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Branchline

CANADA'S RAIL NEWS MAGAZINE



VIA's "Enterprise" Bows Out • Farewell to Winnipeg's Streetcars • Demise of VIA's FPA-4s

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. At the **October 4** meeting, we welcome Mario Brault, President of the Quebec-Gatineau Railway. Consult our website [www.bytownrailwaysociety.ca] for additional meeting details.

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

Equipment Restoration takes place every Saturday at the rear of the Canada Science and Technology Museum year round. Members are welcome to come out and lend a hand.

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: l_vgoodwin@cyberus.ca

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

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

Correction: The photo of BNSF C44-9W 4940 at Aldershot, Ontario (September "Branchline", Page 21) was taken by Bryant Barbour.

Ten Years Ago in "Branchline":

* CN has issued a preliminary prospectus for its privatization later this year outlining asset write down and debt reduction measures it hopes will attract investors.

* GEC Alsthom has joined CN in the ownership and operation of AMF Technotransport of Montreal. CN will remain sole shareholder of AMF but GEC Alsthom can take over AMF anytime in the next three years.

* CN commenced taking delivery of 26 SD70I locomotives (5600-5625) from General Motors Locomotive Group in August.

* At a special ceremony on September 14, CN officially transferred ownership of almost 1,000 historic railway artifacts to the National Museum of Science and Technology in Ottawa. The donation included 4-8-4s 6200 and 6400, 4-4-0 #40, 0-6-OST 247, GE boxcab electric 6715, diner 4006 (built 1899), coach 59262 (built 1859) narrow gauge business car "Terra Nova", caboose 76109 (built 1895) plus many smaller items such as silverware, blankets and cutlery, and over 250 brass number plates.

* VIA has sold Winnipeg Station, built by the GTP between 1908 and 1911, to a local developer.

* CP took delivery of the first 10 of 83 GE AC4400CW locomotives on September 12. They will be maintained at Coquitlam, BC.

Twenty Years Ago in "Branchline":

* On September 5th, CN's dedicated piggyback service, Laser, was extended on a six day a week basis to Chicago from Montreal and Toronto.

* VIA's passenger service between Calgary and South Edmonton ended on September 6. As a parting shot, the last train hit a cow.

Cover Photo: CP SD90MAC 9149 leads Train 461 at Tappen, BC (mile 73.3-N Shuswap Sub.) at 15:24 on May 7, 2000. Photo by Jim Johnston.

The Return of BCER Interurban 1225

Article and photographs by Bob Webster

In the early hours of February 28, 1958, a friend and myself watched the red marker lights attached to the rear of British Columbia Electric Railway (BCER) interurban car 1225 as she headed to the Barn and to oblivion. Moments earlier, we had disembarked from 1225 after riding on the last trip from Steveston to Marpole - ending rail passenger service on the BCER in and around the Vancouver, B.C. area.



1225 at Marpole Station ready to leave for the barns after arriving on the "Last Run" from Steveston at approximately 02:00 on February 28, 1958.

She was originally painted jade green and white. After 1926 all equipment was repainted into the more familiar "crimson and cream". The cars were built for operation on the left-hand side of the road (traffic did not move to the right-hand side until January 1, 1923). When one enters one of the survivors today, it seems as if the controller is located on the wrong side of the cab. Cars 1217 to 1226 were used for most of their lives on the Vancouver-Marpole-Steveston and the Marpole-New Westminster runs (District II), although 1225 may have occasionally made sojourns over the Burnaby Lake Line [Vancouver-New Westminster, later Sapperton] (District IV).

After the abandonment of the passenger service, car 1225 languished at the Kitsilano Barns in Vancouver for a short while, and then - on her own wheels - was pulled behind several freight trains to Sacramento, California. While in Sacramento, a fan trip using the 1225 was operated over the remaining electrified portion of the Sacramento Northern Railroad from Marysville to Yuba City. Also used that day was Sacramento Northern Birney #62 - now at The Rio Vista Railroad Museum (just north of San Francisco). Interesting photographs were taken of "meets" between the huge interurban and the tiny Birney! Later, the 1225 was taken to The Orange Empire Railroad Museum, a fledgling museum being built at Perris, California (south-east of Los Angeles).

When she arrived at Perris, only a few pieces of equipment were on hand. The 1225 was operated - but seldom for the public. The members loved to take her "out for a spin" and did so right up to the evening she was loaded on a truck for her trip North.

The Fraser Valley Heritage Railway Society (FVHRS) was formed in 2001 with the idea of obtaining and operating an interurban car over a portion of the former BCER Vancouver-Chilliwack interurban line, from 'Sullivan Station' (152nd Street) to 'Cloverdale' (176th Street) in Surrey. This line is still in daily use for Southern Railway of British Columbia (SRY) freight operations.

At about the same time the FVHRS was formed, the Orange Empire Railroad Museum was looking for money to erect another much-needed barn to move more of its large collection inside and out of

the hot desert sun. The Surrey group was interested in their 1225 and inquiries were made. The Orange Empire group was receptive, and a deal was completed.

A 'Last Run' was celebrated at the Museum and then the car was removed from her trucks and made ready for the trip north on a flat bed truck. Tragedy almost hit just when the preparations for the move were nearly complete - a sudden tornado hit the Museum causing damage to some of the buildings. Fortunately, the 1225 escaped with no damage.



1225 arriving in Surrey on August 11, 2005, after a 1,200-mile journey from Perris, California.

So ex-BCER 1225 is now safe in her new home in Surrey. Her appearance still is one of neglect and much work will need to be done to have her look "spiffy" again. When operation will begin is not known (to date there is no connection to the adjacent SRY tracks nor a running agreement), however, one day in the future you will be able to relive the past, climbing aboard 1225 from the platform of the replica 'Sullivan Station' in Surrey and travelling east for 3.3 miles to the proposed replica station to be built at 'Cloverdale'.



1225 sitting on her trucks in Surrey after an absence of 47½ years from the Vancouver area. The building in the rear is a reproduction of the 'Sullivan Station' which stood by the tracks at 152nd Street and 64th Avenue in Surrey. The original station building has survived and is sitting beside the carbarn. After the abandonment of the Chilliwack interurban line on September 30, 1950, the building portion was moved to a nearby farm and has been used as an out-building.

Seven BCER interurbans have survived. With the arrival of 1225, five of the seven are now located in the Vancouver area. "All aboard!!" Please visit the FVHRS web page at: www.fvhrs.org ■

VIA's "Enterprise" Bows Out

by Earl Roberts

On January 16, 2000, VIA's overnight "Enterprise" was introduced on the Montreal-Toronto route, almost ten years to the day that the Montreal-Toronto overnight "Cavalier" was axed as part of the massive January 1990 cutbacks. Once again one could travel on VIA trains from Vancouver to Halifax without spending a single night in a hotel. Sadly, the "Enterprise" made its last runs on September 15, 2005 - the end of an era, again.

When introduced, the "Enterprise", Train Nos. 50 and 51, consisted of one F40PH-2 unit, three to four HEP-II coaches, two "Chateau" sleepers and a Dome-Sleeper-Observation "Park" car. Between Kingston and Toronto, a unit and three HEP-II coaches were added to the front of the "Enterprise" to provide commuters from stops such as Kingston, Belleville, Cobourg, Port Hope and Oshawa a reliable and comfortable service to Toronto. Later the HEP-II coaches were replaced with four LRC coaches.

In June 2002, VIA re-equipped the "Enterprise" with Renaissance passenger cars. The trains included two coaches, one service car and three sleepers, powered by one of F40PH-2 6424 to 6426 which carried a shear-back coupler to mate with the Renaissance equipment. Starting in late-2002, a dozen Renaissance sleeper shells were converted to baggage cars with the forward end carrying a North American coupler, thus allowing any of VIA's units to haul the train - 6424 to 6426 were retrofitted with a normal coupler.

Demand for sleeper accommodation tailed off and one sleeper was removed in mid-2004. Thereafter, the Renaissance portion of Train Nos. 50 and 51 consisted on one unit, one baggage, two coaches, one service car and two sleepers.

Alas, the "Enterprise" was withdrawn on September 15, 2005. The 'commuter' portion of the train between Kingston and Toronto continues on the same schedule, numbered 651, Monday to Friday, arriving in Toronto at 08:20. On Saturdays it operates later as number 655, arriving in Toronto at 09:26. The eastbound departure from Toronto to Kingston, number 650, departs Toronto at 22:00 (as opposed to Train 50's departure at 23:30) on Monday to Friday.

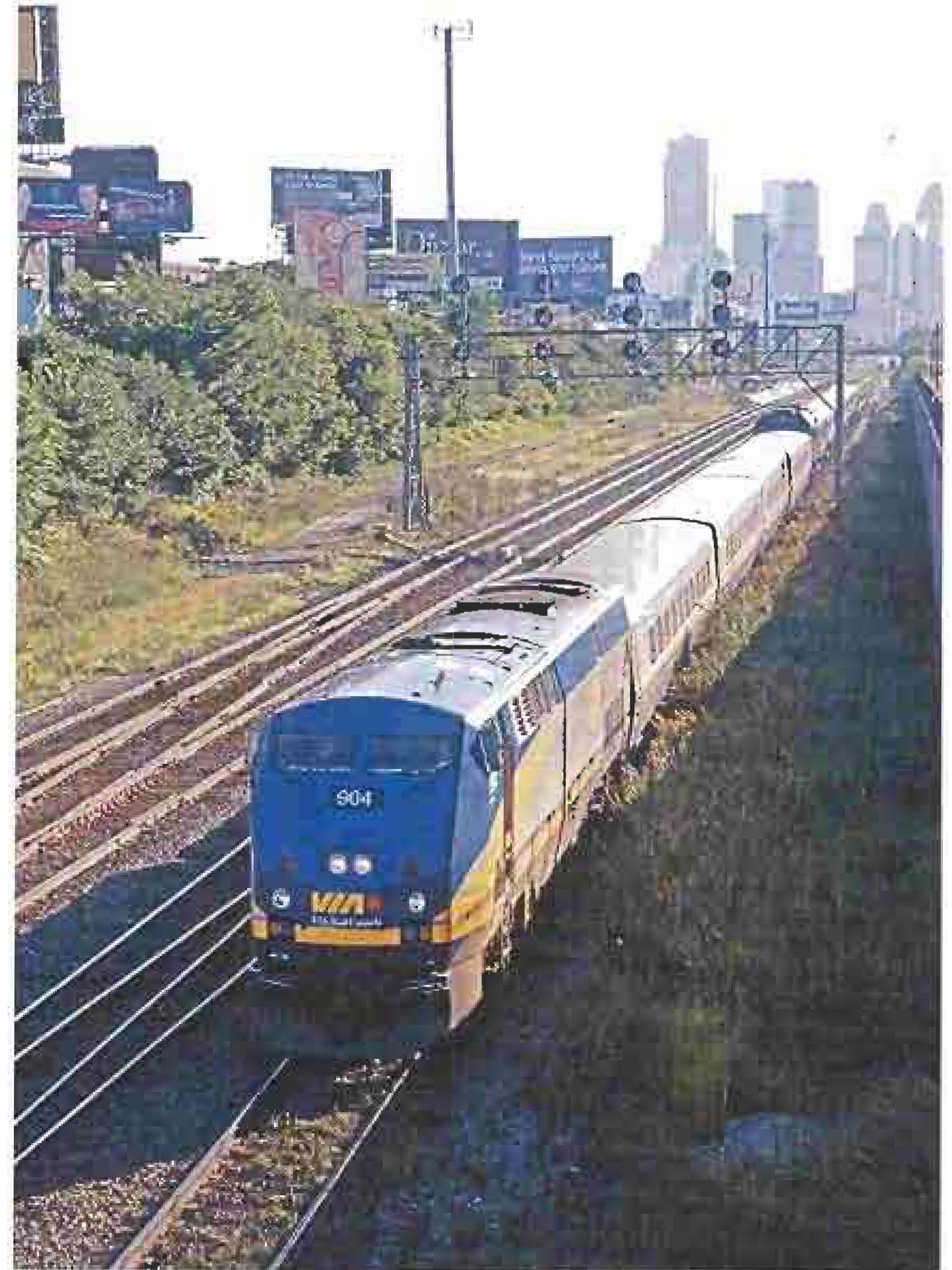


VIA F40PH-2 6425 approaches Pointe Claire, Quebec, with No. 50 and a 6-car consist of Renaissance stock on September 17, 2002.

The last No. 50 from Toronto (on September 14) included P42DC 914, LRC Coaches 3307, 3364 and 3313, LRC Club 3451, F40PH-2 6415, Renaissance Baggage 7002, Renaissance Coaches 7203 and 7206, Renaissance Service Car 7304 and Renaissance Sleepers 7507 and 7505.

The last No. 51 arriving in Toronto (on September 15) included P42DC 914, LRC Coaches 3307, 3364 and 3313, LRC Club 3451, F40PH-2 6429, Renaissance Baggage 7005, Renaissance Coaches 7204 and 7210, Renaissance Service Car 7306 and Renaissance Sleepers 7506 and 7514.

Special thanks to Milne Hall for the consists of the last Nos. 50 and 51, and to Bob Sandusky for the collage of photos.

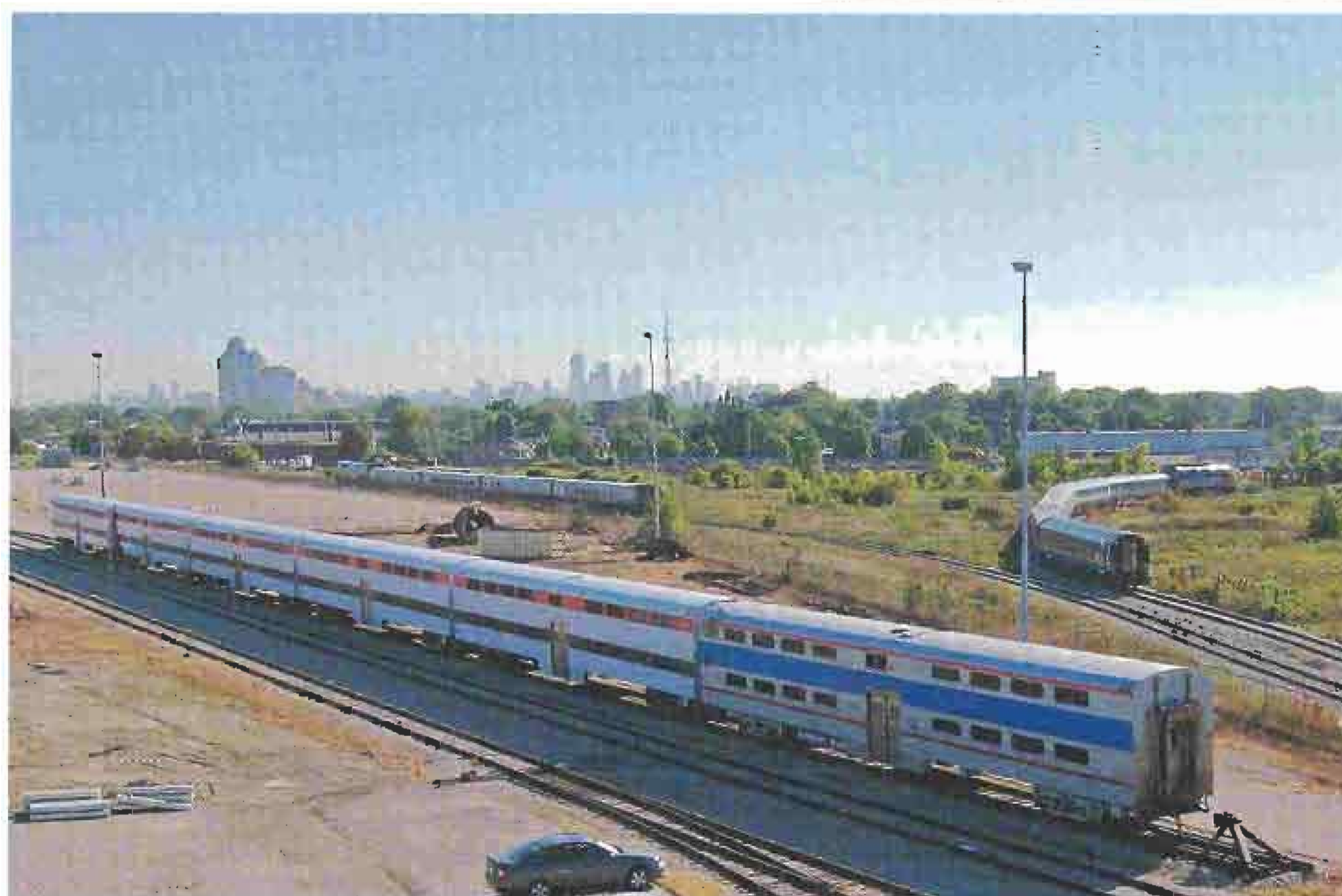


Deadheading from Union Station to the Toronto Maintenance Centre at Mimico is the combined consist of No. 51 with P42DC 904 leading the Kingston cut and F40PH-2 6410 with the Renaissance stock. The train is passing Dufferin Street on September 2, 2005.



VIA F40PH-2 6419 approaches Beaconsfield, Quebec, with No. 50 and seven Renaissance cars on March 14, 2004. Not long after the third sleeper would be removed.

Stretched out in its full glory is the combined consist of Train No. 51, zipping past Lake Ridge Road in Whitby, on August 28, 2002. The front section is added at Kingston for local coach passengers. The track beyond is for GO Transit traffic and the highway beyond is No. 401.

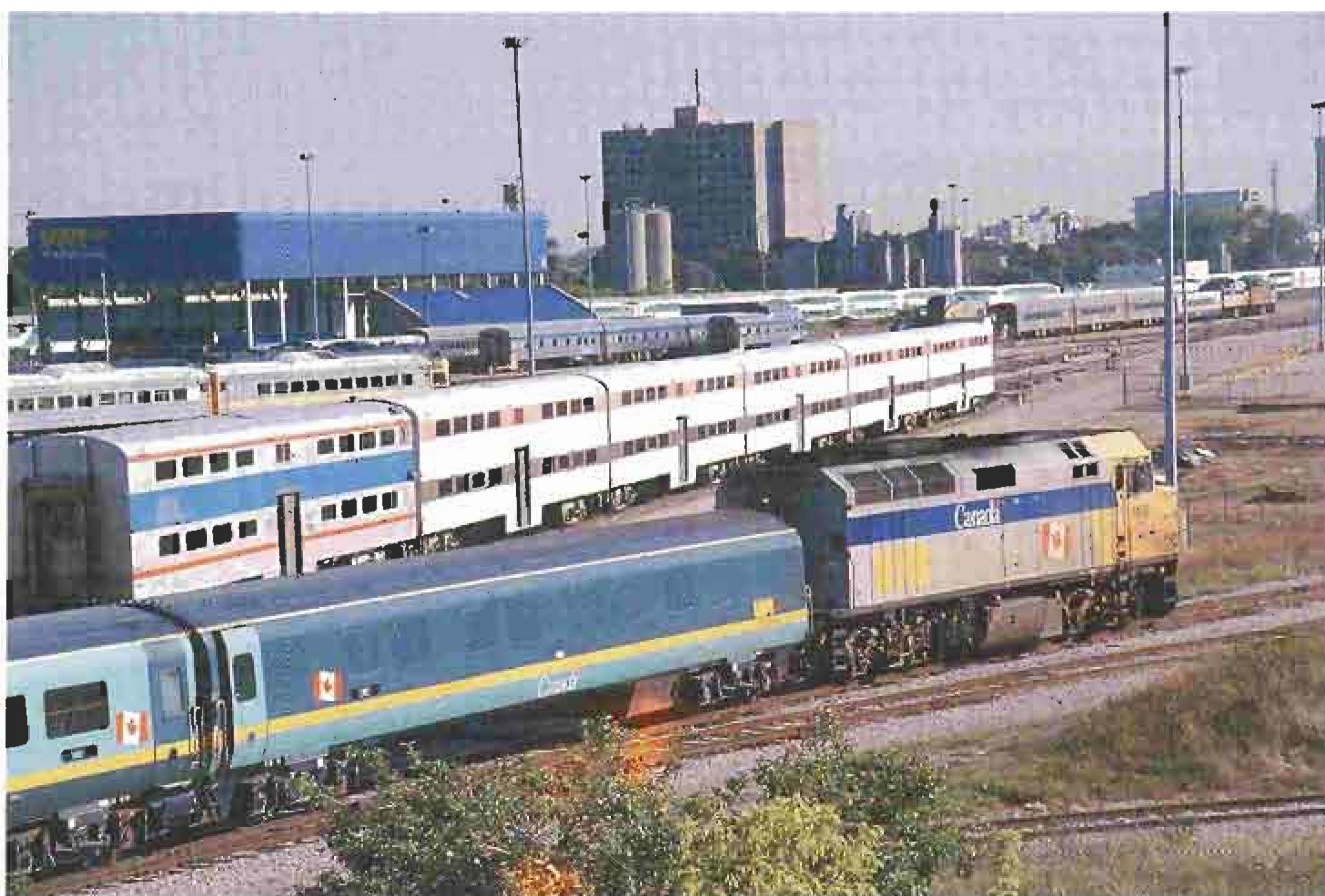


At the south side of VIA's Mimico facility is their short wye. On the right, F40PH-2 6420 backs out of the wye after deadheading in from Toronto Union Station with the consist of No. 51.

