Diplomacy was not part of Danny's vocabulary. I was quite annoyed with this guy as well but decided to stay out of it as Danny had done a fine job of getting the message through to this guy. I was quite lucky for the time that I worked on this job that I was not involved in any crossing accidents or mishaps. Altercations with vehicles did take place at times when I wasn't there and some were not so nice.



VIA RDC-1s 6133 (nee Dominion Atlantic 9058) and 6135 (nee CP 9072) and Conductor Cowan await departure from Courtenay en route to Victoria in July 1994.

It is not often that one working on a regular passenger train can organize a photo runby for himself. But I did exactly that on one of the Sunday runs. As I had my Super 8 sound movie camera with me, I asked the conductor and engineer if they would oblige and depart without me and stop on the other side of the Johnson Street Bridge so I could record the entire movement with my movie camera. They didn't mind meeting my request at all. A couple of minutes prior to departure I went across the busy street behind the Victoria station and took a movie of our two car train full of passengers departing the station and going over the bridge. The train stopped on the other side of the bridge and everyone waited for me to walk up and board the train. I don't believe I would have ever attempted to try something like this anywhere on the mainline. This was great as it gave me a chance to get some movie footage of the train departing the Victoria station which I had never had a chance to do and could not normally acquire while working on board.

I returned to the island for a brief period in 1995 but didn't stay as long as in 1994. The self inflicted commute I had by living in Coquitlam and taking relief work on this job took its toll on me and I was now satisfied to say that I had worked on Budd Cars and on a passenger train again. I also knew in 1995 that the November 1 inauguration of the "West Coast Express" commuter rail operation between Vancouver and Mission, B.C. was only weeks away at the time so I had those trains to look forward to working.

Looking back, as with all of the other unique experiences I had by going to work in out of town terminals in past years, I am so glad I went over to work on Vancouver Island when those opportunities presented themselves. I never went back to the island after 1995 to work on the railway. Not long after that, CP sold the E&N to RailAmerica. This was the beginning of the downfall of service and most of the operation when this happened. RailAmerica had a different style of management from what CP had back in those days. As a result most of the CP employees based on the island from the running trades all exercised their B.C. seniority and relocated to various terminals across the province. RailAmerica then hired their own employees.

After the loss of business from the mill in Port Alberni which was a major source of income for the island's railway operation, things really went downhill and RailAmerica sold the railway and bailed from the island. A group known as the Island Corridor Foundation now seems to be the landlord of the line and under contract with the Southern Railway of British Columbia sees the New Westminster, B.C.-based SRY operate the trickle of freight service that still exists on the island between Duncan and Parksville.

The "Malahat" was finally removed from service a couple of years ago, with the last revenue trip taking place on March 18, 2011, due to deteriorating track conditions. RDC-1 6133 was moved to Industrial Rail Services in Moncton, New Brunswick, and remains stored there. RDC-1s 6135 and 6148 were moved under their own power from Victoria to Nanaimo where they languished at the Wellcox yard under tarps for several weeks before being ferried back to the mainland. In November 2011, they were moved to Toronto spliced between the two F40PH-2 units on the

"Canadian" and in turn were taken to Sudbury, Ontario, for the Sudbury-White River RDC service.

With the recent removal of the former VIA Rail station in Victoria and the replacement of the Johnson Street Bridge which will not have a railway track, it is doubtful that this service will ever be restored.

I wish to thank Debbie Craw and Patrick Hind for their assistance with this article. ■



On August 31, 1963, Canadian Pacific RDC-1 9054 has paused at Nanaimo, BC, on its journey from Victoria to Courtenay. Such repetitive mundane daily events were just taken for granted. Now, considering recent events which have affected VIA service on this route, one wonders if a similar scene will ever be possible again. Photo by Peter Cox.

A Look at Calgary's New West LRT Line

by John D. Thompson

The opening of Calgary's West LRT line to revenue service, on December 10, 2012, was mentioned briefly in the December 2012 issue of *Branchline*. The following article is intended to provide an in-depth review of the latest addition to the Alberta's 56 kilometre double tracked system, the first line of which was opened in 1981. The LRT, or CTrain as it is known locally, now serves the south, northeast, northwest, and west quadrants of the city.

The route for West LRT was approved by City Council in 1988; the plan was reviewed again in 2006. Construction funding approval was given by Council in 2007 and the project got underway in 2010. As Calgary's fourth CTrain line, it represents the completion of a CTrain expansion program that has seen the system double in length since 2001.

The new line features six stations, including the first underground and elevated stations, two major bus terminals, and three park and ride lots with over 1,200 parking spaces. Twenty-one trains, plus spares, are required to provide service.

A total of 14 bus route changes were implemented to serve the West Line. These changes reflect considerable public input from residents and transit customers during a three year public consultation process that resulted in the route changes.

In addition, a new downtown station - Downtown West Kerby - was opened to replace the old 10 Street station, which was the location for the downtown turnaround of the Northeast line, now through routed with the West Line. West Kerby station represents the conclusion of a multi-year project, valued at \$183 million, for the replacement of all of the downtown station platforms along the 7 Avenue transit mall.

The opening celebration on December 8 included an inaugural CTrain ride between downtown and the 69 Street terminal. There was as an official ribbon-breaking, speeches at Sirocco Station and at Ernest Manning High School, fireworks, and a cake-cutting ceremony.

The \$1.4 billion project is one of the largest infrastructure endeavours ever undertaken by the City of Calgary. The new line, with six stations, is expected to carry 30,000 daily passengers along 8.2 kilometres of track between downtown and 69 Street

S.W. in just 12 minutes. Ridership is projected to grow to more than 40,000 passengers per day over the next few years.

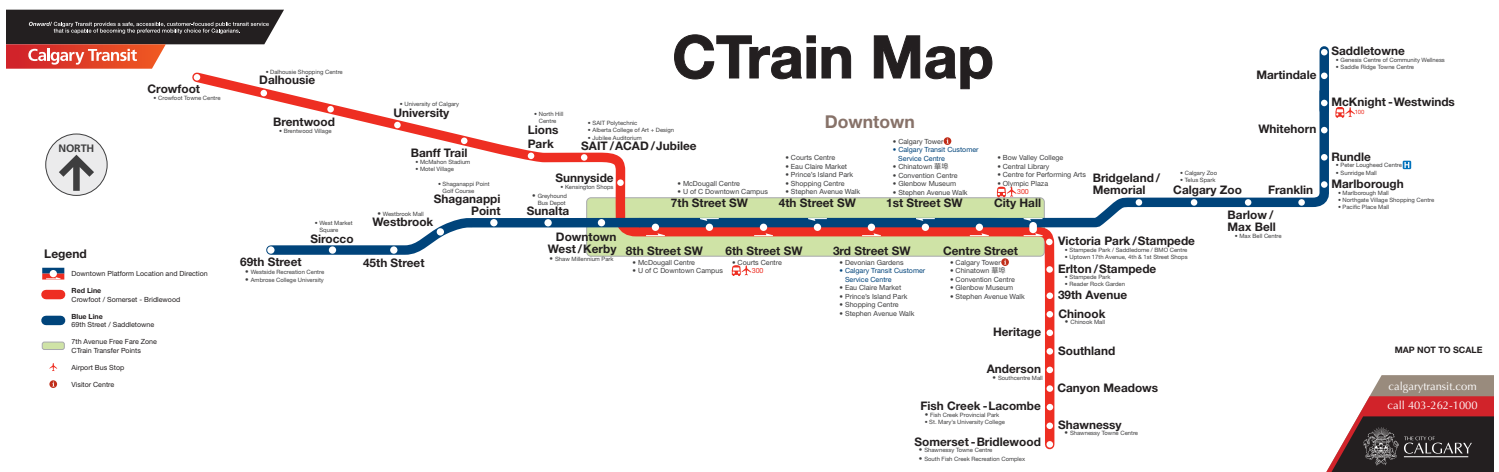
The LRT line and connecting bus routes provide improved public transit service compared to the previous bus-only service. The West Line gives passengers a direct, traffic-free route to downtown and various destinations around the city. It has also reduced bus traffic on two of Calgary's busiest roadways: Bow Trail and 17 Avenue S.W.

The project was made possible thanks to a strong partnership between the City of Calgary and the Government of Alberta. Alberta's \$1.3 billion investment was comprised of \$934 million from the Municipal Sustainability Initiative (MSI), \$332 million from the Green Transit Initiatives Program (GreenTRIP) and \$50 million from other provincial funding sources. Construction of the project was completed under a design/build process managed by a consortium led by SNC Lavalin, guided by the City of Calgary's West LRT office and Hatch Mott Macdonald, Consulting Engineers.

It was announced that, in addition to the \$332 million provided by the Province for the West LRT, Calgary will receive \$133 million to buy a minimum of 50 LRVs to handle service increases to offer system-wide four-car service during all service hours, and to commence replacement of the 1981-vintage Duewag U2 LRVs. A further \$8 million has been committed for the pre-design of the Southeast Transitway, the next LRT project. The city will also contribute to the cost of these undertakings.

The City of Calgary can take great pride in its LRT system, that has brought fast, smooth, reliable transit service to many sections of the Alberta metropolis far sooner and for much less money than a conventional subway system such as Toronto's. The daily ridership of Calgary's system, which totals approximately 280,000, is the highest of any Canadian or US LRT operation. Commencing with the original South Line to Anderson Road in 1981, operated with the reliable Duewag LRVs, Calgary has consistently shown the way.

Photographs courtesy Calgary Transit. The writer expresses his appreciation to Ron Collins and other Calgary Transit staff for their invaluable assistance.





Calgary Transit Siemens-Duewag double-ended articulated vehicle (model SD 160) No. 2330 breaks through a ceremonial ribbon at 69 Street Station on December 8, 2012. At the controls is Calgary Mayor Naheed Nenshi.

Calgary Transit SD 160 No. 2305 is outbound at the new Westbrook Station.



Calgary Transit No. 2317 glides to a stop at the new Sunalta Station, en route to the end of the new line at 69 Avenue. ■



CN'S FOURTH QUARTER PROFIT INCREASES ON RECORD

REVENUES: CN reported record fourth quarter and full-year 2012 results. Fourth-quarter 2012 net income was C\$610 million, compared with net income of C\$592 million for the year-earlier quarter. Full-year 2012 net income was \$2,680 million compared with net income of C\$2,457 million for 2011. Q4-2012 operating income increased 10% to C\$922 million, while full-year 2012 operating income rose 12% to C\$3,685 million. Fourth-quarter 2012 operating ratio improved by 1.1 points to 63.6%; full-year 2012 operating ratio was 62.9%, an 0.6-point improvement.

Claude Mongeau, president and chief executive officer, said: "CN's team of railroaders delivered impressive fourth-quarter results on the strength of a 7% increase in revenues, capping a very strong 2012 performance. Thanks to our supply chain collaboration focus and solid execution, CN's growth last year continued to outpace that of the overall economy, generating the highest volumes and earnings in Company history. "In 2012, we experienced strong growth in commodities related to oil and gas, particularly crude oil, and saw continued market share gains in overseas and domestic intermodal. CN also benefited from strong coal and petroleum coke exports, increased wheat and soybean exports, as well as higher lumber and panels shipments to the United States."

Revenues for the fourth quarter of 2012 increased by 7% to \$2,534 million. Revenues increased for coal (15%), petroleum and chemicals (13%), grain and fertilizers (11%), intermodal (7%), and automotive (5%). Revenues declined for forest products (2%), and metals and minerals (1%). Carloadings for the quarter rose 3% to 1,270 thousand. Revenue ton-miles, measuring the relative weight and distance of rail freight transported by CN, increased by 8% over the year-earlier quarter. Rail freight revenue per revenue ton-mile, a measurement of yield defined as revenue earned on the movement of a ton of freight over one mile, declined by 1%. Total operating expenses increased by 5% to C\$1,612 million.

