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Branchline

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Winter Operating Conditions • Other "Field Study" • Semaphores and Street Running

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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.

Articles, news items, letters, and photographs to be submitted for publication in **Branchline** should be forwarded to one of the following volunteers:

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We will gladly accept articles in WordPerfect, Word or ASCII text file format on an IBM-compatible 3½" disk (please include a printed copy), or via the Internet (see above). All material submitted for publication in **Branchline** is considered gratis.

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Late Magazine Delivery?: Canada Post can take up to 18 business days to deliver **Branchline,** depending on where you are resident in Canada. Every effort is made to have **Branchline** mailed during the last week of the month preceding the cover date. Please wait until at least the 25th of the following month to report non-delivery. A replacement magazine will not be sent until after that date. For non-delivery, please contact the Membership Chairman at e-mail: raymond.farand@sympatico.ca, leave a message at (613) 745-1201, or send a letter to the Society's address.

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For general information about Society activities, meeting details, or should you wish to convey information, kindly call (613) 745-1201 (message machine).

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ON SHEET

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 **December 5** meeting, come one, come all, especially children, to our Christmas movie "Thomas The Magic Railroad" featuring Peter Fonda, Mora Wilson and Alec Baldwin. Note we plan to start at 19:00 for this special treat. Coffee and donuts will be available for a small fee.

An **informal slide night** is held on the third Tuesday of each month, except July and August, at the Canada Science and Technology Museum. The next informal slide night will be **December 19** at which we will be viewing slide and print candidates for the covers of the **Canadian Trackside Guide 2001** - see Page 27 for details.

The **Annual General Meeting** will be held on January 2, 2001. If you wish to nominate a member for an executive position, or wish to help in a non-executive capacity, please contact nominating chairman Paul Bown at (613) 824-3115 or e-mail: paul.bown@sympatico.ca

Increased Fees for Overseas Air Mail Delivery Sought - Members at the January 2 Annual General Meeting will be asked to approve an increase in the membership fee for overseas members requesting air mail delivery of **Branchline** from $69 to $80 for 12 months, or $136 to $158 for 24 months. The increased fees, to be effective with the February 2001 issue, are to compensate for increased distribution costs. All other membership fees will not be increased at this time.

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

Can you spare a ...? Canadian Tire coupons are eagerly sought to help defray the Society's restoration expenses. Kindly forward them to our address.

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 at PO Box 141, Station 'A', Ottawa, Ontario, K1N 8V1.

Correction: Re John Godfrey's article "One Last Ride" (November **Branchline**), The Right Honourable John George Diefenbaker was born in Neustadt, Ontario, in 1895, not in Saskatchewan as stated. His family moved to Saskatchewan in 1903. [Tom Box, Toronto, Ontario, and Lyness Jones, Ottawa, Ontario]

On the Cover: VIA F40PH-2s 6446 and 6443 lead the westbound "Canadian" through Sparrow Lake, Ontario (Mile 94 of CN's Bala Subdivision), on October 7, 1999. Photo by Ron Lipsett.

Press date for this issue was November 13
Deadline for the January 2001 issue is December 11

The editors wish you a merry and safe Christmas and may 2001 be a happy and prosperous year.

Quebec's Iron Ore Roads and other "Field Study" - Part 2

by Peter Jobe
(Photographs by the author)

On August 26, Glenn Courtney and I struck out from Mississauga, Ontario, to "field study" the iron ore roads in northern Quebec and Labrador, returning home via the south shore of the St. Lawrence River, the Eastern Townships and Montreal. The first part of our "field study" was detailed in the November 2000 **Branchline** and mainly covered operations in northern Quebec and Labrador. We tied up at the Motel Suisse in Charny, a south shore suburb of Ville-de-Québec the evening of 3 September.

Monday, 4 September 2000 - overcast AM, mix of sun and clouds PM to Mont-Joli, Québec. 400 km

I dropped Glenn off at the VIA Ste-Foy station for him to catch the train back home, arriving late afternoon. I then headed east and the sky started to clear. At Rivière-du-Loup, the radio scanner came to life and it was sunny. In Québec, the scanner speaks French, and I just wish that I could speak as well as the scanner does. Regardless, you can figure things out; activity on the scanner means trains! At the station, CN Train 402 had arrived from Joffre Yard in Charny. CFMG [Chemin de Fer de la Matapédia et du Golfe] 402 had just come on duty at 10:00, its normal ordering time.

CN got their train from CFMG and departed for Joffre Yard as CN 403 at 11:00 with SD50F 5423 leading C40-8M 2424. CFMG has the same set of engines as the day before for their Train 402 for Mont-Joli. I then headed east to Trois-Pistoles, where there is a nice bridge. I ended up waiting until 13:08 and by that time the light was not quite as good as I would have liked. There must have been a lot of switching to do at Rivière-du-Loup.

CFMG 402 arrived in Mont-Joli at 15:10 and departed at 16:10 after changing the first two units; SD40s 6907 and 6910 came off and were replaced with 6908 and 6903. In the yard was Train 405 with SD40s 6906 and 6902. I tied up at Hotel Jacques-Cartier.

CFMG SD40s 6906 and 6902 pause at Mont-Joli, Québec, on 4 September 2000.

Tuesday, 5 September 2000 - some cloud in the AM, mainly sunny PM to Carleton, Québec. 460 km

CFMG Train 404 was ordered for 08:00 and departed at 10:00. I set up for a shot on the bridge at Price and got clouded out; I then went to Padoue and got clouded out again! %$@#% Train 404 had SD40s 6902 and 6906. Train 404 goes to Matapédia and returns as Train 405. I then headed to Matane to get CFMG Train 586 arriving. Train 586 was ordered in Mont-Joli for 09:30 and connects with the railcar ferry at Matane.

I got to Matane well in advance of 586. I did get railcar ferry "Georges-Alexandre Lebel" arriving from Baie-Comeau at 13:10. Train 586 with RS-18s 1859 and 1856 arrived at Matane at 14:00 with 50 cars. The RS-18's are NBEC [New Brunswick East Coast], ex-CP Rail in CP "action red".

After lunch, I left Matane and then observed CFMG Train 405 [return of 404] at Saybec, Québec, at 14:55. I then shot the VIA stations at Amqui and Matapédia. I got to Campbellton, New Brunswick, in time to shoot arriving NBEC Train 403 with C-424 4230 sandwiched by SD40s 6901 and 6904. The 4230 [ex- CP] is an old friend. In July 1985 I had a cab ride on the "Moonlight", which at the time was the wayfreight to my hometown of Owen Sound, Ontario. Alas, trains no longer go to Owen Sound.

The day ended in Carleton, Québec, where I stayed at Auberge La Visite Surprise, a really nice bed & breakfast. They didn't speak English, I have limited French, and we worked things out; a nice place to stay.

NBEC SD40 6901, C-424 4235, and SD40s 6904 and 6905 at Campbellton, New Brunswick, on 6 September 2000.

Wednesday, 6 September 2000 - a sunny day, no clouds to be seen; to Campbellton, NB. 445 km

The reason why I headed out on the Gaspé peninsula was, my understanding that CBC [Chemin de Fer Baie des Chaleurs] went out to Gaspé on Wednesday, and sometimes on Saturdays. I got to New Richmond, where they are based to find no locomotives. It did not take long to figure out where they were; I just had to look for the "smoke signal" from NBEC RS-18s 1840 and 1868. They were switching the paper mill. CBC does not have any engines of their own and lease their power from NBEC. NBEC, CBC, and CFMG are one-of-the-same. It turned out that they were not going to Gaspé, saving that trip for Saturday, which would have been nice as on Saturday you also get VIA's "Chaleur" running. The line to Gaspé could not be for much longer as the paper mill in Chandler is currently closed. Who knows what will happen?