To the left appears to be the consist of No. 86 from London, awaiting its turn on the wye.

In the foreground are six retired gallery coaches from Chicago's METRA commuter service. These were 6 of 20 purchased by Agence métropolitaine de transport (Montreal) in 2003 that suffered damage in a derailment at Aldershot, Ontario.

The view north at VIA's Mimico facility on September 1, 2005, shows F40PH-2 6426 just completing the wyeing of No. 51's Renaissance stock. Beyond the stored former METRA gallery coaches are five former VIA RDCs purchased by Farmrail System in Oklahoma in 1999. The blue structure is VIA's fuelling facility.



Connecting New England with the West: St. Albans and Newport, Vermont

by Charles W. Bohi and Leslie S. Kozma

How would a shoe cobbler in Aberdeen, South Dakota, a clothing store in Concordia, Kansas, and a wholesaler in Minot, North Dakota get their small shipments from New England?

Answer: they would use the railroad Less than Carload Lot (LCL) service. Back in a time before United Parcel Service (UPS) brought packages to every door in its ubiquitous brown trucks, small shipments came to the depot. Defined as freight in one car from more than one shipper or destined to more than one receiver, the LCL business was also sometimes called Merchandise or Package traffic. These small shipments usually moved in boxcars or sometimes in refrigerator or even stock cars. Usually scheduled to run overnight from commercial hubs, the trains that handled merchandise were planned to get their freight to its destination so that it could be delivered early in the morning. Moving at lower rates than express, which usually was handled in passenger trains, the LCL freight, nevertheless, could be very lucrative for the railroads because it carried a high rate classification and moved at a minimum charge regardless of weight. In 1932, for example, LCL generated 10% of rail revenue while accounting for only 2.4% of the carriers' tonnage.

To advertise their Merchandise service railroads published timetable like literature, often called "Package Car Schedules," listing cars (car lines) operated on a regular basis between various points. Of course, more than one car would be used to protect a schedule if tonnage justified it. In addition, some large shippers operated "line cars." A chain store would, for example, load a line car with merchandise to be distributed at all its outlets along a particular railway line. In addition, if a particular company had a lot of merchandise going to say, New England, it would load a full "trap" or "ferry" car to a "transfer." Veteran railway employees remember full carloads of Kellogg cereal being sent to White River Junction, Vermont's transfer to be handled in this manner. Similarly, a former employee at Newport, Vermont recalled that cars of Spiegel mail order merchandise headed for New England that passed through Newport, Vermont, were moved in this way. While line and trap cars were not usually regularly scheduled, they were still an important part of the LCL traffic.

"Way cars" usually made the final delivery of the Package freight. Often placed at either the front of the train, or next to the caboose, small shipments were generally unloaded while the rest of the train went about switching the other customers in the community. One of the authors remembers watching the conductor of a way freight and the agent unload LCL from a car marked "System Merchandise Service Only," on the Chicago Great Western at Riceville, Iowa, in the 1950s. From the station a drayman with a team of horses took the packages to their final destinations in town. While a few locations grew large enough to warrant separate freight depots, most towns had simple "combination stations" that served both passengers and freight.

Hub of the Merchandise business was the "transfer." Really yards for LCL, transfers were usually located in large, sometimes huge, buildings at major junctions and division points. Transfers operated much like today's airline hubs. That is, they took packages arriving in cars from many origination points and resorted them into cars headed for many destinations. To cut the costs of handling LCL, to speed transit, and to cut the possibility of damage, the carriers sought to have as few transfers as possible. Or, to put it another way, just as airline passengers today want to make as few connections as possible, so too, shippers wanted their packages to make as few transfers as possible.

Because New England had numerous industries that shipped in small lots, it was a prime generator of LCL freight. As might be expected the New York Central (NYC), Boston and Maine (B&M), and New Haven (NH) all had numerous car lines linking the region with the western United States.

Faced with routes that were longer and somewhat slower, to encourage LCL shippers to move Package freight through Canada, the Interstate Commerce Commission (ICC) allowed the Canadian

Table One: Inbound LCL Cars To St. Albans in 1935

City	Routing	Freq	Time	Notes
Barre, VT	CV	Daily	1 st AM	
Barre, VT	M&W-CV	Daily	2 nd AM	Note 6
Bethel, VT	CV	Daily	1 st AM	
Black Rock, ON	CN-CV	Daily	2 nd AM	
Bombay, ON	CN-CV	Daily	3 rd PM	Note 7
Boston, MA	B&M-CV	Daily	1 st AM	
Boston, MA	NH-CV	Daily	2 nd AM	Note 3
Bridgeport, CT	NH-CV	Daily	2 nd AM	Note 3
Buffalo, NY	CN-CV	Daily	2 nd AM	
Burlington, VT	CV	Daily	1 st AM	
Cedar Hill, CT	NH-CV	Daily	2 nd AM	Note 1-2-3
Chicago, IL	GTW-CN-CV	Daily	2 nd AM	
Depot Harbor, ON	CN-CV	Daily	2 nd AM	Note 5
Fall River, MA	NH-CV	Daily	2 nd AM	Note 3
Gardner, MA	B&M-CV	T-Th-S	2 nd AM	
Granby, QU	CN-CV	Daily	2 nd PM	
Hartford, CT	NH-CV	Daily	2 nd AM	Note 3
Holyoke, MA	B&M-CV	Daily	1 st AM	
Keene, NH	B&M-CV	Daily	1 st AM	
Lawrence, MA	B&M-CV	Daily	1 st AM	Note 1
Lowell, MA	B&M-CV	Daily	1 st AM	
Montpelier, VT	CV	Daily	1 st AM	
Montpelier, VT	M&W-CV	Daily	2 nd AM	Note 6
Montreal, QU	CN-CV	Daily	1 st AM	
Nashua, NH	B&M-CV	Daily	1 st AM	
New London, CT	CV	Daily	1 st AM	
New York, NY	CV	Daily	2 nd AM	Note 4
Northfield, VT	CV	Daily	1 st AM	
Palmer, MA	CV	Daily	1 st AM	
Port Huron, MI	GTW-CN-CV	Daily	2 nd AM	Note 1
Providence, RI	NH-CV	Daily	2 nd AM	Note 3
Putnam, CT	NH-CV	Daily	2 nd AM	
Randolph, VT	CV	Daily	1 st AM	
Richford, VT	CV	Daily	Same Day	
Rouses Point, NY	CV	Daily	1 st AM	
St. Johns, QU	CN-CV	Daily	1 st AM	
Sheldon Springs, VT	CV	Daily	Same Day	
Springfield, MA	B&M-CV	Daily	1 st AM	
Waterbury, VT	CV	Daily	1 st AM	
Waterbury, CT	NH-CV	Daily	2 nd AM	Note 3
White River Jct., VT	CV	Daily	1 st AM	
Winooskie, VT	CV	Daily	1 st AM	
Worcester, MA	B&M-CV	Daily	2 nd AM	

Note 1. Locations that probably did not generate much LCL of their own, but were, nevertheless, significant transfers.

Note 2. Cedar Hill Transfer was located in the New Haven's Cedar Hill Yard at New Haven, CT. It was probably the largest and busiest transfer in New England.

Note 3. Traffic from points on the New Haven appears to have been interchanged with the CV at New London and Willimantic, CT and handled by Train 491.

Note 4. Freight from New York City originated or terminated at facilities at Pier 29 on the East River. From there it was handled to New London, CT by the boats of the Central Vermont Transportation Company.

Note 5. CN made connection with subsidiary Canada Atlantic Transit company at this point. Service probably offered only during navigation season.

Note 6. The M&W was the Montpelier & Wells River Railroad which ran from Wells River, VT to Montpelier. It is interesting to note that its LCL cars from common points took a **full day** longer than competing CV cars.

Note 7. Exact location could not be identified. Bombay was probably a freight handling facility.

carriers to charge lower "differential" rates on Merchandise shipments originating in New England headed for western points in the United States. These rates, along with the service provided LCL headed for Canadian points, generated enough business to justify large transfers on the Central Vermont (CV) at St. Albans and the Canadian Pacific (CP) at Newport, Vermont. A look at the

car lines operated to and from these points in 1935 and 1948, respectively, are good examples of how extensive the railroad LCL system once was.

St. Albans was the eastern anchor of an international LCL system developed by CN predecessor Grand Trunk (GT). Built to be a transcontinental route between the states of the Industrial Midwest and New England, the GT had made a good thing out of hustling time sensitive commodities like meat from Chicago to the populous Northeast. Not surprisingly, LCL was part of the traffic mix. In 1935, St. Albans received 43 cars from 40 cities in eight states and two Canadian provinces. Clearly, its transfer was a busy place even in the depression year of 1935. (See Table One). Besides 13 cars from Vermont, St. Albans had car lines from ten cities in Massachusetts – including two from Boston – six from Connecticut, three from New York, two from New Hampshire and one from Rhode Island.

It could then sort and combine these shipments into 35 daily cars and two trucks that went to 33 cities in 12 states and two Canadian provinces. (See Table Two). Of these cars, five went to Michigan, two to Wisconsin – one by car ferry across Lake Michigan, – two to Illinois and one each to St. Louis, Missouri, St. Paul, Minnesota, Indiana and Ohio. More significant still, the cars to Chicago, St. Louis and St. Paul allowed easy connections throughout the western United States. In addition, by 1951 St. Albans was sending a direct car to the Santa Fe (AT&SF) at Kansas City.

Like St. Albans, the Canadian Pacific transfer at Newport was perfectly positioned to gather merchandise from New England and forward it west. On the eve of World War II in 1940, it received cars from 11 stations on the B&M: seven from Massachusetts, two from New Hampshire and one each from Vermont and New York. Another four came from the New Haven: two from Connecticut and one each from Massachusetts and Rhode Island. (See Table Three). While documentation could not be found, Newport almost certainly received a direct car from the Maine Central's (MeC) transfer at Portland. Two overhead cars from Portland ran to Chicago and St. Louis via St. Johnsbury and Newport, so it is almost certain that a car loaded with freight that needed transferring also came from the Maine port. (Portland also sent an overhead car through Newport to Montreal.)

Newport, also offered good access to western points from New England. In 1948 it loaded 19 cars headed for as many stations in 14 cities in seven states (See Table Four). West of Windsor, Ontario, eight of these cars were forwarded by the Wabash and three others by the C&O. Several cities received more than one car. St. Louis, Missouri, for example, had a car for the Wabash freight station and another for the MP's Gratiot Street Transfer, creating convenient connections for packages headed to much of the southwest. Four lines were operated to Chicago. Local traffic for the "Windy City" went to the Wabash and C&O and two others to the Wabash's transfer and the Chicago & North Western's (C&NW) sprawling Proviso freight house. Proviso, one of the largest LCL transfers in the United States, was a major hub that made up Package cars for much of the Midwest and, in connection with historic partner Union Pacific (UP), the far west. Indeed, by 1951 Newport was sending enough LCL to the West that it made up a direct car for the UP's transfer at North Platte, Nebraska. At other times Newport sent cars to the Illinois Central (IC) and AT&SF at Chicago. Of course the cars Newport sent to Montreal, Toronto and Winnipeg provided convenient service to all of Canada. Our cobbler, furniture dealer and wholesaler offer good examples of how the system worked.

For years, New England was a centre of shoe manufacturing. Indeed, the United Shoe Machinery Company at East Jaffrey, New Hampshire, had a monopoly on cobbler's nails used to repair shoes. Rather than wholesale them, they would sell directly to shoe repair shops all over the United States. This hypothetical shipment would have been loaded on a car for a one day trip on the B&M to either Lawrence or Boston, Massachusetts. From either of these transfers cars went to both St. Albans, and Newport, an additional one day away.

From Vermont the most likely routing would have been to Chicago

Table Two: **Outbound LCL Cars From St. Albans in 1935**

City	Routing	Freq	Time	Notes
Barre, VT	CV	Daily	1 st AM	
Boston, MA	CV-B&M	Daily	1 st AM	Closes 10 AM
Brattleboro, VT	CV-B&M	Daily	1 st AM	
Buffalo, NY	CV-CN	Daily	2 nd AM	
Burlington, VT	CV	Daily	1 st AM	
Burlington, VT Truck	CV	Daily	Same Day	
Cedar Hill, CT	CV-NH	Daily	2 nd AM	Note 1-2-3
Chicago, IL	CV-CN-GTW	Daily	3 rd AM	
Chicago Junction, IL	CV-CN-GTW	Daily	3 rd AM	
Depot Harbor, ON	CV-CN	Daily	2 nd AM	Note 5
Detroit, MI	CV-CN-GTW	Daily	2 nd PM	
Flint, MI	CV-CN-GTW	Daily	3 rd AM	
Grand Rapids, MI	CV-CN-GTW	Daily	3 rd AM	
Hamilton, ON	CV-CN	Daily	2 nd AM	
Hartford, CT	CV-NH	Daily	2 nd AM	Note 3
Lawrence, MA	CV-B&M	Daily	1 st AM	Note 1
Mechanicville, NY	CV-D&H	Daily	2 nd AM	Note 1
Milwaukee, WI	CV-CN-GTW-C&NW	Daily	3 rd AM	
Milwaukee, WI	CV-CN-GTW	Daily	3 rd AM	Car Ferry
Montpelier, VT	CV	Daily	1 st AM	
Montreal, QU	CV-CN	Daily	1 st AM	
New London, CT	CV	Daily	2 nd AM	
New York, NY	CV	Daily	2 nd AM	Note 4
Oshawa, ON	CV-CN	Daily	2 nd AM	
Palmer, MA	CV	Daily	1 st PM	
Pontiac, MI	CV-CN-GTW	Daily	3 rd AM	
Port Huron, MI	CV-CN-GTW	Daily	2 nd PM	Note 1
Providence, RI	CV-NH	Daily	2 nd AM	Note 3
Springfield, MA	CV-B&M	Daily	1 st PM	
St. Johns and Granby, QU	CV-CN	Daily	1 st PM	
St. Louis, MO	CV-CN-GTW-C&EI	Daily	4 th AM	
St. Paul, MN	CV-CV-GTW-CB&Q	Daily	4 th AM	Winter only
South Bend, IN	CV-CN-GTW	Daily	3 rd AM	
Swanton, VT	CV	Daily	1 st AM	Truck
Toledo, OH	CV-CN-GTW-D&TSL	Daily	3 rd AM	
Toronto, ON	CV-CN		2 nd AM	
White River Jct., VT	CV	Daily	1 st AM	Note 1

- Note 1. Locations that probably did not generate much LCL of their own, but were, nevertheless, significant transfers.
- Note 2. Cedar Hill Transfer was located in the New Haven's Cedar Hill Yard at New Haven, CT. It was probably the largest and busiest transfer in New England..
- Note 3. Traffic from points on the New Haven appears to have been interchanged with the CV at New London and Willimantic, CT and handled by Train 491.
- Note 4. Freight from New York City originated or terminated at facilities at Pier 29 on the East River. From there it was handled to New London, CT by the boats of the Central Vermont Transportation Company.
- Note 5. CN made connection with subsidiary Canada Atlantic Transit company at this point. Service probably offered only during navigation season.

for third morning delivery. If it had gone via St. Albans, it would have been interchanged, probably by truck, to either the C&NW or the Milwaukee Road. (Milw)

The C&NW's Proviso Transfer would have sent the package to Huron, South Dakota, headquarters of the Dakota Division, and location of an important freight house and transfer. It would have arrived there on the third morning. At Huron the cobbler's nails would have been loaded into a car headed for Aberdeen, to be delivered the next morning. In all, nine days and five transfers, including the interchange at Chicago, would have been necessary to get this shipment from St. Albans to Aberdeen.

While the precise scheduling of the Milwaukee Road's service could not be documented, since Aberdeen was a major hub and headquarters of the company's Hastings and Dakota Division, it almost certainly had a large freight house and transfer which would have received a direct car from its Galewood Transfer in

Table Three: **Inbound** LCL Cars from Southern New England To Newport c. 1940

City	Routing	Freq	Time	Notes
Boston, MA	B&M-CP	Daily	1 st AM	
Fitchburg, MA	B&M-CP	Daily	2 nd AM	
Cedar Hill, CT	NH-B&M-CP	Daily	2 nd AM	Note 1-2
Fall River, MA	NH-B&M-CP	Daily	2 nd AM	
Gardner, MA	B&M-CP	M-W-F	2 nd AM	
Hartford, CT	NH-B&M-CP	Daily	2 nd AM	
Holyoke, MA	B&M-CP	Daily	1 st AM	
Keene, NH	B&M-CP	Daily	1 st AM	
Lawrence, MA	B&M-CP	Daily	1 st AM	Note 1
Mechanicville, NY	B&M-CP	Daily	2 nd AM	Note 1
Nashua, NH	B&M-CP	Daily	1 st AM	
Providence, RI	NH-B&M-CP	Daily	2 nd AM	
Springfield, MA	B&M-CP	Daily	1 st AM	
Worcester, MA	B&M-CP	Daily	1 st AM	
White River Jct., VT	B&M-CP	Daily	1 st AM	Note 1

Note 1. Locations that probably did not generate much LCL of their own, but were, nevertheless, significant transfers.

Note 2. Cedar Hill Transfer was located in the New Haven's Cedar Hill Yard at New Haven, CT. It was probably the largest and busiest transfer in New England.

Chicago. While that would have cut the transfers down to four, it is not clear whether that would have meant a quicker transit time.

The CP's transfer at Newport would have offered better service because of its direct cars to Proviso. While this might not have cut down the time required -- interchanges of freight cars at Chicago were notorious for being very slow -- it would have eliminated one handling, cutting the total transfers to four. That would have given the cobbler's nails moving via the C&NW the same number of transfers as moving them via the Milwaukee Road. In addition, this Newport package could also have been sent through Chicago to the Milwaukee for its final trip to Aberdeen.

Interestingly enough, the CP *Routing Guide* also showed a route that ran to Aberdeen via the Gulf, Mobile & Ohio (GM&O) and Minneapolis & St. Louis (M&StL). The interchange with the GM&O must have taken place at Chicago, and thence to Peoria, Illinois where the M&StL picked up the package. From Peoria the merchandise would have made a two day trip to the Twin Cities and from there taken another two days to get to Aberdeen. Thus, six transfers and ten days would have been required to get the cobbler's nails to South Dakota. Of course, if the connection with the M&StL's tri-weekly car to Aberdeen was missed, it could take longer. It is hard to believe that much LCL actually went this way unless it, too, was allowed a cheaper differential route.

Long since departed for the south, in the late-1940s a good deal of textile manufacturing still went on in New England. One of these mills was the Carter Clothing Company in Lebanon, New Hampshire. To fill an order for overalls for a store in Concordia, Kansas, Carter would have shipped its package to the joint freight house at White River Junction, Vermont by truck. Arriving the same day, it could then have gone overnight to either St. Albans or Newport.

From northwest Vermont the CN and GTW would have taken the package to Chicago where it could it would have arrived there on the third morning. However, from Chicago the overalls could have been sent on to Concordia by one of three routes: the C&NW and UP, the Burlington (CB&Q) and AT&SF.

From Chicago the C&NW would have taken Carter's merchandise to Omaha for transfer to the UP. This would have consumed an additional two days. Another two days would have been needed to get the overalls down to the UP's transfer at Kansas City. From there it was a one day trip out to Concordia. In all, nine days and five transfers would have been needed to move the

package from Lebanon, New Hampshire to Concordia, Kansas.