Full-year 2012 revenues increased 10% to \$9,920 million, with all business units registering gains: petroleum and chemicals (15%), coal (15%), metals and minerals (13%), intermodal (11%), automotive (11%), forest products (5%), and grain and fertilizers (4%). Carloadings for the year increased 4% to 5,059 thousand. Revenue ton-miles increased by 7% over 2011, while rail freight revenue per revenue ton-mile increased by 3%. Total operating expenses for 2012 increased by 9% to \$6,235 million, mainly due to higher labour and fringe benefits expense, increased purchased services and material expense, as well as increased fuel costs.

CN's 2012 Annual Financial Statements, and related documents are available at CN's website, www.cn.ca/investors. (CNW, Jan. 22, Feb. 1)

CN'S CRUDE BY RAIL PITCH POSES 'RISK TO COMPANY', PIPELINE CRITICS SAY:

Opponents of the Northern Gateway pipeline are threatening to turn their sights on CN, as at least one Alberta oil company explores the possibility of transporting oil sands crude to the BC coast by rail car. Sixteen environmental groups signed a letter sent to Canadian National CEO Claude Mongeau to express opposition to any plans to ship product from the Alberta oil sands west by rail. "Unfortunately, ... there are far greater fatality, injury and environmental risks when transporting crude oil by rail than by pipeline," the letter said. "Should CN decide to try to move forward with its proposal, it would face major opposition and risks to the company. We urge you to stop any forward movement with shipping tar sands oil by rail through BC." It cites a study last year by the Manhattan Institute, a right-leaning American think tank that has endorsed construction of the Keystone XL pipeline from Canada to the Gulf Coast after comparing the safety and accident statistics of rail, road and pipelines.

Mark Hallman, director of communications for CN, said railways have a solid record in transporting hazardous materials. "Rail complements pipeline in the movement of crude oil. Both modes are safe and the risk of accidental releases of product is extremely low

for both modes of transport, with no appreciable difference considering both spill frequency and size," Hallman said.

The groups, including Greenpeace Canada, West Coast Environmental Law and Sierra Club of BC, cite two 2005 train derailments. On August 3, 2005, a train derailed west of Edmonton and spilled 800,000 litres of bunker oil and wood preservative into Wabamun Lake. The spill killed birds and fish, polluted the shoreline and forced authorities to truck drinking water into the area for 18 months. Two days later, a derailment near Squamish spilled 40,000 litres of caustic soda into the Cheakamus River, killing half a million fish. CN pleaded guilty in 2009 to violating federal laws protecting fish and migratory birds and failing to properly remediate a spill, and agreed to pay \$1.8 million for both incidents.

An official with the Port of Prince Rupert confirmed that it has had "very preliminary" talks with Nexen Inc., about using trains to bring oil from Alberta to the north coast port city. Discussions began over a year ago, Michael Gurney, manager of corporate communications for the Prince Rupert Port Authority. "We really want to emphasize that this has not yet even evolved into a project. This is a concept that they are exploring at the port authority," Gurney said.

Production in the Alberta oil sands has outstripped pipeline capacity, and several projects have been proposed to expand Pacific exports—including Enbridge's Northern Gateway pipeline into Kitimat and an expansion of Kinder Morgan's existing pipeline into Metro Vancouver. The vocal opposition to both projects, along with the precarious future of TransCanada's Keystone XL pipeline, has renewed interest in shipping oil by rail. The BC government itself has withheld support for the Northern Gateway project until the project meets a list of five criteria that includes a greater share of the revenues. The Alberta government is considering funding a feasibility study for shipping crude by rail north to an existing tanker port in Valdez, Alaska.

Hallman said CN is already moving heavy crude, light crude and pure bitumen from western Canada to markets in Canada and the U.S. "While CN is not moving crude oil to Canada's west coast ports for export purposes today—there is no infrastructure in place at those ports to unload crude oil from rail cars to vessels—the company cannot preclude the possibility of such traffic in future if the infrastructure is built," he said. CN has moved 99.9% of product without incident, he said—the same as pipelines.

John Carruthers, president of Enbridge's Northern Gateway Pipelines, said the interest in moving oil by rail demonstrates the commercial viability of the industry and the need for Canada to access alternate markets. Carruthers said rail can play a role in temporary access to markets. "But clearly when you get into larger volume, longer term, it's more economic and safer to move by pipeline," he said. (Canadian Press, Feb. 1)

CN BUDGETS NEARLY \$2 BILLION IN INFRASTRUCTURE SPENDING:

CN is opening its wallet. The company announced its spending plan for the coming year and in doing so, committed to investing \$1.9 billion in upgrading its rail network and improving its customer service delivery. The largest portion of the budget will be devoted to fixing and maintaining tracks and improving the fluidity of the network. Replacing rails, ties and track materials, working on bridges, and adding capacity will eat up over \$1 billion of the CN's spending budget. Some of the company's planned projects include:

- Continuing to build new sidings in British Columbia, Alberta and northern Ontario
- Adding new signals on CN's Alberta mainline to expedite train movements
- Doubling portions of the Saskatchewan mainline track

Not only is the rail company spending money on new tracks, it is also buying equipment. The company has earmarked \$200 million for the purchase of locomotives, intermodal equipment and other vehicles. CN is scheduled to take delivery of 77 high-horsepower locomotives during the next two years. Forty of the engines will be brand new while 37 are used. Last year, CN purchased 25 new locomotives and 123 second-hand ones.

CN's business development efforts are expected to cost \$700 million. Some of the new initiatives designed to improve its service offerings are:

- Creating more transloading operations and DCs to more efficiently transfer freight between rail and truck
- Completing the construction of the Calgary Logistics Park
- Upgrading and maintaining information technology and computer services designed to improve operational efficiencies.

According to CN president and CEO Claude Mongeau, "Infrastructure investments, the acquisition of new locomotives and equipment and the enhancement of information technology systems will help support our agenda of operational and service excellence. They will also make our customers more competitive in domestic and global markets and position us to maximize further business opportunities in intermodal, energy and other resource and manufacturing markets in 2013 and beyond." This year's budget has held steady when compared to last year's. In 2012, CN spent just over \$1.8 billion on its capital investment program. (CanadianManufacturing.com, Feb. 6)

CN SEEKS WINDSOR JUNCTION LINE OPERATOR: If anybody wants to fire up the Windsor Junction rail line, they have until April 8 to alert the Canadian National Railway Co. The railway has published a notice of discontinuance that raises questions about the future of the rail corridor between Windsor Junction, in Halifax Regional Municipality, and a location near the Town of Windsor. "There is some uncertainty at this point about which particular properties, if any, are involved within the town," Bill Butler, director of planning for Windsor, said in an interview. The notice from CN said the railway wants to see proposals before April 8 for the operation of a railway between Windsor Junction and a spot at mile 31.6, where the line connects with one owned by the Windsor and Hantsport Railway Co. "Parties interested in acquiring this railway line for the purpose of continuing railway operations must make their intention known," said a notice published by CN in The Chronicle Herald.

There has been talk in recent years of a tourism-related rail service for the Windsor and Hantsport railway, said David Hovell, executive director of the Wolfville Business Development Corp. "The loss of a connection with Windsor Junction may have implications," he said. Bob Schmidt, CEO of the Windsor and Hantsport Railway, which runs through Wolfville, said the potential loss of the Windsor Junction line is a major concern for his business. "There is not currently any traffic on the line but that could change at any time," Schmidt said. He said there has not been any traffic on his railway since 2009, amid the demise of the local gypsum industry, but there are encouraging signs that may change. The situation is similar with the Windsor Junction line, he said. "The critical thing from our perspective is that the Windsor Junction line be preserved." Schmidt said that while the scrap value of the steel in the Windsor Junction line would be worth about \$800,000, the going cost for building railway lines these days is about a million dollars per mile. "Once it's gone, it's gone," he said of the line.

Schmidt said he tried to purchase or lease the Windsor Junction line from CN last year, just to keep it available, but the two parties could not reach mutually agreeable terms. A decision on the future of the line will come about six months after the April 6 deadline. CN spokesman Jim Feeney said the line has not been used in about three years. "If there are no proposals to run a railway, the line will be offered to the federal or provincial government, or perhaps to the municipal governments involved," he said. Abandoned railway lines in Nova Scotia have often been successfully converted to multi-purpose trails. (TheChronicleHerald.ca, Feb. 5)

CN PUTS COSTLY RAILWAY LINE IN NORTHERN QUEBEC ON ICE: CN has put a costly railway line in northern Quebec on hold midway through a feasibility study, due in part to delays in mining projects because of low iron ore prices. CN had been working with several mining companies and the Caisse de depot pension fund on a study into a transportation link for iron ore producers at the Quebec-Labrador border, and announced in August that the group was looking at a rail line and terminal handling facility, which analysts estimated could cost \$5 billion. But railway spokesman Louis-Antoine Paquin said that everything now is on pause. He wouldn't say if the Quebec government's plan to increase mining royalties played a role in the decision. "It's a bunch of factors," he said in an interview. "There's a pause because we're evaluating certain timetables and also it has something to do with some projects of mining companies that they seem to have put on hold at the moment." Paquin wouldn't say how much has been spent on the

partially completed feasibility study. The Caisse declined to comment on the decision.

Quebec Natural Resources Minister Martine Ouellet, attending a hearing on spending estimates, was already talking about the project in the past tense. "CN's project was a private project but funded by the Caisse de depot, which made it kind of a weird blend," Ouellet said. She insisted access to the region must be fair for all and said a better business model for economic development in the area is needed. Liberal Jean d'Amour, who was also present at the hearings, took issue with Ouellet's view and said the election of the Parti Quebecois had created a climate of uncertainty in the mining sector. Rod Cooper, president and chief operating officer of Labrador Iron Mines, said last summer that a new terminal handling facility at the Port of Sept-Iles would complement plans for a new dock at the port.

The former Quebec government's Plan Nord envisaged CN and the Caisse developing a new, 800-kilometre line from the port of Sept-Iles to the Labrador Mining Trough, a major growing source of iron ore. Cameron Doerksen of National Bank Financial had said the project wouldn't likely be operational until 2017-2018 but could provide large revenues for CN. He had estimated the railway could potentially generate \$1.5 billion to \$2 billion in annual revenues on top of its current total of nearly \$10 billion. Another industry player expected to benefit from the line is railway wood tie supplier Stella-Jones. (TimesColonist.com, Feb. 8)

CN AND SIGNALS AND COMMUNICATIONS UNION ANNOUNCE LABOUR CONTRACT RATIFICATION: CN and the International Brotherhood of Electrical Workers (IBEW) System Council 11 have ratified a new four-year collective labour agreement. The union represents approximately 700 CN signals and communications employees in Canada. The agreement - providing improvements in wages and benefits to IBEW members - is retroactive to Jan. 1, 2013. (CNW, Feb. 6)



**CANADIAN
PACIFIC
RAILWAY**

CP HIRES CN OPERATIONS CHIEF AS HARRISON'S SECOND-IN-COMMAND: Canadian Pacific has hired a senior executive away from rival Canadian National Railway to be its second-in-command and a likely successor to CEO Hunter Harrison, who came out of retirement last year to reform the underperforming CP. Keith Creel will become president and chief operating officer. He had been an executive vice-president and the COO at Montreal-based Canadian National since 2010. He was also previously at Burlington Northern Santa Fe, another of North America's top-tier railways.