The people in the CBC office were quite helpful and friendly, as were all the railway operating people who I met along the way. There was no VIA running, so it was back to Campbellton, NB, to see what was going on. I called on local railfan Justin Babcock and he showed me around. We got NBEC 591 switching the paper mill at Dalhousie with RS-18s 1857 and 1867. The 1857 is the only NBEC RS-18 painted in NBEC's gloss back with white lettering. All of their SD40s are painted gloss back with white lettering; all of the ex-CP C424s remain painted in CP livery.

We then headed to Bathurst, where ex-Toronto Hamilton & Buffalo SW9 55 was observed switching the Abitibi-Consolidated paper mill. The 55 looked quite nice in apple green with yellow stripe. This engine does come out of the plant, as the industrial trackage goes about two miles to the NBEC connection. This matter needs more study.

CN SD60F 5538, SD40-2W 5299 and GP40-2LW 9453 cross the Salmon River bridge at New Denmark, New Brunswick, on 8 September 2000.

Matapédia from the west bank of the river, looking across the river with the river rock in the foreground. Just follow the road along the west bank of the river. It eventually becomes a 4x4 trail, which is where I got my shot, just past the Salmon club.

I then headed south, past Bathurst to Miramichi. Miramichi is the new name for Chatham and Newcastle. Common sense [do railfans have that?] said that I should head west to Edmundston from Campbellton. I was going to Miramichi on the remote chance that I might get two industrial engines there. I struck out on both. Eagle Forest Products in Chatham has 8033, an ex-CP RS-23. I was able to find their plant in Chatham, but was not able to see any trackage, which must be in the back of the plant. In Newcastle, ex-CN SW1200RS 1376 is at Miramichi Pulp & Paper as their engine 711. I saw this engine in 1994, this time I did not.

I really could not afford to stick around, as I had to start thinking about heading home. Darn it! I headed west on Highway 108 and spent the night in Plaster Rock, NB. On Highway108, I met quite a few vehicles from Ontario. Highway 108 must be a shortcut road to southeastern New Brunswick and Nova Scotia.

In Bathurst, four RS-18s were present, three for Train 587 to Brunswick Mines [1818, 1864, and 1866], and one for Train 597 [1841], the local yard engine. At Nepisiguit Jct. we shot Trains 402 and 403 meeting. Normally 402 gets to Newcastle to meet 403. The reason for this unusual situation was that SD40 6905 on 402 had gone dead. The train crews were remarshalling the power, in order to send 6905 back to Campbellton on 403. Train 403 had 6901, 4235, 6904, and the dead 6905. Train 402 departed at 15:40 with 6900 leading 4210. Justin and I then chased 403 back to Campbellton, arriving at 18:00. I then stayed the night at the 40 Winks Motel, which has seen better days. The important thing is that they had RDS, which is the French version of TSN. TSN was showing a baseball game. Who cares about baseball, when the US Open is on! RDS had tennis. It doesn't matter what the language is, just as long as tennis is on.

Thursday, 7 September 2000 - sun, cloudy periods at the wrong times; to Plaster Rock, NB. 570 km

Québec's Matapedia River Valley is one the more scenic areas in eastern Canada. CFMG Train 404 runs through here in the morning on its way to Matapédia, where it connects with CBC Train 595 from New Richmond. Train 404 then returns to Mont-Joli as Train 405. Train 595 returns to New Richmond as 594.

I headed up the valley looking for the train. At Routhierville there is a nice covered bridge, built in 1931. I staged a shot here of a truck coming out of the bridge. The 1878-built station is in use as a private home.

I went as far as Causapscal, where the station is in use as a fishing shop. Fly-fishing for Atlantic salmon is very popular in the area. The shop had a stuffed and mounted head of a 42 pounder on the wall. I was able to find an overhead vantage point where I could shoot down on Train 404 with the river adjacent and the town in the background. The clouds almost got me when 404 passed by at 10:50. Don't worry, the clouds got me later! The clouds got me all the way to Matapedia; it was then sunny for the rest of the day. Bad clouds!

Train 404 arrived in Matapédia at 12:10. Train 595 arrived in the clouds at 12:15. The trains then did their interchange and I got some bright shots of the RS-18s and the SD40s by the station at 12:50. Train 595 had 1868 and 1840, and Train 405 had 6906 and 6910. I got a "screamer" sunny shot of 405 north of

Friday, 8 September 2000 - AM sun, mid-day cloud, PM sun; to Sherbrooke, Québec. 685 km

The CN Napadogan subdivision runs "cross country" 219 miles from Moncton to Edmundston. There are some nice bridges on the north end of the line, one being at Plaster Rock. It is nice but not shootable. Two bridges are in the Grand Falls area, one at Grand Falls proper, the other at New Denmark, where I shot CN Train 308 on the Salmon River bridge at 10:40. Train 308 was ordered at Edmundston at 08:25. The train, powered by SD60F 5538, SD40-2W 5299 and GP40-2LW 9453, looked quite small on the bridge. The shot is easy to get to, just use your "railfan sense". The derelict station at Grand Falls is still standing.

Other eastbound trains were seen- an intermodal at Rivière-Verte, a manifest in the yard at Edmundston [ONT SD40-2 1735 was the middle unit], and an intermodal at Pelletier, Québec. These were seen during an extended cloudy period. I stopped for lunch at the depanneur in Lac-Baker. This brings back memories of a family camping trip in 1972 to the Maritimes. We

TTCA [Trains Touristiques de Chaudière-Appalaches] FA-1m 616 (control cab and power pack; ex-Long Island 616), is followed by TTCA's former Long Island coaches 2709 and 2722. Pushing on the rear is Quebec Central U23B JMG1 on 8 September 2000 at Vallée-Jonction, Québec.

stayed at Lac-Baker campground, which is right next to the tracks. I slept in the car and I remember quite a few CN trains waking me up. At the time, I didn't know what the engines were, except that they "chugged" a lot. This was my first time that I saw six-axle MLW locomotives. The 2300s [M-636] were brand new at the time.

At St-Jean-Port-Joli, I caught up to CN Train 403 which had C40-8M 2450 and C44-9W 2596. By now it was sunny but the light was right down the track. I also needed fuel and found that ordinaire was now priced at 82.9 a litre, whereas last week regular was 76.9 in rural Quebec, with 70.9 in Quebec City. Fuel in Ville-de-Québec is now 83.9, ouch! I just put in enough to get me down the road a bit and found much to my surprise in Vallée-Jonction that fuel was at 76.9; I filled up!

St. Lawrence & Atlantic Quebec Train 393 follows the Rivière St-François at Windsor, Québec, on 9 September 2000. Powering the train is LLPX GP40 3000, SLQ GP11 8749, GSCX GP40 3733 and SLQ M-420W 3512.

I got to Vallée-Jonction and I hit the mother lode! I got there at 16:30 and shot the recently arrived tourist train with FA-1m 616, coach 2709, coach 2722 and U23B JMG1. Also available for photos was GP11 SG2 in fresh paint! SG2 had an interesting collection of freight cars behind it: ex-Roberval-Saguenay ballast cars 45 and 47, CP open bi-level autoracks 550328 and 550165, YKR 50-foot boxcar 20328 and BAR 50-foot boxcar 5837. Let's hope the revival of the Quebec Central Railway succeeds. The station at Vallée-Jonction has been restored and is open as a railway museum. Also on hand was ex-VIA RDC-1 6140 as EXMX 6140 in VIA paint.