The routing via the CB&Q would also have involved five transfers and but have taken as few as eight days. West of Chicago, where the GTW would have delivered the overalls from White River Junction in just four days, the CB&Q would have transferred them at Chicago into a car headed for Lincoln, Nebraska, headquarters of the road's Lincoln Division, a day-and-a-half away. From Lincoln the shipment would have taken another day to get to Beatrice, Nebraska, a major trade centre in the southeastern part of the state. From there a way car would have taken them on to Concordia, probably consuming at least one more day. Using the AT&SF would have required one less transfer: St. Albans, Chicago, Chicago, Kansas City. This route would have taken only seven days to get the package to Concordia.

Because St. Albans sent a direct car to the Chicago & Eastern Illinois at St. Louis a route bypassing Chicago was available. Five days and two transfers from White River Junction, the package could have been interchanged with the Missouri Pacific (MP). From St. Louis Carter's package had to spend a day going across Missouri on the MP to be transferred yet again at Kansas City. From there it spent a day in a direct car to Concordia. In short, the CV and its partners could move a package of overalls from Lebanon, New Hampshire to Concordia, Kansas in seven days with just four transfers.

The package could have also gone via the Wabash. From St. Louis the overalls would have gone to Kansas City for transfer to the UP, which would have taken them on to Concordia. With a direct car to the Wabash at St. Louis the overalls would have gone from there to Kansas City for transfer to the UP, which would have taken them on to Concordia. This route also took seven days but required five transfers.

The CP offered even better service to Concordia. Besides all the possible routings offered via Chicago, Newport's direct car to St. Louis via the Wabash eliminated the two Chicagoland transfers and linked up with the MP's LCL service in just three days. However, from St. Louis Carter's package had to spend a day

Table Four: **Outbound** LCL Cars From Newport in 1948

City	Routing	Freq	Time	Notes
Chicago, IL (12 th St)	CP-Wabash	Daily	3 rd AM	
Chicago, IL (12 th St Tfr)	CP-Wabash	Daily	3 rd AM	Note 1
Chicago, IL (Proviso Tfr)	CP-Wabash-C&NW	Daily	3 rd AM	
Chicago, IL (C&O)	CP-C&O	Daily	3 rd AM	
Columbus, OH	CP-PRR	Daily	4 th AM	
Detroit, MI	CP	Daily	2 nd AM	
Detroit, MI (3 rd St Tfr)	CP-NYC	Daily	2 nd AM	Note 1
Ft. Wayne, IN	CP-Wabash	Daily	2 nd PM	
Galesburg, IL (Tfr)	CP-Wabash-CB&Q	Daily	3 rd AM	Note 1
Grand Rapids, MI	CP-C&O	Daily	3 rd AM	
Milwaukee, WI	CP-C&O-Milw	Daily	4 th AM	
Minneapolis, MN	CP-Soo	Daily	4 th PM	
Montreal, QU	CP	Daily	1 st AM	
St. Louis, MO	CP-Wabash	Daily	3 rd AM	
St. Louis, MO (Graitiot Tfr)	CP-Wabash-MP	Daily	3 rd AM	Note 1
Sault Ste. Marie, MI	CP	Daily	2 nd PM	
Toronto, ON	CP	Daily	1 st AM	
Toledo, OH	CP-Wabash	Daily	3 rd AM	
Winnipeg, MB	CP	Daily	3 rd PM	

Note 1. Locations that probably did not generate much LCL of their own, but were, nevertheless, significant transfers.

CP Train 903, a daily run from Wells River, VT to Windsor, ON, handled Merchandise from "New York, New Haven, Boston, Springfield, Lowell and Concord territories and dropped "Newport Shed Merchandise Cars" at Newport.

CP Train 901, a daily run from Boston to Chicago and St. Louis ran on the CP from Wells River, VT to Windsor. It was assigned to pick up "Newport Shed merchandise cars."

going across Missouri to be transferred yet again at Kansas City. From there it spent a day in a direct car to Concordia. In short, the CP could move a package of overalls from Lebanon, New Hampshire to Concordia, Kansas in six days with just three transfers. This was the fastest itinerary, saving as much as three days, and had at least one fewer transfers than competing routes via St. Albans.

Its alliance with the Wabash created yet another route for merchandise headed for Kansas via Newport. With a direct car to the Wabash at St. Louis the overalls would have gone from there to Kansas City for transfer to the UP, which would have taken them on to Concordia. This route also took six days but required five transfers.

Anyone who has played *Monopoly*™ recognizes the name of Parker Brothers, producers of board games, located in Salem, Massachusetts. Enjoying many popular titles that were played throughout North America, if not the world, Parker Brothers was no doubt a regular user of railroad LCL service. To ship a carton of games to a wholesaler in Minot, North Dakota, would not be a serious challenge. The B&M could take the package to Boston in one day. From there the whole of North America's rail network would be open to it. Boston had direct cars to both St. Albans and Newport that made the trip in one day. Starting at those points, Chicago was but three days away. Using the CV-CN-GTW routing to Chicago, where the interchange with western carriers would take place, offered the possibility of numerous routes to the Twin Cities, the wholesaling hub for the northwest. The CB&Q, Milw, C&NW and the Soo Line all linked the city by Lake Michigan with Minneapolis-St. Paul in two days. West of the Twin Cities either the Great Northern or the Soo Line could take it west to Minot in two. In short, only five transfers and nine days were needed to get the Parker Brothers merchandise to western North Dakota.

With the Soo Line in the CP's family, Newport offered more routes to North Dakota than its competitor. In addition to its car lines to Chicago, the CP ran a direct car from Newport to the Twin Cities which took only four days to arrive. Two more days were required to get the package to Minot. The whole trip required only three transfers and took eight days.

Though the rail LCL system seemed fairly efficient, after peaking at over 44 million tons in 1924, trucks began to haul more merchandise. By 1932, for example, the rails were handling only slightly more than 15 million tons while trucks were hauling more than 32 million. A Federal study of the Merchandise traffic in 1932 recognized the problems of labour intensity, government regulation and equipment utilization. However, it also identified another: the complexity of the route structure.

All the options available through St. Albans and Newport are just one indication of the choices facing the shippers. Newport's packages headed west of Windsor, Ontario, to Chicago, for example, could move via the Wabash, C&O, or NYC. Even more choices faced shippers when routings through the United States were considered.

Our overalls from Lebanon, New Hampshire, to cite but one case, could have gone from White River Junction to the NH's transfer at Cedar Hill, Connecticut; the Delaware & Hudson's (D&H) at Mechanicville, New York or the NYC's sprawling installation at Utica, New York, one of the busiest in the United States. From these transfers the range of options increased almost exponentially.

Cedar Hill, near New Haven, Connecticut, offered routings to Chicago that included the Baltimore & Ohio (B&O) via Baltimore and direct to Chicago via the Erie or the Pennsylvania (PRR). It also sent direct cars to numerous transfers throughout the eastern United States. Among these were the Delaware, Lackawanna & Western's (DL&W) New York Transfer in New Jersey; Erie's transfer at Hornell, New York; the Lehigh Valley's (LV) transfer at Manchester, New York; the NYC's transfer at Utica; and the PRR's transfers at Philadelphia and Pittsburgh. All these routes also offered numerous options for getting to Chicago, St. Louis and Kansas City. Buffalo offered a large number of choices for

getting LCL to St. Louis via the NKP, Wabash, C&O, NYC as well as other roads.

From the D&H at Mechanicville routings via the DL&W to Buffalo and all the possible connections from that point became possible. The NKP in Cleveland, for example, received cars from Mechanicville and could readily forward them to Chicago or St. Louis. It also made up cars for the AT&SF and the MP at Kansas City.

Utica, New York, a major hub in the NYC's Merchandise system, sent a direct car to the AT&SF at Kansas City as well as a car to St. Louis. Utica also sent cars to Cleveland which, in turn, had car lines to AT&SF and MP at Kansas City.

No doubt a careful study of routing guides and Package car schedules would turn up even more options for moving overalls from Lebanon to Concordia. If you were moving merchandise from New England to Los Angeles a careful study would probably turn up over 100 possible route combinations. This complexity made efficient equipment utilization difficult, created additional transfers that could lead to more loss and damage and slowed transit times. No wonder one recommendation of the 1932 Federal Study was that two LCL companies be created to eliminate some of the duplication, a reform that never took place.

In the end the railroads could not provide LCL service that was at once profitable and competitive. While LCL tonnage reached 24 million in 1946, it was all down hill from there. By the late-1950s the railroads were beginning to leave the LCL business in droves. Today, it is gone.

Ironically, UPS and others have shown that, shorn of its bureaucracy, labour relations, regulation and route structure, it is possible to make a dollar moving LCL by rail. Indeed, UPS is now one of the largest rail shippers in the U.S. So the loss of the Merchandise traffic has to be attributed to the institutions that governed railroads rather than the technology of the industry. While today the transfers at St. Albans and Newport are gone, here and there some remnants of the vast Package freight infrastructure -- like the small transfer at White River Junction being renovated as a restaurant -- remain to recall a time when even cobbler's nails, overalls and games came to town by train.

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Thanks to Tim Gilbert and Randy Williamson for contributing information for this article. ■

Fifty Years Ago - Farewell to Winnipeg's Streetcars

by John D. Thompson

Photos from the collection of Robert Sandusky

At 2:00 a.m. on Sunday, September 18, 1955, Greater Winnipeg Transit Commission (GWTC) streetcar 734 departed Deer Lodge Loop, at the west end of Portage Avenue, near Assiniboine Park. This was something that had occurred countless times before, but would never happen again, as Winnipeg was about to abandon its rail system. Car 734 completed its trip and returned to the carhouse, becoming the last revenue streetcar to operate in Canada's fourth largest city.

were quite distinctive in appearance; many were built in the system's own shops, or the Snelling Shops of the Minneapolis-St. Paul streetcar company. The car body of #356, built in Winnipeg in 1909, survives at the Winnipeg Railway Museum at the VIA Rail station. As well, a replica streetcar is at the Manitoba Children's Museum in the former Grand Trunk Pacific Enginehouse at "The Forks" in Winnipeg, and a replica of Winnipeg Street Railway horsecar #8 was constructed by Heritage Park in Calgary circa 1969 for service at Heritage Park.

In retrospect, it is unfortunate that Winnipeg did not convert its heaviest routes to PCC operation. The city is blessed with wide main streets, ideal for centre reservation reserved track. There may have been some concern about the PCC's ability to operate in Prairie winters, however, this should not have been a problem with adequate snow fighting equipment such as ploughs and sweepers.

The irony of the Winnipeg situation is 50 years after rail abandonment is that the city has no firm plans for a Light Rail

Transit system, while two smaller cities, Calgary and Edmonton, have had such operations in place for 25 years.

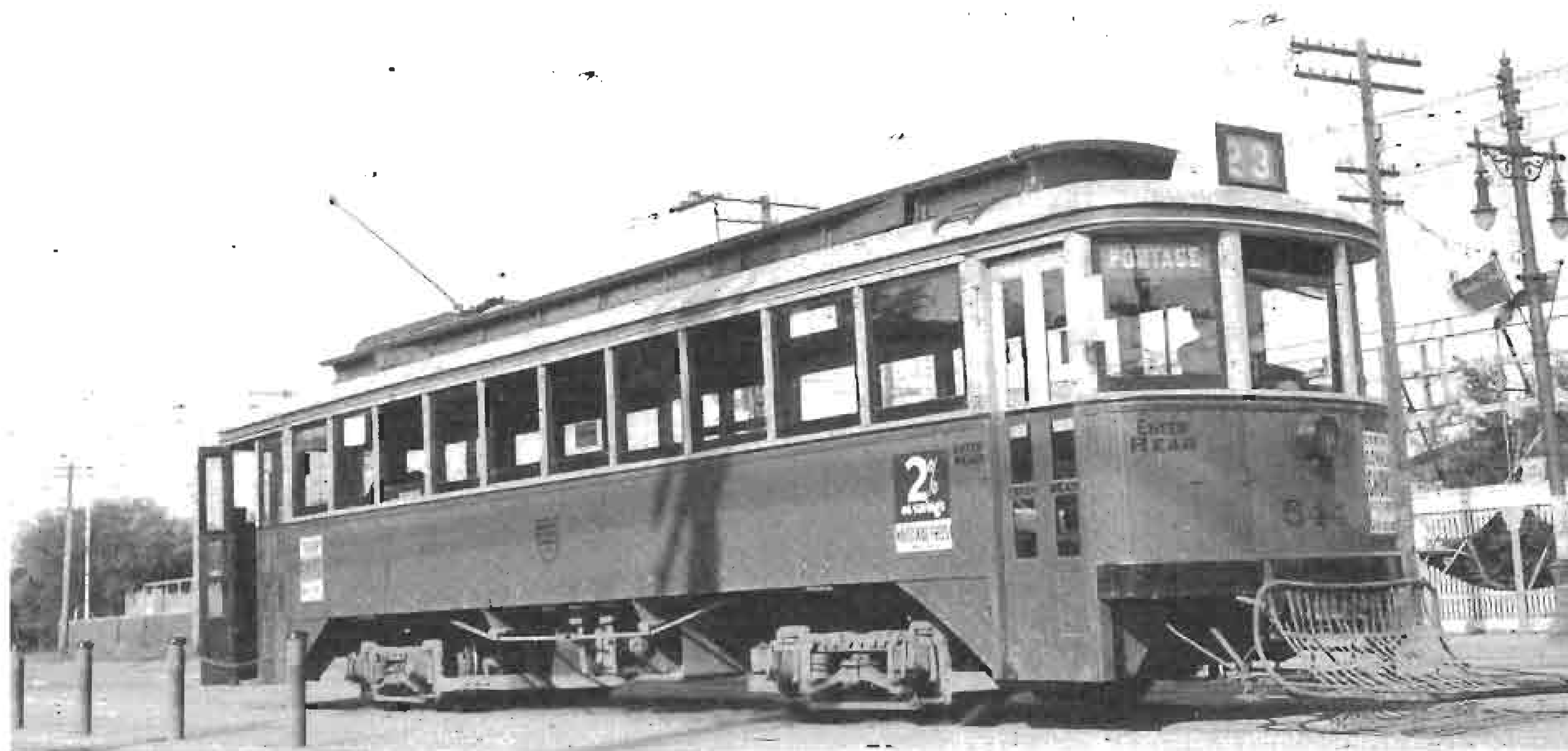
The author expresses his appreciation to Bob Sandusky for his assistance in the preparation of this article and the provision of photos.

Later that day, at 2:30 p.m., a conversion ceremony was held at Portage and Main Streets, the city's main downtown intersection. This involved a parade of decorated cars and work equipment (the assemblage included car 798, at 53 feet, the system's largest). Present, in addition to the general public and some railfans, were transit employees and pensioners, their families and GWTC officials, and local politicians.

After the usual speeches about "progress", the streetcars departed, returning to North Carhouse. The last recorded passenger on a Winnipeg streetcar was a gentleman named Jack Morrice, who was an employee of Canadian Pacific Express. Car 374 became the last operating streetcar in Winnipeg.

The last route was the long, heavily-patronized Portage-North Main route, which required about 80 cars at the end, mostly of the 700 series. The system was converted to trolley coaches, which lasted until 1970, and buses.

Winnipeg's streetcars

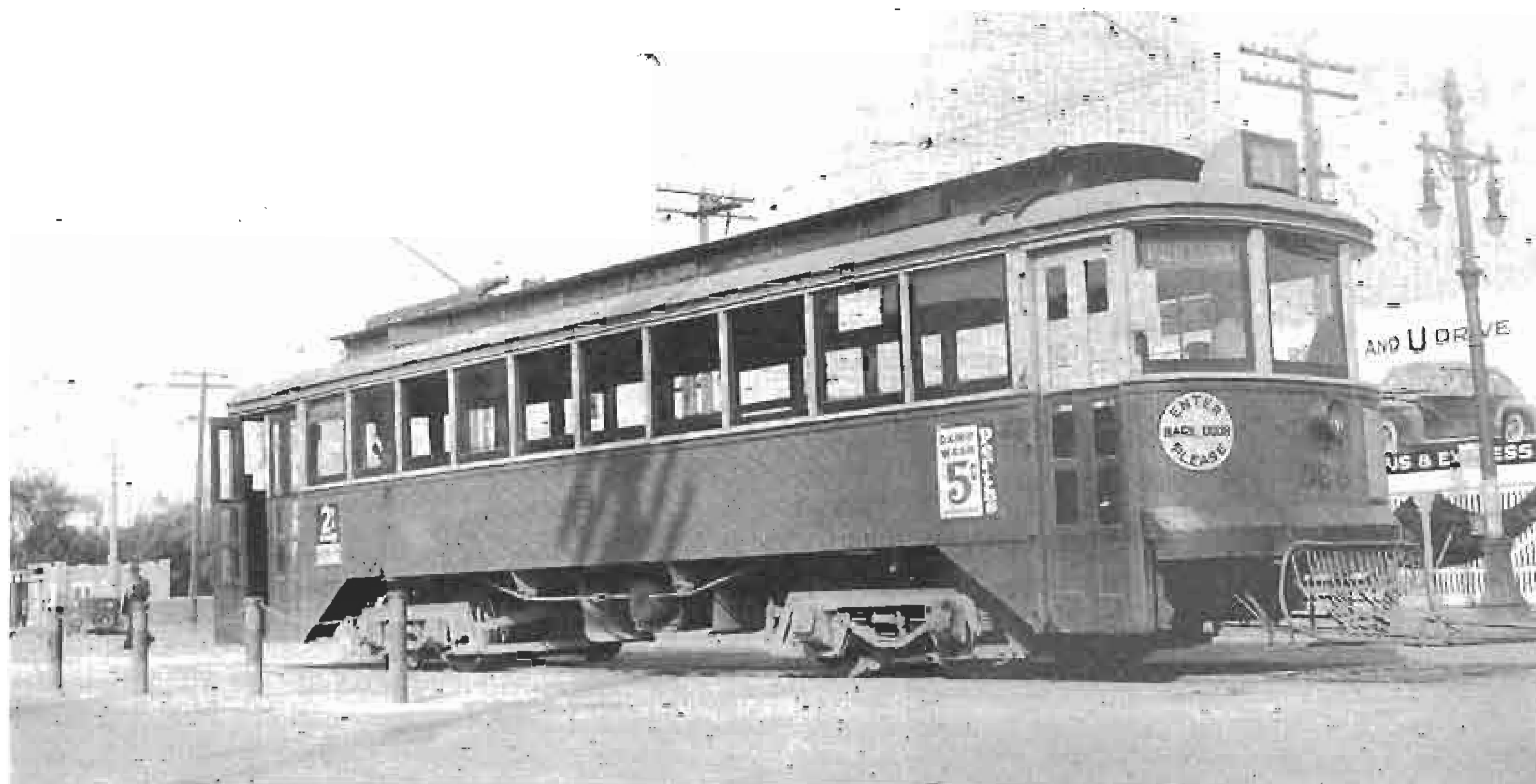


Car 544 pauses southbound on Main Street at Redwood Avenue in May 1941. Equipped with a safety fender, like most other Winnipeg streetcars, this Route 23, "Portage" car is due to run west on Portage to Deer Lodge wye, the end of double track running. Photo courtesy Robert Evans.



Car 678 was built in the Fort Rouge shops in 1914 and designed for 2-man, Pay As You Enter (PAYE) operation. With that in mind the front vestibule was made 20 inches longer to avoid exiting passengers interfering with the motorman. Car 678 is eastbound on Portage Avenue, emerging from the CPR La Rivière sub. underpass near Polo Park and, being Route 22, headed for North Main in December 1942. Photo courtesy Robert Evans.

The admonition to "Enter Back Door Please" identifies 526 as a 2-man car. Built in 1912 as a rear-only car, the front exit was added in 1930. Notice the very unusual truck design used on a few of Winnipeg's cars. This Route 21, "Portage" car is southbound on Main Street at Redwood and will turn west on Portage to run as far as Polo Park. Photo taken in March 1945, courtesy Robert Evans.



Car 808 was one of 20 that originated in Minneapolis. They were purchased from the Twin Cities Rapid Transit in 1920 after a car barn fire left Winnipeg short. The cars were converted to one-man operation in the early-1930s and ended their days in that form. Shown at the car house in December 1942. Photo courtesy Robert Evans.

