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Branchline

CANADA'S RAIL NEWS MAGAZINE



Horseshoe Curve • That Most Marvellous of Diesels • Ghosts

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 **October 1** when Daniel Laurendeau will give us an update on the Canadian Railway Museum in St-Constant, Quebec.

An **informal slide 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 night will be **October 15**.

Equipment Restoration takes place every Saturday at the rear of the Canada Science and Technology Museum in Ottawa year round. Come out and lend a hand.

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

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

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

Photos Sought: The editors of the Canadian Trackside Guide® are looking for bright and sharp colour slides covering all types of current railway equipment detailed in the Guide for the covers of the 2003 edition. Slide selection will be made on December 17, 2002. See details on Page 27. Please aim your camera safely.

Open House in Ottawa: The Ottawa Central Railway will be holding an open house at Walkley Yard in Ottawa from 09:00 to 15:00. There will be cab rides in OCR RS-18 units, an O-Train Talent trainset will be on site, and more.

Ten Years Ago in "Branchline":

* GO Transit is studying the possibility of electrifying some or all of its commuter operations. The work involves a revisit of an earlier study carried out some 10 years ago.

* CP Rail, through the CN/CP Niagara Partnership, has contracted with the firm Robert McAlpine Ltd. to enlarge the Windsor/Detroit international rail tunnel. The contract will see the north tube of the twin-bore tunnel enlarged to handle tri-level auto carriers, high-cube boxcars and TOFC equipment.

* GO Transit will retrofit its 42 double-deck cab cars in order to make them wheelchair accessible on the lower level.

* Former CP 2-8-2 5468, resident at the Canadian Railway Museum in St-Constant, Quebec, since 1963, was moved to CP Rail's St. Luc Yard on September 4. The modern 'Mikado' (built in 1948) is destined to a new railway museum being constructed in Revelstoke, BC.

* In August, Edmonton Transit opened its LRT extension to the University of Alberta over the Dudley Menzies Bridge.

On the Cover: The westbound "Rocky Mountaineer", powered by RMR GP40-2(W) 8014, GP40-2L(W) 8012 and GP40-2(W) 8015, is at Taft, BC (mile 21.5 of CP's Shuswap Sub.) at 16:06 on May 12, 2002. Photo by Jim Johnston.

Adventures of the Rusty Railfans - Part One

by John Thompson

Photographs by Charles Cooper

On Saturday, May 25, 2002, BRS members John Thompson and Charles Cooper, and CRHA member Ian Wheal, spent an enjoyable day travelling around Southern Ontario by car, inspecting various rail lines. In most cases, they were barely one jump ahead of the Grim Scrapper.

After meeting in North York, bright and early, in the manner of all good railfans, the trio drove nonstop to Smithville. This pleasant town, located about 20 miles southeast of Hamilton, was the jumping-off point for their adventure. It is the junction between the main line of the former Toronto, Hamilton & Buffalo Railway, and the recently-abandoned but intact northern portion of the TH&B's Dunnville Subdivision. The track was still in place, except for the connecting switch at Smithville. The splendid white frame, turretted Smithville station survives as a museum, within sight of the tracks. It is not usually open on Saturdays in May, but luckily for us, its custodian arrived, and invited us in for a tour. The building has been nicely restored, inside and out, and contains a small collection of railway artifacts. It is to be hoped that this will grow, in time.



The landmark Smithville TH&B station basks in the mid-day sun, now carefully restored as a local railway museum and community meeting place.

From Smithville, we proceeded southward, towards Dunnville, across flat farming country. The weather was sunny and not too hot; ideal, in fact. The line was easy to follow from parallelling roads. It was opened between Smithville and Dunnville in 1915. Today, the track, although well ballasted, shows signs of neglect, being rather 'wavey'. Soon, we encountered the first of the wooden trestles whose need for rebuilding or replacement precipitated the branch's abandonment.

Between Smithville and Dunnville there are at least three trestles that are remarkable for their classic all-timber design and structural integrity. Going south from Smithville on Niagara 16 (the Port Davidson road), the first we encountered was a short three-span job that crosses Beaver Creek at the cross-roads community of Elcho just south of Vaughan, and west of the road.

The next is the impressive nine-span trestle over the Welland River, just south of Port Davidson, at mile 7.9, and then, as one continues south on Diltz Road, the Welland River trestle is followed almost immediately by the equally impressive 10-span structure over the Oswego Creek tributary of the Welland River. The two that we inspected close-up (Beaver Creek and Welland River) were very solid pile trestles, five piles to a bent, and with timber stringers and classic timber walls with stout retaining piles. Curiously, the Beaver Creek trestle had no guard rails, and it looked as if those on the Welland River trestle had been removed some time ago. A feature of the Welland River trestle was a



The three-span pile trestle across Beaver Creek, near Elcho, Ontario.

series of four sets of three piles bound tightly together, driven into the river parallel to and upstream of the trestle to fend off additional pressure against the trestle caused by ice or flotsam becoming jammed against the bents of the trestle - and plenty of flotsam there was. Another feature of both of these trestles is that the spacer timbers (running along the edges on top of the bridge ties) are bolted to just about each bridge tie instead of to each fourth or fifth one, as is more usually the case.

All three trestles are longitudinally braced, and every alternate span of the two longer ones is longitudinally cross-braced in the upper tier. The bents of the short trestle (Beaver Creek) have one cross-brace, whereas the bents of the two longer ones are cross-braced above and below the longitudinal bracing. Altogether excellent examples of classic all-timber trestle construction that should be an industrial archaeologist's - and a railway modeller's - delight.



Looking west at the impressive nine-span trestle across the Welland River.

Just north of Dunnville at Attercliffe, we encountered the Fort Erie - Windsor main line of the former Canada Southern, now owned by CN. To our surprise, the track had been lifted in both directions of the road crossing. The second track was removed several years ago. However, the diamond crossing with the TH&B Dunnville Sub. was still in place. East of here (a few hundred feet) is the west to south curve that was built a little

over a year ago to connect the TH&B with the CASO, which remains intact to the east. The TH&B remains in use south of the CASO to Port Maitland, primarily due to a major industry there.

Driving into Dunnville, the trio discovered that the CN station had vanished; the tracks of course were also gone. The former Wabasso factory across from the station site still stood, but seemed abandoned. We didn't take the time to check out the former crossing of the TH&B and the CN, which occurred on the east side of town. This crossing, together with those of the CASO and the CN Cayuga Subdivision a few miles north of town, had been protected by an interlocking tower until comparatively recent years.

The original TH&B Dunnville station, dating from the line's opening, was a handsome brick structure. It was located south of the main east-west street (Highway 3) and was reached by a spur off the main line. This building was demolished about 30 years ago and the land redeveloped. A smaller, flat-roofed structure on the main line near the Highway 3 crossing replaced it.

Following lunch at a local Tim Hortons outlet, we made for Port Maitland. The TH&B was extended into this Lake Erie port in 1916. A carferry service, operated by a railway subsidiary, ran until 1932. Railway passenger service ended shortly afterward, although the station survived until fairly recently; it was a frame two storey structure.

The major customer at Port Maitland until about 10 years ago was the Electric Reduction Company (ERCO), which processed phosphate brought in by rail from Florida. However, luckily for the TH&B, another industry has replaced it. We noticed a number of covered hoppers at this plant's siding, and also in the railway's yard.

From Port Maitland, our route took us west, to Jarvis. The CN tracks here were lifted a few years ago, but the station survives, facing an uncertain future. Let's hope some successful adaptive reuse can be found for it.



The venerable GTR-vintage station at Jarvis contemplates a new lease on life now that all the rails are gone.

Reaching Nanticoke, site of a huge Ontario Hydro generating station, we were lucky to encounter a northbound train pulled by RailAmerica units in a red-white-blue livery reminiscent of the British Columbia Railway. We gave chase and caught it a second time, before departing for Waterford.

This is a pleasant little town on the Grand River that once boasted three railways, but will likely soon lose its last one. The TH&B and Lake Erie & Northern lines from Brantford have both vanished, and the CASO will likely soon follow them into the mists of history.

The TH&B Waterford Subdivision, which began at Hamilton, ended at Waterford. It came into the yards on a wye that crossed a pond on an embankment and trestles; remnants of these are still to be seen. The passenger trains, which used a gas-electric car for many years, stopped at the small frame CASO station that still stands a short distance west of the town's business section. This service ended in the mid-1950s.

The Lake Erie & Northern, a CPR subsidiary, crossed over the valley and pond on a steel bridge that is still in place, but



RailAmerica GP35 2210 (ex-CP 5010) and GP35 5005 (ex-CP 5005) cross Haldimand Regional 3 northbound at Nanticoke, Ontario, with a consist of covered hoppers and tankcars.

has been trackless for several years. This line provided electrified passenger service until 1955, while steeple cab freight motors operated until 1961. Part of the Waterford yard had trolley wire over it. An interchange track on the south side of the yard connected this yard with the LE&N main line; we walked up the abandoned right-of-way. The LE&N Waterford station, now long gone, was at the south end of the steel bridge.

Of the CASO, only a single track through town remained; the second track, and sidings were all gone, and the main would likely follow soon. East of the station, until the end of steam on the CASO, had stood a coaling tower, and track pans for taking water at speed.



The mostest but dignified MCRR-design station at Waterford, Ontario, contemplates its future as a community centre.

Leaving Waterford, after what was probably our last look at the town with a railway line through it, we continued north to the attractive village of Mount Pleasant. The LE&N station here has been nicely preserved by a private individual, and may be seen and photographed from public property.

Driving through downtown Brantford, we were confronted by a multitude of railway lines; a future visit could be made here to study them. Supper was enjoyed at the Sherwood Restaurant, a pleasant, civilized establishment on Highway 2 on the east side of Brantford. Then, it was back to the Big Smoke, pursued by a thunder storm. It had been an enjoyable, interesting and productive day, although a rather sad one, given the impending fate of two of the rail lines observed. However, better late than never!

The writer expresses his appreciation to Rod Wilson for his valuable assistance in the preparation of this article. It is dedicated to the memory of BRS member Stu Westland, who originated the 'Rusty Railfans' concept in the Upper Canada Railway Society Newsletter, of which he was Editor, in the 1980s. ■

Ghosts

by John Godfrey

May 19, 2002. Dusk was turning to darkness by the time the gear was stowed at the rear of the dome's lower level.

"Here we go!"

The slack gently ran out as the landscape started to slowly recede to the rear. What began for me on May 8, 2002, in San Antonio, Texas, had just become more than just another assignment. The receding landscape was Windsor, Ontario, and the dome was DRCX 7891 - *Maroon Bells*, one of 10 cars, mostly of stainless steel construction, of a new-start tourist operation headed east in the consist of CP 494 on the Windsor Subdivision.

[Ed. note: The Denver Rail Car-owned and leased equipment is now in seasonal service between Montreal and Saint John, New Brunswick, as well as operating on the rear of Amtrak's "Adirondack" between Montreal and New York City]

It had been some time since Canada's first transcontinental operated regular passenger service between Windsor and Montreal, having long ago forsaken that task to rival CN. The Dayliner on the last #338 wheezed to a stop in Toronto Union Station at the start of the 1970s; the Beatles were still in suits when #22, 'Le Chateau Champlain' nosed up to the bumper post under the Bush trainshed in Montreal's Windsor Station after a 5'45" jog from the Ontario capitol in 1965-66. Over a couple of nights in 2002, their ghosts would burnish the rails once again.

With the lights off in the dome and adjacent cars, the reflection of ambient light cast off the silvery consist trailing 494 in a soft, almost 'cold' glow. Up ahead, the ghostly outline of thousands of feet of freight train faded into the night. Never was the radiant glow of the lead unit's headlight visible from our glass enclosed perch on the rear.

Tilbury.

Chatham.

May 20th. It was after midnight when the lights of Quebec Street Yard in London came into view. The few motorists out at that time of night in the home of General Motors cast puzzled glances at the stainless steel fleet easing through crossings as

494 slowed to a stop at CP's compact yard. There were cars to set-out on the head-end and a handful more to pick-up, before a fresh crew would continue eastward in the wee hours of Victoria Day.

Back in the coaches, all was not well. The consist had come-up from Texas in a special move behind its own power (ex-Amtrak F40PHs 293 and 311) as far as Chicago. After a two-day layover, thousands of feet of freight separated the cars on the rear from their HEP producing locomotives tucked behind the lead unit on the head-end. By the time we reached London, the diminutive on-board tank had long exhausted its supply of fuel for the neighbouring generator. A lucky break in the seemingly constant action in the yard enabled the top-notch yard staff to line-up a few gallons of #2 diesel to ward off the unseasonable chill as far as Toronto, where the daylight hours and forecasted day-long layover would conspire to create a window to take care of some items on a growing mental punch list, the top two being fuel and sleep.

Daybreak found a somewhat shorter 494 rolling across the Southwestern Ontario countryside on the Galt Subdivision. The vistas of a sunlit Galt were digested along with a large bowl of Corn Flakes and a tall glass of orange juice. Before long, woodland and farms grew fewer, as the urban sprawl that comprised the greater Toronto area came into view. A quick call brought wildly waving young arms and a patient parent to the otherwise vacant parking lot of the Dixie GO station; yes Uncle John does work, kids.

At West Toronto, the route of #338 branched off to the right, by the weed-grown lot that once held stately West Toronto Station, and headed for downtown Union Station. Today's 494 continued east across the 'top' of Toronto on the North Toronto Subdivision, drifting by former North Toronto Station, undergoing renovation as a retail outlet decades after the last passengers stamped across its waiting room to set-out on journeys short and long.

A short while after trundling over the Don Valley on the Belleville Subdivision, 494 tiptoed into CP's Agincourt Yard in the northeast corner of greater Toronto. A trip over to the tower confirmed that further movement east would wait until #260 would be called after 20:00 that evening. Grateful for the stellar assistance and guidance of the skeletal staff working on the holiday, it was not long before errands were run, fuel secured, and the 'do not disturb' sign was hanging on the door of the motel room. zz z zz zzz z...

Sleep was not easy nor plentiful. None-the-less, come 20:00, I was walking back into the tower at Agincourt. A quick conference with crew and the powers that be and a game plan was established. No. 260 was deep in the yard, so boarding would take place at a crossing on the east end of the yard after the train pulled down. Gear would be stowed while jerry cans of #2 would be poured into the parched confines of that woefully inadequate tank; then 'highball!'

...or that was the plan. Those assigned to tend to such tasks during the course of this odyssey by the car owners took some time before stumbling into action. After what seemed like an eternity the last of the fuel found its way into the tank, and with everything closed-up and the generator humming, CP 260 headed into the night.

With the ending of the pool agreement in 1965, CP fielded its own stainless domeliner on its route between Canada's largest cities on a late afternoon schedule each way. It



The consist of Union Pacific SLRCH15 awaits departure from the private car track in the former MP yard in North Little Rock, Arkansas, on May 15, 2002. Alas, brand-new UP SD70M 4905 will go no further ... a technical glitch with the speedometer resulted in her replacement by somewhat worse for wear SD60 2203, much to management's chagrin. Kodachrome slide by John Godfrey.

proved no match for the government road's Delegrave-era 'Red, White, and Blue' campaign, and vanished from the time card in just three months.

Much shorter than 494, 260 grew shorter still after a good number of empty tri-level autoracks were set-off in Oshawa. That done, there would be no more switching until we arrived at Smiths Falls in a few hours. Through the moonlit night we rolled; front and rear often in sight (CP hung four empty Montreal-bound boxes on our rear car). Around hill and over dale. Cracker jack dispatching by Belleville Sub. RTCs and relatively light traffic kept 260 on the move almost continuously. At each of the handful of meets though, the obligatory roll-by and friendly banter between crews was interrupted without fail with good-natured jabs at those 'lucky' enough to snag "Luxury 262" for the ride home.

May 21st. Since leaving Spring, Texas, on the 13th, fellow Montrealer Denis Tremblay was aboard. Officially along to acquaint himself with the idiosyncrasies of the equipment before he took charge of it in tour service in the weeks ahead, he proved a capable and knowledgeable helper during the run north and east from south Texas. It was while swapping stories and 'I-wonder-ifs' with him across the darkened dome east of Brighton that one of the more memorable events of the journey took place.

The gates and lights of a rural road crossing on CN's parallel Kingston Sub. suddenly came to life some 25-30 cars ahead of us. Within seconds and before we reached our own crossing of the same road some yards to the south, VIA #50 - "Enterprise" roared out of the dark, horn blaring the obligatory 14L. Bereft of the deadheading commuter section handed-off to #51 at Queens this night, the shimmering 3-car vest-pocket stainless steel streamliner rocketed towards the starlit horizon behind its ubiquitous thundering F40PH with a readily apparent effortlessness.

Night was starting to loose-out to day as 260 made its Smiths Falls set-off. Within the hour, we were headed east on the Winchester Subdivision, a few more cars the lighter and fresh eyes on the head-end. In a little while the landmark former CP water tank came into view on the north side at Dalhousie Mills, on the Ontario/Quebec border, and any doubt that the day would be clear and sunny was dispelled.



From another era ... the water tank at Dalhousie Mills, on the Ontario/Quebec border, recedes behind CP 260 on May 21, 2002. Photo by John Godfrey.

With all the grace of the 'Le Chateau Champlain' easing to a stop in downtown Montreal, 260 eased to a stop just west of Dorion. It wasn't quite 08:30 yet. Over the radio came word that we would hold until 09:00 to give the morning AMT commuter parade a chance to die down. We took the opportunity to get our gear together, collect the trash, and clean out the pantry and fridge. By the time the housework was completed, the faint sound of air exhausting from below as we headed back up to the



A special move of the tourist train consist from Montreal's St. Luc Yard to the Canadian Railway Museum 'terminal' in St-Constant, Quebec, was made on May 23, 2002. DRCX F40PHs 293 and 311 and cars idle on CC Long siding at St-Constant. Photo by John Godfrey.

dome announced a clear signal up front was beckoning us onward towards home.