I then headed southwest to Sherbrooke, following the route of the Quebec Central. Stations were found standing at Tring-Jonction and Thetford Mines, both in really rough shape. I have never been to this part of Quebec, the Chaudière River valley and the Beauce region are quaint and scenic, except for in and around Thetford Mines, where there is a huge open pit asbestos mine with tailings piles all over the place. Thetford Mines is quite a large city of about 20,000.

Quebec Central Railway GP11 SG2 (ex-Illinois Central 8722) meets the passenger train powered by U23B JMG1 (ex-Norfolk Southern 3944) at Vallée-Jonction, Québec, on 8 September 2000.

I got to Sherbrooke at 20:00 where it was Friday night, complete with a '66 SS396 Chevelle doing a burnout in downtown Sherbrooke. Observed was CDAC [Canadian American Railroad] Train 902 with CDAC F40PHm 461, HATX GP40 417, CDAC F40PHm 452, BAR GP38-3 354, and CDAC F40PHm 462. Also seen was SLQ [St. Lawrence & Atlantic - Quebec] Train 510 returning north to Richmond with M-420Ws 3505 and 3573, both in CN paint.

Saturday, 9 September 2000 - sun for the whole day!; to Montreal. 460 km

There was nothing going on at CDAC, so I poked around town and heard on the scanner that SLQ Train 393 was to be soon passing through Sherbrooke, heading north to Richmond. Train 393 was about 6 hours late! I

CDAC Train 903 is at Sherbrooke, Québec, powered by CDAC F40PHm 453 (nee Amtrak 385), HATX GP40s 418 and 408 and BAR GP38-3 353.

later found out from an SLQ crewmember that there had been a recent derailment, so trains were still a bit off schedule. Just south of Windsor, I shot 393 at 09:20 with LLPX GP40 3000, SLQ GP11 8749, GSCX GP40 3733, and SLQ M-420W 3512, all painted SLQ except 3512. At Richmond, I met a railfan from Arlington, Virginia, who has just returned from the Cartier. He did well and got the log train twice, a train which Glenn and I did not see. Train 393 was to spend the next couple hours switching in Richmond. SLQ Train 146 was ordered south for 11:30, so I headed back to Sherbrooke to see what was up on CDAC.

Not much as it turned out. Train 901 was still in the yard at 12:05, awaiting a crew. The engine consist was colourful with CDAC F40PHm 453, HATX GP40 418 (CSX paint), HATX GP40 408 (SCL paint), and BAR GP38-3 353. I then went to Waterville to await SLQ 146, which featured M-420Ws 3505 and 3573 chugging along as all good MLW built locomotives do, at 13:45. I then got her [woman engineer] at Compton and at 14:25, passing the station at Coaticook, where the chase ended.

I then cut over to Magog, hoping to hear something on CDAC, and went west to Farnham, where at 16:15 I shot GP35m's 510 and 507 switching in the CDAC yard; GP35m's 515 and 502 were at the engine facility. With no trains it was time to try boats. I got "saltie" tanker "Emerald Star" transiting the Sainte-Catherine lock upbound at 18:10. I also saw "Paterson" upbound, a boat that was seen before on Saturday the 2nd at Baie-Comeau, where she unloaded her cargo of grain. She was now upbound, loaded with iron ore from either Port-Cartier or Sept-Iles, for the steel mills of Hamilton.

Sunday, 10 September 2000 - another full sun day, a good way to end the trip; to Mississauga. 720 km

John Eull, a railfan friend who I have known for quite a while, spent the majority of the day with me, showing me the railway sights and sounds of Montreal. The first shot of the day was CP Train 500 at Ballantyne with single unit AC4400CW 8552. We then tried to get an eastbound CDAC train at Delson, but arrived too late to get the train. We then got over to St-Lambert with about two minutes to spare, in order to shoot VIA train 694, Amtrak's "Adirondack" service to New York City, with DM32AC 713 pulling six Heritage fleet cars.

I then wanted to see if there was any "marine" activities going on. On the way to the Port of Montreal, Algoma Central Marine bulk carrier "Algoville" was seen transiting downbound in the St-Lambert lock. At the port, other ships were seen, however. none could be photographed. There was quite a bit of human activity in Olde Montreal and it was quite pleasing to the eye.

We then checked out the Quebec-Gatineau Railway Outremont Yard, where we found a QGRY train ready to depart eastward with GP38 2005, SW15001504, and GP38 2007. At the engine facility were leased CN GP40-2LW 9523 [CNNA paint] and Huron Central SD45E 460, still in SP gray and red.

The early afternoon was spent checking out the railway action at Beaconsfield, where at 14:50, we saw and got four trains in one shot! Way in the distance was CP 535 going away from the camera, with CN 327 also going west. The eastbound trains were VIA 634 and CP 502. The action was fast and furious! CN 327 was of note, in that there were six brand new GCFX (Alstom) SD40-2 locomotives, 3065 through 3070, trailing the CN power. All except 3070, were painted in First Union Rail silver and green, however, the FURX markings had been replaced with GFCX.

CPR AC4400CW 8552 handles Intermodal Train 500 through Ballantyne (Lachine), Québec on 10 September 2000, en route from to Chicago.

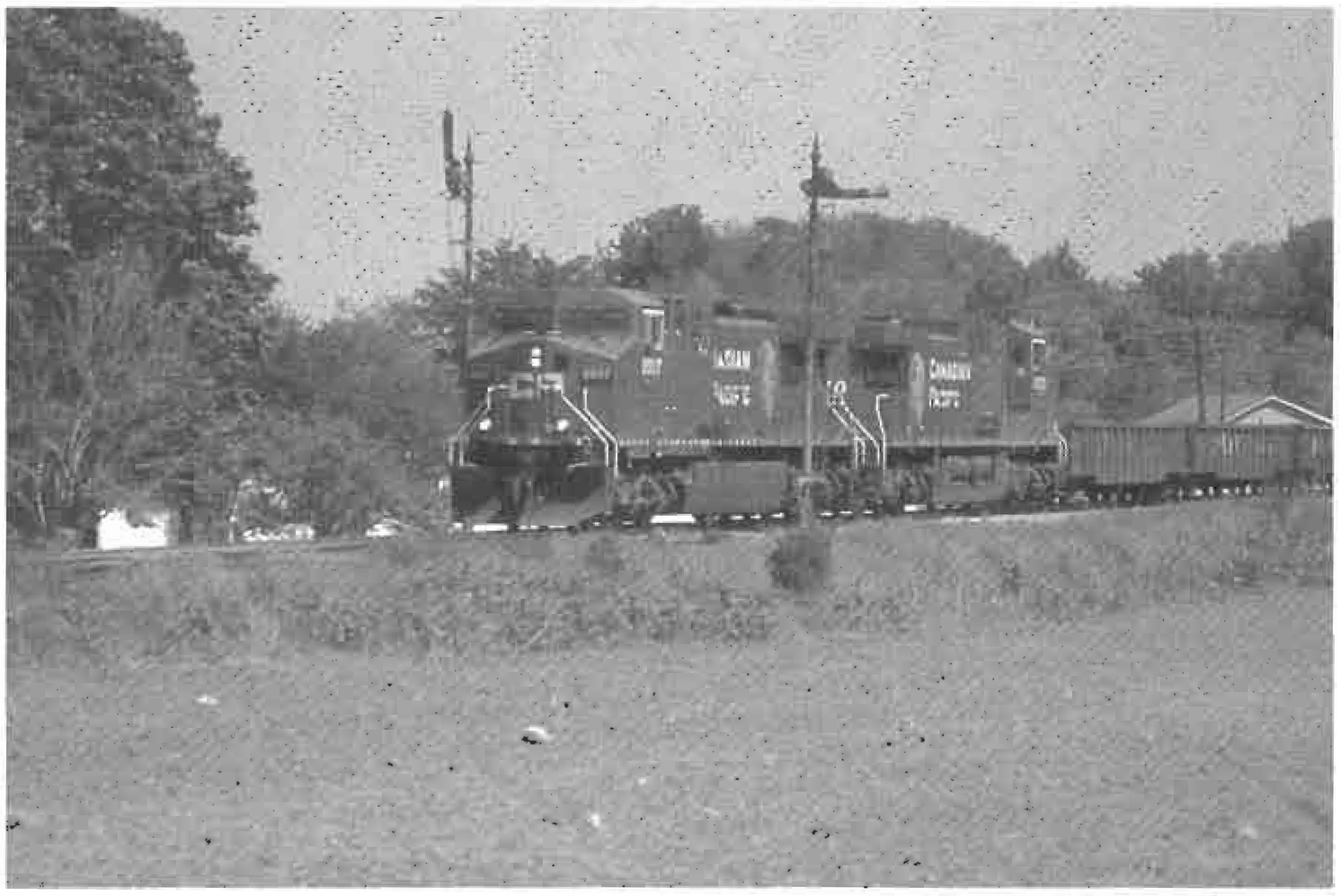
It was then time to bid adieu to John and his family, fuel up the truck at 85.9 [ouch!]; just the week before fuel in Montreal was 74.9. I messed up and filled the tank, I meant to only put enough in to get back to Ontario. In Cornwall, fuel was 74.9. At Cornwall, I got off Highway 401 and followed old Highway 2 west along the St. Lawrence Seaway to Iroquois. I did not see any ships until Iroquois, where I saw Norwegian registered, bulk carrier "Fossen" leaving the Iroquois lock, transiting downbound at 18:30.