One-man car 254 is looped at St. Anne's Road in St. Vital and the signs are changed to Route 9, "Memorial Boulevard" for the inbound trip. The "enter front" sign indicates that it is a one-man car. The box on the pole houses a time clock, located at most loops and used for the operator to stamp his work sheet. Photo taken in October 1950 by Omer Lavallée. ▀



And the First Shall be Last

Let's start this last of my subdivision re-writes with a bit of history. In the late-1820s the town that was to become Canada's Capital was nothing more than a rough little logging town. In 1826 the British Government sent Lt. Col. John By out to Canada to build a military waterway that would provide British ships safe passage from Montreal to Kingston, without having to pass through the St. Lawrence River within range of American guns. The war of 1812 was still very much on everyone's mind. By 1832 the Rideau Canal and waterway, all 100 plus miles of it, was operational and as fate would have it, it was never used or needed as a military waterway. It became, and still is, the oldest pleasure boat waterway in the country and is used extensively by those same Americans the British were trying to avoid. Of course the little logging town at the north end of the waterway was named, what else, BYTOWN. You know, the Bytown Railway Society, and their priceless "shortie" ex- Canadian Pacific business car "Bytown", one of only two such cars in existence.

In any event Bytown was still named Bytown when the first line of railway entered the place on Christmas day in 1854. The railway was, of course, the Bytown and Prescott Railway. The town of Prescott is approximately 53 miles south of Ottawa and located right on the shores of the St. Lawrence River, a major shipping route then, and now. In addition, a ferry boat operation provided access to U.S. lines on the south shore of the river and the line also connected with the broad gauge Grand Trunk Railway just north of Prescott. The principal towns along the B&P were Manotick, Osgoode, Kemptville, Oxford and Spencerville, from north to south. These were all small towns, and they still are, in fact the town of Manotick, once nearly 14 miles by rail from Ottawa, is now within Ottawa's city limits. In 1855 Bytown became Ottawa and the railway's name was changed to the Ottawa and Prescott, and later the St. Lawrence and Ottawa, and finally the Canadian Pacific Railway's Prescott subdivision.

By the time I got introduced to the subdivision as a CP locomotive fireman in 1952, after my "immigration" to Ottawa from Montreal, the line was still reasonably busy and it seemed like time had stood still. All the little places along the line looked pretty much unchanged and the cinder ballast south of Bedell gave the subdivision that earlier "branchline" look. There was a passenger local that left Ottawa in the late afternoon that stopped just about everywhere, either scheduled stops or flag stops, and the 53 mile trip took just about 2 hours. Northbound out of Prescott was just about the same, just under 2 hours. So, besides passengers, what was the local doing all this time? Well, it takes time to load all those milk cans, and express and mail shipments had to be handled. Yes, there still was some express traffic at this late date, believe it or not. And, oh yes, before I forget, on the northbound trip how well I remember waiting just south of the double track Winchester subdivision diamond for the arrival of eastbound passenger local #30, the Perth Local, bound for Montreal with none other than well known light Pacific 1201 on the head end. As the 1201 rolled across the diamond in front of us I always took a look at the hand rail above the engineer's window for a truck rear view mirror that was put there by her regular engineer, Ed Pruner. Ed used it to keep an eye on what was going on behind during all the stops and starts on that lengthy trip so that he didn't get his neck twisted off.

Besides the passenger locals, there was a regular way freight that worked six days a week. The way freight did all its "peddling" on the southbound trip and it was pretty much an all day affair. There was always something at Osgoode and Kemptville and you never got through Bedell without a bunch of switching. The "O&Q" boys (the Winchester sub.) would leave cars for Ottawa at Bedell and the way freight usually had cars for the Winchester,

either east or westbound. Often, there was something to be done at Oxford and a car to be set out or lifted at Spencerville. And speaking of Spencerville, one day on the way freight we had a car to be set out on the business siding freight shed. We backed in on the curve to the shed and the back of the P1's (2-8-2) vestibule cab frame hit the edge of the plank platform in front of the shed and the splinters flew. It didn't take but a few moments for the agent, Harold Craft, to come running out of the station across the way to see what all the commotion was about. There was little or no damage to the P1, but the platform took a bit of a beating. Harold said to our conductor that the P1 is supposed to be able to fit in there (it apparently said so on some obscure document or other). Our conductor said "well, it will fit in there, now". I can't think of why I remember such little incidents, perhaps it's because they're so humorous.

The way freight always had a string of empty coal hoppers for Prescott as well as a few cars for the Prescott yard goat that would be put on the ferry "Ogdensburg" to be sent across the St. Lawrence to the American side for the New York Central. I've written about the ferry before so I won't get into it here, suffice to say that I had quite an interest in this ferry operation, being a marine equipment lover. The tug that hauled that ferry back and forth was named "Prescotont". The "Prescotont" was a 1930 Canadian built steel tug and was powered by two diesel-electric plants. She was as modern as our old yard goats were ancient. I toured that tug several times when I got caught on the week-end layover while firing the passenger local.

One of the most interesting things about the tug was that the "master" could have complete control of the tug from the high bridge on the car ferry which straddled the three tracks on the deck. Even the rudders on the car ferry were synchronized to the one on the tug. The car ferry deck could handle 18 loaded hopper cars. During the winter freeze up of the river, a Monday morning would see the lashings and cables that coupled the tug to the ferry dropped and the 300 ton tug would go out alone and break a path through the ice before its first trip of the day.

And oh, by the way, the "Prescotont" and the car float "Ogdensburg" were both owned jointly by the Canadian Pacific and the New York Central under the company name "Canadian Pacific Car & Passenger Transfer Company". This rather old car ferry operation ceased in 1970 and both vessels were sold off.

The way freight frequently got a P1 2-8-2 (light Mikado) for power and I do remember the 5107 on there pretty regularly for a time. Although that might have been overkill on the southbound trip it was really needed for the northbound haul. How many of you readers remember the time when coal was king? The way freight usually got an "A" rating train of coal hoppers northbound. Coal, and lots of it, was still being used by the Canadian International Paper Company in Gatineau, Quebec, and this is how it got to Ottawa, later to be moved over to Gatineau by either No. 72 or No. 78, the two mill jobs that operated out of Ottawa West using D10 power. And the rest of the coal? Well, amongst others, who else? CP of course to power the P1 that dragged the stuff up from Prescott, and all the other power at Ottawa West with the sole exception of the two 1,000 Horse diesel switchers that worked the "big shunt" and the "Hull" and "Eddy" jobs.

The CP yard at Prescott was laid out parallel to the St. Lawrence River with the town's main street on the north side. I can't remember just how many tracks there were, perhaps a dozen to 15 or so, but it was busy enough to keep one yard engine operating five days a week. An old 3400 or 3500 series 2-8-0 worked that job and a spare 2-8-0 was kept in the five-stall engine house and used as necessary to work the coal boats with spare crews who had to be deadheaded out from Ottawa West. The

of the ship's floodlights. The operation was basically one of shoving those 10 cars till they were all loaded, then back them up and put them in the yard, pull out 10 empties and return to the ship for 10 more loads. Although I don't remember ever going up to the coal dump just north of the town during the midnight hours, that also had to be done.

The coal we were unloading from the ships came from the northern coal regions of the U.S.A., Pennsylvania mainly. It was very good bituminous coal, low in sulphur and with a calorific content of something like 14,000 BTU's per pound. The coal dump was big - it occupied many acres of space on either side of the main line roughly where the 401 highway is today. There were quite a number of tracks and a rail mounted steam crane with a clamshell worked up there loading and/or unloading hopper cars. There must have been hundreds of thousands of tons of coal in that dump, maybe a million or more. Coal sure was King.

It was not too unusual in those early '50s for any number of "extra Prescotts" to run and as I recall, the very first trip I ever had out of Ottawa West was on an extra Prescott with engineer Oscar Synek with G1 Pacific 2221. Yup, the infamous 2221 which killed Dick McNally and Ken Learmonth near Gracefield, Quebec, when she turned over on her side on the Castor grade just a few years later.

Like so many other branchline subdivisions, the Prescott sub. was in a decline as the passenger and freight traffic disappeared. The C.I.P mill at Gatineau got off the "coal standard" and switched to natural gas. CP switched to diesel, most passengers switched to improved highways, and the milk can became an item for the history books when stainless steel tank trucks came right up to the farm to pick up the milk in bulk. Mail, of course, went by

truck. For a while, that part of the sub. north of Bedell stayed in use as CP moved traffic over it to get to Smiths Falls, or Montreal. I don't know what really was the straw that broke the camel's back, but when the Ontario Government decided to finish building highway 416 between Ottawa and Johnstown (Prescott) there was a point where the new highway would have to cross the subdivision just north of Kemptville. This would necessitate the building of a bridge over the railway and just to complicate matters the bridge was going to be unusually costly because of unstable sub-strata in the area. If I remember correctly some number like six million bucks of the day was being bandied about and CP was going to be on the hook for some or all of it. In any event it wasn't going to fly for the little bit of traffic left and so the inevitable happened.

After 143 years of continuous use the Prescott subdivision was no more. "And the first shall be last", and it was. The last, ever, CP train out of Ottawa's Walkley yard left on November 11, 1997. It was bound for Smiths Falls via Bedell with loads from Gatineau, Buckingham, and Thurso, all in Quebec. It was hauled by two MLW-built locomotives: C-424 4231 and 4240. Caboose 434726 was carrying the markers. I'm sorry I don't know who the crew was.

The next day traffic from Gatineau, Buckingham and Thurso was redirected to Montreal via the Lachute Subdivision, taken over by the Quebec-Gatineau Railway.



I don't have a photograph of the Prescott way freight with the 5107 on the headend of a Prescott-Ottawa coal drag, but here's one of sister 5109, complete with hopper cars taken by yours truly in 1947 on the grade between Galt (now Cambridge), Ontario, and Orrs Lake. The hogger has her "down in the corner" and is working the engine flat out. Notice the radius rod of the Walschaerts valve gear is down at the bottom of the link.

P.S. I forgot to mention that there are two little spurs that were once the main track of the Prescott sub. still in service. Both run out of Bedell, one down to an agricultural facility in Oxford, and the other to an agricultural facility at Kemptville. The diamond over the double tracked Winchester sub. is long gone as is the interlocking tower and station complex at Bedell.

This will be the last Tid Bit re-write of those subdivisions out of Ottawa that I worked on. Next month look for something new. I hope all the readers who asked for these re-writes are as happy as I am to have provided them. ■

"The Last steam train leaves Ogden Shops" - June 1957

by John T. Thorne

About Tuesday of next week the last steam locomotive will go out on trail number 5212. My brick layer lined her firebox today. There will be a lot of mixed feelings when she pulls out the door and down the track and away. The last pop valves are set - no more ear splitting roar as they go "pop".

The big 500 ton crane - no more to pick up and wheel the locomotive down the shop. No more the final run, with men crawling all over, touching up paint here, a shot of grease there, or a joint to tighten, a cab seat to install, a tender to fill, etc.

The Trial Engineer, how will he feel when his left hand eases the throttle? The right hand will start the bell ringing then dart over to the brake handle. His foot will start the booster - release the brakes, a little nudge on the throttle "chug, chug" and slowly but surely the "5212" is rolling backwards out the door.

The Trial Fireman opens the switch points and gives the engineer the "high ball". The Engineer opens the reversing valve, eases the throttle, releases the brake - This time the "5212" will move forward down the track - The Trial Fireman will swing aboard up the cab steps into his seat on the left hand side. Back comes the throttle and the last steam engine eases down the track and away.

The end of an era - the start of a new. Many will regret the passing of this phase of railroading - a diesel doesn't look right hauling a train - it glides along so easy - no visual means of power.

The steam engine - the smoke and the exhaust. The engineer or fireman with his arm on the armrest is leaning out the window looking forward - with a hand wave to the little boy standing beside the track dreaming of the future! The wisps of leaking steam jets - the open firebox full of flames and at night the reflection of the fire dancing and glittering in the night. The headlight piercing the darkness - the mournful wail of the steam locomotive whistle echoing and re-echoing through the night. No more its mournful sound, it will soon disappear from these parts and just be a memory.

In some of us, our feelings are not mixed, just feeling of sorrow - a friend of a lifetime is passing on - and to many of us who have spent so many years together - when "5212" pulls out of Ogden, there will be no rejoicing, just a feeling of emptiness.

Cover Photos Sought

The Publications Committee is looking for suitable photographs for the outside and inside front and back covers of the 2006 edition of the **Canadian Trackside Guide**®. The Committee's preference for the outside front cover is a striking colour slide or a high-resolution digital image (in 'tif' format) of a Canadian locomotive in a vertical format, or a horizontal image that would, with cropping, lend to a vertical format. The preference for the inside covers and the outside back cover is for horizontal images of current Canadian locomotives or railway equipment.

Deadline is the "Informal Slide Night" on December 20, 2005. If you have suitable entries and cannot attend the December 20 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.



CN DONATES \$250,000 TO SQUAMISH SALMON RECOVERY: Less than two weeks after one of its freight cars dumped lethal amounts of caustic soda into the Cheakamus River, CN has made a sizeable contribution to the local watershed salmon-recovery program. CN svp Peter Marshall announced the railway will donate \$250,000 to the Pacific Salmon Foundation to help kickstart work on the salmon recovery plan for the Squamish River watershed. Marshall and foundation executive-director Paul Kariya stressed the money is not simply a one-time gift. "I'm here to let you know that we are here for the long term," said Marshall. The donation - which more than doubles the watershed society's 2005 budget of \$150,000 - is over and above CN's undetermined costs for cleanup and remediation of the spill's damage, he said. The caustic soda spill killed thousands of fish, as well as some animals that had eaten the carcasses. A manager with the provincial Ministry of the Environment said the spill hit "every species and every age class" of fish in the river and that its effects could potentially be seen for as much as 20 years into the future. (*Canadian Press*, August 17; *Vancouver Sun*, August 18)

TRANSALTA SEEKS DAMAGES FROM CN: TransAlta is seeking \$5 million to \$6M in compensation from CN after the company had to close its Wabamun Lake plant following a spill of fuel oil and wood preservative into the lake due to a derailment. "TransAlta intends to recover our losses from CN and we would hope that the claim can be resolved in a timely way without the need for litigation," said TransAlta spokeswoman Sneh Seetal. "However, we are prepared to proceed to litigation if necessary to recover our losses." Every day the plant remains closed, TransAlta loses \$350,000 to \$400,000, money the company expects to get back from CN. TransAlta draws cooling water from the lake and it won't reopen until it knows the oil won't damage its cooling system and equipment. The 279-megawatt plant supplies 2.5% of Alberta's daily electricity demand, she said. CN has already agreed to pay for independent lawyers and environmental consultants to advise Wabamun residents. Some residents have already received money to help cover immediate costs. Albert Poulette, regional compliance manager for Alberta Environment, said the department has approved CN's initial remediation plan, which includes the removal and disposal of all the contaminated soil, trees and other vegetation in the area. He said a CN delineation plan, that will see 70 observation wells drilled in the area to monitor for contamination levels, also looks "pretty good." Poulette said it's still too early to say whether Alberta Environment will lay any charges against CN, as it continues to investigate the spill. Hugh Wollis, a wildlife biologist with Alberta Sustainable Resource Development, said that cleaned and treated birds rescued from the oil slick at Wabamun could be released as early as August 27. He said the birds will be released south of Edmonton so they are farther along their migratory path and less inclined to return north towards Wabamun. (*Edmonton Journal*, *Edmonton Sun*, *Globe and Mail*, August 18)

CN EXPANDS TRANSCONTINENTAL INTERMODAL TRAIN CAPACITY: CN, responding to rising customer demand, announced a substantial increase in intermodal train capacity across its transcontinental Canadian network. The railway is increasing train capacity for overseas containers moving between the Port of Vancouver and Montreal and Toronto by more than 20%, while boosting capacity for domestic container moves between Toronto and Montreal and major Western Canada centres by more than 10%. In all, the new service plan, effective August 22, will allow CN to accommodate an additional 125,000 intermodal units per year across Canada, an increase of 15%.

James Foote, CN's evp, sales and marketing, said: "IMX - CN's precision intermodal product -- has delivered significant service improvements to our customers, including the fastest intermodal transit times in the transcontinental Canadian corridor, as well as important improvements in the utilization of our intermodal cars and terminals. "Coupled with CN's ample rail network capacity, these IMX benefits position us to accommodate rising demand for our intermodal services -- driven by surging Asian imports and strong domestic markets - without the need for costly new investments in track or terminal handling capabilities." (*CN*, August 18)

SAFETY REVIEW OF CN RAIL ORDERED: Federal Transport Minister Jean Lapierre has ordered a safety review of CN's operations. In August, in the aftermath of the Wabamun and Cheakamus spills,

Lapierre said train derailments were happening a "little too frequently." As well, unions representing CN employees had asked Lapierre for a safety review of the company, citing concerns about maintenance and inspection practices and such things as CN decision to use long trains. And while federal investigators continue their probes into what caused those major spills, the possibility remains of charges being laid against CN Rail for causing environmental damage. (*The Vancouver Sun*, September 2)

TRANSPORT CANADA DEFENDS USE OF RELIEF WORKERS ON CN LOCOMOTIVES: The Transportation Safety Board of Canada has raised concerns about railway workers who are allowed to drive freight trains even though they are not qualified locomotive engineers. CN is using more of these workers, and more frequently than planned, to give its engineers a break, but Transport Canada says its own investigation has determined that CN's training program for these workers, 10 days of classroom education and 14 days of on-the-job training, is sufficient to ensure rail safety. And a qualified engineer must be in the locomotive cab with them if they're required to carry out complex operations. The TSB raised the issue in April as part of its continuing investigation into a 21-car derailment near Burton, Ontario, on July 25, 2004. Investigators found that a conductor rather than a locomotive engineer had been operating the train at the time. The operator had been given extra training under a CN program begun in 1995 to give engineers a break on long trips by allowing "conductor locomotive operators" to take over control of freight trains. But in the last decade, the number of these relief workers has risen to more than 1,700, even though there are fewer extended runs today. "It is normal practice for CLOs to operate locomotives over long distances on other than extended runs, providing far more than intermittent break relief," the TSB said in an April letter to Transport Canada. "This includes operating locomotives on longer and heavier trains during complex situations," even though CN had apparently assured Transport Canada in 1995 that these workers would not be allowed to handle complex operations. "Clearly, over the years the use of CLOs has expanded beyond the scope of their original purpose." CN spokesman Mark Hallman said the company's own investigation into the Burton derailment determined that it had nothing to do with train-handling but was caused by a broken weld. The Transportation Safety Board still has not completed even a draft report. Hallman also defended the conductor program, saying it was undertaken to improve safety by allowing tired engineers to get some rest. "We think it's an important fatigue counter-measure, which is important for safety, and it's a good training ground for future locomotive engineers," he said. "We do not believe there are any problems with this program." (*Canadian Press*, September 5)

CN AND MACHINISTS' UNION SIGN FIVE-YEAR AGREEMENT: CN and the International Association of Machinists and Aerospace Workers have signed a five-year collective agreement covering 215 CN employees in the US. The labour pact, providing improved wages, benefits and employment security for affected employees, consolidates into one collective agreement seven separate agreements previously in force at CN operations in the US and at US railroads acquired by CN in recent years. The new CN-IAMAW agreement, which has been ratified by the union's membership, is effective immediately and runs through the end of 2009. The five-year term of the contract is consistent with recent collective agreement extensions at CN's Canadian operations, a development that provides greater labour relations stability for the company and its unionized employees. (*Canadian Press*, September 12)

CN AND STEELWORKERS AGREE TO FORGE NEW RELATIONSHIP: CN and the United Steelworkers have agreed to build a better working relationship. The USW represents about 3,000 employees who maintain and repair CN's track, bridges and structures in Canada, including the former BC Rail. Following a union-company meeting in Toronto, CN and the USW agreed to explore innovative ways of advancing their mutual commitment to safety, a core principle of both organizations. Hunter Harrison, CN's president and ceo, said: "CN had a fruitful discussion with the leadership of the USW, which is new to CN in representing the company's unionized engineering employees. We believe that forging a new relationship with the Steelworkers will help enhance CN's safety performance and improve our dialogue with USW members." Leo Gerard, international president of the USW, said: "Workplace health and safety is a top priority of the Steelworkers, and our members at CN have a wealth of knowledge of railway engineering practices. We believe that the company will benefit from drawing more on our members' expertise." (*Business Wire*, Sept. 9)

WABAMUN CLEANUP EXPECTED TO FINISH IN SPRING OF 2006:

Cleanup from oil spill at Wabamun is expected to be completed in the spring of 2006. Criteria indicating when a shoreline is clean are different for shorelines in front of residences than for shorelines not fronting residences. Shoreline in front of residences must be slightly cleaner than other oil-contaminated shorelines. For example, a residence beach is not allowed to have any visible surface or subsurface oil. A non-residence beach can have a one-millimetre coat distributed on less than 10% of the surface of that beach. Spill expert Ed Owens, hired by CN, said that "Pretty much the whole northern shore will fall into (the residence fronting) category." Other areas are allowed to bear some oil because bacteria and other microbes will degrade it naturally, and the acceptable time period for leaving it there is longer than in front of a residence. Cleanup crews have split the lakeshore into 192 segments and assessed whether each was heavily, moderately or lightly oiled. Priority areas, such as the western grebe nesting reed bed, received attention first.