Harrison said CP will benefit from Creel's strong leadership and operational expertise as it continues its "transformational journey to becoming the best railroad in North America." "I have worked with many talented operating people in this industry over the last four decades and Keith is by far one of the best young operating talents that I have ever seen," Harrison said in a statement. Creel, 45, obtained a marketing undergraduate degree from Jacksonville State University and has completed the advanced management program at Harvard Business School. He served with the U.S. army in the Persian Gulf War, stationed in Saudi Arabia. Harrison, 68, has said he does not see his tenure lasting more than three or four years and that grooming a successor would be a priority.

CN acknowledged Creel's departure in a separate announcement and said it has resolved a legal dispute that arose after Harrison joined CP. As part of the settlement, CP has agreed not to hire roughly 60 of CN's top marketing and operations executives through to the end of 2016. Other terms of the deal are confidential. CN spokesman Mark Hallman declined to say if the deal reinstates almost \$40 million in future pension and other benefit payments to Harrison that the railway cancelled last year as it accused him of breaking non-compete and other agreements he signed when he retired in 2009. At the time, CN said Harrison's restricted stock units are calculated to be worth more than \$17.8 million and the value of his pension is approximately \$20.6 million. Bill Ackman, whose New York-based fund bought a major stake in Canadian Pacific in 2011 to become its largest shareholder, had said CP would cover the amount Harrison loses in pension and benefits from CN.

The appointment of Mr. Creel was made possible after Mr. Harrison's non-solicit agreement expired with CN at the end of 2012, which opened negotiations between the parties. CN said that it has a "deep bench of executive talent" and would announce Creel's

replacement shortly. "We wish Keith success in his new role and are pleased to turn the page with respect to the matter of CP's hiring of CN's former CEO, Hunter Harrison," stated CN president and chief executive Claude Mongeau. "The settlement arrived at today will allow CN and CP to focus on their respective agendas and create value for their customers and shareholders." Analysts see CN replacing Creel quickly, likely with Mike Cory, senior vice-president of the western region, or Jim Vena, head of the southern region.

Reporting to Creel will be Jane O'Hagan, EVP & CMO, Scott MacDonald, SVP Operations System, Guido De Ciccio, SVP Canadian Operations and Doug McFarlane, SVP US Operations. (CanadianBusiness.com, FinancialPost.com; Feb. 4)



VIA RENEWS ITS LEASE AT PLACE VILLE MARIE AND CONSOLIDATES ITS ACTIVITIES ON TWO FLOORS: VIA has renewed its lease for its headquarter offices at Place Ville Marie in Montréal, which have been located in the building since the early 1980s. It will take advantage of the agreement to consolidate its activities on two floors by 2016. This decision results from the reduction of its management workforce (15% since 2009) and a redesign of individual workspaces in line with current market standards. The owners of the building, AIMCo and Ivanhoé Cambridge, who also acts as the building manager, will modernise the space in 2013 in order to provide a more efficient configuration. The new lease will take effect in April 2014. "The first priority in negotiating this lease was to contain costs while enhancing the working environment of our employees," said Marc Laliberté, President and CEO. "This announcement reflects VIA Rail's continuing commitment to exercising strict cost controls and sound management of public funds in all facets of our operations." (CNW, Jan. 18)

OTHER PASSENGER

HALIFAX COMMUTER RAIL STUDY STALLED: A study on commuter rail in Halifax remains stalled after a year and the City is now considering legal action to force CN to participate. CN won't talk to HRM because of ongoing litigation to decide which party is responsible for the upkeep and repair of municipal bridges. "We got legal to speak with (staff) regarding what their options were, to some extent to force CN to speak with us, which is not ideal and I hope it won't come to that," said Coun. Tim Outhit (Bedford). Outhit said the City has gone as far as it can on its own with researching the commuter rail option. Now it needs CN's input. "Can we afford to maintain it? What would the fares be? Would people use it and where would it run?" he questioned. "Those are the answers we need from experts and we don't have the expertise to do that." As staff looks at its legal options to press a meeting with CN, the Transportation Committee also gave it further directives during its meeting. It wants staff to begin consulting with the experts routinely hired by CN. Also, it wants to see if there is a possible partnership with VIA Rail. Staff is to give an update on February 28. (News957.com, Jan. 25)

SNC-LAVALIN CONSORTIUM AWARDED EVERGREEN LINE RAPID TRANSIT PROJECT IN METRO VANCOUVER: SNC-Lavalin's consortium, EGRT Construction, has signed a design, build and finance agreement with the Province of British Columbia for the Evergreen Line rapid transit project in Metro Vancouver. EGRT Construction is led by SNC-Lavalin Constructors (Pacific) Inc., the design-build contractor, and includes a joint venture between SNC-Lavalin Constructors (Western) Inc. and Graham Building Service. The Evergreen Line will link the Tri-Cities area to the existing Millennium Line for the first time through rapid transit.

The new system is expected to support community growth and development along the route and near the stations by providing better transit connections between regional centres and downtown Vancouver. The construction cost for the Evergreen Line is estimated at \$889 million. EGRT Construction will be responsible for the construction of elevated and at-grade guideways, a two-kilometre bored tunnel, seven stations, power substations, train operating systems, parking facilities, and a vehicle storage and light

maintenance facility. "We are honoured to have been selected for a project which will greatly enhance Metro Vancouver's world-class mass transit network," said Robert Card, President and CEO, SNC-Lavalin Group Inc. "We are also pleased to be working with the Government of BC to once again deliver a sustainable rapid transit system that will link communities in the northeast sector to downtown Vancouver." Work on the Evergreen Line will begin in February 2013, with completion expected for the summer of 2016. (CNW, Jan. 31)

LOCOMOTIVE DISPUTE COULD STALL TRAIN DE L'EST: If Montreal's commuter train authority and CN don't settle a dispute over locomotives, the long-delayed Train de l'Est could stall again. The Agence métropolitaine de transport and CN are at loggerheads over dual-mode locomotives that the AMT bought in part to use on the under-construction Train de l'Est, between Mascouche and downtown Montreal. That line, originally to cost \$300 million and open in 2012, is now scheduled to open in the spring of 2014 at a cost of \$671 million.

The first of the AMT's new locomotives derailed in December 2011 while pulling a Mont St. Hilaire train, which uses CN tracks. A Transportation Safety Board investigation made public two weeks ago found CN's tracks at Central Station were at fault. CN has since repaired them. The AMT and CN have known the conclusions of the TSB investigation for several months. In the wake of the publication of the TSB report, AMT chief executive Nicolas Girard noted CN's infrastructure was to blame and he urged CN to allow the locomotives to immediately return to its network. But CN said the new locomotives present a "complicated technical issue" and it won't allow them until "targeted improvements to track infrastructure" are completed. It's unclear how long those upgrades will take.

The locomotives in question are heavier than the AMT's other locomotives. They are dual-mode, meaning they switch between diesel and electric. The AMT bought 20 of them for \$308 million. They were mothballed after the derailment. Four are now in service on the Blainville-St. Jérôme line, which uses CP tracks. Travelling on CN's network, the Train de l'Est will require dual-mode locomotives because only part of its route will be electrified. The new line will share some tracks, as well as the Mount Royal train tunnel, with the Deux Montagnes line.

The CN dispute has already delayed the AMT's plan to add higher-capacity cars to Deux Montagnes, the AMT's busiest, most-crowded route. The locomotives are needed to pull new double-decker cars on the line, which serves the West Island and reaches into Laval and the north shore. AMT spokesperson Brigitte Léonard said a meeting was held with CN after the TSB report was published. Another is planned for next week. "We've had good discussions with them and we're looking at certain things that would allow the locomotives" to be used on CN tracks again, Léonard said. She noted that the TSB suggested track upgrades. One issue to be worked out is who would pay for them, she added. If the problem is not resolved, the AMT could be forced to buy different locomotives for Deux Montagnes and the Train de l'Est. Asked what the AMT will do if it can't come to an agreement with CN, Léonard said: "That's not on the radar right now. The AMT is confident the dual-mode locomotives will be able to run on the CN network soon." CN spokesperson Louis-Antoine Paquin said "the (locomotive) issue remains under discussion between CN and the AMT." (MontrealGazette.com, Feb. 5)

REGIONAL / SHORTLINE NEWS

CSX PLANS NEW INTERMODAL FACILITY IN QUEBEC: CSX and its transportation and intermodal terminals subsidiaries have announced an expansion of the company's intermodal presence in the greater Montreal region and Quebec. It will build a new 36-hectare (89-acre) intermodal rail terminal in the City of Salaberry-de-Valleyfield in Quebec, connecting the region with CSX's 21,000-mile rail network in the United States. The new \$100 million project will enable shippers in the region to capitalize on the economic and environmental benefits of intermodal rail, expand on the north-south trade opportunities offered by NAFTA, and connect to new markets. The project is expected to create about 600 jobs during construction and lead to the creation of more than 300 permanent jobs when completed. Construction is expected to start in the spring of 2013 and the terminal is expected to open in 2015.

Located in the Perron Industrial Park, the terminal will be close to the newly-completed Autoroute 30, providing easy access to the

greater Montreal distribution and consumption market. As part of the project, the province of Quebec and Salaberry-de-Valleyfield will make improvements to the road network in the immediate vicinity of the terminal. The Quebec Ministry of Transportation will also support the project through a \$6 million grant for the reduction of greenhouse emissions. The terminal is expected to handle up to 100,000 containers per year, using modern, rubber-tire gantry cranes to transfer containers between trains and trucks. In response to community planning needs, CSXT will also relocate a portion of its main line in residential areas of Salaberry-de-Valleyfield to a location south of Autoroute 530 alongside the new terminal in the industrial park.

CSX is proud of its 125-year history in Quebec, dating to the St. Lawrence and Adirondack Railway Company. The project is subject to regulatory approval from the Canadian Transportation Agency. (CNW, Jan. 25)

OTHER

GROUP WANTS PIECES OF CNR SHOPS TO STAND: Five months after receipt of the Goldsmith Borgal report and the Read Jones Christoffersen engineering report on the former CNR/Grand Trunk locomotive repair sheds, Heritage Stratford is recommending retention of only certain features of the building, including portions of the facade and steel framing. The advisory committee does not, however, favour retention of the massive structure because of its condition and "the vast cost of rehabilitating the building." It recommends the site "be recognized as a site with Heritage significance," and that the building be commemorated "in an appropriate fashion that reflects its importance as a major industrial site and employer." The recommendation avoids specifics as to how exactly the site should be commemorated but suggests city council leave the door open for additional input from Heritage Stratford. But even the generalities of the advisory group's recommendations failed to inspire endorsement from the city's planning and heritage subcommittee. The subcommittee backed staff advice to defer the Heritage Stratford recommendations "until a further public process has been conducted." There was no discussion. (The Beacon Herald, Dec. 24)

OPERATION LIFESAVER CALLS FOR NOMINATIONS FOR ROGER CYR PUBLIC-RAIL SAFETY AWARD: Operation Lifesaver is seeking nominations for the Roger Cyr Award presented to recognize a rail safety hero whose tireless efforts to improve safety at highway/railway crossings helped reduce trespassing incidents in Canada in 2012. Deadline for nominations is March 31. Dan Di Tota, national director of Operation Lifesaver, said the winner will be announced during Rail Safety Week from April 29 to May 5.