Rolling across the Lakeshore through the western boroughs of Montreal on the Vaudreuil Subdivision, few noticed anything different with 'just another' freight heading into town. Traffic was still heavy at that hour on adjacent Highway 20, but it was moving. Commuter platforms were entirely devoid of humanity, save for one rumpled figure forewarned of our impending passage on the north platform at the Pointe Claire stop.

An hour after leaving Dorion, 260 snaked its way through the crossovers at Ballantyne and nosed into St. Luc Yard in Montreal. Within ten minutes it was over. It would be another 30 minutes before ground transportation would arrive to pick us up, 30 minutes that would find eyes getting heavier as we reflected on the phenomenal assistance accorded us by CP traincrews and yard staff in Detroit/Windsor, Toronto, and Smiths Falls, who emulated their CP, CSX, IHB, AMTK, TRRA, and UP confreres south of the border in going 'above and beyond' however they could.

Number 22 would have barrelled through Ballantyne, paused briefly at the platforms of Montreal West station, before coming to rest in the gloom of Montreal's Windsor Station trainshed downtown. But that was then. Today, surrounded by stack cars, tri-levels, hoppers, and boxcars, the ghost of #22 had completed its run. ■



DRCX F40PH 293 leads a westbound Acadian Rail Tours deadhead move at Brownville Junction, Maine, on July 3, 2002. Photo by Mike Shufelt.

Horseshoe Curve – Then and Now

by George W. Pearce

Photographs courtesy of Region of Peel Archives/Cannon Collection

Summer 1907! The world was at peace, a new century was well underway, and that new-fangled invention, the automobile, was making its presence known throughout the land. In the backwoods regions of Mid-Western Ontario, the agricultural life remained the occupation of most people. Hours were long; the toil dusty, sweaty and backbreaking; and the rewards, if not ruined entirely by weather or insects, were few. Nevertheless, people did look forward to summer activities – church picnics, visits to relatives for family gatherings, and dances. One activity greatly anticipated by many was a train trip to the big city to go to the fair. In this case, that would be the Canadian National Exhibition in Toronto.

Tuesday, September 3, 1907, was a day that had been eagerly awaited by the folk, both young and old, in the Markdale area. On that day the CPR was running a special passenger train directly to the CNE at Toronto. It was to leave Markdale early in the morning to arrive at Toronto before noon. Much excitement filled the air on that September morning as over 300 people filled the platform at Markdale to board the four coaches of the train.

The train was composed of the following pieces of equipment:

- * locomotive 555 – a 4-6-0 class ST, built by CPR in December 1891 with 19"X 24" cylinders and 69" drivers
- * combination mail/coach (smoker) 1650
- * first class coach 133
- * first class coach 534
- * second class coach 880

The locomotive arrived at Markdale from Owen Sound at 7:15 AM, just in time for the crew to take on water, tie onto the train and pick up orders. The orders at Markdale were as follows:

- * Order #4 – "Engine 555 will run passenger extra leaving Markdale on Tuesday September 3 as follows:- With right over all except first class trains; leave Markdale 6:15 AM; Flesherton 6:30 AM; Proton 6:42 AM; Dundalk 6:54 AM; Corbetton 7:04 AM; Melancthon 7:12 AM; Shelburne 7:19 AM; Crombies 7:29 AM; Laurel 7:37 AM; Orangeville Jct. 7:47 AM; and arriving Orangeville 7:55 AM" signed "E.J.D. Completed for conductor M. Grimes at 7:19 AM by operator Freeman"
- * Order # 23 - "Passenger extra 555 will run one hour late on schedule in train order #4. Completed for conductor M. Grimes at 7:19 AM by operator Freeman."

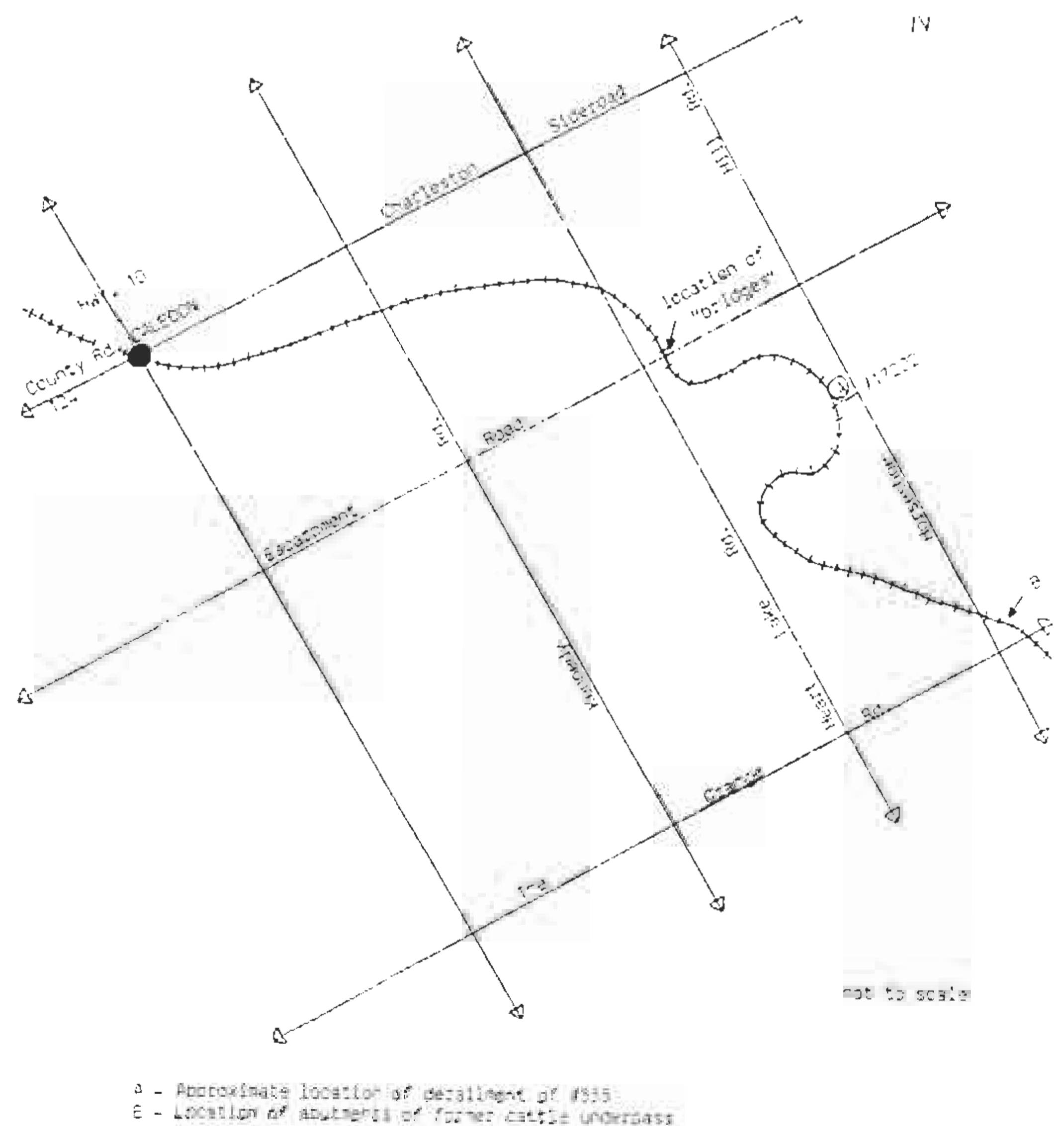
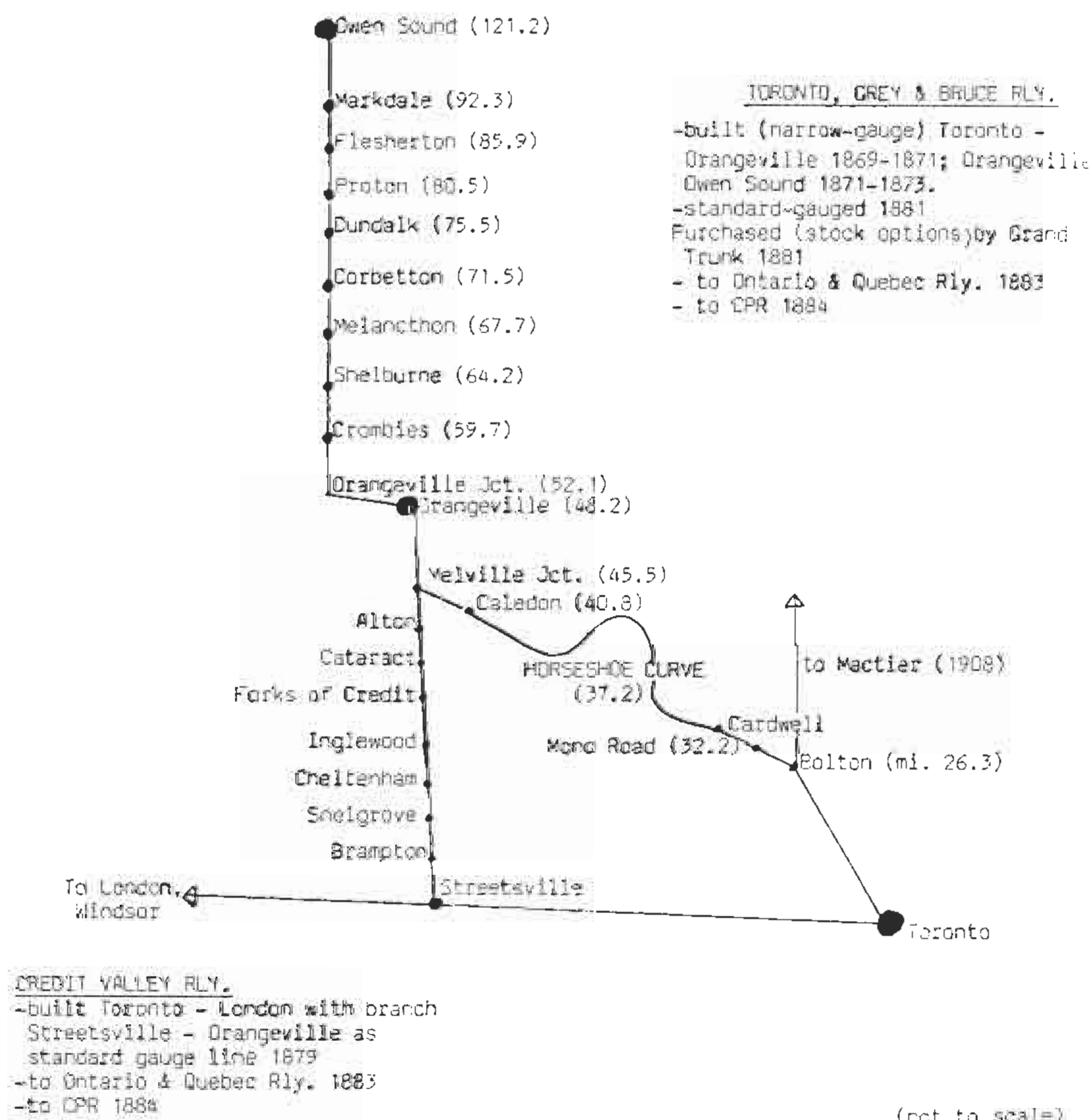
By these orders it can be easily understood that the original schedule for Psgr. Extra 555 had been forwarded to Markdale early in the day, as it was only the 4th order written that day. The amended schedule was necessary when it became obvious that 555 was not going to be back from Owen Sound by 6:15 AM.

The passenger extra pulled out of Markdale with its load of happy people at 7:35 AM (20 minutes late) and arrived at Orangeville at exactly 8:55 AM, right on time. Hence the train travelled 44 miles in 80 minutes, which calculates out to an average speed of 33 mph. Not exactly breakneck speed until you consider that eight stops for entraining passengers were made. These stops were certainly brief, as there was no baggage or mail to exchange. However, to achieve this average speed with eight stops would mean an over-the-road speed somewhat in excess of 33 mph.

At Orangeville, three more full coaches; first-class #s 112, 148 and 351, were added to the train, making a train of seven coaches carrying about 600 people. Other than taking a bit of water and making a brake check, this was the extent of activity at Orangeville. A new order was delivered to conductor Grimes:

- * Order #11 – "Engine 555 will run passenger extra leaving Orangeville on Tuesday September 3 as follows:- With right over all except first class trains, leave Orangeville 8:00 AM; Melville Jct. 8:10 AM; Caledon 8:20 AM; Mono Road 8:40 AM; Bolton Jct. 8:50 AM; Bolton 9:00 AM; Kleinburg 9:26 AM; Woodbridge 9:40 AM; Weston 9:50 AM; arriving Toronto Jct. 10:00 AM." Signed "E.J.D. Repeated at 3:05 AM. Made complete for conductor Grimes by operator Tansley at 9:00 AM.

Passenger extra 555 left Orangeville at exactly 9:05 AM with its seven coaches filled with people looking forward to a day at the fair. Apparently some were not quite as happy as they had been when they had left Markdale because of the speeds reached between Markdale and Orangeville. According to one passenger, W. J. Shepherdson, at least two passengers had left the train at Orangeville because they had feared for their safety. This fear could have been the result of an inexperienced engineman hitting the curves too fast and rolling the passengers in their seats. Conversely, it could have been experienced by people who had never travelled faster than a trotting pace with a horse and buggy. Compared to such a rate, the average 33 mph would indeed seem like a dangerous speed.



At 9:20 AM #555 arrived at Caledon to pick up orders. Order # 32 was delivered here:

"Passenger extra 555 will run one hour late on schedule in train order #11, Caledon to Toronto Jct." Signed "W.H.A. Repeated for conductor Grimes at 9:20 AM."

Why the order to run one hour late on the original schedule from Orangeville to Toronto Jct. was not passed on to conductor Grimes at Orangeville instead of Caledon remains a mystery. Three passengers entrained at Caledon. Conductor Grimes went into the station, obtained the orders, went back and gave them to engineman Hodge, then gave the signal to pull out. The train pulled out at 9:21 AM.

At approximately 3.5 miles south of Caledon, the tracks enter the Horseshoe Curve as part of the descent of the Niagara Escarpment. The original engineer of the line, Edward Wragge, had laid out the line to climb the escarpment's height of 385 feet in 4½ miles. To keep the grade at 2% or less the Horseshoe Curve was incorporated to raise the track 85 feet in less than ¼ mile of linear distance. The curve was one mile long with a radius of 462 feet. The outside rail's elevation was 4½ inches (in 1907) and the rail weight was 73 lbs.

At 9:32 AM, approximately 474 feet into the Horseshoe Curve, #555 went rocketing off the rails, taking 5 of the 7 coaches with it. Engine 555 flipped onto its left side and skidded about 120 feet. The coaches being of wood construction did not fare well in the wreck. Combination car 1650 was reduced to kindling wood by the accident. Nos. 133, 534 and 880 were so badly damaged that they were later burned on the spot by the auxiliary crew. No. 880 had turned upside down. The fifth car was damaged at one end while the sixth and seventh cars were relatively undamaged. Fortunately fire did not break out. However, six passengers lost their lives in the wreck and one passenger succumbed to injuries a short time later, making this one of Canada's worst wrecks for loss of lives of passengers up to the time.

Emergency crews came from Orangeville, Melville and Bolton. Over 100 passengers were injured, but these injuries were mainly cuts, bruises, abrasions and a few broken bones. Several were returned to Orangeville for treatment but others were taken to hospitals in Toronto. Once the passengers were removed the investigation began into the cause of the wreck.

The qualifications and condition of the operating crew came under close scrutiny. The following facts were learned:

The engineman, George Hodge, was only 23 years of age. He had worked for CPR since July 1902, and had passed all his engineer's exams the previous year. He had operated freight

trains around Horseshoe Curve and had fired one passenger train over that stretch of line, but had never operated a passenger train over the Curve. He had brought the train from Toronto to Markdale the previous evening, leaving Toronto around 10:00 PM. He had left the coaches at Markdale and had taken the locomotive up to Owen Sound to turn it and to do some minor repairs on it. He returned to Markdale, picked up his train and left for Toronto. He had been on duty for almost 12 hours continuous when the accident happened. He stated that, by his watch, the accident happened at exactly 9:32 AM. He also testified that, after leaving Caledon station, the speed of the train never exceeded 20 mph., and that at 9:32 he estimated the train's speed at between 15 and 20 mph. He had applied the brakes on the curve between the overhead bridge (on what is now Escarpment Road) and Horseshoe Curve.

The fireman, James Ross, was 36 years old. He had worked five years for the railway and had been firing about two years. He stated that he had had about five hours sleep before going on duty. He testified that the train had been operating at the proper speeds at all times. He also stated that he had seen George Hodge shut off steam after passing the overhead bridge at the beginning of the Curve but said nothing about brakes being applied at that time.

Brakeman Arthur Hudson was 27 years of age with 12 years of service as switchman, yardman, brakeman and fireman. He testified that there had been no fast running at any time, and that the accident had occurred at exactly 9:32 AM. He had been in the last coach when the accident happened and had checked his watch immediately.

Brakeman Arthur Haid was 22 years of age, with five months total railroading experience, the last two months with CPR. He had not looked at his watch, but felt that the train had not been speeding.

Conductor Matthew (sic: Mathew) Grimes was 31 years of age with nine years of railroad experience. The last three had been as conductor. He testified in regards to the train orders that had been issued to Psgr Extra 555 and also stated that, by his watch, the wreck occurred at 9:32 AM. He was adamant that the train had not been speeding and said that, if he had felt that the train had been going too fast, he would have "pulled the air" to put on the brakes. He stated that he felt the brakes being applied just after passing the overhead bridge before the Curve.