In the aftermath of the train derailment and oil spill, an Environmental Protection Commission will review the provincial government's ability to prevent and respond to such disasters. Other provinces deal with such incidents differently. Ontario passed a bill this spring nicknamed "you spill, you pay." Bill 133 lets the Ministry of the Environment impose penalties of up to \$100,000 a day on companies responsible for unlawful spills. The money goes to a dedicated cleanup fund to help communities deal with the aftermath. Saskatchewan has a 24-hour hotline or Spill Report Centre based in the government's Prince Albert emergency centre. They dispatch crews to the accident. British Columbia's emergency response procedure for major derailments sprang into action following the release of toxic sodium hydroxide into the Cheakamus River near Squamish in August. The province organized a command post at the site and formed a "unified command" with municipal, federal and CN officials. CN was responsible for the cleanup, but the government command played an active role in helping to design the plan. (Edmonton Sun, September 10; Edmonton Journal, September 10, 11)

SEEKING ANSWERS AS REFURBISHED RAIL LINE SITS IDLE: A reactivated 70-kilometre railway line from Dawson Creek BC to Hythe, Alberta, refurbished at a cost of nearly \$5 million by CN, has been open for business for nearly four months but has yet to see any traffic. CN spokesman Graham Dallas confirmed that no trains are running, and wouldn't speculate on when the line might see some business. "The rail traffic is going to have to be actively developed by the shippers. The service can begin when the volumes and the time frames have been committed to, and we're simply not there yet."

Alberta Railnet, operator of the short line system in and around Grande Prairie and connecting with the CN line at Hythe, was recently purchased by Savage Companies. Dave Wolach, Savage's evp, Business Development said his company is pursuing an arrangement with CN that would have Savage operate the line into Dawson Creek. Greg Hammond runs rapidly expanding Greensmart Homes, a manufacturer of modular buildings, and says he's just begun negotiations with CN about access to the Hythe spur line to get his products east and get raw materials into his Dawson Creek plant, once it's up and running in about six to eight months. Despite his need, it's beginning to look like the line might sit idle until a new containerization facility is built in Grande Prairie. Scheduled for completion in about a year, the new facility is designed to ship a wide variety of containerized agricultural products. The containerization project is at the heart of a drive to ship containers to markets in Asia through the new container port at Prince Rupert. (Peace River Block Daily News, September 2; Vancouver Sun, September 14)



**CANADIAN
PACIFIC
RAILWAY**

SHORTCUT TO ADD FOUR CPR TRAINS LOCALLY: Train traffic through Elkhart, Indiana, edged up a bit in August with the start of an alternate route for some CPR trains between Detroit and Chicago. With completion of a track at Butler connecting a Norfolk Southern line south out of Detroit to the east-west NS line through Elkhart, CPR trains began using it as a shortcut between the Windy City and Motor City. The two railroads agreed in 2004 to cooperate in use of tracks, freight and yard services in some areas of the country, including Elkhart. The new CPR routing through Elkhart will eventually add four trains a day, each way, to the local line, according to spokeswoman Laura Baenen. For now, one CPR train per day each way is dispatched over the NS line. (Elkhart Truth IN, August 16)

CPR LAUNCHES SCHOLARSHIP PROGRAM FOR WOMEN: CPR has launched a three-year scholarship initiative for women attending programs in Conductor training at Canadian colleges partnering with the railway. "A career with CPR and the rail industry can be very rewarding and exciting as the rail transportation industry continues to make a significant contribution to Canada's growth as a nation," said CPR's director of industrial relations and technical training, Paul Wajda, who pointed out the company is expected to hire several thousand Running Trades' employees over the course of the next five years. "At present, we have about 1,200 women employees in Canada with about 200 working in field operations at CPR. We want to increase this number, particularly for the conductor position, which can lead to other career opportunities - including locomotive engineer positions." The programs will feature two scholarships each of \$1,000 to women meeting the basic hiring criteria and entering the programs involved for a total of 10 scholarships a year for the next three years. "There are great career opportunities for women in our company, including as part of a train crew as a conductor," said Kim Price, a CPR conductor and field placement officer. "If someone is committed to the extensive training involved, to working hard and is prepared to travel, being a conductor is a rewarding and exciting job." (CPR news release, August 29)

TSB COMPLETES INVESTIGATION INTO CPR DERAILMENT IN ESTEVAN, SK: The Transportation Safety Board of Canada has released its final report (R04W0148) into the CPR derailment of August 8, 2004, in Estevan, Saskatchewan. Following the derailment, 150 people were evacuated from their homes for two days due to the release of a small amount of anhydrous ammonia. The TSB investigation revealed that defects on a freight car truck restricted it from properly turning through the turnout curve. As the car negotiated the curve, these defects combined to induce higher-than-usual truck-side lateral forces into the south rail of the curve, and the 85-pound rail section could not sustain the increased lateral load and rolled out from beneath the train. The report also revealed that the turnout curve had not been maintained in accordance with CPR standards and identified that the current method of performing mechanical safety inspections presents a risk that defects, similar to those on the defective freight car, may not be consistently detected. It was also noted that, at the time of the accident, the timely response and evacuation of the inhabitants in the surrounding area minimized the risk of exposure to dangerous goods. Rob Johnston, investigator-in-charge of this accident, stated that, "in response to the TSB investigation, significant safety action has taken place to make rail transportation safer in Canada." The report states that the rail industry is planning to install new automated inspection equipment that will detect the type of truck deficiencies that were present on the derailed car. The report further reveals that CPR has since developed a number of measures to illustrate what to look for when inspecting freight car centre plates and side bearings. CPR also replaced all 85-pound rail beyond the Bromhead turnout curve with 100-pound rail sections, set on double-shouldered tie plates secured with three spikes per plate. (Canada NewsWire, September 6, 7)

CPR WESTERN CAPACITY EXPANSION PROGRAM ON TRACK: CPR's \$160 million Western Corridor Expansion Program is on track with 70% of the work completed and more than half of the individual projects concluded. When all projects are complete, CPR will be able to run an additional four trains daily between the Prairies and the Port of Vancouver, a 12% increase in capacity. The completion of two key track initiatives in the Kamloops area brings the number of projects now complete to 14 with the remaining 11 on track for completion by the end of the company's fourth quarter. Highlighting the now completed work is double tracking at Clanwilliam and Pritchard, east of Kamloops, and expanding Seven-Mile siding near Boharm, SK, by 2 kilometres, which will improve train operations in these areas. As well, CPR has taken other steps to support Canada's economy, including hiring hundreds of new train crew employees, adding more modern locomotives and rail cars and undertaking an aggressive track maintenance program across its system. (CPR news release, September 2; Moose Jaw Times-Herald, September 12)



BLACKJACK TRAIN A SUCCESS: After taking a gamble on a new premium train service that offers passengers from Toronto to Niagara Falls the chance to learn to play blackjack, VIA Rail says it will offer it again next summer. "It has been a very great test run," said Pierre Santoni, VIA's Ontario regional director. VIA is just completing a 13-week trial of a third train to Niagara Falls from Toronto. Unlike its

two regular trains, the 10 am train used a converted bar car to offer blackjack lessons on the trip to Niagara Falls and a wine and cheese reception on the return trip. An average of 100 people a day used the service, Santoni said. VIA offered the service in partnership with the Niagara Fallsview Casino Resort, Peller Wines and Ontario dairy farmers. Bruce Redwood, a pit manager from Niagara Fallsview Casino Resort, had a blackjack table set up in the train. No real money was exchanged, but he showed passengers how to play. On the return trip to Toronto at 7:20 pm, passengers were treated to wines from Peller Estates wineries. The cost was the same \$29 adult fare they charged for regular trains. (St. Catharines - Niagara Standard, August 20)

VIA RAIL PLANNING REMEMBRANCE DAY TRAIN RIDE FOR VETERANS: VIA Rail Canada is planning a Remembrance Day train ride from Halifax to Ottawa and back from November 10 to 13. The train will be open to all veterans and retired or current military personnel and their families. "This year is the Year of the Veteran and 60 years for the end of the Second World War so it's a special way to mark those events," said Dave Andrews, Zone 10 commander of the Royal Canadian Legion. "The train will have activities on it that resemble the war days so it will place the veterans back in time." While planning is still underway, it is expected some stations along the route will set up in 1940s style with many displays and special touches, including period music, costumes and meals. Herb Peppard of Truro served in the Second World War and he thinks the special train ride is a great honour. "I think it's a wonderful idea," he said. (Truro Daily News, September 15)

OTHER PASSENGER

DORVAL'S TRANSPORTATION MAKEOVER A STEP CLOSER: If its project partners are ready, the provincial government is to hold environmental hearings this fall into a \$150-million overhaul of the Dorval Circle and an eventual rapid-train service between downtown Montreal and Pierre Elliott Trudeau airport. Quebec Environment Minister Thomas Mulcair has given the go-ahead for the public hearings to take place after September 12. The long-awaited project would create direct road links from Highway 20 and Highway 520 (Cote de Liesse Rd.) to the airport, and clear the way for an airport train shuttle. The plan involves municipal, provincial and federal authorities as well as the Aeroports de Montreal and VIA Rail. The airport authority, VIA and Transport Canada have commissioned a report, to be ready this fall, into the proposed road and rail links.

The report is an important element in evaluating the project, a Quebec Transport Department spokesperson said. Transport Quebec officials have considered asking to postpone the environmental hearings if the report is delayed, department spokesperson Richard Seguin said. Work on the new Dorval interchange is to be completed by 2009. It will lay the groundwork for a new rail loop to the airport and moving the VIA station to within about 300 metres of the air terminal. That would allow Montrealers as well as passengers on VIA's intercity lines to reach the airport by train.

Federal Transport Minister Jean Lapierre said in May the government does not have the money at the moment for the train link. That could be shortsighted, West Island industrial commissioner Georges Nydam told the Gazette. "If we spend \$150 million to improve the Dorval exchange and get people out of the airport more quickly, what's the point if they hit traffic snags on Highway 20?" he said. The city of Montreal's transportation policy also calls for direct road and rapid-transit links to the airport. (The Gazette, August 13)

TRAIN LATE? CHECK YOUR E-MAIL: GO Transit can't eliminate annoying delays, but riders can now learn about those slowdowns sooner. The transit system has launched E-News, a program that uses e-mail alerts to tell commuters when buses or trains are delayed by 30 minutes or more. "We want to let the customers have an opportunity before they start their trip to find out what's going on," said managing director Gary McNeil. Users can visit www.gotransit.com to sign up, giving an e-mail address for home and work, and indicating the train/bus routes and times they want details on. Notifications can be sent to any device that accepts e-mail, but so far text messaging is not an option. E-News users can also opt to receive alerts about service improvements, new schedules, construction and other news. The idea evolved out of an informal e-mail bulletin system created by one person in the customer-service department to deal with complaints during the particularly bad winter of 2003-04, when frozen switches frequently delayed trains. The low-key, non-advertised system soon had 5,000 people signed up. When GO brass learned of it about a year later, they decided the alert system should be expanded and automated so all GO customers - about 180,000 each workday - could use it. It took several months and \$200,000 to upgrade the software and Internet service. "A \$200,000 solution. Those are the ones I like," McNeil said. About

20 to 30 trains a month are delayed by 30 minutes or more, including up to 10 that are cancelled outright. (Toronto Star, August 16)

NEW GO TRANSIT STATION: A relocated and expanded GO Transit station has opened in east-end Toronto. The \$4.5-million-dollar Milliken station was moved from the north side of a street to the south side (Steeles Avenue on Red Lea Avenue between Kennedy and Midland). The upgrades include a new, longer platform and 700 new parking spaces for commuters. Ontario transportation minister Harinder Takhar says about 900 passengers used the old Milliken GO station each day. (Canadian Press, September 6)

INVESTMENT IN UNION STATION TO MAKE GO TRANSIT MORE CONVENIENT: The Ontario government will invest \$10 million in Union Station improvements to make getting around faster and easier for the 145,000 GO riders who use the station daily, Transportation Minister Harinder Takhar announced on September 8. "About 38,000 people an hour pass through Union Station at the height of the daily rush hour," said Takhar. "Opening a new platform and adding nine stairways will make it easier for riders to get to the GO concourse, transit connections and street-level walkways." The construction contract was awarded to Kenaidan Contracting Ltd. of Mississauga. The work is scheduled to begin this fall and be completed in winter 2006-07. "Union Station is the heart of the GO network," said GO Transit Chairman Peter Smith. "Improving the infrastructure is an essential part of improving GO service." (Canada NewsWire, September 8)

LIGHT-RAIL LINE UNDER WAY IN EDMONTON: Earlier this year, the Canadian government implemented a program to transfer federal gas tax revenues to help build sustainable communities. The governments of Canada and Alberta broke ground on the Edmonton South Light Rail Transit system extension -- the first project to obtain funding under the New Deal for Cities and Communities program. The project will extend light-rail service from University Station to Heritage Mall. Under the New Deal program, the federal government will provide \$108 million to the city of Edmonton during the next five years. (Progressive Railroading, September 8)

THREE GROUPS LOOK TO PUNCH O-TRAIN TICKET: Three consortiums are hoping to board the O-Train downtown. The City of Ottawa's has given the green light to three bids for the 700 million dollar light-rail project. The City's Rejean Chartrand says the groups have until January to finalize their plans for the North-South line. The three consortiums are S-N-C Lavalin and Bombardier, Kiewit-Ellis Don and P-C-I Dufferin with Siemens vehicles. Each group will receive one million dollars for their bids. Construction on the O-Train begins next summer. (CFRA.COM, September 9)

COMMUNITY SAFETY TRAIN WAS A SUCCESS: Friday, September 9, 2005, was a special day on the Lakeland & Waterways Railway (LWR). As part of the celebration of Alberta's Centennial, the LWR operated a "community safety train" from Edmonton to Radway, AB - providing more than 300 students and teachers from local schools with an opportunity to learn about Operation Lifesaver and other railway safety initiatives. Through the support of Alberta Prairie Railway Excursions, CN, the Village of Radway, and the Mackenzie Northern Railway (MN), a special five car train was operated. LWR organized the event as part of a series of special excursion trains that operated throughout northern Alberta during the first two weekends of September. The excursions were co-ordinated by Alberta Prairie Railway Excursions to celebrate the 100th anniversary of Alberta within Confederation, and were well received by the various communities on both LWR and the MN railways. (RAC, September 13)

GO STUDIES 5-CENT SURCHARGE TO COVER CLIMBING FUEL PRICES: GO Transit is considering a five-cent hike in the price of each ride to blunt fast-rising fuel prices, even though they have seen a modest rise in commuters switching to transit. Any price hike would have to be approved by the GO board. (Globe and Mail, August 24; thanks to John Thompson)

'PUSH-PULL' COMMUTER TRAINS SAFE: A federal (US) investigation sparked by the January 26 Metrolink tragedy in California found that pushing a train creates no greater risk of derailment than when cars are pulled by a locomotive. The Federal Railroad Administration report specifically disputes claims that the crash that killed a total of 11 passengers would not have been as severe had the derailed train been led by a locomotive. But it recommends a number of structural modifications to improve the safety of passengers riding in cab cars. It said Metrolink's decision to rope off the front seats of cab cars -- action taken after the Glendale crash -- is "prudent" action that other rail operators could consider. It also said reinforcing the cab car with

so-called crush zones at potential impact points would help. Metrolink wants to include the crush zone in new rail cars it is ordering this fall. (Los Angeles Daily News, July 15)

REGIONAL / SHORTLINE NEWS

SHORT-LINE CARLOADS UP 9.2% IN THE SECOND QUARTER, RMI SAYS: North American Class I's are moving about 1% more carloads in 2005 on a year-over-year basis, but small roads are registering a much more dramatic traffic increase. During the second quarter, short-line carloads rose 9.2% compared with second-quarter 2004, according to RMI's RailConnect Index[®] Quarterly Analysis of Traffic Statistics. In addition, small roads posted a double-digit increase in first-half carloads compared with the same 2004 period. First-half intermodal, stone/clay/aggregates, metals/products and chemicals carloads rose 25.6%, 24.8%, 24.5% and 12.8%, respectively, compared with first-half 2004. Only four commodities registered carload declines: "other" (10.4%), coal (2.7%), motor vehicles (2.6%) and grain (0.2%). "We expect that the second half may be even more beneficial for short lines than the first," said RMI Chairman Pete Kleifgen. The housing market and intermodal industry will continue to grow at a robust pace, and recent signs in the grain market indicate a rebound, RMI officials predict. RMI compiles traffic data for the RailConnect Index from about 220 North American regional, short line and terminal switching railroads. (Progressive Railroading, August 23)

MM&A CAN NOW OPERATE PASSENGER SERVICE: The Canadian Transportation Agency, in Decision No. 561-R-2005 dated September 9, 2005, have authorized passenger operations over the Montreal, Maine & Atlantic Canada Co. Certificate of fitness No. 02004-2 is varied accordingly, superseded by Certificate of fitness No. 02004-3. (CTA, September 9)

OTHER INDUSTRY NEWS

WORLD-CLASS RESEARCH WILL GET MONTREAL SHOWCASE: Some 600 world leaders in railway research and technology development will gather in Montreal next year to share ideas and discuss ways of tackling technical problems facing passenger and freight train operators. The occasion will be the 7th World Congress on Railway Research scheduled for June 4-8, 2006 at Fairmont The Queen Elizabeth. Roy Allen, chair of the international organizing committee, and president of the Association of American Railroads' Transportation Technology Center Inc. in Pueblo, Colorado, said: "Having the conference in North America this time will shift the focus of the bi-annual event somewhat. It will look more closely at the freight-based railways of Canada and the United States, which is different than in Europe and Japan, where the railways have been primarily involved in passenger transportation." The conference could provide Canadian and American railways with valuable insights on how to improve passenger rail service. As well, the Montreal conference will provide industry suppliers with the first opportunity to show their wares not only at the hotel exhibits but also on the tracks at nearby Lucien L'Allier Commuter Station. There will also be technical tours to rail facilities such as maintenance centres, intermodal yards and research venues in the Montreal area and Ottawa.

The theme of the conference is "Progressing Together / Le progres ensemble". Its technical program will deal with applied research on important rail issues including network capacity, service reliability, sustainable development for railway systems, system optimization, innovative approaches to design and maintenance, security and fundamentals of progress in railway science and socio-economic studies. Awards are presented for the best research papers given at the conference.