The Roger Cyr Award for Public-Rail Safety, named after the founder of OL in Canada, recognizes presenters, supporters and volunteers for their work, encourages others to implement new initiatives and is specific to outstanding achievement last year. Best practices collected during the award process are shared broadly with Operation Lifesaver, Transport Canada and Railway Association of Canada stakeholders and partners. Established in Canada in 1981, Operation Lifesaver is a national public-rail safety program sponsored by Transport Canada and the Railway Association of Canada. Through partnerships with provincial safety councils, police, railways, the trucking industry and community groups, Operation Lifesaver is dedicated to saving lives by educating Canadians about the hazards surrounding highway/railway crossings and trespassing on railway property. (CNW, Jan. 17)

DEFECTIVE BRAKES, INADEQUATE INSPECTIONS LED TO FREIGHT TRAIN RUNAWAY IN NORTHERN QUEBEC: The Transportation Safety Board of Canada (TSB) found defective brakes caused a Quebec North Shore and Labrador Railway iron ore train to run away down a steep grade near Dorée, Quebec, on December 11, 2011. Braking-system defects were not found by the standard inspections before departure. While descending a steep slope, the locomotive engineer had to use emergency brakes to stop the train, as he could not control its speed using the normal braking system. After stopping the train, the locomotive engineer secured the train by using the hand brakes and waited for assistance. An hour later, the train began to move. Despite the locomotive engineer's attempts to stop the train, it travelled almost 15 miles, reaching a maximum speed of 63 mph. The train stopped at the bottom of the slope. There were no injuries and no derailment.

The investigation found that braking system inspections by the railway company were insufficient. Only a few of the iron ore cars had their braking systems thoroughly checked before putting them into service. Inspectors used inadequate pre-departure inspection methods. This led to braking system leaks and defects not being detected. Following the incident, the Newfoundland and Labrador government ordered thorough brake inspections on each of the iron ore cars. The company completed all the necessary work for the cars to comply with Association of American Railroads standards. (CNW, Jan. 21)

2012 RAIL TRENDS RELEASED: The Railway Association of Canada reports robust freight expansion and significant growth in passenger rail in Rail Trends 2012, the organization's 20th edition. The data in this year's edition shows the industry's continued dedication to growth, safety and sustainability, and demonstrates why the Canadian rail sector is experiencing a true renaissance. The driving force of this resurgence has been freight rail and the positive contributions and investments it has made to maximize the way goods are moved within North America and to international markets.

Within a globally integrated supply chain, the country's railways are working with customers to ship products in a timely way to new and traditional markets, thereby enabling them to add value and create more wealth for Canada. In addition to robust freight expansion, there has also been significant growth in passenger rail. Rail moves more than 73 million people each year and this number is rising. Gas prices and urban sprawl have boosted the demand for investment in passenger rail infrastructure and services and Canada's intercity and commuter railways have responded exceptionally well. (CNW, Jan. 21)

DIMINISHED ALERTNESS LED TO TRAIN/MAINTENANCE VEHICLE COLLISION: The TSB says that diminished alertness led to the January 14, 2012, collision between a Canadian National train and a maintenance vehicle near Messiter, British Columbia. The freight train was travelling from Kamloops, British Columbia, to Edmonton, Alberta, when it struck a maintenance vehicle on the Clearwater Subdivision, near Messiter. There were no injuries and there was no derailment. The maintenance vehicle was destroyed, but the lead locomotive of the train was undamaged. The investigation determined that the maintenance foreman, who was working alone, had taken the south track instead of the north track to reach a malfunctioning signal. Diminished alertness as well as a focus on the south track likely contributed to this course of action. The fact that he was alone prevented the action from being detected. In January 2012, Canadian National issued a safety flash addressing the events of this accident to its engineering employees, with a reminder of the requirements for Track Occupancy Permits. Later in March 2012, it conducted 18 rail traffic efficiency tests involving follow-up track occupancy permits to ensure that proper procedures were followed. (CNW, Jan. 23)

TSB URGES AGAIN THAT TRANSPORT CANADA IMPLEMENT RAILWAY WHEEL INSPECTION RULE: The Transportation Safety Board reiterated a call for Transport Canada to put regulations in place for wheel safety inspections on rail cars, following a December 2011 derailment in northern B.C. An investigation report released into the derailment of a CN freight train near the community of Cariboo, B.C., between Prince George and Endako, blames a broken wheel for the accident, which saw 19 cars carrying coal go off the tracks. A similar train derailment occurred along the same line near Fort Fraser, B.C., in February 2011.

The board issued a safety advisory at that time, warning that Transport Canada has no regulatory requirements for wayside inspection systems and should review inspection criteria — a suggestion that has been repeated. "When car maintenance policies allow for increased flexibility for maintenance level wheel impacts ... there is an increased risk of in-service wheel failures, especially during winter months when wheel shelling is more pervasive and can contribute to (vertical split rim) failures," investigators wrote.

The train was headed from Falls, B.C., where the cars are loaded, to Prince Rupert on December 21, 2011, when the wheel gave out and caused emergency braking. Peter Hickli, the regional senior investigator for the board, said there are inspection systems built into the rail system throughout North America called Wheel Impact Load Detectors, or WILD, which alert railways to potential defects by measuring the impact a wheel has on a rail as a train passes. The American Association of Railways has set a threshold of 90,000 pounds of impact for rail operators to pull the train and replace

wheels. "Transport Canada has nothing with regard to wayside detection, specifically WILD detection, within their freight car inspection rules," Hickli said. On December 1, 2011, the safety board issued the safety advisory calling on Transport Canada to put such a threshold in place. "The response we got from Transport Canada from that investigation was that they were going to convene a type of summit between the railways, Transport Canada, and possibly the (Federal Railroad Administration), as well," Hickli said. "To my knowledge, that has not as yet happened." No one from Transport Canada was immediately available to respond to the report.

Each railway does have its own protocols in place for wheel inspections, Hickli said, pointing out that CN has probably the most widespread system of wheel impact load detectors in North America. "But there is no threshold in the regulations for mandatory replacement of defective wheels," Hickli said. Hickli said the type of "vertical split rim" incidents that caused this crash have surfaced as the cause of several recent derailments. Tiny cracks develop from wear on train wheels, and eventually cause pieces of the wheel tracks to fall away, he said. "The rail industry is starting to see a few of these. It's a phenomenon that's fairly new," Hickli said. "Why that happens we don't know yet." (TimesColonist.com, Jan. 22)

ENVIRONMENTAL ASSESSMENT OF THE FAIRVIEW TERMINAL PHASE II EXPANSION PROJECT ANNOUNCED: The proposed Fairview Terminal Phase II Expansion Project is not likely to cause significant adverse environmental effects with the implementation of the mitigation measures described in the Comprehensive Study Report. In reaching his decision, the Environment Minister considered the Comprehensive Study Report and the comments received from the public on that report. The Minister has referred the project back to Fisheries and Oceans Canada, Environment Canada and the Canadian Transportation Agency for appropriate action. The environmental assessment decision statement is available in the Canadian Environmental Assessment Registry, reference number 37956.

The Prince Rupert Port Authority and Canadian National Railway are proposing to expand the existing Fairview Terminal at Prince Rupert, B.C. This will include extending the existing wharf structure and expanding the onshore terminal. As part of the project, CN is proposing to construct two rail sidings, a maintenance road and wye in order to achieve terminal throughput design capacity. This project was assessed using a science-based approach. If the project is permitted to proceed to the next phase, it will continue to be subject to Canada's strong environmental laws, rigorous enforcement and follow-up and increased fines. (CNW, Jan. 25)

FULL STEAM AHEAD FOR FREEMAN STATION MOVE: Burlington, Ontario's historic railway station is on the move. History buffs, railway fans and community supporters can all lend a hand in helping move the Freeman Station from the Burlington Fire Department headquarters on Fairview Street to corporately owned land nearby. For a \$20 donation, donors can help move the station the distance of one railway tie and receive a commemorative certificate. James Smith, president of the Friends of Freeman Station, said it will cost about \$50,000 to stabilize the station and move it about 100 metres from the fire hall to some property owned by Ashland Inc.

The station, built in 1906 by the Grand Trunk Railway, will be moved in April or May, thanks to an agreement between the city, the Friends of Freeman Station and Ashland. More costs will be involved in renovating the station on its new site, where it's expected to eventually open to the public. "We've got a lot of exciting ideas, but we're not really ready to talk about those plans yet," said Smith. "The goal now is to stabilize it and move it." The city and the Friends signed an agreement which includes moving details and costs for the move. Further agreements are being negotiated to cover the restoration and operation of the station as an educational facility and community space. More information is available at freemanstation.ca. (TheSpec.com, Jan. 30)

NEW RAILWAY FREIGHT CAR INSPECTION AND SAFETY RULES: On December 24, 2012, the Minister of Transport, Infrastructure and Communities approved the new Railway Freight Car Inspection and Safety Rule, submitted by the RAC on behalf of the industry. The new rule will now be better linked to other rule changes which have taken place over the past few years. This new rule will also facilitate the introduction and use of new and improved technologies

for safe railway operations. The new rule will not take effect until February 22, 2013, to allow industry time to train all of their effected employees. (RAC, Jan. 30)

CANADIAN RAILWAY HALL OF FAME ACCEPTING NOMINATIONS: The Canadian Railway Hall of Fame (CRHF) is currently accepting nominations to recognize individuals, communities and technologies that have been instrumental in building the freight and passenger infrastructure that plays such a vital role in Canada's economy. The CRHF pays tribute to honorees in four categories:

Leaders - Those individuals deemed to have a significant influence in the construction of, development of, or promotion of the Canadian railway industry since its inception.

Heroes - Explorers, pathfinders, and individuals involved in the maintenance and operation of Canadian railways who have made a significant or special contribution to the Canadian railway industry.

Communities - Communities across Canada deemed to have historical significance to Canada's railway system, or industry and related individuals who have been instrumental in building communities.

Technology - Features significant equipment, structures, and technology that played a role in the development of the Canadian railway industry, and those individuals who were instrumental in this development.

"This initiative has the dual purpose of enhancing public awareness of our industry's historic and on-going role as the transportation backbone of our economy and perhaps inspire a new generation of leaders to step up and participate in Canada's vibrant railway industry," said Shawn Smith, head of The Canadian Railway Hall of Fame Advisory Committee. Canada's railways deliver freight and passengers in an environmentally sustainable manner moving more than 70 per cent of our nation's surface freight and 72 million passengers annually, while generating only three per cent of transport's greenhouse gas emissions. Nominations may be submitted by March 31, 2013 through the CRHF website at: http://www.railfame.ca/sec_nom/en_nominationForm.asp

The Canadian Railway Hall of Fame is supported by The Railway Association of Canada (RAC), which advocates for and represents the key commuter, goods, tourist and intercity Canadian Rail businesses. (CNW, Jan. 29)

CARLOADINGS START YEAR UP: Canadian railroads (including their U.S. operations) originated 372,517 carloads in January 2013, up 1.8% (6,416 carloads) over January 2012 and an average of 74,503 carloads per week. Nine of the 20 carload commodity categories tracked by the AAR saw increases on Canadian railroads in January 2013 over January 2012, led by petroleum and petroleum products (up 8,936 carloads, or 35.4%), chemicals (up 4,899 carloads, or 10.1%), and grain (3,263 carloads, or 7.5%).

Carload categories seeing the largest declines in January 2013 from January 2012 included farm products excluding grain (down 4,256 carloads, or 26.0%) and motor vehicles and parts (down 3,049 carloads, or 11.6%). Canadian intermodal volume in January 2013 totaled 251,231 containers and trailers, up 6.3% (14,845 units) over January 2012 and an average of 50,246 per week easily the highest intermodal average for any January in history for Canadian railroads. (AAR.org, Feb. 7)

E&N ROUNDHOUSE SITE TO BE REDEVELOPED: In January an announcement was made with regard to the former 1913 E&N roundhouse in Victoria, BC. The whole site is going to be made into a market place with a grocery shop as anchor. The entire site is a Heritage site so no buildings can be taken down. The Site is being developed by Ken Mariash of Focus Equities. The first phase will be a total seismic upgrading of all the buildings, they are brick and in an earthquake they would be a pile of rubble. Apparently they are going to take each wall at a time, take the bricks down then build a wall of reinforced concrete then re brick the whole each side with the former bricks, this will make the walls slightly thicker but would withstand an earthquake. The site will also have a brew pub, arts and crafts and a restaurant. There originally had been plans that the backshop area would be retained for use by Southern Rail and VIA Rail but with no traffic anymore and it is doubtful there ever will be again, it has been decided that the whole site will be developed. Plans are for completion by early 2015 with the seismic upgrades this year. (Patrick Hind)

Thanks this month to: Roman Hawryluk and John Thompson.