The traffic on Highway 401 was quite thick from Gananoque onwards. Around Brighton, heavy rain came on so suddenly, that the traffic slowed down quickly and things were quite tense for a while. As always, there were a couple of "rolling roadblocks", one of these was an early '80's Mopar product moving along at 60 km/h with faint taillights and no headlights.

I got home at 23:00, having put 8,600 kilometres on the rental truck. I shot 20 rolls of Kodachrome - and they turned out fine. Even if they didn't, the memories will not fade away. ◘

Some Semaphores, a bit of Street Running and a Switchstand

By Charles W. Bohi
(Photographs by the author)



With the help of a telephoto lens, CP AC4400CW 8507 and a sister are leading a 6,541-foot #490 past the semaphores at Campbellsburg, Indiana, on May 14, 2000.

One of the many examples of sweeping changes that have taken place in railroading since 1970 is CP trains 490/491. Running between Chicago and Louisville, south of the crew change point of Terre Haute, Indiana, these manifests run on ex-Milwaukee and former Monon trackage.

In 1921, the Milwaukee Road, reaching for the coal fields of southern Indiana, acquired the Chicago, Terre Haute and Southeastern. Crossing the Monon mainline from Chicago to New Albany, Indiana, across the Ohio River from Louisville, at Bedford, what was the Milwaukee's Terre Haute Division ended 62 miles east of Westport, Indiana.

The Monon, also known as the "Hoosier Line", was a small Midwestern Class I railway. A reach for the big time by building to the eastern Kentucky coal country came to a sudden end in 1890 when a disgruntled shareholder gathered enough proxies to throw the existing management out. After than, the Monon settled down to earn a precarious living on local coal business and bridge traffic between Chicago and Louisville. Despite friendly connections with the Louisville & Nashville as well as the Southern, the Monon's route to Chicago was at a disadvantage. Burdened by a roller coaster profile and surrounded by stronger competitors with better lines, the Company was always a marginal property.

Mergers of eastern lines in the 1960s convinced the Monon management that it could not survive as an independent system in the new environment. After failing to interest the Southern, the "Hoosier Line" disappeared into the Louisville & Nashville in 1971. To protect the Southern's access to Chicago, the Interstate Commerce Commission gave the Milwaukee Road trackage rights from Bedford to Louisville.

Hardly a financial Gibraltar, the Milwaukee came unglued in the late-1970s and emerged a shadow of its former transcontinental self in 1980. However, though now using trackage rights to replace much of its own line between Chicago and Bedford, the routing survived the debacle and it was inherited by the Soo Line when it took over the Milwaukee in 1986. In turn this became a CP line in 1990.

Today, as part of the much larger CSX, the ex-Monon mainline north of Bedford has been broken by abandonment. Nevertheless, while the ten miles between Bedford and Mitchell are of little use to the eastern giant, south of there it has found life as part of an important secondary main between Louisville and St. Louis. (West of Mitchell, Indiana, the former Baltimore & Ohio main that one ran from Cumberland, Maryland, to St. Louis is used.) In addition to CP 490/491, six to ten CSX trains run between Louisville and Mitchell.

Nevertheless, much of the Hoosier Line's heritage remains. From near Salem to Orleans, Indiana, ex-Monon upper quadrant semaphores still guard over the trains. Installed between 1916 and 1929 when the Company had a little extra cash, these signals were once common throughout the United States. Moreover, the Monon was once famous, or is it infamous, for its street running. As a result today CP 490/491 have to navigate along a main street that forms part of the courthouse square in Bedford, seat of Lawrence County.

About to cross the former Baltimore & Ohio mainline that once ran from Cumberland, Maryland, to St. Louis, CP 8507 hauled Train 490 through Mitchell, Indiana, towards Bedford on May 14, 2000.

While the reminders of the Milwaukee are harder to find, at Williams, ten miles west of Bedford, a classic switchstand still recalls a system that once left its imprint across half a continent.

CP AC4400CWs, running by some semaphores, doing a bit of street running and passing a classic Milwaukee Road switchstand. What a wonderful combination of new and old that recalls a time when railroading was very different from what it is today.

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Scribbins, Jim. The Milwaukee Road Remembered (Waukesha, WI: Kalmbach Publishing Co., 1990)

CP AC4400CW 8557 and a sister pass the ex-Monon semaphores at MP 273, Hoosier Subdivision, with Train 491 at twilight on May 13, 2000. Mileposts are counted from Chicago.

The traffic light is green as CP AC4400CW 8507 moves Train 490 along one side of the Courthouse Square at Bedford, Indiana, on May 14, 2000. The Lawrence County courthouse is out of view to the left.

As CP 8507 pulls Train 490 through the hamlet of Williams, Indiana, on May 14, 2000, the red and white switchstand recalls a time when the Milwaukee Road passed through the area. ◘

Tid Bits by Duncan du Fresne

Mountain and Winter Railway Operating Conditions in Canada

Recently, I came across a 1972 paper which had been prepared for the Institution of Mechanical Engineers, Railway Division, by Mr. Charles W. Parker who was, at the time, the Assistant Chief of Motive Power and Rolling Stock for the Canadian Pacific Railway Company. The paper presents in easy to understand fashion the trials and tribulations faced by railway management and railroaders themselves during the Canadian cold weather months from the mountains of Alberta and British Columbia, to the Prairies and Northern Ontario.

While the contents of the paper are a little dated, technologically, by the year 2000, they are nonetheless still very much on the mark in many ways. I thought the readers of **Branchline** would enjoy this paper as winter fast approaches or is upon you, depending on where you live. Best of all you don't have to be a mechanical engineer to understand it! For the sake of brevity, remembering that this is a Tid Bit, I have taken much of Mr. Parker's paper out of context as I went along and, hopefully, I haven't lost anything. Enjoy!

Winter's effect on the railway line: Summer and autumn offer pleasant operating conditions for railroading in Canada. Temperatures are generally below 100 degrees Fahrenheit, tornadoes are rare, and dust storms occur only in scattered arid areas after a prolonged drought. About the only natural hazards are cloudbursts which can cause creeks and rivers to wash out culverts and bridges or can rupture beaver dams to wash out stretches of track; heat waves which induce rail kinks or skewed track due to uncontrollable rail expansion; and forest fires.