Next, the condition of the track and equipment was brought into question. From the engineer's report, it was learned that the track had been inspected about ½ hour before the accident, and found to be in perfect shape in regards to rail condition, gauge and elevation. A speed of 20 mph was considered tops for a

passenger train on the Curve. The auxiliary crew testified as to the damage to the locomotive and cars, to the fact that none of the locomotive's wheels, axles and flanges were broken or damaged. At this point no evidence pointing to carelessness or negligence on the part of the operating crew had been exposed. This soon changed!

Several residents of the Horseshoe Curve area testified that they had been outside on their properties and had seen the train approaching the Curve. All of them felt that it was travelling far too fast to make the curve successfully. One resident, Mr. Joseph Ferguson, had been out hunting crows when he saw the train approaching. He dropped his gun and ran towards the track to see if the train would make the curve. He witnessed the entire incident. Several passengers also testified that they felt that the train had been travelling too fast.

The members of a section gang that had been working at a culvert on the line about ½ mile before the Curve also gave testimony. Almost to a man they stated that the train had passed their location at 9:25 AM and had been travelling at such a high rate of speed that it was felt that it couldn't possibly make the Curve. This evidence, especially the passing time of 9:25



Looking north over the wreck, with Horseshoe Hill Road in the background. Note the condition of the driving wheel tires on #555, especially the middle wheel. Combine #1650 is now kindling wood.



Having your picture taken by a new-fangled machine called a camera was more interesting than a train wreck to all but the slender gent at the left. Note the tender truck in the foreground.

AM certainly was in marked contrast to that of the operating crew. It was also divulged during this part of the enquiry that, of the four sectionmen, only two had watches. Both watches registered incorrect times when checked. The owners couldn't remember when the watches had been cleaned, set or compared. One man only "thought that the train passed at 9:25 or so"; one wasn't sure how long he had worked for the railway; one wasn't even sure of his age. Nevertheless, as a result of this testimony, charges of criminal negligence were brought against George Hodge and Matthew Grimes.

Some other facts came to light after the wreck. One of the victims of the accident was Mr. James Banks of Perm Post Office. Tragedy seemed to be a common occurrence in the Banks family as his brother had been killed by a train two years previously near Shelburne, and his father had been butted to death by a ram. Another victim of the accident was Mr. Robert Carr of Shelburne. His brother, William, was the foreman of the Melville section gang – one of the gangs sent to clean up the wreckage. Imagine his shock when, upon viewing the corpses removed from the wreckage, he discovered his brother among them.

On November 13, 1907, the trial of George Hodge and Matthew Grimes commenced. On November 16 a verdict of "not guilty" was delivered. Justice McGee, in pronouncing them innocent of the charges, stated "perhaps, in the operation of Passenger Extra 555 they had been careless and ignorant, but not negligent." Afterwards, Grimes stated that he'd go back to work on the railway. George Hodge was undecided about his future as a railroader.

Why did Psgr Extra 555 leave the rails that September



A young miss takes in the overturned 555. What thoughts are going through her mind on that September day 95 years ago?

morning? Was the train being operated by a crew comprised of a young, inexperienced and tired engineman and a conductor whose attention was diverted by the presence of so many passengers? Did some undiscovered physical breakdown occur in the locomotive or track structure? Or was the work gang correct by declaring that the train had passed by their work site at a high rate of speed at 9:25 AM? In other words, from a standing stop did 555 cover the 3 miles to the workmen's site in 4 minutes for an average speed of 45 mph. – far in excess of what was allowed for Horseshoe Curve? We will never know!!!

CP 4-6-0 555 was repaired and reclassified as E2D 814 in February 1908 with 70" drivers. It was sold to the Kingston and Pembroke Railway as their #2 in October 1910, but was taken back by the CPR when it purchased the K&P in 1913 and numbered 2004, class E2D. Later it was rebuilt with 18" x 24" cylinders and reclassified as E1B but kept the same number. It was scrapped in November 1927. The final claim against the company for damages was settled in November 1908 when D. Stewart settled for \$11,500.

For many years afterwards passengers on trains coming around Horseshoe Curve always had that nagging fear that their train might go the same way as #555 had on that terrible September day. It never did happen again though. Hundreds of trains slowly made their way up and down Horseshoe Curve until the line was abandoned on July 18, 1932. In May 1933 the last rails were taken up on the section between Melville Jct. and Bolton Jct. Ironically, the last work train to travel the section struck and killed an onlooker at Mono Road.



Cleaning up the mess!! Even to go see a train wreck, one wore suitable attire for the occasion.

Today, surprisingly, the scene of the tragedy can be seen quite clearly from public property. Part of the Curve appears as if only a few years have passed, not 95 years. The section of the Horseshoe Curve where the tragedy occurred lies quite close to (what is now) Horseshoe Hill Road. At fire sign 17202, a laneway, proceeds from this road to the old right-of-way (approximately 50 yards) then turns and follows the old right-of-way uphill around a section of the actual Horseshoe Curve to a house. The laneway has not been paved and appears as though the rails and ties have been removed only recently, not almost 70 years ago. The remainder of the Curve itself has vanished completely as almost a century of farming has eradicated the old roadbed. Where the line went under the bridge on (what is now) Escarpment Road just north of Horseshoe Curve the old roadbed is quite visible as it climbs toward Caledon. Two sections of wood piles that have been cut off just above ground level can be seen on the west side of the right-of-way just north of Escarpment Road. These are the remains of retaining walls that held back the west bank from sliding onto the tracks.

Although the tragedy itself has been overtaken by the march of time, and Horseshoe Curve has been gone for almost 70 years, the name of the road itself, Horseshoe Hill Road, bears witness to the importance that the Curve had in the memories of the older inhabitants of the area. ■

That Most Marvellous of Diesels

Every once in a while I have to stop and look at the current crop of Diesel-Electric motive power out there and marvel at it. I marvel at its size, technology, power and efficiency. I speak of course of the latest offerings from General Electric and General Motors Diesel Division. Single unit horse-power ratings ranging from 4,000 up to 6,000 are the norm in the modern "heavy haul" field. Electronic control systems, AC powered motors and so much more.

I marvel at it because I'm old enough to remember when the Electro-Motive Division of General Motors came out with their 4 unit main line demonstrator, the FT. This began in 1939 and went on to 1945 when over 1,000 of these units, both A & B, were produced in La Grange, Illinois, and sold to a mostly sceptical, steam power oriented, railway management. None were sold to a Canadian road. Think about it, each of the FT units produced 1,350 H.P. from an early version of their famous 567 engine. Four of these semi-permanently coupled units gave the engineer a powerful 5,400 H.P. machine with enormous starting tractive effort.

My oh my, how times have changed, nowadays a modern single unit can output 6,000 H.P. Admittedly the size and weight of the units has changed, and so has the technical wizardry that handles all that power and applies it, but nonetheless isn't it a marvel? Remember that by 1939 the only diesel powered locomotives around were mostly low powered switchers of well under 1,000 H.P. Was General Motors at La Grange on to

something or not? Also remember that the FT was developed during the years of the second world war. Also remember that the old steam power builders like the American Locomotive Company and the Baldwin Locomotive Works were involved in the production of war materiel, not locomotives, or new R&D. Similarly G.M. was involved in wartime production, but not at La Grange! Boy, did G.M. get a strangle hold on the way of the future!

In any event this Tid-Bit is neither a promo. for GM/EMD/DD nor GE, a history lesson, nor a steam/diesel economics comparison, it is rather nothing more than a few memories of mine about another diesel-electric locomotive in that same early time frame. My favourite! I speak of course about the Alco/GE model S-2 (and S-4), 1,000 H.P. switcher.

With few exceptions, steam yard switching and transfer locomotives in Canada were, by the early second war years, an aging fleet of ponderously slow, inefficient maintenance hungry machines that had passed the point of being cost effective. By the end of the war years most were really ready to be scrapped, and some were, and many weren't. By this time, however, the diesel-electric yard switching locomotive had been developed, in just more than a decade, into a reliable, efficient and powerful locomotive, with availability factors totally unheard of in steam practice. The two main diesel builders in these early years were the American Locomotive Company of Schenectady, New York, who had industrially "married" the General Electric Company of Erie, Pennsylvania, to produce their electrical components, hence ALCO/GE, and the Electro Motive Division of the General Motors



This Paterson-George collection photograph is what got me started on this (too bad it isn't in colour). It's a great shot of C.P.'s 7036, an ALCO-GE S-2 in all its glory. Maybe colour doesn't matter as the paint job is solid black. The words "Canadian Pacific" above the hood doors are in gold on a tuscan red background, with gold pin stripe outlining. Similarly, the numbers on the cab side are in gold on a tuscan red background and outlined in gold, steam locomotive style! Didn't I say the management was still "steam oriented"? Note the single large diameter brake cylinders on the Blunt trucks. When equipped with AAR trucks two smaller diameter brake cylinders, positioned back to back, were used on each side of the trucks. Gone, but not forgotten.

Corporation of La Grange, Illinois.

In Canada at that time, and in particular on the Canadian Pacific Railway, the ALCO-GE product was considered to be superior to all others, principally because of its excellent GE components. There may have been other factors to persuade them to buy the ALCO-GE product, including the fact that C.P. had been a good customer of the Montreal Locomotive Works over many years, ALCO's Canadian subsidiary. C.P. bought its first production ALCO-GE switcher in 1943. The unit was powered by a brute of a 1,000 H.P. (McIntosh and Seymour designed) turbo-charged 6 cylinder engine and used four GE model 731 DC traction motors. It was an unqualified success. C.P. bought 222 units (including the lower powered 660 H.P. S-3, S-10 and S-11 non turbo-charged models) between 1943 and 1959. After 1948 this ALCO-GE product was built in Canada by the Montreal Locomotive Works (MLW-GE) with engines built by Dominion Engineering, using identical components to the American built units, but totally built in Canada. From start to finish the basic design was so successful that, other than the change from "Blunt" to "AAR" trucks, no other major changes ever took place. The steam oriented railway management of the 1940s could not deny the vast superiority of this locomotive in yard service. Without a doubt the ALCO-GE switcher played a major role in opening the flood gates for the rapid dieselization of Canada's railways. Seventeen years after the introduction of C.P.'s first 1000 H.P. switcher, no steam locomotive was left operating on the railway.

So much for that, now let's have a former C.P. engineman's point of view - mine! I was introduced to the ALCO-GE S-2 and S-3 while they were still a fairly new locomotive. In fact they were still being built. Like so many other enginemen of that time, I didn't recognize all the virtues of this wonderful machine. But all of us who worked with C.P.'s aging fleet of steam switchers sure did recognize that one of these things could literally bury any steam switcher in terms of its ability to WORK. This was one powerful switcher! Up to 5 mph its ability to pull or push was nothing short of astonishing. It was quick and easy to handle, with simple, well laid out, and easy to operate controls. In industrial sidings it could go anywhere a box car could go, regardless of curvature. No more need to install signs advising crews of steam switchers: "steam locomotives not to go beyond this point". If it had a shortcoming it was in braking. Because the steam switcher had brakes on its tender, as well as the engine, you did have more stopping ability. To top it all off the cab had glass all over the place offering excellent visibility, and it was clean! In sub zero weather visibility remained good as there was no steam or smoke flying around to block the crew's view of the switchmen on the ground. Remember, we did not have radio communication - we relied totally on being able to see hand signals. When the wind was blowing the wrong way in a winter yard operation with steam power, you spent a lot of time stopped waiting for the "fog" to clear.

Figure this - the diesel could work one eight hour shift after another, day in and day out, with no more attention than that which could be done during the crew's "minutes" (their 20 minute lunch break). Typically, this included such things as brake piston travel adjustment and the taking of fuel from a tank truck every four to seven days. As a result this switch engine averaged availability factors of something around 92%. This figure was totally unheard of with steam power which spent more than half of its life span doing nothing productive. Why? Just think about it. During an eight hour shift the steamer would have to "run for water", with resulting non-productive time. At the end of the shift it would likely need water again, and probably coal. Its lubricator would have to be refilled, its fire cleaned, and its rods and motion greased and oiled. This, in all probably, required a trip back to the shop track with quite a time loss from working. Get the picture? The diesel, typically, lost one eight hour shift per month when it went to the shop for sufficient servicing to put it back in the yard for another month of 24 hours per day work. How about this, - during an eight hour shift the diesel would burn approximately 30 to 35 gallons of 18 cent a gallon (early 1950s prices) fuel oil. The old 0-8-0s and 2-8-0s, by comparison, would

typically burn 4 to 5 tons of \$13.00 a ton coal and do nowhere near the work of the diesel. Add to this the cost of supporting maintenance facilities and the associated labour force and it doesn't take a genius to understand why steam yard "goats" went to that great roundhouse in the sky first in those early steam to diesel transition years. In all fairness to the steam locomotive though, yard engines aside, main line steam freight and passenger power went last as the diesel's advantage in yard work was not nearly so great once they got by the YARD LIMIT board.

And speaking of going beyond the yard limit board, I had a chance one day to do just that. We were to take our S-2 and one of the yard vans (caboose) south on the Prescott subdivision from Ottawa West out to Bedell to pick up the Speno (contractor) ballast cleaning machine and work around the Kemptville area with a MOW (Maintenance of Way) crew. The hogger and I had "changed off" so I was running the S-2 as we got clear of Ellwood. I thought it would be interesting to see what we could do in terms of speed. Now, no steam yard goat had a sign in the cab stating that "the maximum permissible speed of this unit is 60 MPH", but C.P.'s S-2 did. Don't know if we quite got to 60, (no speedometer) but we came close. I soon found out that once we were in the 45-50 range even a strong gust of wind would slow us down. The S-2's power was all at the bottom of the power/tractive effort curve, there was nothing left near the top as those traction motor armatures wound out. A "for fun" experiment!

If I had one complaint about the 1000 H.P. ALCO/MLW switcher it was the incessant vibration that rattled through the entire machine, especially when idling. There was no way you could "rest" your head against any part of the cab. I defy you to sleep on an idling S-2 on a midnight shift even if you were able to "hide" the engine somewhere in the yard (away from the yard office). During the mid-1950s a debate raged on about "unnecessary" firemen on diesel locomotives, and management's claims about "featherbedding", which ended up in the former exchequer court of Canada. I have a lot of doubt about the railway's claims, although there were no doubt cases of it, but who could "sleep" on an idling S-2? Those machines seemed to be trying to shake themselves apart. It was interesting though, the rough idle had a pattern to it, a repetitive god awful monotonous rumble that was interrupted every once in a while by the air compressor governor cutting in, causing the engine to slow momentarily. This loss in engine RPM's was sensed, the speed brought up above idle, momentarily, and then back down to that rattling ALCO idle again. It went on and on! I said it's my one complaint but it was offset when pulling tonnage, all out of proportion to the diminutive switcher's 115 ton weight. With that diesel wound out at 900 R.P.M., and the turbocharger whining at 28,000 R.P.M., the 69,000 lbs. of tractive effort made up for the rough idle - impressive!

During my one winter at Hochelaga (HO) in Montreal, we had two 1000 horse units MU'd. Now if one was great, two were worth 2½ single ones. I don't know why this was, but it was. Boy, they were something else when shoving on the back end of 80 loaded tank cars up the "HO" grade! Much as I disliked yard work, I have to admit I never respected any diesel more than an S-2, Blunt trucks, rough ride, rough idle, rattles and all. ■

CP's ALCO/MLW Switchers				
Model	HP	Qty.	Numbers	Year
S-2	1000	78	7010-7064; 7076-7098	1943-49
S-4	1000	20	7099-7118	1952-53
S-3	660	101	6500-6600	1951-57
S-10	660	13	6601-6613	1958
S-11	660	10	6614-6623	1959



CASO GETS REPRIEVE: CN's plans to tear up the Canada Southern Railway between Attercliffe, near Dunnville, and St. Thomas, Ontario, in August have been put on hold. Federal Transport Minister David Collenette asked the railway to hold off tearing up the line across southern Ontario until seven municipalities have investigated a scheme to buy it. CN, which co-owns the Canada Southern with Canadian Pacific Railway, announced in March it was going to rip up the line in late spring. The municipalities have until the end of September to come up with a business plan to save the Attercliffe-St. Thomas portion of the line, which hasn't seen a train since April 1, 1996. Elgin County Warden John Wilson, who is spearheading the effort to save the line, is happy about the reprieve, but isn't convinced the seven can save it. He said the federal government and some private investors have expressed interest in saving the line. But he's "disgusted" by the response from the provincial government. CN and CPR are asking \$9 million for the 139-kilometre portion between Attercliffe and St. Thomas. CN and CPR continue to operate portions of the Canada Southern between Niagara Falls and Attercliffe, Welland and Fort Erie and between St. Thomas and Windsor. (*The Hamilton Spectator*, thanks to Ray Kennedy)

CN'S WEB SITE ADDRESS TO APPEAR ON LOCOMOTIVES: Starting this summer, several of CN's locomotives have become rolling billboards for the company's web site address, www.cn.ca. CN has recently started advertising its web site address by painting it on locomotives. The objective is to draw attention to the company's popular web site and comprehensive suite of eBusiness solutions. The web site address is applied under the CN logo on the locomotives' long hoods as the units come due for heavy maintenance. In the longer term, the web address could appear on other pieces of company equipment such as containers, trailers, tractors and automobiles. (CN Mid-Week News)

CN EXECUTIVES CERTIFY FINANCIAL DOCUMENTS: CN announced that Paul Tellier, its president and ceo, and Claude Mongeau, its evp and cfo, voluntarily certified CN's recent financial reports in submissions to U.S. and Canadian securities regulators. The certificate signed by the two officers relates to CN's first- and second-quarter 2002 financial results; its 2001 audited financial statements and management discussion and analysis; and its 2001 annual information form. The certificate is in substantially the same form as the one-time certificates required of the CEOs and CFOs of the 947 largest US companies by a June 27, 2002, order of the U.S. Securities and Exchange Commission.