Welsh Quarry Locomotives – an Update

by Colin J. Churcher

In Branchline, May 1988 I wrote a piece about the Welsh narrow gauge locomotives that had been imported into North America. There have been a number of changes to this list, notably the repatriation of most of these small steam engines back to the UK. I am setting out below the original listing of the 13 locomotives which has been amended with up to date information (shown in italics) where available.

| Name | Builder | Serial | Date | Notes |
|---|-------------------------|--------|------|--|
| #12 Ogwen | Avonside (0-4-OST) | 2066 | 1933 | nee Durham County Water Board (10/36); ex- Penrhyn Quarries, 1/65; Indianapolis Motor Speedway Foundation, Terre Haute, Indiana. <i>Returned to UK March 2012. Now at Beamish Museum.</i> |
| Marchlyn | Avonside (0-4-OST) | 2067 | 1933 | nee Durham County Water Board, (10/36); ex-Penrhyn Quarries, 1/65; Lake Wupahanessa Amusement Park, Rossville, Georgia. <i>Returned to UK June 2011. Now at Statfold Barn Railway.</i> |
| Elidir (Second use of this name) | Avonside (0-4-OT) | 2071 | 1933 | nee Dinorwic Quarries, (7/66) stored Bolton (Langstaff), Ontario <i>Returned to UK 2006? Now at Leighton Buzzard Narrow Gauge Railway</i> |
| Cegin | Barclay (0-4-OWT) | 1991 | 1931 | nee Durham County Water Board, (10/36); ex-Penrhyn Quarries, 1/65; Sugar Mill Museum, Manati, Puerto Rico. <i>Still at this location.</i> |
| #15 Glyder | Barclay (0-4-OWT) | 1994 | 1931 | nee Durham County Water Board, (10/36); ex-Penrhyn Quarries, 1/65; Indianapolis Motor Speedway Foundation, Terre Haute, Indiana. <i>Returned to UK March 2012. Now at Beamish Museum.</i> |
| #8 Winifred | Hunslet (0-4-OT) | 364 | 1885 | nee Penrhyn Quarries, (1/65) Early Wheels Museum, Terre Haute, Indiana. <i>Returned to UK March 2012. Now at the Bala Lake Railway.</i> |
| King of the Scarlets (Original name was Alice) | Hunslet (0-4-OT) | 492 | 1889 | nee Dinorwic Quarries, (1965); Stored Langstaff, Ontario (Was damaged in a rock fall in 1962 and withdrawn from service. <i>Returned to UK 2012.</i> |
| Nesta | Hunslet (0-4-OT) | 704 | 1899 | nee Penrhyn Quarries, (1/65); Sugar Mill Museum, Manati, Puerto Rico <i>Still at this location.</i> |
| Gertrude | Hunslet (0-4-OT) | 995 | 1909 | nee Penrhyn Quarries, (1/65); On display at Ontario Science Centre. <i>Still at this location.</i> |
| Edward Sholto | Hunslet (0-4-OT) | 996 | 1909 | nee Penrhyn Quarries, (1965); Stored J. Johnson, Garden Prairie, Illinois <i>Returned to UK 2006. Restored to operating condition at the Beamish Museum.</i> |
| Michael | Hunslet (0-4-OT) | 1709 | 1932 | nee Dinorwic Quarries, (1965); Stored Langstaff, Ontario <i>Returned to UK 2012.</i> |
| NO # | Kerr Stuart (0-4-OT) | 3128 | 1918 | nee Avonmouth Smelting, (1959); Stored Langstaff, Ontario. <i>Returned to UK 2012.</i> |
| Liassic | Peckett (0-6-OT) | 1632 | 1923 | nee Rugby Portland Cement, (1966); Stored Langstaff, Ontario <i>Still at this location. ■</i> |

Good Old Sand!

By Andy Cassidy

It's as vital to rail operations as is fuel. Various initiatives have been initiated to try and eliminate sand with limited success. The bottom line is that in certain conditions sand is an essential commodity to maintain tractive effort. Sand can't eliminate wheelslip, but it sure helps. Most people don't give sand much thought, but it has some specific parameters to meet before it hits the rails.

You can't just dump any old sand in the sand box. Primarily it has to be mainly Silica Sand and it has to be of certain size. If the grain is too small or very dusty it will not flow into the sand trap and it will bung up easily. If it's too large, it can also get stuck in the sand trap, or if it gets through it will just bounce off the rail onto the ground instead of getting between the wheel and the rail. Silica sand is preferred as it is hard and has sharp edging that bite into the wheel and rail head. Other common rock just pulverizes and can cause slippage. Also there can't be much iron in the sand as it is of course magnetic and will get into all the brake rigging, etc. causing excessive wear, and can also migrate into the traction motors on DC units and cause issue. Finally, it has to be dry! Wet sand will not flow, and curse the guy who fills the sand box then leaves the lid open in the pouring rain! We at CP's Coquitlam Shop have had some sand boxes so plugged the only way we could clean them out was to remove the trap below, then put a water hose in from the bottom and wash it all out. A real time consuming and messy job!

For those who may not be familiar, the sand trap sits below the sand box and the sand flows down into it by gravity. Off to the side is a built-in air nozzle about the size of a pencil inside the $\frac{3}{4}$ " pipe that blows air down towards the sand hose that goes to the wheel. It's like a sandblaster and conveys the sand in the air stream. When the air is shut off the sand just stops in the trap.

Nozzles frequently plug up from small amounts of moisture that get into the system, and the standard way to get things moving is to start banging away on the piping with a hammer. Sometimes that doesn't work and you have to take the plug out of the bottom of the trap and shove wire up into the base of the sand box and probe away until the offending wet sand, paper, or whatever comes out. When that sand starts flowing, now the big challenge is getting the pipe plug back into the bottom of the trap and try to get the threads engaged so you can screw it in. Really frustrating at times!

In any event, older units had primitive wheelslip control systems, and sand application was the first step in controlling it. If it didn't help, power was cut to the traction motors. It's pretty much the same today, but the wheelslip control systems are all computer driven now. In fact GE units are designed to have a constant amount of wheelslip when pulling hard to achieve maximum tractive effort. Sand is a MAJOR part of this system and, as such, the sanders MUST be working properly when the locomotives are dispatched. Otherwise stalls are likely, since trains are not loaded up with any superfluous power these days!

When Canadian Pacific first got the GE 6-axle units in 1995, we couldn't believe the amount of wheel wear from the new wheels on the first 92-day inspection. There was a year's worth of wheel wear in just three months. The Engineering Department was also up in arms due to the amount of rail head wear. Make the assets sweat they said. And they are.

When the original GP9 units were working in Vancouver, it was a regular occurrence to put three of them together for a transfer consist. If it was raining out, it was almost a sure thing they couldn't lift a train out of the yard as a result of inoperative sanders and a poor wheelslip system. After they went through the major rebuild program in the 1980's and subsequently had the ZTR BOA (Bolt On Adhesion), system applied, they were a different

machine. Most of course turned into dedicated yard units, but two BOA equipped units could out-pull three original GP9's without any problem just from an improved wheelslip system. And most times the units had empty sand boxes. When the sanders were full and working they were almost unstoppable.

Rail conditions obviously play a big part in this as well. For example, down on the Vancouver waterfront at the United Grain Growers Grain Terminal years ago, I used to maintain their SW1200. If it didn't have working sanders, it didn't move! Even though the rails looked dry, they had a coating of grain dust on the rail heads that was like having oil on the rails. Well, in fact that's what the dust turned to under the weight of the locomotive so the wheels would just spin. Apply the sand and voilà!

Oh yes, before I forget. To fill those sand boxes, we had to hump "100 Lb" bags of sand up to the deck then lift them up to pour into the sand boxes. Put five or so bags of sand into each of the four sand boxes and you've had your workout for the day! There was no sand tower or pressure operated sand pot nor did UGG order 25 Lb bags...

Sand processing has also come a long way. In the old days we had to shovel wet sand from an open gondola into the sand house, and then shovel it all through a rotating drum dryer that was heated with diesel fuel. Dried sand went into a below ground tank and when full was blown with compressed air up to the sand tower through a 2" pipe.

The dryer at our waterfront operation (N-Yard), was heated with coal briquettes. You had the fire going in the pot, and shovelled sand all around it in a funnel like exterior. As the sand in contact with the fire pot dried, it fell down and into a below ground tank as well. Again, when the tank filled we had to blow the sand up to the overhead tower with compressed air. The coal briquettes were delivered in boxcars. We had to fill a wheelbarrow with the briquettes in the boxcar, and then wheel them out the door of the car across a narrow plank over to the coal box and dump the wheelbarrow. The odd load went over the side of the plank before getting to the box!

When we moved to Coquitlam in 1981 the sand was initially received pre dried in covered hopper cars. The sand dropped into a tray that this convoluted vacuum transporter was hooked up to. It sucked the sand from the box, and once the transporter tank was full it automatically pressurized it and blew it into the sand silo. This system never worked very well as it always got wet when raining, so a few years later they standardized the shops to accept the Pressure Unloading Sand Cars (PUCH Cars). It's a lot easier to unload these as there is little risk of the sand getting wet in the transfer from car to sand silo vs. the covered hoppers. It's all a closed system (see photo on Page 20).

Basically, you hook up a 4" transfer pipe to the manifold on the bottom of the car. Then you apply 12 PSI high volume air to the car with a big blower. With air blowing through the transfer pipe, you open the hopper valves and drop the sand into the moving airstream and it goes up to the sand tower or silo. It works well but wears out pipes pretty fast. You also need a big Bag Filter system on top of the silo to filter the air that's exhausted from the silo; otherwise there is a major dust storm.

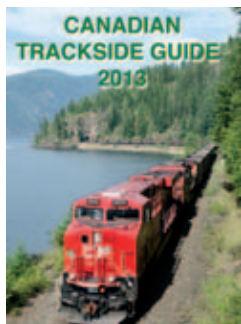
Like I said, the GE's eat sand. At Coquitlam we used a car of sand in just less than a week. That's 70 tons. The main silo holds 160 tons, and the three sand dispensing towers on the fuel stand hold 30 tons each. There is another automatic sand transfer system in the bottom of the main silo that transports the sand as required to the three Sand Towers on the fuel island. That's another story. ■

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Letters to the Editor

A C.N.R Trainman's Hat -



This hat goes back in time to the days when our family lived at Tichfield Junction, Saskatchewan, in the mid-1950's. My father was the C.N.R. section foreman. This was the junction for the Conquest - Elrose - Beechy Subdivisions, and at this location was a station, coal dock and 40,000 gallon wooden water tank.

Near the station our family operated a general store with living quarters in the rear. The section crew looked after the operation of the coal dock and between that and the store, we kids got to know all the train crews. Many times we served meals to the train crews while the locomotive took on water and coal.

I was always interested in trains and when I was not in school, playing with my friends or doing my chores, I was at the station or riding with my dad and his crew on the motor car (jigger as it is known to some).