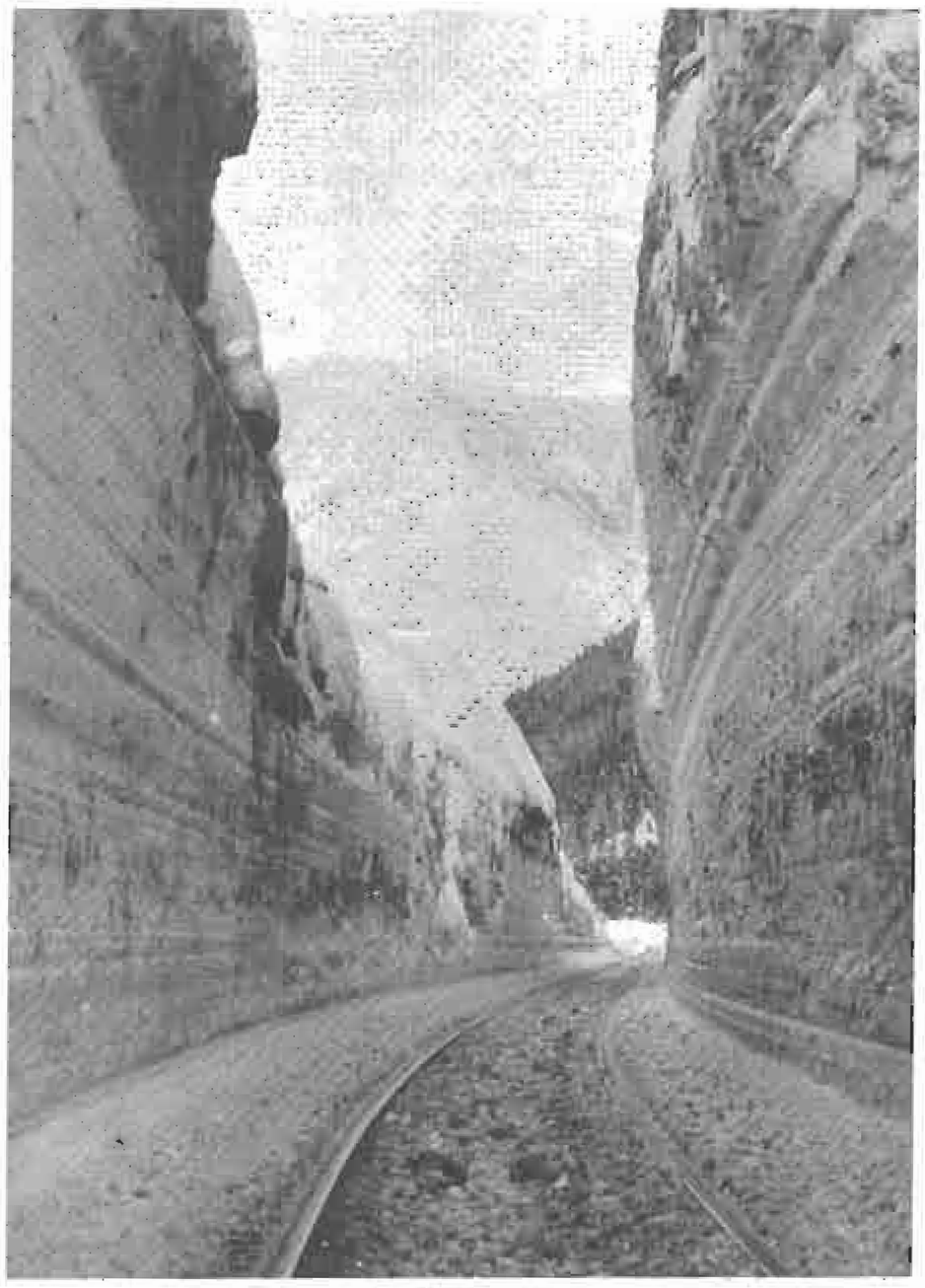
When winter strikes, as it may with startling suddenness, temperature in affected locations can drop to zero as early as October and untimely snowstorms can deposit up to two feet of snow in one day on green fields. These are only minor nuisances; their worst effect is to catch passenger train (steam) heating systems lacking adequate pre-conditioning and thus to cause some temporary discomfort. But as winter deepens, problems mount in two principal areas: in Northwestern Ontario where temperature can hover below –40°F for two or three weeks on end, and in British Columbia where Canadian Pacific trains must battle blizzards and avalanches in climbing through a series of isolated mountain passes on grades of 1 in 45 (approx. 2.2%) between the prairies and the Pacific Ocean.

The following extracts are from a few of the telegrams received at CP Rail's Montreal headquarters from their Pacific Region in Vancouver in the winter of 1971:

December 25, 1971: "Due to severe weather conditions train operations severely hampered over most of Pacific Region. Blizzard conditions exist on Cascade and Thompson Subdivisions with temperature ranging to two below zero. Passenger train 2 (the transcontinental "Canadian") left Vancouver 45 minutes late, was held 3 hours and 45 minutes at North Bend to clear switches, and arrived in Kamloops (251 miles from Vancouver) 6 hours and 5 minutes late. Total failure of CTC system occurred on Cascade Subdivision midnight December 24. Train phone circuits also out of order."

January 9, 1972: "At 1615 a snow slide 1600 feet long and up to 16 feet deep occurred at Ross Peak, mileage 88.4 Mountain Subdivision severing CTC code lines. Plow and three bulldozers dispatched to scene. CTC restored at 2110 and line clear at 0545."

Before the advent of bulldozers and front end loaders the main weapon for snow clearing was the wedge plow, and the rotary. If the snow, as in a slide, was any depth above the rotary plow or wedge plow height, it had to be cleared by hand. Many days were required to clear such a slide. Remember that massive snow slides that covered the right of way 40 or 50 (or more) feet deep were often full of rocks and trees and until these were located by prodding the snow with long steel rods, the rotary plow could not do much. It is, after all, a snow plow, not a boulder and tree plow! The photograph shows a main line snow slide in the 1930s east of Albert Canyon, it is 1,500 feet long and 57 feet deep!



To illustrate the ineffectiveness of a rotary plow just look at one working in Rogers Pass in 1910. Fourteen hand shovellers can be seen in the photograph below, some preceding the plow and just look at the amount of debris in the snow. That rotary can ingest a lot of the smaller stuff, but a large unseen boulder or tree can put the rotary out of action.

The old wooden snow sheds were a great help but the modern concrete ones are much better, and much costlier. But snow sheds can be destroyed when a slide is so massive that it brings down the side of a mountain and buries everything under thousands of tons of rock and gravel as well as snow and other debris.

For many years now the most effective weapon against snow slides of these magnitudes is a Canadian Army mortar shell. Well aimed shells can be fired up into areas where the snow is building in a known slide area and brought down before it can do a lot a damage. This is known as avalanche control. In addition to the railway there's also the Trans Canada highway to think about.

The following verbatim message was issued on January 27, 1972, by Canadian Pacific: "Snow machines in Laurie (snow) Shed now 50 feet apart but removal of damaged timbers delaying clearing operations. Bulldozers have reached north side of shed at damaged section. They are well above track level but are digging themselves down and in position to winch broken timbers out of snowshed. Snow inside the shed is being moved by front end loader to a bulldozer to another front end loader to a blower which is discharging the snow through an opening in the concrete shed. First transfer of passengers by bus completed this afternoon".