CN is not subject to the SEC order, but elected to comply with it voluntarily. CN also said its future SEC filings will comply fully with the certification requirements of the Sarbanes-Oxley Act, signed into law by U.S. President George Bush on July 30, 2002, where applicable to corporations such as CN. (*Business Wire*, August 13)

RESIDENTS DECRY FENCE PLAN: Boucherville, Quebec, residents are up in arms over CN's decision to build a four-kilometre-long two-metre-high chain-link fence along the tracks that run through the borough. About 30 residents gathered on the tracks in protest, and delayed a train for an hour and a half. CN recently heeded Transport Canada's recommendation that it build a fence along the track, because many people were crossing on foot. "We have a major problem of trespassing," said Pierre Leclerc, director of communications at CN. "People in Boucherville are using the tracks as a shortcut." "This will negatively affect people's quality of life," said Francine Gadbois, chairman of Boucherville's borough council. She said some people will now be boxed in, with the river on one side and the tracks on the other. CN said the fence will be patrolled by police and trespassers who try to cross will be fined \$138. Leclerc says he understands residents' feelings but safety is the bottom line. "The last thing people want is to have

their kid hit by a train. Maybe if in our society people respected rules we wouldn't have these problems." (*The Montreal Gazette*, August 22)

TELLIER CALLS FOR LOOSER REGULATIONS: CN president and ceo Paul Tellier says that although deregulation has helped the railway industry succeed in the face of globalization, governments need to further loosen restrictions in order for the industry to thrive in the future. "Misguided government policies can have negative effects," Paul Tellier said. "We must ensure that requirements are not choking the life out of new ideas." Tellier said he believes the federal Competition Bureau has a "narrow view" about rail transportation and captive shippers that has little place in a NAFTA economy. Rail competition today is not just about two big Canadian railroads - CN and CPR. It is also about producers and their transportation suppliers that must compete across North America and around the world.

Tellier, who was speaking at the Microsoft-sponsored conference of chief executives was vague when asked about specific measures needed. Throughout his speech, he detailed how free trade and deregulation have benefited CN. Tellier said the building of a North American network, a commitment to customer service, usage of the Internet and updated labour practices are all factors that have allowed the railway to deliver 90% of its shipments on time. Another effect has been that rates are down 35% over the last 15 years. To achieve those goals, CN has had to overcome a variety of challenges and successfully mesh companies it acquired into its daily operations. Tellier said his company is constantly reviewing acquisition possibilities. (CN Release, August 20; *National Post* August 21)

CN POLICE RIDE BNSF RAILS FOR SAFETY: CN railway police patrolled the Burlington Northern Santa Fe tracks between White Rock and Crescent Beach, BC, in an SUV equipped to run both on the road and on the tracks, as part of a public awareness safety blitz. The BNSF track lies between the beach and the parking areas and eateries along Marine Drive. Many visitors to the beach don't know trains pass through the city and others are so intent on enjoying a day at the seaside, they pay little attention to anything else, CN spokesman Graham Dallas said. CN police patrol the line on contract with BNSF. (*Surrey Now*, August 17)

CN TO BUILD NEW WINNIPEG INTERMODAL TERMINAL: CN will build a new intermodal terminal at its Symington Yard [Winnipeg]. It will replace a smaller one located at Fort Rouge, which will be closed and the land made available for residential development. The old intermodal terminal handled 84,000 containers last year, and CN expects a sharp increase once the additional capacity is available. (*Winnipeg Free Press*, *Winnipeg Sun*; August 23)

UTU MEMBERS ON CN'S NORTHERN QUEBEC TERRITORY RATIFY NEW COLLECTIVE AGREEMENT: CN announced the ratification of a new collective agreement by United Transportation Union (UTU) members working on CN's 1,200-mile Northern Quebec Territory (NQT). The five-year agreement preserves and extends flexible work practices and hourly rates of pay for 68 UTU members, and increases their wages and benefits retroactive to May 1, 2000. New NQT labour agreements have been ratified by the Brotherhood of Maintenance of Way Employees and the International Brotherhood of Electrical Workers, which together represent 152 employees on the territory. CN continues to seek a new labour agreement with 64 NQT employees represented by the Brotherhood of Locomotive Engineers. (CN Release, August 27)

CN RELIES ON CHICAGO SHORT LINE TO HASTEN EAST/WEST HAULS: CN began using The Belt Railway Company of Chicago August 1 to switch and block its eastbound Wisconsin Central Division trains that interchange with CSX. By routing cars to BRC's Clearing Yard and bypassing CSXT yards, CN has improved transit time between western Canada and Chicago, according to CN's recently released monthly newsletter. CN now connects

with CSX trains originating at Clearing Yard, which reduces by as much as a day the transit time for trains travelling beyond Chicago. (**Progressive Railroading**, August 28)

CN's CANADIAN TRAIN DISPATCHERS RATIFY NEW COLLECTIVE AGREEMENT: CN announced that members of the Rail Canada Traffic Controllers union have ratified a new three-year labour agreement. The agreement increases wages and benefits retroactive to January 1, 2001, for 250 RCTC members who dispatch trains across CN's Canadian network. With RCTC ratification, CN has now completed national labour negotiations with its unionized employees in Canada. (CN release, August 28, thanks to Raymond Morrisette)

CN SAYS WESTERN DROUGHT WILL HIT BOTTOM LINE: CN said its profits for the 2002 fiscal year will come in at the low end (5%) of its previous guidance (5 to 10%) as the severe drought in the west slashes expected grain shipments. Recent reports suggest this year's crop could be less than 50% of the five-year average, with two bad crop years in a row. (CN Release, September 4)

LET MARKET FORCES PREVAIL, TELLIER TELLS ALBERTA GOVERNMENT: Paul Tellier, CN's president and ceo, speaking to the Calgary Chamber of Commerce, says that the Alberta government, a champion of free enterprise, is on the wrong track in pushing for increased federal regulation of Canada's railways. He said the adoption of the Alberta Department of Transportation's call for broader regulated running rights would open the door to open access, a system where Ottawa regulators could force CN to open its track and customer base to rail competitors at regulated rates. Tellier said rail deregulation in Canada has revived the rail industry, generated the lowest rail rates in the world and ended hundreds of millions of dollars in government rail subsidies. The current deregulated environment also offers shippers effective remedies - remedies not available to shippers in the United States - in isolated incidents where market mechanisms are not as effective as they should be. Tellier said deregulation is essential to CN's plans for growth, and one potential growth area for CN is the planned development of oil sands south of Fort McMurray, AB, which are located much closer to the existing railhead in Northern Alberta. "This opens new possibilities for rail to contribute to the development of the oil sands ... CN would be interested in helping improve rail service to Fort McMurray" in cooperation with short line partners Lakeland and Waterways Railway and the Athabasca Northern Railway. "I'm very open to any business case that makes rail service to the oil sands work for everyone involved," said Tellier. (CN website, Canadian Press, September 5; Calgary Herald, September 6)



**CANADIAN
PACIFIC
RAILWAY**

ABOARD THE BIG-BUCKS EXPRESS: CPR's "Royal Canadian Pacific" is billed as the definitive luxury travel getaway for those who love the finer things in life and don't need to ask the sticker price. It's exactly what Hollywood directors Francis Ford Coppola and George Lucas and their families had in mind when they chartered the luxury private train, with three heritage cars (the *Killarney*, *Van Horne* and *Strathcona*, powered by GP38-2 3084 and F9B 1900), for a "horrendously expensive" cross-Canada rail holiday. How much the two families were charged is anybody's guess and Jean LeSourd, manager of sales and marketing for the RCP, didn't provide the answer, "If you see our excursion costs, you can imagine what it may cost." It usually costs at least \$483,000 just for the six-day trip through the Alberta Rockies using the three cars based in Calgary, and add to that the costs of bringing the train to Toronto. The guest-to-staff ratio on all train rides is three to one and the cost includes all food prepared by chefs as well as liquor and any special dietary tastes, LeSourd said. "Our service at the Royal Canadian Pacific would be similar to the Orient Express and the Royal Scotsman as far as luxury rail service goes." The Coppola and Lucas parties discreetly boarded the train at Union Station in Toronto and left in a westerly

direction at a leisurely 70 km/h for an undisclosed location. CPR spokesman Paul Thurston said he had no idea where the holidaying group was headed. The CPR network would take them west through Northern Ontario and the Prairies, before offering different routes in Alberta, including a circuit through the Rockies. The westward track ends in Vancouver. (Toronto Star, Canadian Press, August 14)

YARDMASTERS REACH TENTATIVE AGREEMENT WITH D&H: Delaware & Hudson Railway yardmasters represented by the United Transportation Union have reached a tentative agreement with the carrier on wages and rules. The agreement, which establishes new rates of pay through December 31, 2004, was mailed out for ratification August 30, with ballots due back by September 19. (UTU, August 30)

CPR FIRST RAILWAY DESIGNATED LOW-RISK BY CANADA CUSTOMS FOR US IMPORTS: CPR has become the first railway in North America to be approved under a new Canada Customs and Revenue Agency program to streamline clearance at the border for imports from the United States. CPR's approval as a low-risk carrier under the Customs Self-Assessment (CSA) program means shippers who are also approved as low risk will see their goods enter Canada on CPR as if the border did not exist. Under the program, CSA-approved shippers must use CSA-approved carriers to get the benefit of borderless entry. In addition, the goods being imported must be approved as low risk. Eligible goods include finished vehicles, parts for vehicles, food products and other common frequently imported items from the U.S. "Our low-risk designation under the program means CSA-approved shippers can reduce their costs by shipping on CPR," Rob Ritchie, president and ceo, said. "CPR is now the only carrier on the continent that offers a rail option to shippers that enables them to take full advantage of their CSA status."

CPR spokesman Len Cocolicchio said cross-border shipments accounted for 30% of CPR's \$3.7 billion in revenue in 2001. He added that cross-border business was split almost evenly between shipments north to Canada and south to the U.S. He said Canada Customs will still inspect the goods imported by CSA-approved companies, but only at the final destination of the shipment and not at the border. The CSA program reduces the cost of compliance with Canada's import regulations. Under the program, approved importers can file monthly summary customs reports on their shipments instead of a report on each shipment. In addition, importers will see improved efficiencies as their goods are delivered directly to their facility without stopping for inspection at the border or waiting to have their goods cleared by customs. CPR began the rigorous CSA application process 18 months ago. (CP News Release, September 2; Toronto Star, September 3)



CBC RIDES THE RAILS WITH SPECIAL TRAIN AS PART OF NETWORK'S 50TH CELEBRATIONS: It's its birthday and the CBC wants to take you for a ride. In September, Canada's first television network celebrates 50 years on the air. Just as NBC did last spring during their 75th anniversary bash, the network has plenty planned, including a coast-to-coast train trek. To help promote and mark the occasion, CBC has booked a train. Not a train ride, a train, a coast-to-coast, memorabilia-packed 50th Anniversary VIA Rail Train that departed Vancouver on September 7 and is slowly winding its way to Halifax, by October 5. Who and what will be on board? There is a museum exhibit car packed with props and puppets from kiddie shows such as Uncle Chichimus, Fraggle Rock, Chez Helene, The Friendly Giant and Mr. Dressup. Another baggage car houses old microphones, cameras and artifacts from shows like Don Messer's Jubilee. For Peter Mansbridge wanabees, there is even a Be An Anchor display.

The consist of the train includes:

- VIA F40PH-2 6403 leading in special CBC scheme, assisted by F40PH-2 6412.
- baggage car 8605, three "Chateau" sleepers (Denonville, Lauzon

- Rigaud) and coach 8123 for on-train staff.
- one Skyline Broadcast car (8502), two baggage-museum cars (8612 and 8615), one Dome-Sleeper-Observation *Banff Park* for a reception area,
- flat car OTTX 93344 carrying a generator.

For the portion of the trip beyond Toronto, a set of Renaissance equipment will be tacked onto the rear. (**The Toronto Sun**, August 27; other sources)

OTHER PASSENGER

NEW SELF-POWERED RAIL CAR UNVEILED IN COLORADO:

Colorado Railcar, the luxury rail car builder formerly known as Rader Railcar, has invested \$3 million in development research on DMU power cars and has unveiled a \$2.9 million self-propelled commuter rail car. The diesel-powered rail car will be going to the Transportation Technology Center test site. The 92-seat DMU - for "diesel multiple unit" - is the first self-propelled passenger rail car to meet the Federal Railroad Administration's new rules for structural safety, a crucial step in the company's plans to break into the \$500 million-a-year commuter rail car business. European rail car manufacturers have built their own DMU commuter cars, which don't need a locomotive but are powerful enough to pull one or more additional passenger cars. But they have yet to produce a product that meets U.S. government standards. Colorado Railcar Vice President Tom Janaky said the Colorado-built DMU is designed with enough horsepower to pull at least two trailing cars. The company envisions selling single- and double-story trailer cars, similar to its popular glass-dome-topped luxury rail cars used by railroads in Canada and Alaska, to DMU customers starting at \$1.9 million each. (**Rocky Mountain News**, August 15)

NRC LOOKS FOR WAYS TO REDUCE STRESS ON O-TRAIN WHEELS:

The National Research Council is trying to find a way for Ottawa's O-Trains to cross two heavy-rail tracks without suffering impacts so severe that their undercarriages are damaged, according to Mario Peloquin, the manager of the light-rail pilot project. Studying how to "reprofile" the crossings near the south end of the light-rail line will cost taxpayers \$60,000, Peloquin said. "We would hope to be able to make the Walkley crossing at 20 miles per hour and the Ellwood crossing at 30 miles per hour," Peloquin said. Currently the O-Train can only cross the other tracks at 15 and 5 miles per hour respectively. Peloquin said OC Transpo hopes the work will be finished by mid-September.

The NRC branch involved is the Centre for Surface Transportation Technology, whose web site is http://www.cstt.nrc.ca/en/fsp/vehicle_track_sys.htm (**Ottawa Citizen**, August 15)

WATERLOO REGION HOPING FOR LIGHT-RAIL MONEY: Waterloo Region will soon know whether it can get a piece of a \$2.6-billion federal infrastructure fund to build a light-rail transit system. The \$265-million proposal is to build a light rail transit system from the St. Jacobs Market north of Waterloo into downtown Kitchener. Subsequent phases might bring the light rail cars across the region and into Cambridge. (**Kitchener Record**, August 16)

COMMUTER-TRAIN SERVICE RETURNS TO MONT-SAINT-HILAIRE

After a 14-year hiatus, commuter-train service returned to Mont-Saint-Hilaire, southeast of Montreal, on September 3, the Metropolitan Transit Agency announced. Four trains in the morning (leaving St-Hilaire at 05:45, 06:52, 07:05 and 07:32) and four trains in the evening (leaving Montreal's Central Station at 16:30, 16:50, 17:20 and 18:20) take passengers to downtown Montreal in just 45 minutes with stops in McMasterville, Saint-Bruno and Saint-Lambert. (**Montreal Gazette**, August 23)

DELSON COMMUTER TRAIN SAVED FOR 10 MONTHS Despite a lack of enthusiasm among certain municipalities, poorly-located stations, and a barely acceptable number of passengers, the government of Quebec has given the go ahead to Montreal's Agence métropolitaine de transport to continue the Montreal-Delton commuter train pilot project until June, 2003. Service was doubled on September 3, with four morning departures from Delson (at 06:05, 07:05, 07:40 and 09:05) and four evening trips from Montreal (at 15:40, 16:40, 17:15 and 18:10). (**La Presse**, August 28)

TOURISM PLAN CHUGS ALONG: A proposal to develop a tourist train between Thunder Bay and Nipigon is now getting widespread support. The Superior Adventure Train Tour project, will initially use CN's Kinghorn subdivision line to Nipigon and Red Rock, with possible stops at Pass Lake and Dorion. If it is successful, the route could extend to Schreiber and Terrace Bay. Funding for a feasibility study is being sought. (**Thunder Bay Chronicle Journal**, August 23)

GO TRANSIT CHANGES: Starting September 3, a number of changes took place to GO Transit rail service. First a new station on the Stouffville line, Centennial station between the Unionville and Markham stations, opened. Train times were adjusted slightly, with the first three morning trains leaving Stouffville five minutes earlier, but arrival times at Union did not change. Another new GO station called Mount Joy is being built between Stouffville and Markham near 16th Ave., and will open later this year or early next year. On the Bradford line, trains now leave Bradford five minutes earlier because of the new York University station. On the Milton line, a new morning and evening train has been added weekdays, bringing to six the numbers of trains operated in the rush-hour. (**GO Transit releases**)

BC RAIL PASSENGER SERVICE TO END, DESPITE OBJECTIONS:

BC Rail is determined to close its money-losing passenger rail service from North Vancouver to Prince George despite a plea from municipal politicians along the route for it to be maintained. "We intend to close the service October 31," BC Rail official Alan Dever said. On September 3, 18 mayors and councillors from the Interior met in 100 Mile House in a last-ditch effort to save the service and emerged with a plea to the provincial government for a moratorium on the line's closure. They said the moratorium was needed in order to buy time for the government and BC Rail to devise new ways of raising revenue from the service, which lost \$22 million over the last five years.