One crew member that I met was Mike Shutliff who worked as a brakeman on the Beechy mixed, or wayfreight as some call it. One Saturday on his return trip to Saskatoon, he took me with him to spend the weekend at his home and see a real live hockey game in the arena. I returned home with him on his Monday trip out on the line. Going up on Saturday I rode in the locomotive sitting in front of the fireman and coming home riding in the caboose spending most of the time in the coupla.

On occasion Mike would work the passenger train as a holiday relief trainman. He would then give up his overalls to wear the traditional trainman's uniform.

Once while visiting Mike at the station, he told me that the next trip out he was going to bring me something. Boy I couldn't wait for his next trip. To my surprise he handed me his old trainman's hat as he had been issued a new one. Wow - it was a little big so when I got home I put a piece of newspaper in the back to make it fit. I wore that hat everywhere I went until the novelty wore off.

Unfortunately Mike has since passed away, but I still have the hat in my collection. I have also been given a CNR Trainman's badge to complement it.

I have many fond railway memories of living by the railway tracks in a small town.

(Keith Bowler, Saskatoon, Saskatchewan)

AVOID THE PAIN - TAKE THE TRAIN

A Different View

Article and photographs by Norbert Shacklette

September 20, 2012, brought Kent Hannah, a retired BNSF Train Dispatcher and I to Toronto Union Station for the morning departure of Ontario Northland Railway Train #697 - "Northlander". We had been following the news about the possible discontinuance of the "Northlander". And then after looking at fares, hotels, etc., we decided we might as well take the trip up to Moosonee figuring we would never get any closer to James Bay.

We departed Toronto on time but about half way to Washago a meet with two CNR freight trains put us about 40 minutes late, a deficit which was sustained for the rest of the trip to Cochrane.

Entering North Bay the ONR trackage passes through the ONR shop and yard complex. The ONR Station is a fairly new large brick structure, which also serves the ONR bus system. The ONR has several fine stations that are still standing between North Bay and Cochrane, those being Temagami, Cobalt, Swastika, Engelhart and Matheson. Around every curve was a new view. The train consisted of a GP38-2, an Auxiliary Power Unit (built as a F7B), three coaches and a snack car - the coaches and snack car started life in the 1960's as GO Transit commuter cars.

Arrival in Cochrane was late as I mentioned above. Mr. Hannah had made reservations at the Station Inn that is located on the 2nd floor of the station. Our room (206) was on the track side so we could look out and watch the "Northlander" being put away for the night. About 9:45 p.m. we witnessed the arrival of the "Polar Bear Express" from Moosonee.

The next morning after breakfast at the station restaurant we watched the "Northlander" depart for Toronto at 8 a.m. After its departure we watched the yard crew spot the "Polar Bear Express" on the main track in front of the station. It consisted of two GP38-2 units, three flat cars for moving vehicles from Cochrane to Moosonee (necessitated because of the lack of hard roads between the two locations), then a baggage car, a box car used for package express, a dining car and five coaches.



Ontario Northland GP38-2 1808 and a sister head up the "Polar Bear Express" at Cochrane, Ontario, on September 21, 2012.

Departure from Cochrane, and arrival at Moosonee was on time, for the 186-mile trip. There are a few flag stops on the trip. A blackboard located in the baggage car is used to keep up with stops that are scheduled in advance. Food in the dining car offered more selections than the "Northlander" did.

One of the more unusual things in the dining car was the menu on the wall. If you were a betting man, what two languages would you expect to be on the menu? If you answered English and French you would be wrong, but if you said English and Cree you would be right. Moosonee was a very interesting place. There are two kinds of roads, either dusty or muddy - there are no paved roads.



Baggage being unloaded at Moosonee, Ontario, on September 21, 2012.

Very near the station is a railway museum located in former ONR baggage car 402. A 20-minute walk took us over to the Moose River that empties into James Bay a few miles to the North. Several people who had also ridden the train took the boat trip over to Moose Factory on the other side of the river. Walking back to the station we went into the local supermarket to look at prices. A Conductor on the "Northlander" suggested this. \$7.99 for a pineapple was the one thing I noticed, and could make you understand why many people go to Cochrane to stock up on food supplies.



Former Ontario Northland baggage 402, built by National Steel Car in 1926, serves as a museum in Moosonee, Ontario.

It started raining on our way back to the station so after a few minutes we boarded our coach even though it was over an hour before departure. The trip back to Cochrane was on time. One thing we noticed was a large power dam on the Moose River at Mile 100. And about every five miles in the brush next to the high voltage power line, there is probably a 100 foot x 100 foot cleared area. I inquired of the Conductor what that was for? He stated that it was a landing pad for helicopters sent out to troubleshoot line problems on the high voltage lines.

Another night in the Station Inn, and an early morning found us on board Train #698 - "Northlander" at 8 a.m. the next morning. This allowed us to see the north end of the ONR that we had missed because of our late running on the northbound trip. It was a great trip, and now that the "Northlander" is history it was certainly worth the time and effort. ■

Fifty Years Ago: Toronto's University Avenue Subway Opens

by John D. Thompson

On February 28, 1963, the Toronto Transit Commission's University Avenue Subway was opened for service. Extending about two miles, with six stations, it was the Commission's second subway project, following the inauguration of the 4.35 mile Yonge Subway on March 30, 1954. The new line originated at Union Station, curved northward onto University, which becomes Avenue Road north of Queen's Park, then at Bloor Street turned westward, terminating two blocks further at St. George Street.

The University Avenue line was the first Toronto subway to make use of the tunnel boring, or tube, method of construction. This was chosen because of the passage beneath the provincial legislative buildings, and the need to avoid the noise and disruption of cut and cover construction in the vicinity of the hospitals that line upper University. Five of the stations were located at or near major east-west cross streets, such as King, or Bloor, but were given names honouring local landmarks, e.g., St. Andrews (a local church) or Museum, denoting the Royal Ontario Museum. This naming was chosen to avoid duplicating station names on the Yonge line; however, it initially caused some confusion on the part of the travelling public.

The subway was planned as an integral part of the Bloor-Danforth crosstown line, to be built between Keele Street in the west end to Woodbine Avenue in Toronto's east end, a distance of about eight miles. The original intention was to through route it with the Yonge line, with alternate trains running to the respective termini; north of Museum Station, the east leg of a wye, to Bay Station on the Bloor line, was constructed to facilitate this. The integrated service was actually operated for six months following the opening of the Bloor-Danforth Subway on February 28, 1966, but was then terminated as being impractical, as a result of numerous service delays.

The University line opening also saw the debut of the full fleet of 36 cars of the new 75-foot aluminum vehicles built by Montreal Locomotive Works (5300-5335). These were the TTC's first such cars; fortunately, the Yonge Subway had been built with curves that could accommodate cars of this length. They proved to be a durable and reliable car, remaining in service for some 30 years, but remained the only representatives of this builder in the TTC's fleet.

Concurrent with the opening of the University Subway, an era was

ending as the nearby Dupont car line passed into history. Its route began on the waterfront across from the Toronto Island ferry docks, proceeded north on Bay Street through the financial district and thence to Bloor, continued north, then west onto Davenport and Dupont, terminating at a loop on the north-east corner of Dupont and Christie, where connection was made with the Annette trolley coach.



Eleven-year-old Class A-8 PCC 4506 turns into the Dock Loop at Queen's Quay and York Street on June 11, 1961. This was the southern terminus of the Dupont line. About a month later the loop was relocated due to expressway construction. Photo by John D. Thompson.

The Dupont route was abandoned to permit extension of the trolley coach route to St. George Station to feed riders into the new subway. The change also allowed the TTC to retire the last of its 40-year-old Peter Witt cars, which had been in rush hour service.

The Commission, in a salute to history, decreed that the last car to operate over the Dupont route would be Small Witt 2894, a 1923 graduate of the Ottawa Car Company. Thus, PCC 4156, operating as Run 26 Dupont, was run into Hillcrest Shops at 9:15 a.m., and replaced by 2894 for the final two trips.

The car, naturally, was filled with local railfans as it swung out onto Bathurst Street, passed beneath the CPR North Toronto Subdivision, then turned onto Dupont for the run to the docks. Here, more riders boarded and many photos were taken. Then, it was back north, and a farewell visit to Christie Loop. One more trip downtown was completed, after which it was back to Hillcrest Shops, where a group photo was taken in front of 2894.

Patronage on the University Subway was initially somewhat light on evenings and weekends, as the area traversed consisted mainly of office buildings. As a result the subway was closed a few years later during periods of low ridership, such as late evenings and, I believe, Sundays, and did not resume full operation until the opening of the Spadina Subway in 1978. Today, with the proximity of numerous condos and entertainment venues, the University Subway has definitely come into its own. It will become even more crucial to Toronto's transportation network in a few years when the Spadina Subway northwest extension into neighbouring Vaughan opens for business.

On a final, cheerful closing note, Small Witt 2894, which rang down the curtain on the Dupont line 50 years ago, survived to run another day; it is in the collection of the Halton County Radial Railway Museum near Rockwood, Ontario. ■



TTC Small Witt 2806, built by Ottawa Car in 1923, is on Bay Street north of Bloor in August 1961. No. 2806 survives today as part of Applebee's Restaurant at McCaul Loop in Toronto. Photo by John D. Thompson.

PHOTO CORNER



Top left: The Ontario Northland southbound mixed, powered by FP7s 1520 and 1502, makes a brief stop at Fraserdale, Ontario, to do some switching on July 13, 1984, Photo by Bram Bailey.



Page 21 top: CP SD40-2 5990 pushing Jordan Spreader 402886 (built in 1966) clear the siding at Nipigon, Ontario, on January 28, 2011. Photo by Bryan Martyniuk.



Middle left: On January 5, 2013, southbound CP SD60 6240 and 6241 (nee SOO 6040 and 6041) with a dimensional train are holding the main at Palgrave, Ontario, for a northbound train led by ES44AC 8832 to take the siding. The southbound train consisted of some 70 cars carrying wind farm towers travelling from the US Midwest via Canada to New York State. Photo by Rod Wilson.

Page 21 bottom: CP AC4400CW 9830 and 8627 are westbound approaching Banff, Alberta, with a double-stacked container train on October 17, 2012. Photo by Ian Lothian.

Bottom left: Further to the photographer's article about sand on Page 16, CP Pressure Unloading Sand Car 416026 is being unloaded at the Coquitlam, BC, diesel shop on December 29, 2012. Photo by Andy Cassidy.





Top right: CP SD40-2 6005 and GTW SD40-2 5930 are idling on the connecting track between CASO and the Blenheim Spur on February 4, 2013. The units are being utilized in the dismantling of the CN-CP jointly owned CASO Subdivision ... at the time the rail train was parked at “end of track” at Charing Cross, Ontario. Photo by Bill Rood.



Page 22 top left: CP ran the “Royal Pacific Express” to coincide with the 125th Anniversary of Canada’s first transcontinental passenger train to reach the Pacific Coast. CP FP9u’s 4107 and 4106, and GP38-2 3084 are westbound on approach to Kamloops, BC, on July 3, 2011. Photo by Corwin Doeksen.

Page 22 top right: CP ES44AC 9379 is northbound at Sparwood, BC, with coal empties, on December 18, 2012. CP AC4400CW 9726 is mid-train and sister 9740 is operating on the rear. Photo by Paul von Huene.



Middle right: VIA’s westbound “Canadian” has just arrived in Jasper, Alberta, on Christmas Day 2012. Lead unit F40PH-3 6427 has been uncoupled and will power the next run of Train #5 - “Jasper to Prince Rupert” (former “Skeena”). Photo by Elizabeth Reid.