Aren't you glad you're not the Division Superintendent with this sort of a problem!. And, if this wasn't enough hundreds of telegraph poles were disrupted and thousands of crossarms were broken or torn off on the Mountain Subdivision alone in the winter of 1971-72. But the Laurie shed wasn't left alone for long. Broken inward and blocked by the massive slide of January 25 and 27, it was no sooner repaired but crushed again on March 10 by a slide from the south or adjacent mountain side. Again on March 10, in the Kicking Horse Canyon, 55 miles to the east, a westward freight train was stopped by a slide at mileage 27.7, approximately 100 feet long and 15 feet deep and containing rock and trees. While this train was standing a second slide smashed into the centre of the train derailing three cars and sending them down the river bank and burying others. On the following day a work train proceeding from the derailment was struck by a third slide and was likewise derailed. Minutes after the work train was derailed a fourth slide struck a freight train in a nearby siding derailing two cars. A tank car was carried out of a freight train and was deposited at the edge of the Kicking Horse River during this period.

When avalanche season is over in the mountains of British Columbia, some time in March, an uneasy calm settles over the railway while heroic efforts are made to move the immense backlog of grain, sulphur, potash and coal that accumulates on the Prairies and in the Crowsnest Pass awaiting restoration of normal service. March and April are rainy months, massive slides of mud, gravel and rock can be expected in the Fraser River Canyon between 100 and 150 miles east of Vancouver. Here the CN and CP railway lines run on rocky ledges on opposite sides of the river, dwarfed by towering rock walls interspersed with slanting stretches of rock slides. Such is life on the railways in the mountains of Western Canada. It can be so beautiful and spectacular, breathtaking in fact, except when nature decides to go wild.

While British Columbia's winter operating problems are mainly centred around the drama of battling snowfalls which have reached, at least at Glacier, depths of 60 feet or more in a winter, extreme cold is a rarity. Temperatures of 30 degrees below zero Fahrenheit are infrequent and only on rare occasions and in limited areas do they fall below minus 40 degrees F. Not so on the Prairies and in northwestern Ontario. There temperatures often exceed 40 degrees below and have been known to reach minus 64 degrees F. Snowfall is relatively moderate but the snow is dry and when carried by the strong winds in the open spaces the snow can pack into drifts 30 to 40 feet deep and so hard that plows are powerless to drive their way through and bulldozers must be used to slice a trench through the drifts. Propane-fuelled switch heaters become inoperative below –36°F as commercial propane will not vaporize at that temperature. Cold is the enemy not only of men but of equipment, and the wind chill factor is its sharpest weapon. Thus the winter operating problems of Canadian railways fall into two distinct geographical areas highlighted by extreme snowfalls on the heavy mountain grades of British Columbia and by severe cold on the plains of Saskatchewan and Manitoba and through the forests of northwestern Ontario.

Locomotive Problems in Winter

Although the first diesel locomotive in Canadian Pacific service was, essentially, a British product – a 550-HP switcher, although built by National Steel Car of Hamilton, Ontario, in 1937. The prime mover was built by Harland & Wolff of Belfast, Ireland, with electrical equipment supplied by Laurence Scott and Electromotors of Norwich, England. The subsequent conversion from steam to diesel motive power involved at first American built switchers and road locomotives, then Canadian built copies of American standard designs. None of the earlier diesel locomotive types was designed to cope with severe cold or snow. The cabs of the early switchers, heated by engine cooling water piped through one or two fan-operated heaters in the cab, were so cold that canvas blankets were secured over the engine radiators in winter to raise the temperature of the cooling water. A common practice among enginemen was to maintain a light brake application on switching locomotives so that the engines would work harder and transmit more heat to the cooling water. This custom persists yet at the colder locations.

Enginerooms were even colder than cabs because of the large volumes of air drawn in to supply combustion air to the engine and cooling air to the main generator and traction motor blowers. Excluding the much greater volume of air required for radiator cooling, the total requirement of filtered air for the engineroom ranges from 18,700 cfm for a 4 motor 1500 HP unit to 42,600 cfm for a 6 motor 4000 HP unit. Particularly on the earlier road units so much snow was drawn in through the carbody filters that snow deposits up to two feet deep have built up on engineroom floors. As the filters blocked with snow higher intake velocities developed and snow-laden air was sucked in through any opening including any apertures in the partition between the cab and the engineroom. Thus negative pressure developed in the cabs causing more cold air to infiltrate at the windows and doors despite the best efforts to install weatherstripping.

Snow-laden air drawn through the main generator and traction motor blowers caused moisture grounds (ground relays) in these components in such profusion that the principal task of locomotive maintenance shops in winter was to change out traction motors. In addition, countless locomotive failures developed from snow meltage on switchgear, contactors and other electrical apparatus. The standard practice applying to the earlier models of diesel road units was, and still is, to blank off a number of the body air filters according to various patterns developed individually for the different types and varying with the geographical location of the owning railroad.

Among the latest improvements in cab heating is the pressurization of cabs using air tapped from the traction motor blower duct and fed through a 5 kilowatt electric heater, thence through flexible tubes to the front window defrosters. This scheme nearly eliminates drafts from doors and windows. In addition, all new motive power has double-glazed side windows to combat frosting of the interior surface and to reduce heat losses at the windows. Consideration is now being given to the use of electrically heated front windows. This arrangement has proved effective on test applications but its high cost has deterred wide acceptance. If electrical heating of windows is adopted, the heated air now supplied through defrosters will be directed elsewhere in the cab, probably near the bottom of doorways.

Now, on to fuel systems. The quality of diesel fuel used by North American railroads varies with geographic location and other considerations. A typical specification for winter grade fuel for a road operating in the northern United States would require a maximum cloud point of –5°F and a pour point of –15. Most northern U.S. railroads now require all road units to be equipped with some form of fuel oil heater. In addition, certain railroads add a small quantity of methyl alcohol to the fuel to protect against the results of over-cooling. On the Canadian Pacific winter grade locomotive fuel has a maximum cloud point of –20°F and a pour point of –30. On both sides of border, however, numerous fuel system failures occur in winter owning to blockage of the suction filters with wax or ice crystals.

As all diesel fuel contains dissolved water and wax, fuel stoppages would be much more numerous than they are if diesel engines burned all the fuel delivered to the injectors. In practice a considerable volume of fuel warmed by proximity to the engine cylinders is returned unused to the fuel tank. When the engine is idling the return fuel should warm the fuel in the tank sufficiently

to prevent waxing or icing of the lines and filters. Two-cycle engines return a higher percentage of the fuel pumped to the engine than do 4-cycle engines.

Trouble develops when a nearly depleted locomotive fuel tank is filled with cold fuel from the wayside tanks. The size of wayside tanks makes a difference as fuel stored in small tanks or in nearly empty tanks will be considerably colder than fuel stored in a well filled large tank, under equivalent ambient temperatures. Moreover the solubility of water in fuel decreases with temperature. The fuel tanks of locomotives are prone to accumulate water in service as fuel levels rise and fall while winter ambient temperatures during a single locomotive run may cover a range as high as 80 degrees. The dumping of cold fuel into a nearly empty tank, therefore, may not only reduce the temperature of the mixture to a critical level but will cause water dissolved in the fuel already in the tank to come out of solution as a fine haze of ice crystals. When a fuel stoppage occurs it is usually soon after refuelling. The problem has been attacked in several ways. One approach involves a simple heat exchanger which in its basic form consists of two concentric tubes, one carrying warm return fuel while the other is the suction line the contents of which are warmed by the return fuel. Under idling conditions or on the lower horsepower engines where the quantity of return fuel exceeds 50 percent of the pump capacity, this arrangement can suffice. If only a minor fraction of the fuel pumped to the engine returns to the tank, the heat balance is unfavourable and icing or waxing conditions will develop.