The first research congress was held in 1994 in Paris - inspired by the success of a railway research workshop in Tokyo in 1992 - and followed by sessions in Colorado Springs, Italy, Japan, Germany and Scotland. The 2008 congress will be in Seoul, Korea. For more details, go to www.wcrr2006.org. (Railway Association of Canada, July 22)

RAILWAY SAFETY TO BE IMPROVED ACROSS CANADA: The Government of Canada will provide more than \$11 million to improve safety at 80 railway crossings across Canada. Since 1994, Transport Canada has committed more than \$100 million to such projects throughout the country. "Since the grade crossing program was introduced in 1994, accidents, fatalities and injuries have decreased at rail crossings," said federal Transport Minister Lapierre. "This funding will allow us to continue to work with rail companies and communities to improve the safety of rail crossings for motorists and pedestrians throughout Canada." Under Transport Canada's grade

crossing improvement program, eligible railway crossings are either upgraded, relocated or closed. Improvements may include installing flashing lights and gates, adding gates or extra lights to existing systems, linking crossing signals to nearby traffic lights, modifying operating circuits, or adding new circuits or timing devices. The department finances up to 80 per cent of the total cost of the improvements, with the balance provided by the railways, municipalities or provinces and territories. "Preventing tragedy on railroad tracks is a shared responsibility," added Mr. Lapierre. "The Government of Canada provides funding for warning devices, such as lights, gates and bells, but depends on all Canadians to respect these warnings and approach rail crossings with added caution." For this reason, Transport Canada supports two other initiatives to improve safety at railway crossings: Operation Lifesaver, a public education program of the Railway Association of Canada that has promoted safety at railway crossings since 1981; and Direction 2006, a partnership of governments, railway companies and their unions working to reduce collisions and trespassing incidents by 50 per cent from the 1995 level by the year 2006.

SUPPORT FOR CONTAINER FACILITY BID IN GRANDE PRAIRIE: Dawson Creek, BC, is not in the running to build a new container facility, mayor Wayne Dahlen said late in late-July. Dahlen said it was not that the city was uninterested, it was just that the city doesn't have the necessary land for such a project. "We had senior investors from Grande Prairie come and visit us about four months ago taking a look at possible sites," said Dahlen. "One of the things they were looking for was about a quarter section of land. We don't have a quarter section of land. If we wanted to get a quarter section out we would have to go to the (Agriculture Land Commission) and then get it out of the (Agriculture Land Reserve) so things just weren't winding up." Dahlen said the city was behind the bid from Grande Prairie to build the facility in the Alberta city. Currently, both Grande Prairie and Kamloops are in the running to build the facility. "We fully support Grande Prairie," said Dahlen. "They are part of the South Peace and this all works very nicely with the Northwest Corridor Development Corporation that we are all members of. As well, the whole transportation corridor with that container facility over there will help move more products to Prince Rupert." No timeline has been set for the major project. (Peace River Block Daily News, August 3)

OTTAWA PLANS MAJOR REVIEW OF TRANSPORTATION SECURITY: Ottawa has unveiled a sweeping review of security at Canada's airports, train stations, seaports and subways, less than a month after a series of terrorist attacks on London's transit system killed 56 people. Transport Minister Jean Lapierre outlined a new plan in a speech in Halifax that will almost certainly lead to beefed-up security throughout Canada's transportation systems. Critics of Canadian transport security have called for added measures that include greater use of cameras on urban transit, more bomb-detection devices, better tracking of cargo in the trucking industry and even measures to keep closer track of Canadian citizens.

Lapierre announced his new strategy would look at the entire transportation system. Key industry players are providing insight and advice. Work teams have been formed with stakeholders looking at security in aviation, marine, intermodal transportation, rail, transit and trucking. The provinces and territories are involved and are participating in some of the working teams, alongside other federal departments and agencies. Once the strategy is completed, it will assess current and future threats and present a strategic risk analysis to guide decisions on future priorities for transportation security. While the blueprint is being developed, Lapierre said he will be meeting with the transit and railway intelligence network to review what was learned from the London bombings. He will be visiting with major transit and rail operators across the country to review and discuss their security measures. Canada is increasingly seen as a possible, or even likely, target for terrorist attacks by al-Qaeda and other extremist groups, and Ottawa is trying to boost security before it's too late. Since the September 11, 2001, attacks, Canada and the airline industry have added a wide array of security measures, such as greater use of electronic-detection systems, bolted cockpit doors, higher standards for baggage inspection and training and greater cross-border information-sharing. But airlines and air travellers are not alone in their vulnerability. There have also been calls for tighter security in the trucking industry, at Canada's seaports, on rail and on subways. (Globe and Mail, Transport Canada; August 5)

PREMIERS TO OTTAWA: SPEND MORE ON ROADS, PORTS, RAIL: Ottawa must spend more federal fuel tax dollars on better highways, ports and train links, Canada's premiers demanded on August 11. The premiers did not make a specific dollar demand that insiders say would unquestionably top \$10 billion. The proposal closely mirrors one western Canadian premiers made at their summit in May in Lloydminster. In fact, the August 11 demands appear to have been

copied directly from the May communique. At that time, BC Premier Gordon Campbell said the plan would require Ottawa to spend \$15B over the next 10 years. Alberta Premier Ralph Klein said no such number was discussed at the meeting in Banff. The provincial and territorial leaders also indicated they want the money to be linked with a new transportation strategy they want to develop. "Canada is possibly the only G-8 country without a national transportation strategy," Klein said. The economic growth spurred by increased trade will slow if Canada's shipping routes aren't better co-ordinated, he said. He said the need for better routes is similar to needs a century ago for a national railroad. "The railroad that brought us here was also the railroad that united the country and brought the country together," said Klein. "Indeed, many, many years ago there was a national transportation strategy. Things have gotten more complex since then." Campbell, Nova Scotia's John Hamm and Northwest Territories Premier Joe Handley will head up the team creating the strategy, and will ask the federal government to help out. Especially important for the western provinces is improving their ability to ship goods and resources to Asia's booming economies.

Prime Minister Paul Martin's office deferred questions on the issue to John Godfrey, Minister of State for Infrastructure and Communities. Carla Ventin, a spokeswoman for Godfrey, said the federal government has already made significant investments in transportation infrastructure and there are already a host of federal programs that provide funding for highway projects. A spokesperson for Transport Minister Jean Lapierre said Transport Canada would study the premiers' proposal. (*Edmonton Journal, Canadian Press*; August 12)

"ALONG THESE LINES" CELEBRATES 100 YEARS OF HISTORY: The Canadian Northern Society announces the premier of its newly-released video production known as "Along These Lines." This 18-minute production celebrates 100 years of history in the communities of Camrose, Meeting Creek, Stettler, and Big Valley, Alberta - and focuses on the heritage preservation activities of the Canadian Northern Society in the area. "We are very excited about the opportunity to show this excellent production at the upcoming Camrose Founders Days event on Saturday, August 20, 2005, at the Camrose Railway Park," remarked Glenys Smith, chairperson for the Canadian Northern Society. "Along These Lines" features historical vignettes and photographs that will be of interest to visitors on our special Founder's Day weekend that salutes the railway's contribution to Camrose." The production of this special video was made possible through the financial and technical assistance of the Railway Association of Canada. The Camrose Railway Park is operated by the Canadian Northern Society, a registered charity dedicated to the preservation of prairie heritage. (*RAC*, August 12)

RAC 2004 ANNUAL REPORT: Canada's railways, and their partners, face unprecedented challenges and growth opportunities not seen for decades. It has required extensive, open discussion, cooperation and trust between people, companies, levels of government and institutions not always known for those qualities. The process has started to produce results that will be good for Canada's economy, good for society, good for shippers and receivers, and good for the nation's freight and passenger railways. The results will include more capacity, infrastructure upgrades, and, in due course, greater fiscal competitiveness with other countries and other modes. Railways will become safer, more reliable, and more secure than they already are. They will haul more people and freight than they already do. And they will help society reduce congestion and pollution more than they already have. The annual report is available in pdf at www.railcan.ca. (*RAC*, July 18)

RESIDENTS WANT TO RESTORE TRAIN STATION: Some residents of Melville are upset CN wants tear down the town's old railway station. The 100-year-old building is boarded up and the railway has applied to the federal government to demolish it. The Melville Rail Station Heritage Association wants to restore the building. But Mayor Wilf Rieger wonders if it's worth the effort adding he's opposed to any city money being put into its restoration. (*Canadian Press*, August 17)

OILSANDS RAILWAY IDEA DEAD: Alberta's transportation minister gave the thumbs down to plans for a new rail link to the oilsands. Lyle Oberg said the train to Fort McMurray ran out of gas when it failed to win support from the oil companies in the region. "The oil companies have stated they will not support it," he said. "From my point of view, it's dead." Premier Ralph Klein said in January that if the railway happens, it won't be the province that builds it. "I can tell you the government's opinion on this. We're not going to build it. We're not going to own it and we're not going to operate it," he said in January. "But we will consider right-of-ways, if we own the land." Today reported in February that oilsands industry officials passed on

the railway proposal as pitched by the North Eastern Alberta Transportation Corporation. "Industry has done analysis and the concern in the business case proposed was that we didn't have enough freight to make it economic," said Mike Glennon, executive director of the Regional Issues Working Group. (*Fort McMurray Today*, August 23)

WAYSIDE HORN STUDY UNDER WAY IN SAGUENAY: Transport Canada's Transportation Development Centre (TDC) began site testing earlier this summer for its wayside horn pilot project. "The research project began in early December of last year, and is aimed at assessing the safety merits of the wayside horn," says Anthony Napoli, TDC's project officer. "At the end of this project, we hope to have a better understanding of how effective the wayside horn is in alerting grade-crossing users, while reducing community noise levels. We also hope to have a better understanding of how well these units hold up in winter," he said. Napoli says this project was started in response to an increased need to know more about this technology by various communities, particularly those subjected to high levels of noise emanating from locomotive horns on trains. After experiencing noise complaints, the City of Saguenay, in collaboration with the Ministère des Transports du Québec (MTQ), wanted to see if the wayside horn could be a solution to the problem. The locomotive horn consists of three flutes to get a harmonic sound and is usually installed on top of the locomotive and sounded at the whistle post. The wayside horn consists of tone modules that are digitally recorded from an actual locomotive horn, and is installed at the grade crossing. The wayside horn is sounded towards the oncoming road traffic, making the sound much more concentrated, while limiting noise throughout the community. A similar study, conducted in Mundelein, Illinois, found the automatic wayside horn system to be successful. The results showed a 70 per cent decrease in violations of highway-rail crossing law, and an 85 per cent decrease in noise levels in areas near tracks. Wayside horns are already in use at a number of crossings in the United States, in Texas, California, Kansas, Iowa, Nebraska, and Illinois. (*Canada NewsWire*, August 26)

TSB ISSUES 2005-2005 ANNUAL REPORT TO PARLIAMENT: A total of 1,129 rail accidents were reported to the Transportation Safety Board in 2004, a 9% increase from last year's total of 1,032 and a 7% increase from the 1999-2003 average of 1054. Rail activity has been relatively constant over the last six years, averaging 89.7 million train-miles annually. The accident rate increased to 12.5 accidents per million train-miles in 2004, compared to 11.5 in 2003 and the 1999-2003 average rate of 11.8. Rail-related fatalities totalled 100 in 2004, compared to 79 in 2003 and the five-year average of 94. This increase consisted mainly of trespasser fatalities, with 67 in 2004, up from 45 in 2003 and the five-year average of 53. There was a significant increase in accidents in two areas. First, trespasser accidents showed a 52% increase over 2003, from 65 to 99, and a 27% increase over the five-year average of 78. Second, non-main-track derailments showed a 14% increase over 2003, from 389 to 444, and a 16% increase from the five-year average of 382. Five main-track collisions occurred in 2004, compared to six in 2003 and the five-year average of eight. In 2004, there were 152 main-track derailments, comparable to the 149 in 2003, but a 21% increase from the five-year average of 126. Non-main-track collisions numbered 114 in 2004, up from 104 in 2003 and from the five-year average of 103. In 2004, crossing accidents decreased to 237 from the 2003 total of 250 and the five-year average of 267. Crossing-related fatalities numbered 25, compared to 28 in 2003 and the five-year average of 37. In 2004, 210 accidents involved railcars carrying or having recently carried dangerous goods, a 7% decrease from both the 2003 total and the five-year average of 225. Five of these accidents resulted in a release of product. In 2004, rail incidents reported under TSB mandatory reporting requirements reached a 22-year low of 252, down from 295 in 2003 and from the five-year average of 317. Dangerous goods leakers not related to train accidents annually account for the largest proportion of total incidents. In 2004, dangerous goods leakers decreased to 132 from the 2003 total of 151 and from the five-year average of 173. (www.tsb.gc.ca, August 17)

CARLOADINGS MIXED IN AUGUST: Canadian rail carload traffic was down 348 carloads (0.1%) in August 2005 to 374,844 carloads. In 2005 through August, Canadian carloadings were down 12,243 carloads (0.5%) to 2,648,165 carloads. Canadian intermodal traffic was up 10,013 units (4.7%) in August 2005 compared with August 2004 to 221,389 units, and up 38,787 units (2.7%) for the first eight months of 2005 to 1,488,088 units. For just the week ended September 3, the AAR reported the following totals for Canadian railroads: volume of 74,309 carloads, down 1.8% from last year; and 46,229 trailers and containers, up 6.6% from the corresponding week in 2004. (*AAR*, September 8) ■

The Demise of the VIA FPA-4s

By Colin J. Churcher

The VIA 6760 series "Alcos", built by MLW in 1958 and 1959, were acquired from Canadian National. By 1989, VIA had started to retire these handsome units and the *Canadian Trackside Guide* for that year shows a total of 15 remaining of the original 32 FPA-4s acquired by VIA from CN. Then, at the end of March 1989, the entire fleet was banned from running in the lead position. This is the story of that event.

On February 8, 1986, there was a serious head on collision between a freight train and a VIA passenger train near Hinton, Alberta, which claimed 23 lives. There were a number of items that contributed to the accident, one of the main ones being the lack of a Reset Safety Device (RSD) on the locomotives which were merely equipped with "Deadman" Foot Pedals. The RSD is a far superior piece of equipment that is not easily cut out by the simple expedient of putting a brick or a lunch pail on the Deadman foot pedal. The Foisy Report into the Hinton accident was published in December 1986 and the then Canadian Transport Commission issued an order requiring all locomotives operating in the lead position to be equipped with an RSD. Following complaints at the expense of doing this, VIA was given an extension until March 31, 1989, to comply.

In the meantime, I had been given the task of writing the Railway Safety Act which became law on January 1, 1989. At that time, railway safety regulation in Canada passed from the National Transportation Agency (formerly the Canadian Transport Commission) to Transport Canada and I became responsible for the program. The Agency staff were also transferred to Transport Canada to ensure continuity.

With a new, untested piece of legislation in place, and a new Director General as well, the railways (and unions) started probing and testing to see where they stood and stake out their positions: the RSD was a good place to start. The railways, in general, had done a good job in conversion to RSD - the one exception was VIA. The passenger railway had planned to retire its FPA-4s before the end of March 1989 with the introduction of the final



VIA FPA-4 6786 is westbound at Thamesville, Ontario, in July 1985. Photo by Mike Shufelt.

batch of F40PH-2, 6400 series locomotives. However, there had been delays in delivery and so they applied, at the last minute, for an extension of the deadline. It was quite a performance, suggesting that unless we agreed to an extension there would be wholesale cancellation of passenger services for an indefinite period. I pointed out that VIA had known about the deadline for a long time and could easily have fitted RSDs to the 6700s.

I went to Ottawa station with my Director of Equipment and the Chief of Motive Power. We found a 6700 and took a look inside. The engine room was awash in oil and the air in the cab was thick with fumes. It was not a pleasant workplace. Worse, when we tested the Deadman, it didn't work at all and the maintenance staff had to scramble to make repairs to get the train out on time.

In looking at safety matters there are two factors to be considered - risk and consequence. In this case, the risk of an accident from having a Deadman pedal instead of the RSD was quite low. However, the consequence could be disastrous, as the Hinton accident had shown. It might not have been so bad if this were in relation to a low speed freight operation but these units were running at high speed and carrying passengers. The visit to Ottawa station merely confirmed our thinking that units with foot pedals should not be allowed in the lead position, especially on passenger trains.

And so the VIA 6700's were banned from being in the lead position on any train in Canada as of March 31, 1989. The resultant service disruptions were not as severe as VIA had predicted. A number of locomotives were hired from the freight railways and, in some cases timing suffered because these were only geared for freight train speeds.

Many of us were sorry to see them go because they always made a good, photogenic sight at the head end of a passenger train. However, safety must be paramount and I believe we made the right decision. In the end it only delayed the demise of these popular locomotives by a few months when the final batch 6400s came on stream. ■



VIA FPA-4 6760 leads the "Canadian" into Ottawa Station on January 8, 1986. In 1988, 6760 was sold to the Napa Valley Railroad Company in Napa, California, and remains in service as #70 hauling wine trains. Photo courtesy F. David Shaw.

Ditch Lights on CP

by Ron Ritchie

I read with interest in the January 2005 *Branchline* the writings about ditch lights on locomotives. These featured the CNR, whose early installation of ditch lights was a subject with which I was not very familiar. Since then I have been waiting for someone to raise the issue of who was earlier, CN or CP - alas to no avail.

That has spurred me to throw out the fact that CP was experimenting with ditch lights as early as 1951. Here is a photograph taken by me at Field, B.C., on September 17, 1951, showing Train No. 2, Engine 5922 (2-10-4) with a couple of appendages below the regular headlight. On inquiring I was told that they were "ditch lights" to help engineers see around corners. They were mounted at an angle but could not be adjusted from the cab. As well, the lights were later repositioned to the brackets to the left and right of the headlight. Just a little grist for the mill.



Further to early ditch lights on CP, retired CP locomotive engineer Phil Mason offered the following over the internet re the following incident:

On March 17, 1974, an empty coal train powered by M-630 4552 and SD40-2 5602 with SD40-2 slaves 5565 and 5642 and Robot 11, struck a rock slide 15-20 feet deep and 40 feet long at MP 74.9, Thompson Subdivision (just west of Spences Bridge, BC). The 4552 and 5620 and four cars derailed with the two diesel units dropping 120 feet to the Trans Canada Highway and the first and second cars resting vertically down the bank against the two units. The 5602 landed on top of the 4552. The 5602 was repaired, however, 4552 was dismantled on site (details from *Canadian Pacific Diesel Locomotives* by Dean and Hanna).

At the time a variety of ditch lights were on test on CP, both the current permanently mounted style, and the removable style which CN and BC Rail used.

Both head end men died in the derailment. The B.C. coroner recommended the use of ditch lights, and the Railway Transport Commission passed an interim order requiring the use of ditch lights on CP trains west of Lake Louise and Crowsnest. Oddly, CN had been using ditch lights for some time and were not subject to a similar "board order". BC Rail (and earlier the PGE) also used ditch lights, however, because it was under the Provincial Railway Act, a Federal "board order" did not apply.

At some time, the removable CN ditch lights which were added or removed at Jasper, Alberta, started to be in short supply, and some trains operated west of Jasper without the lights.

For many years, CN had many fatal incidents involving trains hitting rock slides in the Thompson and Fraser Canyons. In 1948 there were ten engine service employees killed in rock slides.

Understandably, the Brotherhood of Locomotive Engineers and the United Transportation Union pushed for mandatory ditch lights on the CN west of Jasper, and the CP incident in 1974 added urgency to the

appeal. CN started to apply the permanent style ditch lights to all locomotives expected to operate in the Mountain Region, however, it was some time in the 1980s when Transport Canada mandated ditch lights on all trains across Canada.

Then, as now, a big issue on both CP and CN was "scaling" of adjacent cliffs by specialised gangs to remove hazardous rocks which could end up on the tracks. CP and CN were anxious to abolish track patrolmen in the mountains, and in order to remove such positions which had been established much earlier following rock slides, slide fences and ditch lights were required by Transport Canada.



BC Rail Dash 8-40CM 4605, as with all BC Rail road freight units, sports two pairs of ditch lights to improve visibility on sharp curves. BRS Collection.

Coming Events

OTTAWA, ONTARIO: OVAR and BRMNA will sponsor Railfair 28 on **October 15** (11:00-17:30) and **October 16** (10:00-16:30) at Algonquin College, Woodroffe and Baseline. Ten operating layouts, over 40 exhibits and vendors, demonstrations, clinics, raffle layout, operate a train, books, videos, photos, memorabilia and more. Adults \$7; Teens and Seniors \$4; Children 5-12 \$1; Under 5 free. Free parking. Wheelchair accessible. Additional information at: <http://home.ca.inter.net/~brmna/shows.htm>. Please visit the Bytown Railway Society booth.

MISSISSAUGA, ONTARIO: Toronto Show Promotions will sponsor its Toronto Christmas Train Show on **October 29** (11:00-17:00) and **October 30** (10:00-16:00) at the International Centre, 6900 Airport Road. Operating layouts, exhibits, vendors, clinics, photos, videos, books and more. Adults \$10; Seniors \$8; Youth 6-12 \$4; Under 6 free. Additional information from Frank Steele at (613) 634-8225 or visit www.antiquetoys.ca. Please visit the Bytown Railway Society booth.