Page 22 bottom: Five-module low-floor light rail vehicle No. 4400, built by Bombardier in Thunder Bay, Ontario, is shown at the Toronto Transit Commission’s Harvey Shop in November 2012. No. 4400 is the first of three test vehicles that will be tested over TTC’s entire streetcar network in 2013. The first of an order for 204 of the cars is scheduled to go into revenue service in 2014. Photo by TTC/Mike DeToma.



Bottom right: Toronto Transit Commission Snow Sweeper S-1 is at the Lansdowne Carhouse of February 3, 1940. S-1 was built by the Toronto Railway Company in 1892, and was rebuilt in 1918 after King Barn fire damage. The red sweeper was sold for scrap in 1949. Photo by John D. Knowles.

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 23rd of a selection of 24 special photographs.

The Royal Touch (CN Photo CNX35781)



It was a nice Fall day in October of 1951, when what should have been a normal run on the Edson Subdivision for Locomotive Engineer W.H. Dixon and Fireman T.M. Arnott turned into an experience they would never forget. That's the day Dixon surrendered the hogger's seat of CNR 4-8-2 6057 to none other than Her Highness Princess Elizabeth, then on her very first tour of Canada. Princess Elizabeth appears to be lifting the train out of Peers, Alberta, headed for Edmonton. Prince Phillip watches while his wife puts the automatic brake into running position and will soon notch out the throttle a little more. Little did anyone in the cab of 6057 know that four months later, the Princess would be Queen. (Rian Manson)

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

A SELECTION OF PASSENGER CONSISTS

14 January 2013
AMTK #517
at Vancouver, BC

B32-8WH 503
Superliner Coach-Baggage 31043
Superliner Diner-Lounge 37012
Superliner Coach 34078

15 January 2013
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-3 6405
F40PH-3 6434
Coach 8126 (d/h)
Baggage 8616
Coach 8122
Coach 8113
Skyline 8504
Dining Car 8410 - *Frontenac*
Sleeper 8306 - *Bell Manor*
Sleeper 8315 - *Carleton Manor*
Sleeper 8341 - *Thompson Manor*
Sleeper 8337 - *Osler Manor*
Dome-Sleeper-Observation
8718 - *Yoho Park*

29 January 2013
VIA #15 - "Ocean"
at Halifax, Nova Scotia

F40PH-3 6448
F40PH-2 6416
Renaissance Baggage 7011
Ren. Coaches 7228, 7222
Ren. Handicap Coach 70108
Ren. Service Car 7312
Ren. Dining Car 7400
Ren. Service Car 7314
Ren. Sleepers 7508, 7512,
7524, 7516
Ren. Transition Car 7602
Skyline 8510

1 February 2013
VIA #15 - "Ocean"
at Halifax, Nova Scotia

F40PH-3 6453
F40PH-3 6439
Renaissance Baggage 7003
Ren. Coach 7220
Ren. Handicap Coach 70217
Ren. Coach 7231
Ren. Service Car 7309
Ren. Dining Car 7401
Ren. Service Car 7303
Ren. Handicap Sleeper 79515
Ren. Sleepers 7518, 7506
7513
Ren. Transition Car 7601
Skyline 8517

30 January 2013
VIA #2 - "Canadian"
at Kamloops, BC

F40PH-3 6418
F40PH-3 6457
F40PH-3 6431
Baggage 8616
Coach 8104
Skyline 8504
Dining Car 8411 - *Imperial*
Sleeper 8326 - *Franklin Manor*
Sleeper 8336 - *Monck Manor*
Sleeper 8324 - *Dunsmuir Manor*
Sleeper 8329 - *Hearne Manor*
Sleeper 8229 - *Chateau Viger*
Dome-Sleeper-Observation
8715 - *Tremblant Park*

23 January 2013
VIA #601 - "Montréal-Jonquière"
and VIA #603 - "Montréal-
Senneterre" at St-Paulin, Québec

F40PH-3 6441 *
Coach 8145 *
Baggage 8604 *
F40PH-3 6401
Baggage 8612
Club Car 4003

* to Jonquière

17 July 1965
CP #33 at Toronto, Ontario

RS-10 8471
RS-10 8462
RDC-1 9069 (d/h)
Baggage 4739
Baggage-Mail 3745
Baggage 4722
Coach 2125
Coach 2144
Coach 2227
Sleeper *Tweed*
CN Sleeper *Westbank*
Sleeper-Buffer-Observation
Riverview
Express-Refrigerator 280511

17 July 1965
CP #21 at Toronto, Ontario

CP RS-10 8479
CP RS-10 8557
RDC-4 9251
Container Flat Car 4000
Baggage 4701
Baggage 4245
Baggage 4228
Coach 2231
Coach 2130
Sleeper *Willow Grove*
Sleeper *Ripples*
Sleeper-Buffer-Observation
Eastview

11 July 1965
CP #3 - "The Dominion"
at Ottawa, Ontario

FP7 1428
RS-10 8568
Baggage 4754
Coach 2253
Skyline 502
Sleeper *Nixon*
Coach 2219 (off at Ottawa)
Coach 2146 (off at Ottawa)
Parlor 6671 (off at Ottawa)
Sleeper *Sault Ste Marie*
Coach 2219
Sleeper *Torrent*
Sleeper *Fir Grove*
Sleeper *Walnut Grove*
Sleeper *Glen Ballyemon*
Sleeper *Lake Erie*
Dining Car *Alanwick*
Sleeper *Richford*
Sleeper *Birch Grove*
Dome-Sleeper-Observation
Tremblant Park

3 October 1965
CP #133 at Ottawa, Ontario

RDC-2 9116
RDC-1 9071
RDC-1 9065
RDC-1 9057
RDC-2 9109

(Thanks to Bruce Chapman, Geoff Doane, Harm Landsman, Bill Linley, Greg Menard and André St-Amant)

SAMPLES OF DIESEL UNIT CONSISTS

Jan 7 - QGRY Shawinigan turn at Trois-Rivieres, QC: QGRY GP40-2L(W) 3014 and QGRY GP39-2C 2303.

Jan 12 - CN 522 at North Edmonton, AB: CN SD40-2(W)s 5293, 5289 and 5266.

Jan 14 - CN 313 at Bretville Jct., AB: CN SD60F 5551, CN SD70M-2 8862, CN SD70I 5614 and CN Dash 8-40C 2123.

Jan 14 - CP 512 at Saskatoon, SK: CP AC4400CW 9583, CP SD40-2 5960 and CP GP38-2s 3112 and 3122.

Jan 14 - CP 198 at Roberts Bank, BC: CP ES44ACs 9361, 8960, 8805 and 8900.

Jan 15 - MMA eastbound (oil loads) at Sherbrooke, QC: CP SD40-2 5910, MMA SD40-2 758, CP SD40-2 6043, MMA C39-8 8208 and MMA C30-7u 3614.

Jan 16 - CN eastbound at Saskatoon, SK: CN Dash 9-44CW 2626, CN SD75I 5756 and BCOL Dash 8-40CMu 4609.

Jan 16 - CP westbound at London, ON: CP ES44AC 8762, CP SD60 6236, CEFX AC4400CW 1038 and CP AC4400CW 9705.

Jan 16 - CN "Toyota Turn" at Richmond, BC: CN GP38-2 4702 and CN GP38-2(W) 4778.

Jan 16 - CN westbound at Brighton, ON: CN ES44DC 2255, CN SD75I 5632, CN Dash 9-44CW 2205 and CN GP9RM 7069.

Jan 18 - CP transfer at Clover Bar, AB: CP SD40-2 5976, CP GP9u 1622 and CP SD40-2 6615.

Jan 19 - CN 557 at Edmonton, AB: CN SD60F 5522, CN SD40-2 5386 and CN SD60F 5505.

Jan 23 - CP northbound (coal) at Environ, BC: CP ES44AC 8950, with CP AC4400CW 8511 mid train and CP AC4400CW 9811 on the rear.

Jan 23 - CN at Bretville Jct., AB: WC GP40-2R 3026, CN HBU-4 518 and CN GP38-2 7516.

Jan 23 - CP eastbound (empty coal) at Roberts Bank, BC: CP ES44AC 8941 and CEFX AC4400CW 1031, with CP ES44AC 8934 mid train and CP AC4400CW 8535 on the rear.

Jan 24 - CP "Sumas Turn" at Huntingdon, BC: CP SD40-2s 5914 and 6011.

Jan 27 - CN 601 at Scotford, AB: CN GMD1u's 1438, 1432 and 1421.

Jan 27 - CN 107 at Brechin, ON: BCOL Dash 8-40CMu's 4623 and 4607.

Jan 27 - CP 202 at Dorval, QC: CP AC4400CW 9606 and CP SD40-2 5990.

Jan 27 - CN 522 at North Edmonton, AB: CN SD40-2(W)s 5328, 5346 and 5289.

Jan 28 - CN westbound (coal) at Roberts Bank, BC: CN ES44DCs 2298 and 2232, with CN ES44DC 2235 on the rear.

Jan 30 - CN eastbound at Brighton, ON: CN ES44DC 2248 and CN Dash 8-40CW 2173, with CN SD70M-2 8840 mid train (AMT Coach 729 second to last car).

Jan 30 - CN 460 at St-Paulin, QC: CN Dash 9-44CW 2615, CN SD75I 5706, CP GP38-2(W) 4810 and CN GP9RM 4125.

Jan 31 - CN northbound at Squamish, BC: CN ES44DC 2343, CN SD60F 5511 and IC Dash 9-44CW 2716.

Jan 31 - UP MCHPB-31 at Chicago, IL: CN ES44DC 2220 and CN SD75I 5731.

Feb 1 - CP 642-008 (oil) at London, ON: CP SD60 6254, DME SD40-2s 6200 and 6363 and CP SD40-2 5872.

Feb 1 - CP southbound at Fairmont, BC: CP SD40-2s 5717, 5961 and 6017.

Feb 1 - CP westbound at Saskatoon, SK: CP AC4400CW 8550, CP SD40-2 5925 and CP AC4400CW 9598.

Feb 1 - CP 198 at Roberts Bank, BC: CP AC4400CWs 9668, 8560, 9736 and 8526.

Feb 3 - MMA 902 at Sherbrooke, QC: MMA C30-7 5078, SOO SD60 6026, DME SD40-3 6081, CP SD40-2 6003 and MMA B39-8 8578.

Feb 3 - NS 369 at Fort Erie, ON: NS Dash 9-40CW 9807 and NS SD60M 6804.

Feb 4 - CN northbound at Squamish, BC: CN SD60F 5547, IC SD70 1002 and CN SD60F 5555.

Feb 4 - BNSF switching at Brownsville, BC: BNSF GP40M 3009, BNSF GP60B 330 and BNSF GP38-2 2097.

Feb 5 - CN 305 at Brighton, ON: CN ES44DC 2293 and CN GP40-2L(W) 9486, with CN SD70M-2 8837 mid train.

Feb 6 - Big Sky Rail northbound at Kelmac, SK: MGLX SD40-3s 6934, 6901 and 6935.

Feb 7 - CN northbound at Squamish, BC: CN Dash 8-40CW 2168, CN SD70M-2 8946, CN SD75I 5746 and SD70M-2s 8857 and 8020.

Feb 7 - BNSF westbound (coal) at Roberts Bank, BC: BNSF ES44DC 7631, and BNSF ES44ACs 6075 and 5756, with BNSF SD70MAC 8831 on the rear.

Feb 7 - CP eastbound (potash) at Saskatoon, SK: CP AC4400CW 9579, with CP AC4400CWs 8575 and 9755 mid-train and CEFX AC4400CW 1007 on the rear.

Feb 8 - CP 642 (ethanol) at London, ON: CP AC4400CW 8553, ICE SD40-2 6405, CP SD40-2 5941 and CSXT SD50 8564.