Dever said BC Rail was willing to listen "to anyone who comes up with a commercially sound solution to keep the service operating. But we haven't seen one yet," he said. The service carried 81,000 one-way passengers in 2001, but still lost \$4.8 million, said Dever. "We're losing millions of dollars a year on a service that primarily serves the tourist industry, not the B.C. public, and we don't get any subsidies for that service," said Dever. He said the 50-year-old diesel-powered Budd cars that carried passengers were "old, unreliable and need to be retired." It would cost an estimated \$30 million to refurbish them. (**The Vancouver Sun**, September 5)

SKYTRAIN EXTENSION IN SERVICE: August 31 saw the start of revenue service between Braid and Commercial Drive stations on the Millennium Line extension of Greater Vancouver's automated SkyTrain system, eight months after trains began operating between Columbia and Braid (see page 19, **Branchline**, February 2002). Operating on the usual Saturday timetable, the day began with departures in either direction from Lougheed Town Centre, the first station west of Braid. First to leave was the 06:13 Lougheed to Waterfront via Braid, consisting of Mark II cars 231-232. At 06:15, Mark II cars 207-208 departed westward on the 17-minute journey to Commercial Drive. Ordinarily, that train would have been the first to depart from Commercial Drive for Waterfront, at 06:36, thus becoming the first to cover the entire route. But that honour fell instead to a special service that departed at 06:30, formed by Mark II cars 217-218. Billed as the ceremonial first train, even though others had started earlier, its passengers included a group who had donated \$98 each to a radio station's fund for needy children, and received special souvenirs and priority boarding. With the opening to Commercial Drive, the Millennium Line has added 11 stations and 20 route-kilometres to the SkyTrain system this year. Altogether, SkyTrain now has 31 stations and 49 route-kilometres. (Ian Smith)

REGIONAL / SHORTLINE NEWS

TOP BC RAIL EXECUTIVES MAKE SUDDEN DEPARTURE Two senior BC Rail executives -- president Mark Mudie and vp Debbie MacLagan -- have abruptly left the Crown corporation. Mudie's position was filled temporarily by BCR Group ceo Bob Phillips, while MacLagan's position was filled temporarily by Ian McIver,

BC Rail's sales and marketing director. Mudie, who became president and coo in May 2001, joined the company in 1999. He appointed MacLagan as vp, marketing and sales, earlier this year. She had been with BC Rail for 11 years. (**Vancouver Sun**, August 27)

HIGHWAY RUBBER MEETS RAILWAY STEEL: Alberta RailNet, a short line railway, and Wiebe Transport, a trucking company - have joined forces and opened a new intermodal operation to improve customer service along the northwest corridor of Alberta and British Columbia. The two companies opened the rail-truck cargo flow service as part of a series of events and activities this fall to showcase rail's role in the nation's economy. The first shipments of sodium sulphite were delivered by rail from Pennsylvania and transshipped for local delivery by truck to Taylor, BC.

Wiebe Transport is a well-known and respected Alberta trucking firm. Alberta RailNet, a short line railway formed in 1999, feeds freight traffic to and from CN's main line. Within days of completion of a 14-car railway spur adjacent to Wiebe's truck receiving and departure yard in Grande Prairie, the new service was up and running. "The facility will handle all bulk commodities to and from this area - either railed in and trucked out, or trucked in and railed out," said Greg Pichette, RailNet vp and general manager. "We know there is great potential for these types of operation." Another local enterprise, GP Reload, recently transshipped 5,000 railcars of freight for the finished forest products market. (**Canada NewsWire**, August 28)

NO RUSH TO DECIDE ONTC FATE: The Ontario government is taking its time deciding the fate of the Ontario Northland Transportation Commission "to make sure we do it right," Nipissing MPP Al McDonald has said. ONTC employees have been in a state of limbo since 2000, said Brian Stevens, president of Canadian Auto Workers' Union Local 103, which represents mechanical workers at the Ontario Northland Railway. "It's been over two years already since the review was announced and ONTC employees want some closure now, some finality on what's happening." The provincial cabinet was expected to make the final decision on the ONTC this summer, but the subject has been left off cabinet meeting agendas since mid-June. (**North Bay Nugget**, August 30)

ISLAND RAIL GROUP, CPR 'VERY CLOSE' TO DEAL ON E&N: Negotiations between the Vancouver Island Railway Initiative (VIRI) and CPR over a potential purchase of the E&N are nearing completion. "We're very close," said Lake Cowichan Mayor Jack Peake, who can't discuss details because of a confidentiality agreement. The CPR has decided to include the 17 miles of railway right of way from North Cowichan to Cowichan Lake in the deal, at no extra cost to the VIRI, he said. The CPR line to Lake Cowichan was abandoned years ago. It has been suggested that it be made part of the Trans-Canada Trail. Peake is optimistic that negotiations with CPR will end favourably but he has his doubts about the initiative's ability to acquire the section of track between Nanaimo and Parksville owned by RailAmerica. "With RailAmerica, we're about \$8 million apart." The CPR sold the Nanaimo-Parksville portion of the E&N to RailAmerica when the U.S. firm took over the operation of passenger and freight service between Victoria and Courtenay on the E&N. Peake said VIRI will meet with representatives of every municipality along the E&N right of way on September 6 in the hope that they will partner with the initiative and help to purchase the railway. (**Nanaimo Daily News**, August 31; **Cowichan Valley Citizen**, September 1)

FIGHTING TO KEEP DISAPPEARING RAIL LINE: The Village of Val Marie, Saskatchewan, has lost its section of rail line, but with public support track operators hope the remainder of the line can be saved. West Can Rail, a Vancouver-based company that bought the rail line from CPR, has removed the track between Val Marie and Bracken due to low revenues over the past two years. Ross Fraser, president of West Can, said that there haven't been enough cars on the track to keep the line operational. Gary Wincentowich, gm for West Can's operating company Great Western Rail, said local support for the line has been hard to come by. However, Wincentowich hopes to build enough public support so that local investors will buy the remaining track and allow Great Western Rail to continue its operation. (**Southwest Booster**, **Swift**

Current, August 31)

JUNCTION FUNCTION MAKES COMEBACK: In the past three years business on the Guelph Junction Railway has more than tripled from 800 to about 3,000 rail cars a year as more industries use the service. Ten Guelph companies, three Campbellville companies and 1,000 jobs are associated with GJR. Not bad for a locally owned railway that has no engines, freight cars or rail crew and just 29 kilometres of track. GJR is Canada's only city-owned, federally chartered railway. Guelph, the railway's sole shareholder, owns the tracks and the land and, through agreement with Ontario Southland Railway's crew and trains, it ships goods for two major carriers, CPR and CN, and charges them a fee. Guelph's rail service is unique for a number of reasons, says utilities coordinator Tom Segaske of the city's environment and transportation group. Very few communities are served by two carriers, CN and CPR, but industries have that choice in Guelph, and there's an atmosphere of competitive freight rates. Yet CPR and CN (operating though Goderich-Exeter Railway) will actually exchange cars here to ensure access and same-day delivery in Guelph. (**Guelph Tribune**, August 30)

WATERLOO-ST. JACOBS RAILWAY CERTIFICATE OF FITNESS CANCELLED: The CTA has cancelled Certificate of Fitness No. 97010, which authorized the WSJR to operate a railway between Waterloo and Elmira, in the province of Ontario. It had been suspended December 21, 2001, pending further investigation relating to ownership and operating arrangements on the Waterloo line. (**CTA homepage**)

OTHER INDUSTRY NEWS

NORTH BAY RAIL LANDS PEGGED AT \$36 MILLION: It will cost \$4 million to clean up the CPR lands, and about \$39 million more to implement the Community Waterfront Friends' vision for the property, consultants have told North Bay, Ontario, council. Despite the price tag, the consultants believe the project will benefit North Bay by bringing in operating and tax revenues, and creating employment. And they recommended developing the rail lands in four phases beginning next year and continuing at least until 2011. The first phase of the CWF plan includes a water garden, beach and wet lands, a second carousel, CPR station redevelopment and a pedestrian underpass, estimated at \$10.69 million. North Bay Mayor Jack Burrows said the city will apply to the province and federal government for funding to help pay for the rail lands project. "We've bought the land for \$12 million, and now I think it's up to our friends at other levels of government to come to the table and help us out." (**North Bay Nugget**, August 14)

MAJOR VICTORY FOR BLE, LABOUR: The National Mediation Board (NMB) dismissed the United Transportation Union's application to create a single craft of "Train and Engine Service Employees" on the Kansas City Southern Railway. The UTU filed the application in September of 2001, seeking the establishment of the new craft and requesting a representation election on the KCS. This decision marks the second time the NMB has denied a UTU attempt to force single-craft elections on a Class 1 railroad. On February 29, 2000, the NMB dismissed a similar UTU request on the nation's largest railroad, Union Pacific. (**BLE**, August 14)

STATION SOLD: CN has been authorized to sell its railway station in Leamington, Ontario, to the Municipality of Leamington. Order-in-Council 2002-1265 approved on July 17, 2002.

BOMBARDIER TO LAY OFF 300 AT QUEBEC PLANT: Bombardier Inc. said it is laying off about 300 workers at its La Pocatière railcar plant near Quebec City in the next three months because a US\$1-billion New York subway contract signed in 1997 has been completed. But it strongly denied the "phased" layoff of more than 20% of the plant's payroll is connected with last month's loss of a US\$962-million New York subway car contract to France's Alstom SA and Japan's Kawasaki Heavy Industries Ltd. "If we'd won that contract work wouldn't have started before 2004 at the earliest," said Carol Sharpe, Bombardier Transportation spokeswoman. "La Pocatière is just ramping up production under a 678-commuter car order from Long Island Rail Road with deliveries running through 2007," she added. La

Pocatière specializes in building stainless steel cars. (**National Post**, August 17)

STATE OFFICIALS WORRY ABOUT BARRE, VERMONT, PLANT: State economic development officials are hoping to meet with officials of the Canadian rail car manufacturer Bombardier Transportation to discuss the future of the company's Vermont plant. The plant currently employs about 37 people, although Bombardier has employed as many as 800 in Barre, and there are unconfirmed reports the plant might be closing. The Barre plant has been running since 1981, and ever since Bombardier built a rail car plant in Plattsburg, N.Y., Vermont officials have worried about losing the Barre facility. The company built the Plattsburg plant in 1995 and doubled its size in 1998. (**Associated Press**, August 16)

BOMBARDIER WINS N.Y. COMMUTER RAIL CAR JOB: Bombardier Inc. has won a \$500-million contract to supply 180 passenger cars to Metro-North Commuter Railroad Co. of New York. The order is something of a consolation prize for Bombardier, as they lost out on a huge, \$2.4-billion (U.S.) contract in July to supply subway cars to the Metropolitan Transportation Authority of New York. Metro-North has ordered 180 M-7 electrical multiple unit commuter cars to replace its fleet of M-1 cars. The order represents a follow-through on an option to buy up to 1,266 of the M-7s. Bombardier said the cars' stainless steel bodies will be built at its plant in La Pocatière, Quebec, with final manufacturing and assembly at its Plattsburg, N.Y., operation. Deliveries are scheduled for early 2004. Besides being shut out of the subway order, Bombardier has also had to deal with the fallout from faults in the suspension systems of the Acela Express high-speed trains. (**Globe and Mail**, August 31)

RAILWAYS FEAR LOOMING LABOUR SHORTAGES: Canada's rail industry, faced with a workforce that is greying faster than other industries, is bracing for a major retirement crunch in the coming decade. One-third of Canada's workforce is 45 years or older, compared with 53% of the rail sector, according to Railway Association of Canada (RAC) statistics. As a result, the industry is now considering future recruitment efforts, despite undergoing significant layoffs and cost cutting in the last decade. "It's a challenge for us," said Bill Rowat, RAC president. The North American railway sector has slashed 50,000 jobs over the past decade. Due to union agreements, many of those cuts affected the sector's younger workers, which will become an issue for the industry, according to a Railway Association report published earlier this year. At CPR the so-called "baby boom bulge" of employees is expected to hit retirement age five or six years ahead of the Canadian workforce. At CN, recent union agreements have been formulated to address the aging workforce and make working for the rail industry more attractive to younger job-seekers, a company official said. Such agreements include "a much better balance between work and home life," such as enabling train crews to spend less time away from their families, CN spokesman Mark Hallman said.

Two post-secondary schools, the University of Calgary and the Southern Alberta Institute of Technology, are endeavouring to respond to the projected need for rail workers down the road. So far, however, SAIT's two-year-old rail traffic control and rail conductor programs have had to work to fill spaces. The rail conductor course began with 10 students two years ago and expanded to 16 this year after a "cross-country" recruitment, said Brian Moukperian, dean of SAIT's rail training and technology program. Although he expects the program to continue expanding, Moukperian said the rail industry faces tough competition with other industries in its efforts to attract students out of high school. Part of this, he said, is due to the sector's reputation as an "old economy" industry. Peter Wallis, director of the University of Calgary's Van Horne Institute for transportation studies, has seen the same trend, although the rail industry has become more technologically advanced in recent years. In addition to advances in train technology, transportation logistics have become a high-tech business, Wallis said, adding the rail sector has moved beyond its "old" label. (**Calgary Herald**, August 21)

SAULT COLLEGE ON TRACK FOR RAILWAY TRAINING PROGRAM: Anticipating a demand of skilled tradespeople in

Canada's railway sector, Sault College is undertaking a study to develop a business case for a proposed railway institute. The \$60,091 effort got a federal shot in the arm on September 4 with \$30,545 from FedNor. The college will pick up the remaining portion. A training facility would provide pre-employment and apprenticeship programs, as well as employee-based professional development training. The study will include research and an analysis of the railroad industry's training needs. The institute would train motive power mechanics, rail car mechanics, railroad police and security, maintenance-of-way mechanics and railroad conductors. Sault consultant Ralph Medaglia has been contracted to assist with the report. The rail industry's demand for skilled trades is identified in the Canadian Railway Human Resources Study: 2002, a report prepared by the rail industry and Human Resources Development Canada. (**Sault Star**, August 29; **Northern Ontario Business**, September 5)

NATIONAL STEEL SUES RIVAL OVER PATENT: National Steel Car has accused Greenbrier of infringing a US patent for lumber carriers. In a lawsuit filed in federal court in Delaware, National Steel, a unit of Hamilton-based Dofasco, says Greenbrier has been offering to sell flat cars to CPR and others in violation of National Steel's 1990 patent. The suit says Greenbrier should stop making the cars and pay damages. The infringement "is deliberate, willful and intentional," and will cause "substantial damage" to National Steel, the suit says. Officials at Greenbrier weren't immediately available to comment on the lawsuit. (**Globe and Mail**, **National Post**, August 24)

FIVE PROJECTS TO BE FUNDED UNDER THE FREIGHT SUSTAINABILITY DEMONSTRATION PROGRAM: The federal government will provide funding of more than \$373,000 for five projects under the Freight Sustainability Demonstration Program. The program, first announced in November 2001, will allocate approximately \$4.5 million over five years for projects designed to reduce greenhouse gas emissions in the freight transportation sector. Freight Sustainability Demonstration Program contributions will cover up to 50% of eligible project expenses to a maximum of \$250,000, with applicants and their partners contributing the remainder. The projects, four of which are rail related, are:

- Kelsan Technologies Corp will receive \$227,384 in federal funding for the Top of Rail Friction Control project. The project will demonstrate and measure the effect of top-of-rail friction control on freight locomotive fuel consumption and GHG emissions.

- Nexus North will receive federal funding of \$50,000 for Nunavut Express Container Service, a new container express service connecting Winnipeg and Thompson with the Port of Churchill and isolated communities in Nunavut.

- Athabasca Northern Railway Ltd. will receive \$48,000 in federal funding for the GM GP9 Layover Protection project, which involves the installation of diesel-driven heating systems on two GP9 locomotives.

- Southern Railways of British Columbia will receive federal funding of \$25,000 for ZTR Control System's SmartStart Technology. The system automatically shuts down and restarts locomotives depending on environmental conditions and the temperature of critical locomotive systems.

- Genesee & Wyoming and Huron Central Railway will receive federal funding of \$23,300 for the installation of electric locomotive layover heating systems on two locomotives. The systems allow diesel engines to shut down during layover periods. Project partners include CN, CPR, and the National Research Council. (**Transport Canada**, August 28)

TIMING RIGHT FOR RAIL CAR BUY: There won't be much grain moving by rail this year and that could be good news for prairie farmers hoping to buy the federal government's fleet of hopper cars. "The market for hopper cars right now is very depressed," said Sinclair Harrison, president of the Farmer Rail Car Coalition. "With the price depressed, it's a good time to be buying them." The coalition wants to buy the 13,000 cars, which Ottawa has said will be sold by the end of this year. The coalition hopes to have its business plan completed by October 15, then travel to Ottawa to discuss it with officials from the departments of finance and transport. The government has said it will set out the terms and conditions of the sale this fall, but the coalition wants to meet with ministers and officials before that decision is made. No other groups have publicly stated their desire to buy the cars,

although potential bidders include the two national railways, rail car leasing companies and grain companies. (**Western Producer**, August 29)

TRANSPORTATION SAFETY BOARD HAS NEW CHAIR: The Honourable Camille H. Thériault has been appointed as Chairperson of the Canadian Transportation Accident Investigation and Safety Board. He was appointed as a member of the Board in December 2001. The Canadian Transportation Accident Investigation and Safety Board is an independent agency which reports to Parliament through the President of the Privy Council. Its role is to advance transportation safety through investigations in the fields of marine, pipeline, rail and aviation transportation. (**Privy Council Office Press Release**, July 17)

CTA STARTS REVIEW OF THE RAILWAY INTERSWITCHING REGULATIONS: The Canadian Transportation Agency (CTA) is seeking comments on the Railway Interswitching Regulations. The Canada Transportation Act requires the Agency to review the Regulations whenever the circumstances warrant and at least once in every five-year period after the Regulations were made. The Agency is preparing for the statutory review where the provisions of the Regulations will be assessed as to whether they are effective and accurate in reflecting the commercial reality of the industry within the statutory framework prescribed by section 128 of the CTA. In particular, the statutory review will include an examination of the current interswitching rates to ensure that they are established at an appropriate level. The CTA has suggested lowering all the rates. Submissions should be forwarded to the Agency by September 30. (**CTA homepage**, September 4)

RAIL TRAFFIC UP IN AUGUST: Canadian intermodal traffic was up 15.6% (21,891 units) in August 2002, while carload traffic was flat during the month. For the first eight months of 2002, Canadian carload traffic (2,081,542 carloads) was down 3.1%, while Canadian intermodal traffic (1,322,368 trailers and containers) through August 2002 was up 9.1%. For just the week ended August 31, the AAR reported the following totals for Canadian railroads: volume of 60,028 carloads, down 3.5% from last year; and 40,858 trailers and containers, up 14.8% from the corresponding week in 2001. (**AAR homepage**, September 6)

STB ANNOUNCES IMPLEMENTATION OF NEW WEBSITE FEATURES: The US Surface Transportation Board announced today that, effective September 23, 2002, it will adopt a new system for disseminating its electronic news releases that will enable users to directly add or remove their electronic-mail subscriptions for news releases. The STB also advised the public that implementation of the new system will require all current subscribers to subscribe to the new system to ensure uninterrupted receipt of the agency's electronic news releases. (**STB homepage**, August 15)

OTTAWA ANTES UP MORE FOR RAIL CARS FOR "HAY WEST": Federal Agriculture Minister Lyle Vanclief took a brief tour of drought-stricken Saskatchewan and Alberta farms in August, and took the opportunity to announce that Ottawa will pitch in \$2.2 million for an additional 187 rail cars to carry hay west. The offer matches the number of cars CN and CPR have already donated. Hay West campaign chairman Pierre Brodeur was pleased with the announcement but added that the hay donations flowing in will require even more cars, perhaps double what Ottawa announced. Hay is coming from as far away as Truro, Nova Scotia.