Selected Stories

Experiencing The Past by Bob Meldrum

During October and November 2004, I took a superb steam fan trip. For two weeks, I rode behind different steam locomotives all over New Zealand. Then I flew to Argentina where I joined a Trains Unlimited "Old Patagonian Express" trip. In the spirit of the new electronic age, I created a "zine" containing all sorts of stories and pictures from the tour. It is available as a Word document by E-mailing me at bob.meldrum@cyberus.ca

People have asked me about doing something for "Branchline" and I replied that there are much better Canadian stories to fill the publication with; however the February 2005 presentation to the Society by Bob Moore struck a chord with me.

Bob told the story about Canadian Northern (labelled Canadian National) jitney car 501. Here from his website (www.railwaybob.com) is the incident he related at the meeting.

At 10 o'clock on Saturday morning, October 1st, the Jitney took the main line to Toronto via Smiths Falls - the original CNoR Ottawa - Montreal main line. Just before reaching the interchange with the Brockville & Westport at Forfar, they heard a peculiar hammering underneath the car. They stopped to find that one of the small cast iron wheels on the front had lost about 1/3 of the flange. With their experience from the day before, the crew simply picked up a couple of wheels from the section-crew, put one on the Jitney and continued on their way to Forfar

On October 18, 2004, I had a chance to ride in a "jitney". The rail vehicle was a replica of a 1925 Rail Motor that operated on various branch lines in New Zealand. Interestingly, the chassis was from a Model T. The original engine in the vehicle was labelled to have been made in Toronto so there is a Canadian connection to this note.

The Pleasant Point Railway is situated on a small portion of the Fairlie Branch Line which ran between Timaru and Fairlie in South Canterbury, New Zealand. The Keanes Crossing complex is home to a museum of operational and non operational rolling stock, including AB 699, D 16, TR 18 and RM 4, the only operational Model T Ford Railcar in the World.



Ford Rail Motor RM 4, rebuilt in 1988, at Pleasant Point, Canterbury, New Zealand, on October 18, 2004. Photo by Bob Meldrum.

Beltpack Payback by Adrian Telizyn

In the far north of the former BC Rail system works a very stubborn one-eyed yard foreman whose railway nickname is T-Bone. T-Bone is also one of the fastest and best switchmen on the railway. T-Bone would rush about the yard with several bags of candy flapping out of his pockets, a cigarette dangling out of his mouth, a handful

of switch lists waving, and a mouthful stuffed of candy while talking on the radio. He was a sight to behold in action!

Everyone has to keep out of his way and hustle; otherwise they will not be spared the wrath of his sharp sarcastic tongue on the radio.

When "drumming" the Fort St John day yard, nobody can move cars fast enough to his satisfaction. Spareboard engineers were regular recipients of T-Bone's wrath. Trainees even feared to tread the lead alongside him.

Since CN's takeover of BC Rail in 2004 the switchmen's quit was taken away, so all yard assignments had to stay for a full eight hours, even if all the work was done. In spite of this, the yard engine still cannot move fast enough for T-Bone!

One day, an irascible young Newfoundlander whose railway nickname is Scooter was called to run the engine for T-Bone. The two men would regularly trade barbs and pot shots back and forth on the radio over the course of a shift. Scooter was a very quick yard engineer on a bad day.

On this particular shift, T-Bone decided to taunt Scooter with the use of CANAC's Belt Pack RCO technology, in widespread use elsewhere on the CN and BCR systems.

"You aren't moving fast enough," T-Bone would taunt. "A Belt Pack unit would do better. I can't wait until you get replaced. I'll show you young hoppers how to switch a yard smartly!" Scooter just smiled out the bay window and said nothing, biding his time.

A few hours later, both T-Bone and his helper, K.C., were out of position at the wrong end of a string of cars. *Horrors!* A switch needed to be lined in front of the yard engine, which was now trapped inside a track.

T-Bone did not even think about the situation he had gotten himself into earlier. "Hey Scooter, can you go line that switch?" he asked?

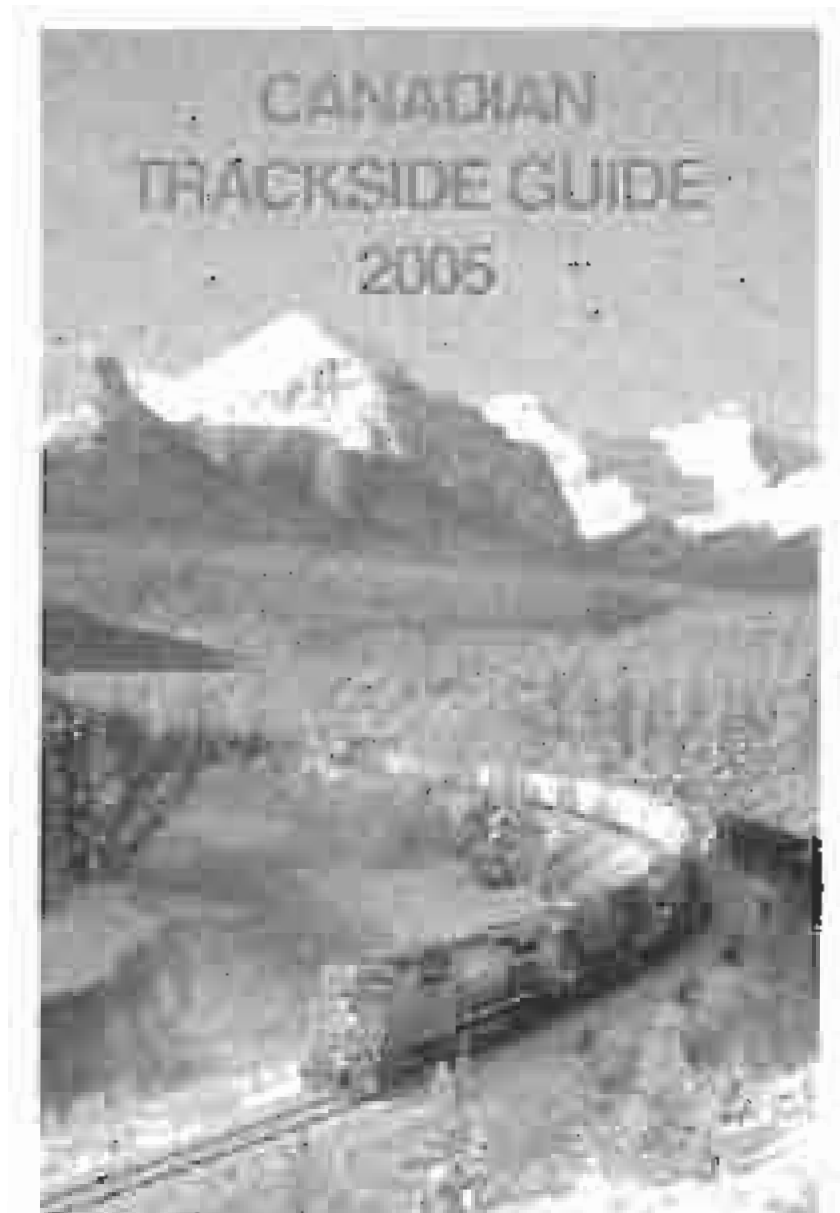
"Beltpacks cannot line switches," Scooter deadpanned. He made T-Bone walk up sixty cars to line the switch!

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PHOTO CORNER

Awaiting their next assignment, CN C-630m 2014, M-636 2335, SD40 5138 and GP40-2L(W) 9543 idle in Joffre Yard in Charny, Quebec, just south of Quebec City, on Friday, November 16, 1990. Of the four units, only 9543 remains on CN roster. Photo by Pierre Ozorák.



CN RSC-13 1721 and three sisters have just arrived at Gordon Yard in Moncton, NB, with Train 713 from Prince Edward Island. Machinist "Big" John Martin is topping off 1721's cooling water on this very cold January 1, 1972. No. 1721 was retired in August 1975 and her three-axle trucks were placed under a more modern RS-18 unit for branchline service in the Maritimes. Photo by Wendell Lemon.



VIA F40PH-2 6417 leads the five-car "Bras d'Or" past the restored century-old former Intercolonial Station at Orangedale, Nova Scotia, on May 5, 2000, en route to Sydney. Declining patronage and uncertainty regarding the future of the Cape Breton & Central Nova Scotia Railway operation on Cape Breton contributed to the "Bras d'Or" being withdrawn after the 2004 season. Photo by Roger Cook.





Above: CN Dash 9-44CW DPU 2202 and Dash 9-44CWL 2515 lead Train 369 at Mile 17 of the Lac St-Jean Sub. (near Hervey Jct., Quebec) on July 21, 2005. Dash 9-44CW DPU 2200 is being operated remotely in mid-train. Photo by Lorence Toutant.

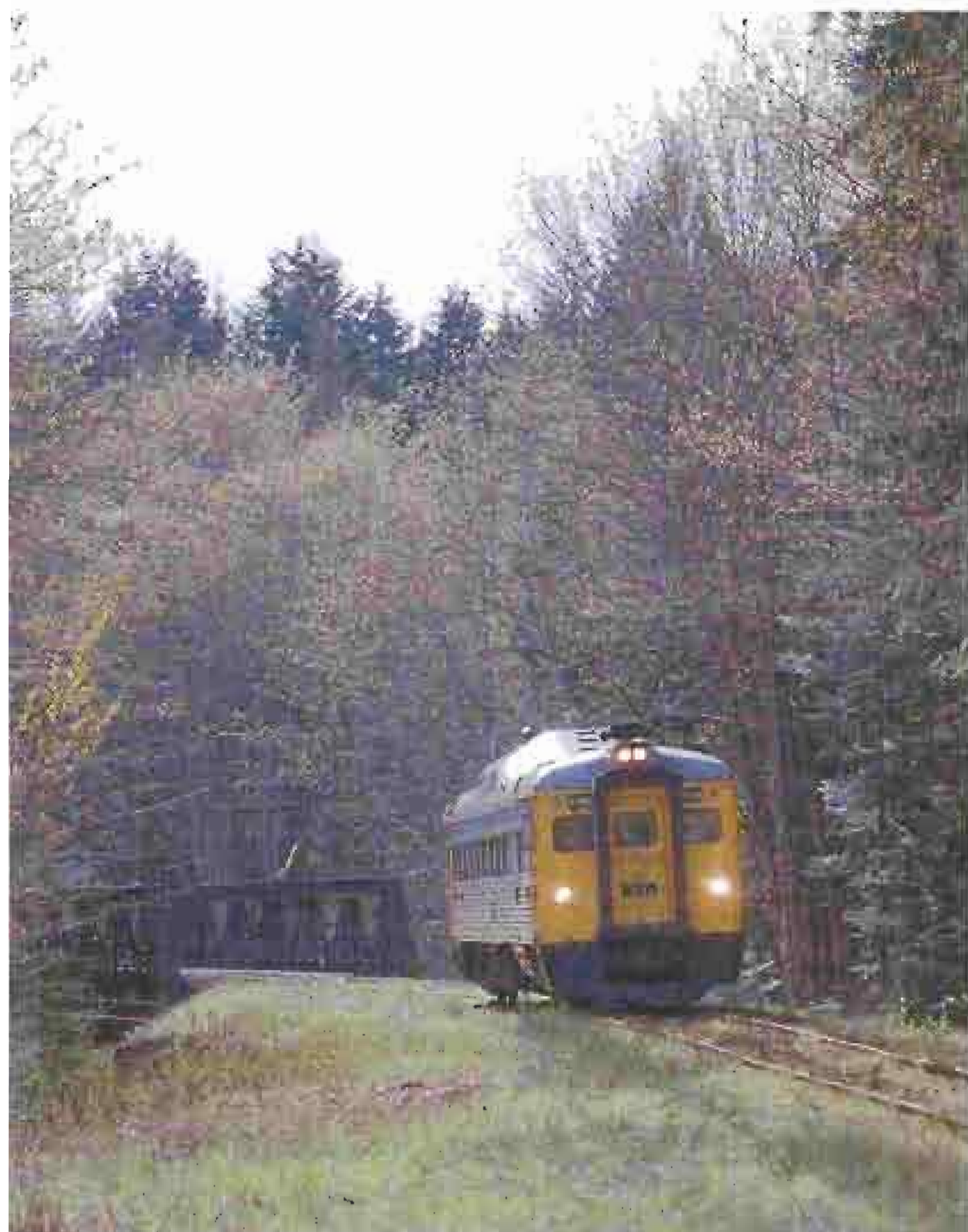


Top Left: Orangeville-Brampton GP9 1000 leads coaches 2003 and 1978 over the bridge at Forks of Credit, Ontario, on August 14, 2005. The excursion covered the length of the shortline railway. Photo by Paul Tatham.



Middle Left: Former BC Rail RDC-3 BC-33 departs the Mac Norris Station at West Coast Railway Heritage Park in Squamish, BC, on July 15, 2005. The BC-33, and RDC-1 BC-21 behind her, were acquired from BC Rail in 2004. Built new for Pacific Great Eastern Railway in 1957, the BC-33 provides short excursions on the museum site. Photo by Don Evans.

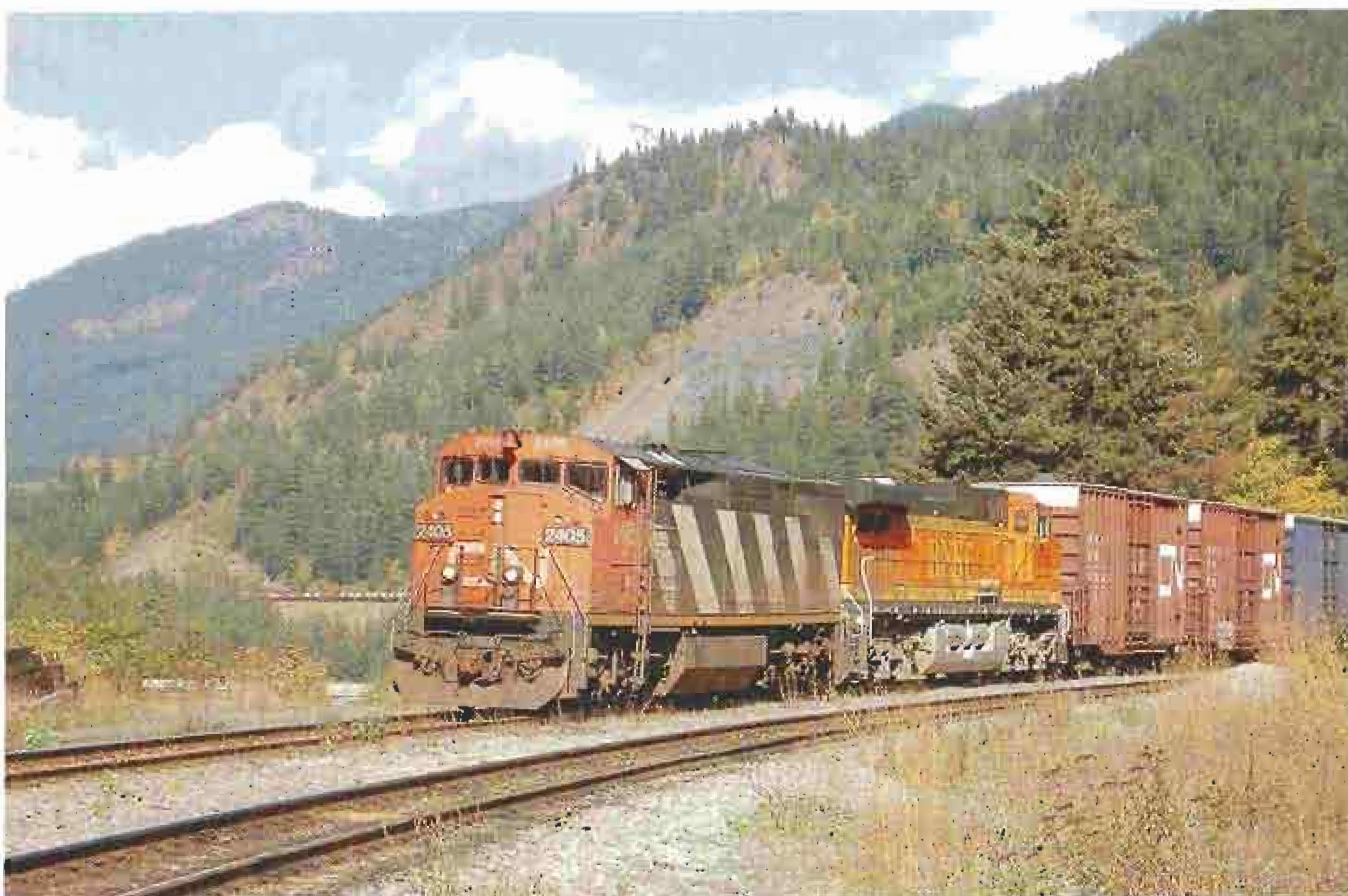
Bottom Left: LLPX SW1500s 219 (nee PC 9545) and 218 (nee Reading 2760), leased to the Kelowna Pacific Railway, switch at Vernon, BC, on August 13, 2005. Kodachrome slide Pierre Ozorák.



Above: VIA RDC-1 6135 is at Bush Creek, BC, mile 60.7 of CP's Victoria Sub., two miles north of Ladysmith, on April 8, 2005. The pony truss bridge has a long-standing permanent 10 mph slow order for freight. This spring photo illustrates the "garden railway" nature of the "Esquimalt & Nanaimo". Spring is about the best time to photograph the E&N as foliage will restrict photo angles during the summer. September 12, 2005, marked the 50th anniversary of continuous RDC service on Vancouver Island. Photo by Len Thompson.



Top Right: CP AC4400CW 9706, two SOO SD60s and three CP AC4400CWs haul Train 241 over the Mud Lake Trestle near Bolingbroke, Ontario, on August 1, 2005. Photo by Bob Heathorn.



Middle Right: CN Dash 8-40CM 2405 and BNSF C44-9W 5155 lead Train 301 and 118 cars into the Boston Bar, BC, yard on October 6, 2004. Photo by Gordon Allsopp.

Bottom Right: CN 15702, formerly Toronto Suburban Railway tram 24, is at Neebing rider hump yard in Fort William, Ontario, on September 8, 1959. The tram carried crews back to the top of the hump after they rode down the hump on freight cars. No. 15702 is now in service at Fort Edmonton Park in Edmonton, Alberta, restored as TSR 24. Photo by John D. Knowles.