Much the same principle is used in the installation of a small holding tank of approximately 500 gallons capacity within the main fuel tank. Fuel return and suction lines are served by a hot-well or holding tank which is replenished through a small aperture from the main fuel tank. Refuelling with cold fuel thus has only a minor effect on the fuel in the holding tank. Again a favourable heat balance depends on the percentage of fuel that is returned warm to the tank. For engines in the medium to high-horsepower range a heat exchanger is a necessary appurtenance. The usual variety circulates engine cooling water through the heat exchanger and a separate pump is required to transfer fuel from the holding tank through the heat exchanger and back to the holding tank.

A third more complex arrangement is also available and described in Mr. Parker's paper, but I'll not go into it here, suffice to say that on diesel units not so equipped, the common defence against fuel icing is to add 0.1% by volume of isopropyl alcohol to the fuel tank when refuelling, notwithstanding these precautions, winter maintenance instructions call for periodic draining of water from fuel tanks.

What about compressed air systems? On all classes of earlier road diesel units used in Canada, as well as on Budd Rail Diesel Cars, the approach of winter heralded the inevitable blockage of compressed air systems with ice. In the coldest territories locomotives were kept in operation only with the repeated injection of isopropyl alcohol into the compressor discharge pipe before the first main reservoir and special dispensers were developed for this purpose. Many designs of aftercoolers were produced, but those types that functioned most effectively in reducing the air temperature to the ambient level were the most prone to freezing. Icing occurred at different locations on different classes of locomotives, not only in the compressor discharge piping through the aftercooler and the two main reservoirs but at the several ancillary air-operated appliances such as the sanders, whistle and bell-ringer.

Automatic drain valves are of questionable value; they cause the compressor to work harder and thus to entrain more moisture, and in extremely cold weather the drain valve itself can freeze up and cease functioning. Extra large capacity aftercoolers inclined so that condensed water can run backwards toward the warmer end and drain into a trap have proved useful on new units but are relatively costly and not readily adaptable to the older units. With the latter the alcohol dispenser remains the common alternative.

There are miscellaneous winter problems affecting locomotives. Before roller journal bearings became standard equipment on road locomotives the oil-saturated wool pack of plain journal bearings required frequent renewal to get rid of the water that condenses in journal boxes in cold weather. As the locomotives could receive frequent servicing such attention was more of a nuisance than a critical problem. On freight cars on the other hand, which are serviced much less frequently, it is common to find the journal boxes clogged with snow and in many cases on standing cars, to find that the oil has been totally displaced by ice.

Locomotive roller bearings, however, also accumulate moisture in winter and one feature of the monthly inspection is to drain water from the axle boxes. Condensate forms also in traction motor suspension bearings and many instances of overheated bearings have developed from water blocking the wicks that supply oil to traction motor suspension bearings. The lubricating oil used in both applications includes a demulsifying additive aimed a separating water from the oil to facilitate the periodic draining of water from these bearings.

Sand boxes and sand traps likewise accumulate moisture in cold weather which causes blockage of the rail sanders at a time when sanding the rail is most needed. The problem is not helped by the fact that there is very little pure silica sand in Canada as most sand deposits contain some clay or feldspar which handicap the effectiveness of rail sanders.

Snow on the track adversely affects wheel/rail adhesion but is considered a fact of life in winter. Under strong winds dry snow can pack into drifts that fill the railway cuts and cover the track with a blanket of very hard snow. The deeper drifts are not the most critical; the built-in plow on the locomotive nose will either cut its way through or the locomotive will stall. Instances have occurred, however, when the bottom edge of the plow has become damaged so that it no longer cuts through the shallow drifts, and locomotives at moderate to high speed have planed up on the surface of the drifts presumably because of the shape of the underside of the traction motors, and have caused serious derailments.

There is much more to railway winter operating problems in Canada than we've covered so far, so you'll have to wait for the next issue of **Branchline** where I'll present the rest of Mr. Parker's excellent 1972 paper. While his paper is now almost 30 years old, it sounds "space age" to this former steam age railroader. The Socio-Economic state of the country, technology, operating practices, and the health and welfare of the workers have changed, as have other factors, and continue to change. Such change is inevitable, so is its effect on the railways, especially during the winter months! ◘

SD40s are no match for a shale rock slide in the Canadian Rockies.

We are looking for your ideas on a new edition of the *Canadian Railway Station Guide*

The *Canadian Railway Station Guide* was published in 1998 and the Bytown Railway Society's publication committee is considering publishing a new version. However, we are not convinced that the format used (basically using the concept of the *Canadian Trackside Guide*) was the best for members and others with interests in stations. We would like member input on what they prefer. To do this we have prepared the following short survey for you to complete.

Content:	More	The Same	Fewer
1. Provide more photographs	❑	❑	❑
2. Diagrams	❑	❑	❑
3. Listing (how much information?)	❑	❑	❑
4. Other (Suggestions)	❑	❑	❑

Format:

1. Size: Same (8½" x 5½") ❑ Approx. 7½" x 9" ❑ Full Size - 8½" x 11" ❑

2. Type: Vertical (Portrait) ❑ Horizontal (Landscape) ❑

Other Comments and Suggestions:

Kindly send your reply to the Guide editor, Bruce Ballantyne at e-mail: bballantyne@igs.net, by regular mail to the Society's address, or by telephone at (613) 592-8735. Thank you.

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A Christmas to be Forgotten

By Bill Cole

A railroad man over the years, at least in the past, could never count on being home on a special holiday to be with his family. Up to the 1950s, the railroads were not plagued with the issue of statutory holidays and the accompanying statutory pay. Special holidays just did not mean the same to the companies as they did to the employees. Indeed, it was common knowledge up to the 1960s that the companies would always clean out their storage yards around Christmas and run extra trains east and west of cars that could be stored elsewhere and do so in a rather casual fashion - there was no hurry associated with the movements.

Now, we would have our Christmas hoggers and conductors making unusual trips as there would be no available regular engineers and conductors in the terminals. This meant that "classed" brakemen would be pressed into service as conductors and "classed" firemen would be called as engineers. In this case, "classed" means qualified.

Once these trains had departed the home terminal, usually on December 24 or December 31, there was no guarantee that the crew would get back home for the holiday. Nor did anyone from management seem to care. The interests of the employee were never front and centre with the company. Thus many a railroad running trades employee would spend Christmas and/or New Year's away from their home terminal in the confines of a snazzy bunkhouse. Fortunately, the railroads today are not hesitant about deadheading employees home for the holidays, a giant step forward!

The following story describes one of my experiences, caught in the Christmas shuffle. It all began on December 24, 1968, in Capreol, Ontario. I had been firing a regular passenger assignment and was due out on CN train No. 4 from Capreol to Parry Sound that very morning, returning on No. 3 before midnight. It being the Christmas season, however, I was temporarily set up on the engineer's spare board to help cover the holiday shortage of engineers.

I was called that morning for train No. 407 for 06:00. No. 407 was a regular assignment with the engineer returning on No. 408 (ex-Foleyet) under normal circumstances.

I was congratulating myself on my good fortune as I had just missed a snow plow west for 04:00 and, if my assignment was anywhere near on the advertised, I would be home in the wee hours of Christmas morning. The day started out crisp and clear and we set out for Foleyet with GP35 4001 and C-424 3209. With little traffic, we got to our destination around the noon hour. We checked with the Foleyet operator and were told that our returning train (No. 408) was to be ordered in Hornepayne for around 15:00 and was a straight shot which looked like at least a 21:00 call for the trip back to Capreol. Good timing, by golly. We would be home around 02:00 if our luck held out I thought. It was all wishful thinking, as events were to show, but we were all trying to remain positive with the prospect of Christmas dinner and a relaxing day at home with the family staring us in the face.