Donations, including rail cars, continue to roll in from private companies. Investment banker FirstEnergy Capital announced it will hold a "trading day" on September 5 and donate all trading commissions from that day to western farmers. The company estimates it will raise enough money to pay for a minimum of 50 rail cars and for some additional support to rural communities hit by drought. The Canadian Food Inspection Agency will pitch in 1,100 large bales grown at its Ottawa research institute. And Agrium is contributing \$50,000 to the Agricultural Producers Association of Saskatchewan's Feed Connection Trust to offset the cost of transporting feed.

In early September, Minister Vanclief announced that the Government of Canada will pay for the use of an additional 190 rail cars, more than doubling its rail car contribution. (**Edmonton Journal**, **Truro Daily News**, August 29; **Agriculture Canada**, September 4) ■

THE INAUGURATION OF MONTRÉAL INTERMODAL TERMINAL AT TASCHEREAU (MITT)

On September 4, 2002, CN president and CEO Paul M. Tellier officially opened a new \$47 million state-of-the-art intermodal terminal (MITT) in the heart of the company's sprawling Taschereau Yard complex on west island Montréal. Joining Mr. Tellier were Federal Transport Minister David Collenette, Quebec Transport Minister Serge Ménard, Montréal Mayor Gérald Tremblay, and Executive VP Sales and Marketing James Foote. Eastern Canada Division General Manager Alain Thauvette acted as Master of Ceremonies at the gala event.

The proceedings were held near the Speed Gate entrance to the terminal, west of the Diesel Shop, within the confines of a large canvas special-activities enclosure. Members of 'The Canadian Grenadier Guards' stood at attention on either side of the main entrance. Upon completion of the VIP speaker's portion of the program, everyone was invited outside to witness CN SD751 5782 and nine double-stacks break through a banner to officially open the terminal that has been in regular service since June 10th of this year. The moment was punctuated by the sound of truck and locomotive air horns resonating from all corners of the terminal complex. A brief but loud retort of exploding fireworks ensured that a just released flock of homing pigeons weren't long clearing the property.

Shortly after 12 noon, VIPs and invited guests were treated to a sit down meal featuring a delicious salmon entrée. During the meal, a 12-piece military band played softly in the background. Accompanying the band was soft and frequent 'swish' of air brakes from a continuous parade of passing trucks as they slowed to a stop at the main terminal gate. Changing throttle positions of not too distant locomotives added to the ambiance. If not for the above, it would have been easy to think that one was sitting in the main dining room of a posh downtown hotel, as opposed to the middle of a Class 1 freight yard. What a nice touch! After the meal, guests were afforded the opportunity to safely view pad operations from inside a fleet of rented shuttle buses as they slowly moved between strings of well cars and a mountain of containers in many instances stacked five high.

MITT is expansive, affording CN an immediate 60% increase in the number of intermodal units it can accommodate on site when compared to that of the vacated Monterm facility at Turcot Yard. (Capacity can be increased by a further 30% if required). It occupies 160 of Taschereau Yard's overall 920 acres, and extends virtually the entire length of the property in a North-South direction. It is for the most part situated on land previously used for the Dual Hump Classification 'MC' Yard (10 groups of 7 to 9 tracks) totalling 84, and the Local Hump Classification 'ML' and 'MF' Yards (5 groups of 8 tracks) totalling 40.

MITT features 4 intermodal pad tracks between 7,400 and 8,900 feet, each long enough to handle most trains without the need for switching. Turnouts located mid-way along each of the four pad tracks allow access to three parallel service tracks if the need arises. The tracks are configured in a 2-3-2 combination with containers off-loaded and stored between the three groups. The terminal is equipped with nine mobile reach/stackers for more efficient yard throughput. A train carrying 150 containers may be assigned as many as three reach/stacker cranes that jointly have the capability of having everything off-loaded and placed on the pad in as little as 1.5 hours.

Infrastructure changes at Taschereau also required that a new Intermodal operations building be constructed, as well as the installation of the Speed Gate. This new automated gate system (also in use at CN's Edmonton Intermodal Terminal) gives incoming truckers faster terminal access through seven automated self-serve gatestands all the while maintaining a high level of security. Drivers must be registered with CN prior to being granted admission to MITT. Identification at the Speed Gate is accomplished through the use of biometric technology. A driver places his/her registered index finger on a biometric sensor located on the gatestand. Once validated, the driver is allowed to proceed. Processing time at the gate averages about three minutes. Entry is on a first come first serve basis. To date, approximately 3,000 drivers have been registered allowing for the movement of about 1,300 trucks on and off the property every 24 hours. Additional information about Speed Gate, as well as other items of interest are available at CN's corporate web-site: www.cn.ca.

The official opening of MITT showcased for the business community a cutting-edge intermodal facility that should allow CN to manage growth of its container and truck trailer business in the Montréal region for years to come. With intermodal activities concentrated in one location next to the Cargo-Flo, Auto-Port and RoadRailer terminals, CN has transformed Taschereau Yard into a truly Multi-modal hub that should help the Company further its claim of being North America's Railroad. (**Raymond Farand**; with background information from CN Press Release, September 4)

A SELECTION OF PASSENGER CONSISTS

11 August 2002 VIA #88 - "International" at Kitchener, Ontario	15 August 2002 VIA #1 - "Canadian" at Toronto, Ontario	25 August 2002 VIA #67 at Montreal, Quebec	27 August 2002 American Orient Express #8 at Thunder Bay, Ontario	1 September 2002 VIA #16/14 - "Chaleur/ Ocean" at St-Lambert, Que.
AMTK P42DC 27 AMTK Coach 54059 AMTK Dinette 48201 AMTK Coach 54541 AMTK Coach 54512 -----	F40PH-2 6442 F40PH-2 6444 F40PH-2 6439 Diner <i>Imperial</i> (deadhead) Baggage 8609 Coach 8110 Coach 8101 Coach 8129 Coach 8125 Skyline 8501 Sleeper <i>Elgin Manor</i> Sleeper <i>Hunter Manor</i> Sleeper <i>Cameron Manor</i> Skyline 8500 Diner <i>Alexandra</i> Sleeper <i>Allan Manor</i> Sleeper <i>Rogers Manor</i> Sleeper <i>Stuart Manor</i> Sleeper <i>Chateau Montcalm</i> Sleeper <i>Grant Manor</i> Sleeper <i>Draper Manor</i> Skyline 8507 Diner <i>Palliser</i> Sleeper <i>Bliss Manor</i> Sleeper <i>Brant Manor</i> Sleeper <i>Drummond Manor</i> Dome-Sleeper-Observation <i>Kootenay Park</i> -----	P42DC 906 LRC Club 3460 LRC Coaches 3327, 3335, 3355, 3358, 3311, 3302, 3308 LRC Club 3456 P42DC 914 ----- 15 August 2002 AMT #85 at St-Constant, QC Cab-Coach 102 Coaches 1097, 1036, 1041 EGU 605 GP9u 1310 ----- 29 August 2002 Work Extra 4114 at Windsor, Ontario CN GP9RM 4114 CN Gondola 137673 (coal load) Essex Terminal 0-6-0 #9 STCR Tank Car 37 STCR Caboose 61 STCR Baggage 57636 STCR Auxiliary Diner 60504 STCR Coach 1437 - <i>Midway</i> STCR Coach 3216 STCR Coach 5504 STCR ex-CN Track Geometry Car 15000 (Utilized to celebrate Essex Terminal Railway's 100 th Anniversary) ----- 2 September 2002 VIA #601/603 - "Saguenay/ Abitibi" at Ahuntsic, Quebec F40PH-2 6420 F40PH-2 6410 Coaches 8139, 8146 Baggage Cars 8608, 8606 Coaches 8147, 8144	CN GP40-2(W) 9670 VIA F40PH-2 6438 AOE Baggage-Laundry <i>San Antonio</i> AMTK Crew Sleeper <i>Pacific Star</i> AOE Crew Sleeper <i>Grand Canyon</i> PV Sleeper-Lounge <i>Swift Stream</i> AOE Lounge-Sleeper <i>San Francisco</i> AOE Sleeper <i>Vienna</i> AOE Sleeper <i>Monte Carlo</i> AOE Sleeper <i>Denver</i> AOE Club Car <i>Rocky Mountain</i> AOE Diner <i>Chicago</i> AOE Dome-Lounge <i>New Orleans</i> AOE Sleeper <i>Istanbul</i> AOE Sleeper <i>Berlin</i> AOE Sleeper <i>Savannah</i> AOE Lounge-Observation <i>New York</i> ----- 7 September 2002 CBC-TV 50 th Anniversary Special (VIA equipment) at Vancouver, BC F40PH-2 6403 (painted red for CBC) F40PH-2 6412 Sleeper <i>Chateau Denonville</i> Sleeper <i>Chateau Lauzon</i> Sleeper <i>Chateau Rigaud</i> Skyline 8502 Coach 8123 Baggage 8605 Baggage 8615 Baggage 8612 Dome-Sleeper-Observation <i>Banff Park</i> Flatcar OTTX 93344 (Train terminates in Halifax, Nova Scotia, on October 6) ----- 3 September 2002 VIA #51 - "Enterprise" at Toronto, Ontario F40PH-2 6433 Coaches 4121, 4100, 4122 F40PH-2 6426 Coaches 7204, 7210 Service Car 7306 Sleepers 7506, 7509, 7514	F40PH-2 6418 F40PH-2 6414 F40PH-2 6421 Baggage 8620 Baggage 8613 Sleeper <i>Chateau Papineau</i> Sleeper <i>Chateau Laval</i> Sleeper <i>Chateau Roberval</i> Sleeper <i>Chateau Salaberry</i> Diner <i>Acadian</i> Skyline 8515 Coach 8109 Coach 8142 Coach 8140 Coach 8141 Coach 8133 Skyline 8511 Diner <i>Kent</i> Coach 8131 Sleeper <i>Chateau Radisson</i> Sleeper <i>Chateau Argenson</i> Sleeper <i>Chateau Bienville</i> Sleeper <i>Chateau Dollard</i> Sleeper <i>Chateau Rouville</i> Sleeper <i>Chateau Levis</i> Sleeper <i>Chateau Viger</i> Dome-Sleeper-Observation <i>Revelstoke Park</i> ----- 2 September 2002 VIA #694/Amtrak #68 - "Adirondack" at Montreal B40-8PH 820 Baggage 1850 Coaches 44917, 21125, 44958 Café Car 28390 Coaches 21701, 44790 ----- 2 September 2002 VIA #53 at Dorval, Quebec P42DC 920 LRC Coaches 3311, 3356, 3361, 3329, 3317 LRC Club Cars 3601, 3466 P42DC 901
21 August 2002 ONT #121 - "Northlander" at North Bay, Ontario				
FP7Au 2000 GP9 1603 GP38-2 1808 EGU 205 Coach 606 Snack Car 700 Coach 604 -----				
8 August 2002 VIA #51 - "Enterprise" at Kingston, Ontario				
F40PH-2 6424 Coaches 7203, 7213 Service car 7304 Sleepers 7511, 7507, 7505 -----				
15 August 2002 AMT #193 at Montreal, Quebec	31 August 2002 VIA #97 - "Maple Leaf" at St. Catharines, Ontario			
Gallery Cab-Coach 900 Gallery Coaches 920, 923, 921, 922 F59PHI 1324 -----	CSX GP38-2 2762 CSX GP38-2 2804 AMTK B40-8PH 823 (broken windshield) AMTK Coach 44658 AMTK Coach 44145 AMTK Dinette 20909 AMTK Coach 21238 AMTK Coach 21663 PV 800064 - <i>Dagny Taggart</i> -----			
8 September 2002 VIA #602/606 - "Saguenay/ Abitibi" at Shawinigan, Quebec				
F40PH-2 6420 F40PH-2 6410 Baggage 8608 Coach 8146 Baggage 8606 Coach 8147 * F40PH-2 6411 * Coaches 8108, 8139, 8144, 8113 * Dome-Sleeper-Observation <i>Kokanee Park</i>	<---- * Special train between Shawinigan and St-Tite for the "Festival Western de St-Tite on September 7 and 8.			

(Thanks to Tom Box, Dean Brown, John Bruketa, Ken Garber, Don Kew, Brian Kimmons, James Lalande, Claude Léger, Bryan Martyniuk, André St-Amant and Lorence Toutant)

SAMPLES OF DIESEL LASHUPS

Aug 8 - CP northbound at Hobbema, AB: AC4400CWs 8529, 8575, 8643 and 8542.	
Aug 16 - CN 369 at Toronto, ON: CN SD60F 5560, QGRY GP38 2007, and retired GTW GP9 4138 en route to the Prairie Dog Central in Winnipeg.	
Aug 18 - ONT 111 at Widdifield, ON: SD75Is 2101 and 2104, SD40-2s 1737 and 1733, GP38-2 1804 and GP9 1602.	
Aug 19 - CP 805 at Carlin, BC: AC4400CWs 9640 and 9596, with AC4400CW 9615 on the rear.	
Aug 19 - CN westbound at Watford, ON: CN SD75I 5734, IC SD40-2 6129 and GCFX SD40-3 6056.	
Aug 22 - NBSR N904 at McAdam, NB: CDAC GP40 40, NBSR SW1200 3703, CN GP9RM 7000, NBSR GP38-3 9802 and MEC GP40-2L(W) 500.	
Aug 22 - HCRY eastbound at Spanish, ON: GP40-2(W) 3012, GP40-2L(W) 3011 and GP40-2(W) 3010.	
Aug 23 - CN 303 at Toronto, ON: CN Dash 9-44CWL 2627, SD40-2 5365 with CANX S-13s 8708 and 8701 en route to Dow Chemicals, Fort Saskatchewan, AB.	
Aug 23 - CP 488 at Belleville, ON: CSX SD40-2 8121, CSX C40-8 7584, CP SD40-2 5683, WC SD45 6607, and GCFX SD40-2 3099 and 3101.	
Aug 23 - CP 106 diverted through Lethbridge, AB: CP AC4400CW 8627, CP SD90MAC 9123 and CEFX SD90MAC 123.	
Aug 24 - CN 337 at Pickering, ON: SD40-2(W) 5325, GCFX SD40-3 6032, and CN GP40-2L(W)s 9542, 9541, 9540 and 9543.	
Aug 25 - CP 456 at Winnipeg, MB: CP SD40-2s 5626 and 5727, CRLX RS-23 8013, and CP SD40-2s 5767, 5717 and 6054 (8013 en route to the Ontario Southland Ry.)	
Aug 25 - CP 441 at Thunder Bay, ON: CP SD40-2 5918, SOO SD60 6047, SOO SD40-2 6601 and CP SD40-2 5736.	
Aug 26 - CN 111 at Edmonton, AB: SD75Is 5677 and 5721.	
Aug 26 - CP eastbound on CN at Strathroy, ON: CP AC4400CW 8628 and CEFX AC4400CW 1010.	
Aug 27 - ONT 151 at Feronia, ON: CN SD75I 5780, ONT SD40-2 1735, CN SD60F 5533, and ONT SD75I 2103.	
Aug 27 - CP eastbound at Lachine, QC: AC4400CW 8509, SD40-2s 5841 and 5707, and GP9u 1697.	
Aug 28 - CN 150 at Sarnia, ON: CN SD75I 5682, GCFX SD40-3 6078, BNSF C44-9W 4436, and BNSF C40-8W 812.	
Aug 27 - CN 337 at Capreol, ON: CN SD75I 5730, CN SD40-2(W) 5332, plus RMPX SW1200RS 8115 and RMPX SW1200RSu 1207 dead-in-transit.	
Aug 28 - NS westbound at St. Thomas, ON: C39-8 8628 and C41-9W 9021.	
Aug 30 - CN 276 at Toronto, ON: CN SD50F 5441, CN SD60F 5539, NS C40-9W 9342, and GTW SD40-2s 5931 and 5932.	
Aug 30 - CN 394 at Oakville, ON: CN SD40-2(W)s 5263 and 5309, IC SD40-3 6202, and BNSF SD40-2s 7054 and 6919.	
Sep 1 - CN 453 at Bield, MB: CN SD40-2(W) 5362, CN SD40 5232, plus HBRY SW8 2512 dead-in-tow.	
Sep 1 - CN 308 at McGivney, NB: Dash 8-40CM 2442 and Dash 9-44CWL 2554.	
Sep 4 - ONT 151 at North Bay, ON: CN SD75I 5719, ONT SD40-2 1730 and CN SD75I 5776.	
Sep 4 - CP 215 at Thunder Bay, ON: CP AC4400CWs 9576 and 9635, CEFX SD90MAC 127, and CP SD90MAC-H 9300.	
Sep 6 - CP westbound at Medicine Hat, AB: AC4400CW 8517, SD40-2 5650, GP38AC 3016 and AC4400CW 9663.	
Sep 6 - CN eastbound at Brighton, ON: CN SD75I 5761, CN Dash 8-40CM 2450 and CP SD40-2 5748 (5748 repaying horsepower hours).	
Sep 6 - NBSR N901 at Mattawamkeag, ME: NBSR GP38-3 9802 and 9803, HLCX GP38s 3662 and 3669, ST GP35s 207 and 209 and MEC GP40-2L(W) 500.	
Sep 6 - CN 451 at North Bay, ON: CN SD40-2 5301, CN SD50Fs 5458 and 5449 and ONT SD40-2 1730.	
Sep 8 - ONT 111 at Widdifield, ON: SD75Is 2103, 2102 and 2101, and SD40-2 1733.	
Sep 8 - CN eastbound at Brighton, ON: Dash 9-44CWL 2514, Dash 8-40CM 2440 and GP40-2(W) 9672.	