SELECTION OF PASSENGER CONSISTS

2 August 2005 VIA #2 - "Canadian" at Vancouver, BC	14 August 2005 VIA #60 at Dorval, Quebec	19 August 2005 VIA #57 at Cobourg, Ontario	26 August 2005 Alberta Prairie Railway Excursions at Stettler, AB	10 September 2005 VIA #610 - Festivals Western at Saint-Tite, Quebec
F40PH-2 6444 F40PH-2 6433 Baggage 8606 Coach 8139 Coach 8124 Coach 8116 Skyline 8516 Sleeper 8338 - <i>Rogers Manor</i> Sleeper 8317 - <i>Cornwall Manor</i> Sleeper 8326 - <i>Franklin Manor</i> Skyline 8512 Dining Car 8409 - <i>Fairholme</i> Sleeper 8315 - <i>Carleton Manor</i> Sleeper 8334 - <i>Macdonald Manor</i> Sleeper 8312 - <i>Butler Manor</i> Skyline 8507 Dining Car 8407 - <i>Emerald</i> Sleeper 8327 - <i>Fraser Manor</i> Sleeper 8331 - <i>Jarvis Manor</i> Sleeper 8324 - <i>Dunsmuir Manor</i> Dome-Sleeper-Observation 8702 - <i>Assiniboine Park</i> -----	F40PH-2 6418 F40PH-2 6402 F40PH-2 6401 Baggage 8623 HEP-II Club 4007 LRC Coaches 3310, 3306, 3335 HEP-II Coaches 4108, 4118, 4103, 4111, 4104, 4106 -----	F40PH-2 6417 F40PH-2 6419 Baggage 8623 LRC Club 3459 HEP-II Clubs 4007, 4006 HEP-II Coaches 4111, 4104, 4106, 4119, 4122 -----	2-8-0 41 Auxiliary Tank 80946 Coach (Bar) 5082 - <i>Lone Star</i> Coach 6603 Coach 5080 Coach (Concession) 7279 Open Coach 663045 Coach 6744 Combine (Concession) 2808 Crew Car 1001 - <i>Glen Sutton</i> Caboose 79146 -----	F40PH-2 6411 (Lifesaver livery) Coaches 8132, 4112, 8131, 4107, 8109, 4116, 8140, 4113 CN Business Car 1057 - <i>Louis Jolliet</i> -----
14 August 2005 Excursion over the length of Orangeville-Brampton Railway	15 August 2005 CP "Royal Canadian Pacific" at Canal Flats, BC	10 August 2005 QNSL XS (southbound "Express") at Sept-Îles, Québec	31 Aug 2005 Amtrak #510 at Vancouver, BC	12 September 2005 VIA #198 - "Malahat" at Dunsmuir, British Columbia (50 th anniversary of continuous Budd RDC service on Vancouver Island)
GP9 1000 Coach 2003 Coach 1978	GP38-2 3084 GP38-2 3066 Baggage/Generator 95 Business Car 71 - <i>Killarney</i> Stateroom Car 79 - <i>N.R. Crump</i> Stateroom Car 84 - <i>Banffshire</i> Business Car 82 - <i>Strathcona</i> Business Car 77 - <i>Van Horne</i> Business Car 78 - <i>Royal Wentworth</i> Dining Car 85 - <i>Craigellachie</i> Business Car 74 - <i>Mount Stephen</i> -----	SD40-2CLC 303 Baggage 13521 Baggage/Generator 13520 Restaurant Car 13515 Coach 13519 Coach/Restaurant 13513 Coaches 13512, 13517, 13518 -----	F59PHI 466 Café Lounge 58104 - <i>San Luis Obispo</i> Horizon Coaches 54532, 54507, 54565 Cab Unit 90253 -----	RDC-1 6133 RDC-1 6135 -----
	19 August 2005 AMT #804 at Saint-Lambert, Que.	24 August 2005 VIA #5 - "Skeena" at Jasper, Alberta	5 September 2005 Passenger train at Exporail at Saint-Constant, Quebec	12 September 2005 AMT 23 at Dorval, Quebec
	F40PHR 319 Coaches 1252, 1250, 1242, 1257, 1244, 1201 Cab-Coach 200	F40PH-2 6436 Baggage 8613 Club Car 4002 Glass-Roofed Coach 1721 Club Car 4000 Dome-Sleeper-Observation 8708 - <i>Kootenay Park</i>	Ex-Port of Montreal S-3 1002 Ex-CN Coach 5062 Ex-AMT Coach 827	Cab-Coach 708 Coaches 724, 734, 721, 729, 732, 722 Cab-Coaches 703, 704 F59PHI 1329

(Thanks to Barry Blake, Marc Giard, John Godfrey, Milne Hall, Thomas Higgins, Claude Léger, Steven Middleton, Terry Muirhead, Len Thompson, Doug Thorne and Lorence Toutant)

SAMPLES OF DIESEL UNIT CONSISTS

Correction - Jul 27 - CN 450 at Trout Creek, ON: ONT SD75I 2104, CN Dash 9-44CW 2669, BNSF GP60 146 and CN SD50F 5442.

Aug 8 - QIT northbound ore empties at Havre Saint-Pierre, QC: GP9s 40 and 39.

Aug 9 - QNSL ore loads at Arnaud Junction, QC: QNSL Dash 9-44CW 413, QNSL SD40-2CLC 304 and QNSL Dash 8-40CM 403.

Aug 10 - Arnaud northbound (ore empties) at Pointe-Noire, QC: Arnaud RS-18s 906, 902 and 904.

Aug 11 - Cartier ore loads at Able, QC: Cartier AC4400CWs 29 and 22, and Cartier M-636 76.

Aug 13 - CN 512 at North Edmonton, AB: CN Dash 8-40CM 2416, CN SD40u 6001, BCOL SD40-2 759 and CN GP38-2(W) 4761.

Aug 14 - CN 362 at Toronto, ON: CN SD50F 5416, CN SD40-2(W) 5242 and WC SD45u 7638.

Aug 15 - CP 107 at Smiths Falls, ON: CP SD40-2 6049, SD90MACs 9124, 9120 and 9129, and CP SD40-2F 9008.

Aug 16 - CN westbound at Drumheller, AB: CN Dash 9-44CW 2663, CN SD40-2(W) 5299 and CN SD75I 5735.

Aug 17 - BNSF unit coal train at Colebrook, BC: BNSF ES44DC 7799, BNSF SD60M 9295, EMDX SD60 9096 and CN SD60F 5504.

Aug 17 - CN 363 at Chambord, QC: CN Dash 9-44CW/DPU 2203, and CN Dash 9-44CWs 2584 and 2587.

Aug 18 - QGRY Shawinigan turn at Trois-Rivières, QC: QGRY GP40-2L(W) 3014, QGRY GP40-3M 3801 and QGRY RM-1 (Slug) 801.

Aug 18 - CN westbound at Brighton, ON: CN Dash 9-44CWs 2643 and 2535, IC SD40-2R 6070, GCFX SD40-3 6072, CN Dash 9-44CW 2528, CN GP9RM 7228 and CN GP9-Slug 230.

Aug 23 - CN (BCOL) switcher at Bridge, BC: BCOL RS-3 Slug S-408, and BCOL RS-18CAT's 605, 630 and 621.

Aug 24 - CN grain at Davidson, SK: CN GP38-2(W)s 4781, 4797 and 4791.

Aug 24 - NBEC 402 at Bathurst, NB: CFMG SD40 6907, SFEX C-424 4202, NBEC C-424 4210 and CFMG SD40 6903.

Aug 25 - MMA 901 at Sherbrooke, QC: CDAC F40PHRm 451, and MMA C30-7s 5078, 5017 and 3614.

Aug 26 - CP 267 at Field, BC: CP AC4400CWs 9618 and 8551 with new MRL SD70ACE's 4313, 4308 and 4306 dead-in-transit en route to Tacoma, Washington, for painting.

Aug 26 - GEXR 433 at Kitchener, ON: CEFX GP38-3 6537, LLPX GP38-2 2236 and GEXR GP40 4019.

Aug 28 - ONT 250 at Widdifield, ON: CN SD40-2 5368, UP SD40-2R 3646 and UP SD40-2 3404.

Aug 28 - CN 305 at Edmonton, AB: CN Dash 9-44CW 2554, BCOL SD40-2 751 and BCOL B39-8E 3907.

Sep 1 - GEXR 432 at Toronto, ON: RLK GP40 4096, RLK GP35 2210 and GEXR GP40 4046.

Sep 1 - CN westbound at Komoka, ON: CN SD40u 6014 and UP GP60 1958.

Sep 1 - CN 303 at Toronto, ON: WC SD40-3 6907, and BNSF C44-9Ws 884 and 978.

Sep 2 - CP northbound coal at Lake Windermere, BC: CP AC4400CW 9813 with CP AC4400CW 9768 remote on the rear.

Sep 2 - CP 115 at Winnipeg, MB: CP SD90MACs 9132 and 9147, MRL SD70ACE's 4314 and 4312, and CP AC4400CW 8575.

Sep 3 - CN 450 at North Bay, ON: CN SD75I's 5634 and 5644, CN Dash 9-44CW 2688 and GCFX SD40-3 6062, plus former Ontario L'Original GP9s 179 and 180 transferred to the Mid-Michigan Railroad.

Sep 3 - CN 394 at Oakville, ON: CN SD40u 6025, BNSF C44-9W 4527 and KCS AC4400CW 2048.

Sep 4 - CN westbound at Grand Falls, NB: CN Dash 9-44CW 2608, CN SD60F 5502 and WC SD40-2 6006.

Sep 8 - CN at Saskatoon, SK: CN SD75I 5782, CN SD70I 5620, CN SD40u 6024 and CN SD50F 5439.

Sep 8 - CP 103 at Thunder Bay, ON: CEFX AC4400CW 1005, CP AC4400CWs 9515 and 8530 and CEFX AC4400CW 1034.

Sep 10 - CN 398 at Komoka, ON: CN Dash 8-40CM 2408, CN Dash 9-44CW 2621 and CN SD75I 5762 plus NREX SW1200 3525 dead in transit en route to NRE in Capreol, Ontario.

Sep 10 - CP westbound at Campbellville, ON: CP AC4400CW 8650, CP GP9u 1605, and CP AC4400CW 8611.

Sep 10 - CN 512 at Edmonton, AB: CN SD60F 5537, CN GP38-2(W) 4765 and CN SD40 5000.

Sep 10 - QGRY 726 at Terrebonne, QC: QGRY GP40 3102, HLCX SD38-2s 2001 and 2002, QGRY GP40-2L(W) 3014 and QGRY GP35E 2500.

Sep 11 - CN grain train at Lucky Lake, SK: CN SD40-2 5376 and CN GMD1u's 1415 and 1435.

Sep 11 - CN 450 at North Bay, ON: CN Dash 9-44CW 2571, CN SD40u 6015 and CN Dash 8-40CM 2431.

Sep 14 - ONT 250 at North Bay, ON: CN SD75I 5693, BCOL Dash 8-40CMu 4615, CN GP40-2L(W) 9590 and CN SD75I 5785.

Sep 15 - CP westbound at Irvine, AB: CP SD40-2 5871, CP GP9u 1556 and CP GP38-2 3131.

(Thanks to John Allen, Terry Bilson, Chris Boon, Keith Bowler, Norman Broadway, Doug Cameron, Marc Giard, Ross Harrison, Paul Huene, Brian Kimmons, James Lalande, Harm Landsman, Bryan Martyniuk, George Matheson, Jason Noe, Stephen Reeves, John Richard, Bill Rood, André St-Amant, Stan Smith, Jan Snook, David Stalford, Tim Stevens, Doug Thorne and Lorence Toutant)

LEGEND: **AMT** = Agence métropolitaine de transport; **BCOL** = BC Rail (CN); **BNSF** = BNSF Railway Co.; **CDAC** = Canadian American; **CEFX** = CIT Group; **CFMG** = Chemin de fer de Matapédia et du Golfe; **CN** = Canadian National; **CP** = Canadian Pacific; **CSXT** = CSX Transportation; **DH** = Delaware & Hudson (CPR); **GCFX** = Connell Finance (lettered GEC-Alstom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HATX/HLCX** = Helm Financial; **IC** = Illinois Central (CN); **KCS** = Kansas City Southern; **LLPX** = Locomotive Leasing Partners; **MMA** = Montreal, Maine & Atlantic; **MRL** = Montana Rail Link; **NBEC** = New Brunswick East Coast; **NREX** = National Railway Equipment; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau; **QIT** = Quebec Iron & Titanium; **QNSL** = Quebec, North Shore & Labrador; **RLK** = RailLink; **SFEX** = Eastern Rail Services; **SOO** = Soo Line (CPR); **STLH** = St. Lawrence & Hudson (CPR); **UP** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■

The Motive Power and Equipment Scene



RETIRED:

- BCOL RS-18u (CAT) 601 on August 16.
- WC SD45 6601 on August 26.



**CANADIAN
PACIFIC
RAILWAY**

STORED SERVICEABLE: (* added since last issue)

- CP SD40-2 5390*, 5392*, 5418*, 5482*, 5584*, 5615 (STLH)*, 5617*, 5641*, 5642*, 5655*, 5656*, 5664*, 5708*, 5767*, 5797*, 5800*, 5801*, 5818*, 5819*, 5844*, 5932*, 6056*, 6057*, 6076*, 6079*.
- SOO SD40-2 6611*.
- CP SW1200RS 8111.

STORED UNSERVICEABLE: (* added since last issue)

- CP SW8-Slug 1011.
- CP FP7u 1400.
- CP MP15AC 1447 (nee KCC 121).
- STLH GP7u 1502.
- CP GP9u 1544, 1552, 1600, 1635 (being converted to CP GG20B "Green Goat" 1703, 1702, 1700 and 1701 respectively - the first is expected in October).
- CP GP9u 1632.
- SOO GP40 2011, 2041.
- CP GP38-2 3116.
- CP SD40-2 5431, 5590, 5644, 5665, 5711, 5749*, 5760*, 5769, 5771, 5803, 5816*, 5963*.
- STLH SD40-2 5619*.
- SOO SD40-2 6601, 6602, 6617.
- CP SW1200RS 8131, 8155.

104 UNITS LEASED:

- CEFX SD90MAC 120-139.
- CEFX AC4400CW 1001-1059.
- CEFX SD40-2 2784-2792, 2794, 2795, 2797-2806, 2810, 2812-2814 [ancestries are detailed in the June **Branchline**]

SHE CAME BACK!: Cannibalized SD40 5507, sent to Mandak Metals in Selkirk, Manitoba, for scrap on July 31, was returned to CP at Winnipeg on August 15 for parts salvage for wreck rebuilds.



STORED: F40PH-2 6400, 6443, 6446, 6454 and 6457 at Montreal; and FP9u 6300 at Vancouver (occasionally utilized as shop switcher).

UNDERGOING OVERHAUL: F40PH-2 6452 is at CAD Railway Services in the Montreal borough of Lachine for an overhaul.

LEASED OUT: F40PH-2 6453 is leased to Agence métropolitaine de transport for Montreal commuter service.

BACK IN SERVICE: RDC-1 6133 returned to service between Victoria and Courtenay, BC, in early-September, after being stored since early-2003. She has replaced RDC-1 6148 which is undergoing repairs after being in collision with a truck. No. 6133 remains powered by two GM engines, while VIA's five other RDCs are equipped with Cummins engines.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

SOUTHERN RAILWAY OF BRITISH COLUMBIA: SRY has purchased former CN GMD1m 1116, 1153, 1169, 1170 and 1172 from the Taylor Group. The units, stored in North Bay, Ontario, for several years, will be renumbered 1201-1205.

KELOWNA PACIFIC RAILWAY: KPR leased GMTX GP38-2 2632 (ex-CSXT GP38 1993, exx-CR 7931, nee PC 7931) in August.

ROCKY MOUNTAINEER VACATIONS: RMR has purchased Waterloo-St. Jacobs Railway coaches 5578 and 5611 (ex-Les Trains Touristiques du Saint-Laurent, exx-VIA, nee CN same numbers). Both coaches have been stored in Toronto since December 2000 and departed Toronto in mid-September.

SAVAGE ALBERTA RAILWAY (formerly Alberta RailNet): Ohio Central has purchased 11 GE 6-axle units owned by Talgo/LRC and utilized on the ARN: ARN C30-7 1001, 1003, 1004, 1005, 1006, 1013, 1014 and 1017; ARN SF30C 1015; LRCX C30-7 8104; and LRCX SF30C 9556. All are being shipped to Manchester Terminal at Houston, Texas, and will be shipped offshore.

SOUTHERN ONTARIO RAILWAY (RailAmerica): SOR's former CN SW1200RS 1367 has been reassigned to a new RailAmerica shortline in Michigan; former Toledo, Peoria & Western GP20 2002 (nee ATSF 1139) is being scrapped.

ONTARIO NORTHLAND RAILWAY: Baggage 414 (ex-VIA 9602) has been sold to D.A. Walmsley, equipment dealer.

OTTAWA VALLEY RAILWAY (RailAmerica): Former Ontario L'Original GP9 179 and 180 (nee Cartier 5 and 6), stored on the OVR in North Bay, Ontario, since 2001, have been reassigned to the Mid-Michigan Railroad and departed North Bay on September 3.

WINDSOR & HANTSPOUR RAILWAY: WHRC has leased Central Manitoba (Cando Contracting) GP9RM 4011 (ex-CN 4011) and 4013 (ex-CN 4013). They joined sisters 4012 (ex-CN 4008) and 4014 (ex-CN 4001) in August on a long-term lease. WHRC's 13 former CP RS-23 units (6 serviceable, 7 stored) have been put up for sale.

ON THE INDUSTRIAL SCENE

NEW HOME: Railside Locomotive Services S-3 8454 (ex-Pine Falls Paper Co. 101, exx-Manitoba Paper 30, nee CN 8454), last leased to the Prairie Dog Central, has been acquired by Parrish & Heimbecker for service at its grain elevator in Moose Jaw, Saskatchewan. It was delivered in mid-August.

SOLD: Dofasco (Hamilton, Ontario) NW2 415 (built by EMD as Jacksonville Terminal 30 in 1947) was sold to Railside Locomotive Services in Winnipeg in August.

ALSTOM OGDEN SHOPS - CALGARY

TO BECOME 'GREEN GOATS': Nine Union Pacific GE 4-axle units have been delivered for conversion to UP "Green Goats" in the 2310-2319 group. On hand are UP B30-7A 209, 211, 222 and 239 (nee MP 4809, 4811, 4822, 4839); B23-7M 257 (nee MP 4667); SP B30-7 7774 (nee SSW 7774); UP B30-7 7781 (nee SSW 7781); SSW B30-7 7786; and SP B30-7 7818.

ELECTRO-MOTIVE DIESEL INC. - LONDON

ORDERS COMPLETED:

- The last of the order for 115 SD70ACe units for Union Pacific (order 20046610), numbered 8309-8423, were shipped in July.
- The last of the order for 16 SD70ACe units for Montana Rail Link (order 20046621), numbered 4300-4315, were shipped in primer paint in August. The units will be painted at CEECO in Tacoma, Washington.
- The last of eight Saudi Government Railways SD50L units (order 20038550), numbered 3523-3530, shipped from London in kit form, were completed at VMV in Paducah, Illinois, in August. Reports are that at least four of the units were heavily damaged by salt water in New Orleans, Louisiana, while awaiting shipment overseas when Hurricane Katrina struck.

UNDER CONSTRUCTION:

- Fourteen Broken Hill Proprietary-Australia SD70ACe units (order 20038540), to be numbered 4300-4313 (not 1078-1091 as previously reported).
- Fifty-two Norfolk Southern SD70M-2 units (order 20046650), to be numbered 2649-2700. The units are being shipped in white shrink wrap to International Technologies Services at the VMV plant in Paducah, Kentucky, for completion.
- Twenty-seven broad-gauge SD70M units (order 20046630) for Companhia Vale do Rio Doce (a mining company).

ON THE PRESERVED SCENE

NEW HOME: Former CN wood caboose 78909 at the Tall Grass Café and Upper Crust Bakery (previously a McDonald's Restaurant) on Pembina Highway in Winnipeg, was moved to the Arbog Multicultural Heritage Village in Arbog, Manitoba, 85 miles north of Winnipeg in August. Also at the Village is a former CN foreman's car (a 1923 box car, body only), donated by Asperline Transmission.

SHE WASN'T SCRAPPED: Former GTW steel caboose 79062, acquired by the McDonald's Restaurant in L'Ancienne-Lorette (Quebec City) in 1997, was reported scrapped in 2003. Instead she is preserved near Lake Belmina in Saint-Julien, Quebec (34 km SW of Thetford Mines).

Thanks to Daryl Adair, Lance Brown, Paul Crozier Smith, Marc Giard, John Godfrey, Ross Harrison, Patrick Hind, James Lalande, Ian McCord, Don McQueen, David Othen, "NY 4" and "Engine 4466". ■

The 2006 joint Canadian Railroad Historical Association / Canadian Association of Railway Modellers convention will be held in Montreal from May 19 to 21, 2006. There will be pre-convention activities Thursday evening, May 18 and during the day on May 19. The venue will be the McGill University New Residence Hall which was a 4 star hotel taken over by McGill and 3/4 of it converted to student accommodations - see www.mcgill.ca/nrh. A Saturday afternoon trip to Exporail in Saint-Constant is planned with dinner at that location. Call for papers - there are 22 one hour time slots for clinics and presentations to fill. This is your invitation to submit a topic for presentation. Computers and projectors will be available for power point presentations. Clinics may be on prototype or modelling subjects. The clinics will be presented in the language of the presenter and indicated as such in the program. The organizers need to know the topics of the clinics ASAP so they can create the program. Please contact Peter Murphy at psmurphy@videotron.ca




Canadian Pacific AC4400CW 9709 leads VIA's eastbound 21-car "Canadian", running five hour late, at Jasper, Alberta, on August 24, 2005. The 9709 was added when one of the VIA units failed in the Rockies. Photo by Bob Chambers.

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