Feb 8 - CP eastbound work extra at Dorval, QC: CP SD40-2s 5765 and 5865.

Feb 8 - CN 571 at Brighton, ON: CN GP9RMs 4115, 4138 and 4136.

(Thanks to Keith Bowler, Dean Brown, Patrick Hind, Jason Jongen, John Kool, Harm Landsman, Roman Litarchuk, Jim Mason, George Matheson, Trevor Mills, Bill Rood, André St-Amant, Norbert Shaklette, David Stalford and Doug Thorne)

LEGEND: (d/h) = deadhead; **AMT** = Agence métropolitaine de Transport; **AMTK** = Amtrak; **BCOL** = BC Rail (CN); **BNSF** = Burlington Northern Santa Fe; **CEFX/CITX** = The CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific; **CSTX** = CSX Transportation; **DH** = Delaware & Hudson (CP); **DME** = Dakota, Minnesota & Eastern (CP); **EJE** = Elgin Joliet & Eastern (CN); **GTW** = Grand Trunk Western (CN); **IC** = Illinois Central (CN); **ICE** = Iowa Chicago & Eastern (CP); **MGLX** = Mobile Grain; **MMA** = Montreal, Maine & Atlantic; **NS** = Norfolk Southern; **QGRY** = Quebec-Gatineau; **SOO** = SOO Line (CP); **STLH** = St. Lawrence & Hudson (CP); **UP** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■



NEW UNITS PENDING: CN ES44AC 2800-2824, the first 25 of the order for 35 units (2800-2834), were delivered by General Electric in 2012. Delivery of the last ten was pending at press time. The units are mainly being utilized north, south and west of Prince George, BC.

USED UNITS ACQUIRED: CN will be acquiring 47 EMDX SD60 units, built in 1986 for Oakway Inc. EMDX 9000-9012, 9015, 9017-9019, 9021, 9022, 9024-9026, 9028, 9029, 9031, 9032, 9038, 9039, 9047-9049, 9052, 9063, 9065, 9068, 9070, 9072, 9077, 9081, 9083, 9084, 9088, 9090, 9091, 9093, 9096 and 9098 will be numbered CN 5443-5489, after the 43 sisters (CN 5400-5442) acquired from GATX Rail Locomotive Group in 2012.

RETIRED IN DECEMBER 2012:

- CN GP9-Slug 233.
- CN HBU-4 508.
- CN GP9RM 7024, 7051.



**CANADIAN
PACIFIC
RAILWAY**

DELIVERY PENDING: CP GP20C-ECO 2200-2218 and 2220-2222 were shipped from Progress Rail/EMD in Muncie, Indiana, in December and January. Pending delivery at press time were 2219 and 2223-2229. All are assigned to St. Paul, Minnesota.

DECLARED SURPLUS IN JANUARY:

- CP SW8-Slug 1011.
- STLH GP7u 1502.

SURPLUS UNITS SOLD:

- CP SW1200RSu 1237, 1250 and 1251 to National Railway Equipment, Silvis, Illinois.
- CP SW1200RSu 1239 and 1241 to Independent Locomotive Service, Thief River Falls, Minnesota.
- CP GP40-2 4654 and 4655, and SOO GP40 2041 to Metro East Industries in East St. Louis, Illinois.

TRANSFERRED:

- From Toronto to Moose Jaw: CP GP38-2 3066, 3126, 3127.
- From Moose Jaw to Toronto: CP GP38-2 3124.

OVERHAULED, REPAINTED AND RESTENCILLED: SOO SD60 6031 to CP 6231 effective January 12.

STORED SERVICEABLE: (* added since last issue)

- ICE GP9 103, 114.
- CP SW1200-Slug 1002.
- CP SW900-Slug 1014*.
- CP FP9 1401.
- CP MP15AC 1404, 1422, 1428, 1433, 1445, 1446, 1447.
- CP GP7u 1507, 1509.
- CP GP9u 1529, 1535, 1540, 1545, 1550, 1564, 1571, 1596, 1599, 1601, 1624, 1626, 1629, 1630, 1642, 1651.
- SOO MP15AC 1532, 1535, 1544, 1546, 1550, 1553.
- CP GP7u 1684.
- CP F9B 1900.
- SOO GP40 2064.
- CP 4-6-4 (steam) 2816.
- CP FP9u 4106, 4107.
- CP GP40 4612, 4615, 4616.
- CP SD40-2 5731, 5798*, 5838, 5846, 5853, 5977*, 6002, 6058, 6065, 6078.
- SOO SD60 6024, 6027, 6032, 6033, 6035, 6037, 6044, 6047*, 6048, 6051, 6053.
- SOO SD60M 6061, 6062*.
- CP SD40-2 6612*.
- SOO SD40-2 6617.
- CP GP9u 8213, 8244, 8247, 8251.
- CP GP9 8263, 8275.
- CP AC4400CW 8533*, 8561*, 8628*, 8629, 8645*.
- CP ES44AC 8700.

- CP SD40-2F 9012*.
- CP SD90MAC 9100-9113, 9116-9121, 9123-9126, 9128, 9130-9132, 9134-9137, 9139-9144, 9146, 9147, 9149-9154, 9156, 9157, 9159, 9160. (All were offered for sale on November 2, 2012, and again on January 23, 2013 - bids closed on February 6. All are stored in Winnipeg).
- CP AC4400CW 9500*, 9504, 9511, 9512, 9514, 9516, 9517*, 9535*, 9537*, 9539*, 9540*, 9544*, 9545*, 9546, 9547, 9550, 9554, 9555*, 9559*, 9562*, 9564*, 9567*, 9573, 9574, 9579*, 9582*, 9586, 9616*, 9654*, 9671, 9700*, 9708*, 9711*, 9719, 9724*, 9733, 9750*, 9757, 9774*, 9801, 9810*, 9822*.

STORED UNSERVICEABLE: (* added since last issue)

- CP Control Cab 'Daughter' 1127*.
- CP MP15AC 1415.
- CP GP9u 1539, 1541.
- CP GP38AC 3007.
- CP GP38-2 3040, 3050, 3075, 3084, 3128.
- SOO GP38-2 4400*, 4423.
- STLH SD40-2 5615.
- CP SD40-2 5648, 5787, 5795, 5844, 5902, 5913, 5924, 5930, 5931, 5940, 5942*, 5944, 5947, 5948, 5963, 5967, 5992, 5984, 5998, 6001, 6004, 6006, 6022, 6026, 6602, 6618, 6620, 6622.
- SOO SD60 6039.
- SOO SD60M 6058, 6059.
- DME SD40-3 6074, 6082.
- ICE SD40-2 6217.
- DME SD40-2 6369.
- ICE SD40-2 6403, 6459.
- CP ES44AC 8713*.
- CP SD40-2F 9013.
- CP SD90MAC 9114, 9115, 9122, 9127, 9145, 9148, 9155, 9158. (All were offered for sale on November 2, 2012, and again on January 23, 2013 - bids closed on February 6. All are stored in Winnipeg).
- CP AC4400CW 9503, 9781*.

FOR ECO PACKAGE : 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. They will be renumbered into the CP 5000-5019 group.

LEASED UNITS IN SERVICE: CEFX AC4400CW 1002, 1006, 1007, 1014, 1018, 1020, 1023, 1024, 1027, 1028, 1030-1036, 1038-1041, 1043-1049, 1051, 1053, 1054, 1056-1059. (1019, 1026, 1029, 1037, 1042, 1050, 1052 and 1055 are stored serviceable).



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, 2012, 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, 2012. 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 - 6250 was released in late-November 2012 and was shipped to Sudbury, arriving there on December 10. RDC-4 6251 and RDC-2 6217 were undergoing road tests in Moncton in January.

- 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

CHEMIN DER FER SARTIGAN/SARTIGAN RAILWAY: The railway plans to start freight service over part of the provincially-owned Quebec Central Railway later in 2013. In January, former Durbin and Greenbrier Valley RS-18u 1828 (ex-Granada Railway 1828, exx-Ottawa Central 1828, exxx-CP 1828, nee CP RS-18 8793) was delivered to the Chemin de fer Sartigan and at press time was stored at Scott, Québec.

ON THE COMMUTER SCENE

METROLINX (GO TRANSIT): Motive Power Industries is constructing an additional ten MP40PH-3C for GO Transit that will utilize an EMD Tier 3 710 engine. They will be numbered 657-666.

ON THE INDUSTRIAL SCENE

BACK TO CANADA: W.G. Thompson & Sons in Blenheim, Ontario, has acquired Bucyrus Erie (Oak Creek in South Milwaukee, Wisconsin) GE 80-Ton 8302, built in October 1946 (serial 28481) for Normetal Mines at Dupuy, Québec. She replaces former Greater Winnipeg Water District GE 44-Ton 100 (serial 28486).

Thanks to Bernard Babin, Marc Giard, "NY 4" and "Engine 4466". ■

Coming Events

TORONTO, ONTARIO: The annual Toronto Railway Prototype Modellers Meet will be held on **March 16** (09:00 to 14:30). The day consists of clinics by prototype modellers about auto frame cars, detailing prototyped trackwork and prototype freight car weathering. There will also be the unique "show and tell" component, an open forum for modellers to discuss and display models. Each attendee is urged to bring a model, whether completed or not, for this, although this is not mandatory. The Meet's location is the same as last year: Humber College, North Campus, Building B, rooms B201 and B202. Admission is \$10 and parking is free. For further information contact Brian Gauer at: bdgauer@rogers.com

KINGSTON, ONTARIO: The Kingston Rail O Rama Model Train Show will be held on **March 16 and 17** (10:00 to 16:00) at the Ambassador Hotel, 1550 Princess Street, close to VIA station. Admission per day: Adults (13+) \$6; Seniors (60+) \$5; Children (5-12) \$3. Information from Peter Macdonald at 613-389-8517, machobby@hotmail.com; or Graham Oberst at 613-542-9461, graham.oberst@bell.net. Presented by Canadian Railroad Historical Association, Kingston Division.

KITCHENER, ONTARIO: The Kitchener Model Train Show will be held on **March 17** (10:00 to 15:00) at Bingemans, 425 Bingemans Centre Drive. Admission \$5. Vendor tables, model trains, rolling stock, photos, railroad memorabilia, operating layouts and more. Information from www.kitchenertranshow.blogspot.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 passenger 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

LINDSAY, ONTARIO: The Lindsay & District Model Railroaders will hold their 39th Annual Model Railway Show on **April 6** (10:00 to 17:00) and **April 7** (10:00 to 16:00) at the Lindsay Armoury, Kent Street at Victoria Avenue. [K9V 2Y8 for GPS]. Adults \$5, Children (6-12) \$2, under 6 free. Contact: ldmrshow@gmail.com and see <http://ldmr.org>

OTTAWA, ONTARIO: Ottawa Train Expo, Eastern Canada's Largest Train Show, will be held on **May 4** (10:00 to 16:30) and **May 5** (10:00 to 16:00) at the Carleton University Fieldhouse, 1125 Colonel By Drive. 48,000 sq. ft. of layouts in all scales, displays, clinics, manufacturers, vendors and raffles. Adults \$10; Youth 6 to 12 \$5; Children 5 and under free. Information: www.ottawatrainexpo.com





Destined to the Irving refinery at Saint John, NB, a Montreal Maine & Atlantic crude oil train idles at Farnham, Québec, on February 5, 2013. A new crew will soon take over for the next 140 mile run to Mégantic, Québec. Power for the train includes CP SD60M 6260, MMA C30-7 5018, CP SD40-2 6066, and MMA C30-7u's 3000 and 3614. Photo by François Jolin.

Visit our website at: www.bytownrailwaysociety.ca

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