(Thanks to Tom Barber, James Gamble, Ross Harrison, Paul Huene, Richard Howey, James Lalande, Bryan Martyniuk, Peter Phillips, Bruce Redman, Bill Rood, Fred Scott, Douglas Seymour, David Stalford, Lorence Toutant and Joe Zika)

LEGEND: **AMT** = Agence métropolitaine de transport; **AMTK** = Amtrak; **AOE** = American Orient Express; **BNSF** = Burlington Northern & Santa Fe; **CDAC** = Canadian American; **CEFX** = CIT Group; **CANX** = Canac; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CRLX** = Canadian Railserv; **CSX** = CSX Transportation; **GCFX** = Connell Finance (lettered GEC-Alsthom); **GTW** = Grand Trunk Western; **HATX/HLCX/HLGX** = Helm Financial; **HBRY** = Hudson Bay; **HCRY** = Huron Central; **IC** = Illinois Central; **MEC** = Maine Central [Guilford]; **NBEC** = New Brunswick East Coast; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau; **RMPX** = Railcar Ltd.; **SOO** = Soo Line; **ST** = Springfield Terminal [Guilford]; **STCR** = St. Thomas Central; **VIA** = VIA Rail; **WC** = Wisconsin Central. ■

A Diesel is Coming!! A Diesel is Coming!!

by Bryant Barbour

Until April 21, 1956, a diesel locomotive was something that had never been seen operating north of Imperoyal, Nova Scotia, on CN's Dartmouth Subdivision. That Saturday would mark the beginning of the "diesel era" on this portion of Canadian National Railways.

Not knowing what a special day it was in this regard, and unaware of what other treats were waiting for me, I started off my usual Saturday railfanning in the Halifax area. Having not yet reached my 16th birthday, the mode of transportation was my faithful 1-speed CCM bicycle. It was either peddle my way out to the Fairview roundhouse or make a right turn half way there, and cross over the Angus L. Macdonald Bridge to Dartmouth. I opted for the latter.

In 1956, Dartmouth Yard was quite busy, and much of that activity remains to this day. My first order of duty on arriving at the yard was to point my Brownie Hawkeye at whatever locomotives were visible and snap away. After that I struck up a conversation with the operator on duty in Dartmouth station. "If you are here to see the Sperry car you just missed it" he stated. "The what car?" I replied. He obligingly gave me a thumbnail sketch of just what a Sperry Rail Service car was, and its duties. He continued, "If you want to stick around, I think there is a brand new diesel coming from the factory, to take today's mixed train up the Musquodoboit line." This sounded intriguing and I did not need any further encouragement to wait. While we were both anticipating the arrival of this new diesel, the "op" introduced me to the world of train orders, and provided me with another thumbnail sketch, this time on "flimsies". As he was showing me the latest issue of *The Order Of Railroad Telegraphers Journal*, our attention was quickly taken by the appearance of a shiny new beast; green, gold and black in colour, with the number 1643 on its cab. Even though diesels were common in Dartmouth Yard by this time, the 1643, a H12-44 built by Canadian Locomotive Company, was special. It was sent to pull this day's mixed train to Upper Musquodoboit.

Thus, another inroad was being made into formerly all steam territory. "Give this lad your orders", the operator instructed the crew from 1643, and they obliged. The train order reproduced here is from a set of "flimsies" the 1643 received at Windsor Jct., where the Dartmouth subdivision left the Halifax-Moncton main line. Although train 548's schedule could take it beyond Dartmouth to Imperoyal, it was instructed by this train order to stop short at Dartmouth.

Now knowing that the appearance of a new diesel on the mixed train was a sure thing, the operator spent the next quarter hour 'phoning his friends and acquaintances along the line. "Be at the station, a diesel is coming, a diesel is coming!" was his excited advise to all those who answered their telephones. Soon the train orders were finalized, the train consist assembled and the new monster, still smelling of fresh shiny paint was off, heading the mixed to Upper Musquodoboit. At the east end of the yard, the train passed 2-8-2 3423 and 2-8-0 2419 steaming quietly. Either of these locomotives could have been called to power the mixed. They would not be needed today, however - and indeed perhaps never again on the mixed. A diesel had come! ■



Just over 10 years old, CN H12-44 1643 is at Moncton, New Brunswick, on August 6, 1966. The as delivered green, gold and black paint scheme has been replaced by the "wet noodle". Photo by George Parks.

CANADIAN NATIONAL RAILWAYS		C.N.R. 718 1-51
FORM 19R		
TRAIN ORDER No. <u>217</u>		
<u>Halifax apr 21</u> 19 <u>56</u>		
TO <u>Eng. 1643.</u>	AT <u>Windsor Jct.</u>	
TO		
TO		
TO		
X	OPR. <u>Run as No 548</u>	TIME
<u>Windsor Jct to Dartmouth.</u>		
<u>H-7-2</u>		
REPEATED AT <u>2:53 P.m.</u>		
MADE <u>SP</u>	TIME <u>2:53 P.m.</u>	OPR. <u>Spencer.</u>

Train order copied at Windsor Jct., Nova Scotia, by day operator Sidney Spencer. This order gave authority to the new 1643 to run to Dartmouth, where it would take over duties on the Dartmouth - Upper Musquodoboit mixed trains.

Pope John Paul Visits Toronto

by Don Grove (CNR Conductor Retired)

The recent Pope's visit to Toronto, reminded me of what was one of the worst trips I ever had on a passenger train.

On September 9, 1984, Pope John Paul started a tour of Canada and arrived in Toronto on September 14. VIA Rail estimated there would be thousands of people using VIA trains to and from Toronto to see the Pope. Based on these estimates VIA added extra equipment to many of the trains. The expected throngs did not materialize.

At the time, I was working as a conductor on train 659, ordered at Toronto for 21:15, to London via Brantford. The return movement was on train 664, out of London at 09:10, via Stratford. The engineers were London assigned men and the conductors and brakemen were Toronto men.

Normally, trains 659 and 664 operated with two, or three Budd Cars. On the night of September 14, we had a conventional train with thirteen coaches. We only loaded the first two cars at Toronto. We used the third car as an office and the other ten cars were empty.

VIA Rail decided to hold us at Toronto that night until 23:15, to get any stragglers that may have been in Toronto to see the Pope. We had everyone loaded by our regular departure time and cooled our heels for two hours.

On our way to London, we had to pass through Ingersoll, but it was not a regular stop for 659. The station at Ingersoll, is a few hundred yards west of Thames Street. The Thames River runs behind the station, through the middle of the town. The bridge over the Thames River on Thames Street was being rebuilt and was closed to vehicular traffic.

There is a right hand curve east of Ingersoll station and as our train came around the curve the engineer saw a car ablaze on our track. The engineer put the train in emergency, but we could not stop in time. The left front corner of the engine clipped the car and threw it about 50 feet to the left, away from the train towards the bridge. When we stopped the vestibule of our coach was right opposite the burning car.

The car was completely engulfed in flames. I was concerned the gas tank would explode. It was an agonizing few minutes as we waited for the train brakes to release so we could pull clear of the fire. By this time the fire department was on the other side of the train waiting for us to pull ahead. We finely pulled clear and the firemen put out the fire, but the car was destroyed.

The driver was not hurt and the police found him wandering on Thames Street. According to the police, he was intoxicated and did not see the signs that the bridge was closed. While trying to turn around, he got the car hung up on the rails of the eastward mainline. In his effort to force the car off the rails the tires started to burn.

The train stopped about 01:10. After I exchanged information with the police, we left at about 01:45, and arrived at London about 02:15. However, we were not off duty until 03:15, as each member of the crew had to fill out and file an accident report (form 3903) before going off duty.

If we had not been held at Toronto, we would not have hit the automobile at Ingersoll and would have been in bed at London at our regular time. However, our troubles did not end there. The next morning when we arrived at the station for work, there was no train for us to use.

When a crew arrived at London with a conventional train, the crew would be required to turn the engine on the wye and couple it back on the train, before going off duty. Depending on the congestion in the yard, turning an engine on the wye could sometimes take an hour or more.

Because we were so late arriving at London, the train dispatcher was concerned if we had to turn the engine on the wye, we may decide to book rest. The dispatcher advised us that he would have a yard crew turn the engine.

The yardmaster decided to turn the whole train on the wye instead of just the engine. As luck would have it, as the yard crew were making the move around the wye, the last car jumped the track.

Instead of the equipment being in the station for us to load passengers, it was still on the wye about two miles from the station, on the Thorndale subdivision. The crew was driven out to the train by taxi, and the passengers were later driven out by bus. What a way to start a day.

The engine was at the east end of the wye track just clear of a road crossing. Before we could load our passengers the train would have to pull up and block the crossing. I sent the brakeman back to inspect the train and get permission from the car foreman to move the train.

Eventually, we were able to pull up and load the passengers at the road crossing, and left London about 35 minutes late.

Pope John Paul could not be held responsible for all the above problems, but if he had not visited Toronto, none of this would have happened! All in all, it was a terrible trip and I will always remember the Pope's visit of 1984.



VIA LRC 6921 leads the Pope Special at Cap-de-la-Madeleine, Quebec, on September 10, 1984. Photo by John Godfrey.

To the Editor:

The Editor, when he wrote the cutline for the photo of Queen Elizabeth on Page 22 of the July-August "Branchline", had no doubt misplaced his copy of "Debrett's", perhaps under a stack of old "Trackside Guides".

The style "Her Royal Majesty" is inappropriate, and indeed, redundant.

The Sovereign was Royal before becoming Her Majesty; or (depending upon how you feel about the upstart Welsh usurper Henry Tudor, or various Acts of Settlement) she became royal when she became Your Majesty. In either case, you get both for one price of admission, and the correct style is Her Majesty.

Other, lesser lights in the constellation (princes, princesses and dukes of the blood royal) are styled HRH (His/Her Royal Highness) before other titles to distinguish their lineage.

None of this matters a pinch of coal smoke, of course, except perhaps to the die-hard royalists among the rivet-and louver-counters in your readership. In any gathering where such things matter, most of us will be seated well below the salt in any case!

Just thought you'd like to know.

[John F. Griffiths, Carp, Ontario]

The Odd Couple

by Duncan du Fresne

Now here's an interesting photograph from the Al Paterson collection. I saw this one at the 2002 Toronto Train Show and just had to have it. Two locomotives doubleheading on a passenger train isn't all that odd, but a New York Central "Hudson" (4-6-4) and a Canadian Pacific "Pacific" (4-6-2) is a little bit on the odd side.

The photograph was taken in Hamilton, Ontario, circa 1947, and the two engines are: NYC 5311 and CPR 2332. The picture could not have been taken after March of 1948 because by the 19th of that month NYC 5311 became Toronto, Hamilton and Buffalo 501 (and NYC 5313 became TH&B 502), the only two Hudsons "owned" by the TH&B. Notice that the driving wheels of the 5311 are slipping. This is detected in the picture as the spokes of the driving wheels are blurred while the rest of the locomotive is sharp! Neat photography. One can also see, looking very closely, that the engineer on the 5311 has the sander valve open and there, just ahead of the #1 pair of drivers, is a spray of sand hitting the rail. One can also see that there is an Automatic Train Control shoe on the trailing axle of each leading tender truck. The CP engine is obviously a regular running into NYC territory on the American side.

The 2332 is partially hidden by steam leaking, probably from the train steam heat line by-pass valve on the NYC engine, as its "car heater" line is not connected to the 2332 as there is no "metallic connector" on its front end. The 2332 was built by the Montreal Locomotive Works in 1926, without the massive smoke deflectors (elephant ears), and classed as G3d by CP. The older G3a (through d) engines (2300-2350) were good locomotives, however, engines 2351-2472 of the more modern G3e (through j) classes were better locomotives. CP G3d class engines had a tractive effort of 45,000 lbs. The 2332 was scrapped by CP in 1961.

The NYC J-1-d engines, built by The American Locomotive Company in 1929, were very good Hudsons, certainly comparable to CP's Hudsons. They had 79 inch driving wheels, 4 inches larger than CP's, dual cross compound air compressors, Baker valve gear, cast steel pilots and drop couplers, all of which can easily be seen in the photograph. Because of the larger driving wheel diameter they had slightly less tractive effort than CP's, at 42,370 lbs. The 501 and 502 were scrapped by Stelco in Hamilton in 1954.



PHOTO CORNER



Retired Ontario Northland FP7A 1501 is at the ONR shops in North Bay, Ontario, on March 31, 1997. After some six years of retirement, the 1501 was recently placed on display near the former CP station in North Bay. Photo by Pierre Ozorák.



Who says CN doesn't run passenger trains? CN SD40u 6013 heads up a 7-car Maintenance of Way (extra gang) train at Capreol, Ontario, in the summer of 2001. As road access improves, there is less and less need for these trains. Photo by Dale Wilson.



Canadian National HR412(W) 2580 leads an Ontario Hydro transformer load on a Schnabel car at Scarborough, Ontario, on March 8, 1986. The 2580 was renumbered 3580 in May 1987, was retired in 1997 and in 2000 was moved to the Kelowna Pacific Railway for parts. Photo by Ron Lipsett.

Canadian Pacific 2-10-4 5924 shares the shop tracks at Field, BC, with CPA16-4 4053 and CPB16-4 4450 in 1952. The 5924 succumbed to the scrapper in April 1957 at age 18.5; 4053 was retired in June 1975 at age 23; and the 4450 was converted to Robot Car 1011 in October 1969 at age 17. Photo courtesy Paterson-George Collection.



Canadian National RS-18s 3706 and 3686, in their as delivered green-yellow-black livery, lead an eastbound mixed freight at Bayview Jct. (Hamilton), Ontario, in May 1966. Photo by John Thompson.

Canadian National U-2-c class 4-8-4 6152 leads Train 409 away from Brandon, Manitoba, on August 25, 1956. The "smoke police" would not be pleased. While 6152 met the torch in 1961, sister 6153 officially closed out the steam era on CN with a couple of excursions out of Montreal in September 1960. Alas, the 6153 was called back for excursions out of Montreal in 1961 and 1962 before being installed in the Canadian Railway Museum in St-Constant, Quebec. Photo courtesy Paterson-George Collection.





Often during the winter months in the 1960s, power-short CN leased several Bessemer & Lake Erie 'F' units. On February 11, 1964, B&LE F7A 717A and a B&LE F7B lead a CN GP9 at Strathroy, Ontario. Photo by Bill Thomson.

Steam meets diesel on June 23, 2002, Canadian Pacific's restored 4-6-4 2816 meets FP7Au 1400 and FP9A 1401 in front of the elevator at Champion, Alberta. Photo by James Gamble.



GO Transit's Toronto to Richmond Hill Train 831 is totally made up of leased equipment. Tri-Rail (Miami, Florida) F40PHM-2 811 is powering a train of Tri-Rail bi-level coaches 1008 and 1009, West Coast Express (Vancouver, BC) bi-level coaches 304, 306 and 307, and Tri-Rail Cab-Coach 504. Kodachrome slide taken at Don, Ontario, on May 23, 2002 by Peter Jobe.

After being displayed for 33 years at Quebec Steel Products (Sidbec) in Longueuil, Quebec, former CN 4-6-4T #46 was relocated to Le centre d'interprétation ferroviaire de Vallée-Jonction in Vallée-Jonction, Quebec, in August 2002. No. 46 was delivered on the flatcar to the right. Built as Grand Trunk 1541 in 1914, #46 spent most of her career in commuter service between Montreal and Vaudreuil, Québec. A restoration campaign has been started. Photo by André Gagné on August 17, 2002.



Seven units lead CN Train 150 through Paris, Ontario, on June 7, 2002. Trailing CN Dash 9-44CWL 2522 are CN SD75I 5703, CN Dash 8-40CM 2438, CN SD40-2 5385, BNSF C44-9W 4999, BNSF C41-8W 939 and CN SD40-2(W) 5244. Photo by Mark Paterson.



She's back CP AC4400CW 9523 is shown at Coquitlam, BC, on August 18, 2002, fresh from extensive wreck damage repairs at CP's Ogden Shops in Calgary from a derailment in early-2001. Note the modified number style in the numberboards. Photo by Luc Lanthier.



The Motive Power and Equipment Scene



RETIRED:

- GTW SD40 5901, 5914, 5921 and 5924 (all on Sep 6).
- WC SD45 6631 (Aug 26).
- WC FP45 6652 (Aug 26).
- WC F45 6654 (Aug 26).

UNITS LEASED OUT:

- To Mackenzie Northern Railway: CN GP38-2 4700; SD40 5000, 5051, 5096, 5233; CN SD40-2 5391; plus any four GCFX SD40-3 units.
- To Lakeland & Waterways Railway: CN GP38-2 4718; GP38-2(W) 4784; GP40-2L(W) 9525; GP40-2(W) 9669.
- To Athabasca Northern Railway: CN GP40-2(W) 9675, 9676.
- To Chemin de fer Charlevoix: CN GMD1u 1423.
- To Petromont, Rivières des Prairies (Montreal): CN GMD1u 1422.
- To New Brunswick Southern Ry.: CN GP9RM 7000, 7003, 7015.
- To Cape Breton & Central Nova Scotia Ry.: CN GP40-2L(W) 9449.

UNITS STORED SERVICEABLE LONG TERM: (* added since last issue)

- IC E9Ar 100-103 (all see occasional service).
- CN YBU-4 200, 201.
- CN GP9 Slug 237*, 245*.
- CN S-3 Slug 265*.
- CN HBU-4 504*, 506*.
- CN GMD1m 1063, 1078, 1082, 1177.
- CN SW1200RS 1339, 1355, 1363* (renumbered from MCM1 back to original 1363), 1371, 1375, 1385.
- CN GMD1u 1407*, 1410*, 1411*, 1416*, 1432, 1439*, 1442*.
- CN GP38-2(W) 4795*, 4796*.
- GTW GP38 4994*.
- CN SD40 5055, 5078, 5215, 5229, 5230*.
- DWP SD40 5901*, 5911*.
- GTW SD40 5925.
- CN GP9RM 7001*, 7007, 7011.
- CN SW1200RM 7300*, 7304*, 7309, 7311*, 7314.
- CN GP38-2m 7511*, 7528*.
- CN GP40-2L(W) 9402*, 9411*, 9416*, 9433*, 9440*, 9445*, 9450*, 9452*, 9460*, 9461*, 9473, 9486*, 9523*, 9530*, 9544*, 9549*, 9576*, 9581*, 9590*, 9601*, 9615*, 9618*.
- CN GP40-2(W) 9639*, 9666*, 9671*, 9673*.

UNITS STORED SERVICEABLE LONG TERM PENDING RETURN TO LESSOR BY END OF 2002: (* added since last issue)

- GTW GP9R 4600, 4601, 4602*, 4606*, 4607, 4608*.
- GTW GP38-2 5844, 5845, 5846, 5847, 5848*, 5849.
- GTW SD40 5920*.
- GTW GP40-2 6418*, 6419*.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- IC E9Ar 104.
- CN GP9 Slug 213, 228*, 246, 248, 278.
- CN HBU-4 509, 511*.
- CN GMD1u 1400, 1404, 1421*, 1444.
- CN Dash 9-44CWL 2574.
- CN GP9RM 4140.
- CN GP38-2(W) 4779, 4780*, 4782, 4783.
- GTW GP38-2 4934*.
- CN SD40 5109*.
- CN GP9RM 7010*, 7019*, 7024, 7029*, 7041, 7043*, 7053*, 7069*, 7209*, 7211*, 7240, 7262*, 7263, 7268*, 7269*, 7271*.
- CN SW1200RM 7306, 7316.
- CN GP38-2m 7501, 7532*.
- CN GP40-2L(W) 9415, 9427*, 9455*, 9579, 9584*.
- CN GP40-2(W) 9668, 9674.
- IC E9Ar 9922, 9923.



**CANADIAN
PACIFIC
RAILWAY**

TRANSFERRED:

- Calgary to Winnipeg: STLH 8205.
- Moose Jaw to Calgary: CP GP9u 1691.
- Thunder Bay to Sudbury (Winnipeg-maintained): CP GP9u 1526.
- Sudbury to Thunder Bay (Winnipeg-maintained): CP GP9u 1540.

UNITS STORED SERVICEABLE:

- SOO SD40 738, 745.
- SOO SD40-2 767.

- CP Control Cab 1117.
- CP SW1200RSu 1241, 1248, 1250.
- CP GP7u 1506.
- CP GP9u 1535, 1564, 1566, 1611, 1652.
- CP 4-6-4 (steam) 2816.
- CP SD40-2 5389, 5390, 5392, 5393, 5394, 5396, 5398, 5423, 5431, 5475, 5482, 5485.
- CP SD40 5534; STLH 5542.
- CP SD40-2 5693, 5696, 5757, 5760, 5768, 5769, 5770, 5771, 5809, 6078.
- CP SW1200RS 8111, 8114, 8132, 8133, 8153, 8165, 8167, 8171.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- SOO GP9 402, 414.
- CP SD40-2 762; SOO 763.
- CP Control Cab 1100, 1102.
- CP SW9u 1201.
- CP SW1200RSu 1210, 1239, 1240, 1244, 1245, 1249, 1251, 1271.
- UP SW10 1212, 1213, 1217, 1222, 1231 (leased).
- CP SW10 1283, 1284, 1287.
- CP GP7u 1503, 1504, 1507.
- CP GP9u 1515, 1521, 1523, 1524, 1527, 1536, 1538, 1545, 1559, 1647, 1650.
- CP GP7u 1687.
- CP GP38-2 3063.
- SOO Fuel Tender 4000, 4001, 4002.
- CP GP40 4608.
- CP SD40 5400, 5406.
- CP SD40-2 5415.
- CP SD40M-2 5494, 5495, 5497.
- CP SD40-2 5644*, 5645, 5670, 5678, 5728, 5734, 5759, 5810.
- SOO SD60 6021.
- SOO SD40-2 6617; CP 6618, 6621, 6622, 6623.
- CP SW1200RS 8136, 8156, 8161.
- CP AC4400CW 8650, 9533*, 9620.

UNITS DECLARED SURPLUS: (* added since last issue)

- CP SD10 534; SOO 543.
- SOO SD40 739; CP 740, 741; SOO 746, 747, 748; CP 749, 752; SOO 755.
- SOO SD40-2 757, 758, 759; CP 760; SOO 761, 764, 765, 770, 771, 772; CP 780, 783, 784; SOO 789.
- CP Control Cab 1116.
- SOO SW1500 1400, 1401.
- CP SD40-2 5395, 5397.
- CP SD40 5410, 5412, 5413, 5414.
- CP SD40-2 5416, 5417, 5424, 5425, 5426; STLH 5448.
- CP SD40 5500, 5507, 5515; STLH 5524; CP 5529, 5536, 5538, 5540, 5541, 5546, 5547, 5550, 5553, 5564.
- CP SD40-2 5574, 5601, 5610, 5613; STLH 5627; CP 5631, 5635; STLH 5636; CP 5653*, 5689, 5705, 5706, 5718, 5744, 5828, 5848, 5921, 5955.
- CP SD40-3 5685 [accident at Savona, BC, on 20/08/95].
- CP SD40 (ex-SOO) 6404, 6405.
- CP SD40A (ex-SOO) 6406, 6407, 6408, 6409, 6410.
- SOO SD40B 6450.
- CP SW1200RS 8134, 8139, 8162.
- CP GP9u 8236.

OFF LEASE: The lease of OmniTRAX-owned CP SW1500 1298 and 1299 (assigned to Binghamton, NY) ended on September 1.

LEASED: CEFX SD90MAC 120-139; CEFX AC4400CW 1001-1025.

ALSTOM (Montreal)

RELEASED:

- CN Dash 9-44CWL 2641 from wreck repairs.
- AMT Gallery Coaches 921, 924, 925 and 926 from conversion to Head-End Power.
- The following AMT former GO Transit coaches from various repairs and/or modifications for Montreal to St-Hilaire service:
 - * Cab-Coach 200 (ex-AMT 106; exx-GO 106; exxx-GO 9856; nee GO C756).
 - * Cab-Coach 202 (ex-GO 101; exx-GO 9851; nee GO C751).
 - * Cab-Coach 203 (ex-MARC 7850; exx-GO 9828; nee GO D703).
- The following AMT former GO Transit coaches for various repairs for service over CPR lines out of Montreal:
 - * Cab-Coach 105 (ex-GO 9827; nee GO D702).
 - * Cab-Coach 108 (ex-GO 9829; nee GO D704).
 - * Cab-Coach 109 (ex-GO 9830; nee GO D705).
 - * Coaches 1046, 1047, 1048, 1051, 1054, 1056 and 1057 (ex-GO 9948, 9951, 9953, 9956, 9958, 9959 and 9960 respectively).

- Caltrain (California) Bi-Level Coaches 3829 and 3849 from overhaul.
- GO Transit Bi-Level Coaches 2057 from painting.

WORK IN PROGRESS:

- CN SD40-2(W) 5321 for various repairs.
- GCFX SD40-3 6059 for various repairs.
- IC SD40-2 6114 and 6115 for engine changeout, upgrades and repainting into CN livery with IC sublettering.
- The following AMT former GO Transit coaches for various repairs for service over CPR lines out of Montreal:
 - * ex-GO Cab-Coaches 9832 (nee GO D707) and 9833 (nee GO D708) - to be numbered AMT 110 and 111 respectively.
 - * ex-GO Coaches 9957, 9961, 9962, 9964, 9966, 9969 and 9970 - to be numbered AMT 1053 and 1058-1063 respectively.
- AMT Gallery Cab-Coach 901 for modifications and conversion to Head-End Power.
- Caltrain (California) Bi-Level Coaches 3827, 3828, 3838, 3848 and 3851 for overhaul.
- GO Transit Bi-Level Coach 2031, 2045 and 2075 for painting.



SOLD: FP9Au 6311 has been sold to IFE Leasing in Saugus, California, and joins sister 6304.

STORED:

- FP9Au 6300 at Vancouver.
- F40PH-2 6400, 6405 and 6436 at Montreal.
- LRC-2 6903, 6905, 6907, 6914, 6917 and 6921 at Toronto.
- LRC-3 6921 at Toronto; 6927, 6928 and 6930 at Montreal.

LEASED OUT: F40PH-2 6402, 6407 and 6457 are leased to Agence métropolitaine de transport for commuter service.



STORED (* for sale):

- M-420(W) 641*, 644*, 646*, 647*.
- SD40-2 745*, 746, 748, 750*, 752, 753, 756, 764, 766, 767.
- B36-7 3602*, 3603*, 3604, 3610*, 7488*, 7489*, 7498*.
- C36-8 3621, 3624.
- GF60C 6001*, 6002*, 6003*, 6004*, 6005*, 6006*, 6007*.
- RDC-1 BC-21.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

HUDSON BAY RAILWAY: HBRY's former Belt Railway of Chicago C-424 603 has been sold to the Livonia, Avon & Lakeville Railroad in western New York. The all-ALCO shortline has also acquired Arkansas & Missouri C-630M #70 (nee CP 4500), and former Cape Breton & Central Nova Scotia Railway C-630M 2029 (nee CN 2029).

PRAIRIE DOG CENTRAL: PDC has acquired former Grand Trunk Western GP9 4138. She moved from storage in Montreal to Winnipeg in August.

ONTARIO SOUTHLAND RAILWAY: OSR has purchased former CP lightweight RS-23 8013 from Canadian Railserv in Stettler, Alberta. She was moved to Guelph Jct., Ontario, in late-August. She is expected to be renumbered 506.

QUEBEC CENTRAL RAILWAY: QCR has acquired former Agrium S-2 ME-50216 (Redwater, Alberta, plant), built by ALCO in 5/1946 as Newburg & South Shore 13A, from A.A. Merrilees [dealer]. It received a Cummins engine in 1980. The unit was shipped from Merrilees' facility in Lachine, Quebec, to the QCR in late-August and will be renumbered MG6.

ON THE INDUSTRIAL SCENE

RELOCATED: Dow Chemicals S-6 1010 has been moved from the Fort Saskatchewan, Alberta, facility to the Prentiss, Alberta, facility.

NEW HOME: Former CP SW1200RS 8158, acquired by RailCanTech in early-2002, has been renumbered M-1 and moved to Petromont in Rivière-des-Prairies [Montreal] in late-August.

CANAC CHANGES: S-13m 8701 and 8708 have been leased to Dow Chemicals in Fort Saskatchewan, Alberta.

ON THE PRESERVED SCENE

RAIL GRINDER TO MUSEUM: The Toronto Transit Commission has donated Surface (Streetcar) Rail Grinder Set W-30/W-31 to the Ontario Electric Railway Historical Association in Milton, Ontario. The rail grinder set was rebuilt in 1974-75 from Class A11 PCCs 4631 and 4668, built by Pullman in 1946 as Cleveland Transit System 4206 and 4243.

ON DISPLAY: Ontario Northland FP7A 1501, built by GMD in 1951, has

been placed on display near the former CP station in North Bay, Ontario. Between 1986 and 1992, the 1501 was numbered 1986 and powered a three-car TEE trainset. She was renumbered 1501 in 1992 and was retired in 1996. Also displayed near the station are former Ontario Northland 2-8-0 503, Ontario Northland TEE Coach-Diner 1986-3, Ontario Northland TEE Cab-Coach 1986-4, and CP caboose 434623.

ON THE EXPORT SCENE

FROM DIESEL DIVISION - GENERAL MOTORS: Porterbrook Leasing JT42CWRs PB14 to PB17 departed the London, Ontario, plant on August 7 for Montreal for shipment on the JumboShip *Fairload* to Europe.

Thanks to Ray Corley, Fred Clark, Ray Kennedy, James Lalande, Roland Legault, Don McQueen, Engine 4466, NY 4 and TH&B 401. ■

Cover Photos Sought

The Publications Committee is looking for suitable photographs for the outside and inside front and back covers of the 2003 edition of the **Canadian Trackage Guide**®. The Committee's preference for the outside front cover is a striking colour slide of a Canadian locomotive in a vertical format, or a horizontal slide that would, with cropping, lend to a vertical format. The preference for the inside covers and the outside back cover is for horizontal slides of Canadian locomotives.

Deadline is the "Informal Slide Night" on December 17, 2001. If you have suitable entries and cannot attend the December 17 meeting, kindly forward your entries to "Cover Contest", Bytown Railway Society, PO Box 141, Station A, Ottawa, Ontario, K1N 8V1. Please ensure that all entries are identified as to location, date, name and address of sender, etc. All entries will be returned.

Book Announcement

Canadian Branchline Miniatures announces release of *Steam Through London: A CNR mainline division point in the 1950s*, the fourth book in a series chronicling operations on the CNR in Southern Ontario. To be released in February 2003, the book is 192 pages and contains approximately 250 black & white and colour photographs, track maps, time tables and profiles of locomotives and trains assigned to the territory. Send cheque or money order for \$67.95 Cdn. or \$45.95 U.S. (before December 31, 2002) or \$74.95 Cdn. or \$51.95 U.S. (after December 31, 2002), which includes applicable taxes and shipping. Canadian Branchline Miniatures, Box 2565, Orillia, Ontario, L3V 7B1. Telephone (705) 327-5397. Web site www.canadianbranchline.com.

Coming Events

AYLMER, ONTARIO: The next outing for former Essex Terminal 0-6-0 #9 will take place on **October 5 and 6**, operating on 46-mile return trips on the St. Thomas & Eastern Railway out of Aylmer, Ontario. These leisurely all-day trips on the former Wabash line will traverse a large Mennonite area of Southwestern Ontario that should be alive with colour. Tickets (\$50 plus tax) and information from St. Thomas Central Railway, (519) 631-0099; e-mail: soirs@execulink.com; or www.steam-train.org

FALL COLOURS ONTARIO TOUR, presented by Rail Travel Tours and the CPR Special Interest Group from **October 3 to 7**. Toronto to Capreol on VIA's *Canadian*, visit Northern Ontario RR Museum in Capreol, Science North in Sudbury, presentations by CP SIG member Dale Wilson and CPR Conductor Jim Cockburn, to White River on VIA's *Lake Superior*, visit White River Museum and local presentations, return to Toronto on the *Lake Superior* and *Canadian*. Details from Rail Travel Tours, Box 44, 123 Main St., Winnipeg, MB R3C 1A3; tel. (204) 897-9551, fax (204) 897-9572 or www.railtraveltours.com

OTTAWA, ONTARIO: OVAR and BRMNA will sponsor Railfair 25 on **October 19** (11:00-17:30) and **October 20** (10:00-16:30) at Algonquin College, Woodroffe and Baseline. Ten operating layouts, over 40 exhibits and vendors, demonstrations, clinics, and more. Adults \$6; Teens and Seniors \$4; Children 5-12 \$1; Under 5 free. Free parking. Wheelchair accessible.

MISSISSAUGA, ONTARIO: Toronto Show Promotions will present their 6th Annual Toronto Christmas Train Show at the International Centre, 6900 Airport Road, on **November 23** (11:00 to 17:00) and **November 24** (10:00 to 16:00). Operating layouts, exhibits, videos, railroadiana, books, prints, historical associations, heritage railways, and more. Adults \$9; Seniors \$7; Children (6-16) \$4, under 6 free. Free parking. Information from Frank Steele, Box 3A-10, Centreville, ON K0K 1N0; tel. (613) 378-0309.



Canadian Pacific SD40-2s 5919, 6018 and 5650 power Train 482 east of Coniston, Ontario, on CP's Cartier Subdivision, on May 31, 2001. Ahead of the doublestacks are CP Display Cars 80 and 81. CP's fleet of over 500 SD40-2s, built between 1972 and 1985, is slowly being thinned with the arrival of additional GE AC4400CWs. Photo by Bob Heathorn.

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