After a bite to eat, we hit the hay for about six-hours of sleep. I awoke after 18:00 and figured that I may as well get up and get ready for my call. We had a phone in the bunkhouse at Foleyet which was directly connected to the operator in the station. I gave him a call to check on the progress of No. 408.

It shouldn't have been a shock to me when he informed that No. 408 was not yet ordered in Hornepayne and that there was a shortage of crews there at the moment. It was no real surprise at all. After all, it was Christmas Eve!

I was angry, mostly at myself for not booking sick on arrival and going home on the last eastbound to Capreol which I had now missed by over two hours. I well realized that I was going to be stranded in Foleyet on Christmas Eve. I decided therefore to go downtown to the only hotel in town and eat supper, thereby saving my remaining food for the morning when I either would get called or decide to book sick and go home on something.

A long evening of television and a good night's sleep ushered me into Christmas morning. There I was, having missed the morning fun of watching my family open their gifts. I decided then and there that I may as well wait for my train which, according to the operator and train dispatcher, would be in Foleyet around 16:00. I still had lots of food and a restaurant was available. As well, I was getting paid continuous penalty time, so I caught up on my reading.

At about 15:00, I found out that our train was having power problems in Hornepayne. Crews were still scarce in Capreol and in Hornepayne and CP had experienced a derailment in the Chapleau area. This meant that CP No. 2, "The Canadian" was being re-routed over the CN from Oba through to Sudbury. It would be passing No. 408 in Hornepayne and was due in to Foleyet just before midnight.

It then hit me that there were no spare Capreol engineers in the bunkhouse and none coming, to my knowledge. That left me as the only living hogger available to pilot No. 2 into Capreol. Somebody had to do it I guessed and that somebody certainly looked like it would be me. As time slipped by, there was another nap and another meal. It was 21:00 and the bunkhouse phone jangled with the thrilling news that I was called for 23:00 to pilot CP No. 2 with engines FP7A 1402, and RS-10s 8572 and 8558. It was time to eat again, make a sandwich and fill a thermos with hot tea. After all, it would be a long night on the road with the temperature at about -35 degrees Fahrenheit.

Canadian Pacific No. 2 finally arrived at Foleyet at about 00:30 on Boxing Day and spotted for water. I met the head end crew of Engineer Larry Turner and Fireman Gerry O'Brien. I advised them to slip over to the bunkhouse, use the facilities, have a hot cup of tea or coffee and fill their own thermoses in preparation for what could be a long night.

Each of the three CP units had a steam generator and all three were working hard in the sub-zero weather. It was now -45 degrees Fahrenheit, extremely cold regardless of the measurement system.

We finally left Foleyet at about 02:00 after the thawing of some very important pipes on the train and the tightening of a few connections. I wasn't overly enthused about running the second CP train in my repertoire (I love that word). I had piloted a CP freight from Capreol to Foleyet about ten months previously with three C-424s for power and a crew from MacTier.

On board No. 2, O'Brien checked the generator water levels in the two trailing units as we neared Gogama, the halfway point. There was an emergency water supply there and he felt that we had better stop and refill the steam generator water tanks or things would be dry before our arrival in Capreol.

At nearly 04:00 and in -52 degree F weather, we stopped at Gogama. It was necessary to rouse the section foreman from his nice warm bed to open the pump house and start the pump to refill our thirsty tanks. Steam leaks all through the train meant that a lot of steam and water was being wasted.

At 06:00, we got away from Gogama and travelled towards Capreol at reduced speed to help maintain steam pressure in the coaches. Along with meeting a couple of trains and the reduced speed, we blazed into Capreol at around 08:45 fully enveloped in steam and frost. It then hit me that I had totally missed Christmas Eve and Christmas Day. What a great feeling! I really felt sorry for the CP crew who had also missed the Christmas fun at home and who were hundreds of miles and many hours from their homes in Chapleau. I knew Engineer Turner from an occasion when he had piloted CN No. 2 from Franz to Chapleau a few years previously at a time when I was firing a regular passenger assignment between Hornepayne and Foleyet.

I vowed upon completion of that trip that I would never get caught away from home on Christmas unless the situation was in my favour. I am proud to say that I lived up to that vow. I worked a few Christmas trips after that but it was after my family was grown up and Christmas did not have the same family connotations as it did when my two daughters were young.

Being away from home is no fun at any time. It is part of the life of a railroad train crew, however. Trains don't stop running because of holidays and somebody has to man them. Of course, you always hope that it was not you but someone else.

By the way, that snow plow crew ordered ahead of me to Foleyet on that fateful December 24 got there around 11:00 and headed back to Capreol with the plow and caboose behind the engine. Good place for the plow. They left upon our arrival at Foleyet and were probably back in the home terminal at around 17:00 on Christmas Eve. It just wasn't my day. ◘

Information Line

CN

CN SLAPS CUSTOMERS WITH FUEL SURCHARGE, REPORTS QUARTER RESULTS: CN is hitting its customers with a surcharge of four per cent on its general cargo shipments starting November 1, and is considering an additional surcharge on intermodal shipments to offset the high cost of fuel. CN is the last major railway to impose such tariffs because most of its fuel purchases this year were hedged against future price increases. The intermodal surcharge could go up to six per cent, depending on fuel prices, and would apply only to trains carrying containers, which travel at faster speeds because of competition and tend to gulp more fuel.

CN reported net income of $216 million or $1.09 a share for the quarter ended September 30 -- a nine per cent increase over last year's third quarter profits of $199 million, or 96 cents a share. Third-quarter revenue grew by four per cent to $1.3 billion, and its overall expense increased 1.8 per cent for the quarter to $923 million, reflecting continued cost control in the face of fuel prices that went up by 44 per cent. CN still achieved an operating ratio -- the portion spent on expenses -- of 69.4 per cent, the best among North American major railways. (Canadian Press, October 23)

ISO 9002 CERTIFICATION FOR CANAC'S LOCOMOTIVE REMOTE CONTROL MANUFACTURING PLANT: Production of locomotive remote controls at CANAC's expanded 22,000-square-foot Remote Control Technology Center in Pittsburgh, PA, has received ISO 9002 certification. Frank Trotter, CANAC president and ceo said, "Our own drive for higher standards of product safety and ever-increasing competition have led us to more stringent requirements for product quality. To continue to lead our competitors and to maintain good economic performance for our technology products, a company like CANAC needs to employ increasingly effective and efficient production, installation and customer support systems. That is why we submitted our Remote Control Technology Center to the strict ISO audit."

The CANAC family of remote control products consists of a range of locomotive remote control systems for industrial and railroad operations, the fully upgradeable CANTRAC™ models, to the specially featured CANTRAC™ LT (Lead/Trail or push-pull); and CANAC's flagship product and the industry gold standard BELTPACK® system. First pioneered by CN, remote control operation using the BELTPACK® system is a very mature technology in Canadian Class 1 railroads. With more than 125 BELTPACK®-equipped locomotives, CN is the largest single user of locomotive remote control systems in North America. Founded in 1971 as a wholly-owned subsidiary of CN, CANAC provides knowledge-based products and services to railroads, rail-related industries, companies operating their own on-site railroads, and governments. (CANAC INC., Canada Newswire, October 23)

CN'S TELLIER VOWS TO STRENGTHEN TIES WITH SHORTLINE RAILROAD PARTNERS: Speaking to delegates at CN's 2000 Shortline Workshop recently held in Montréal, president and ceo Paul Tellier said CN is committed to making its connecting shortline railroads full partners in its scheduled freight service offering. "Scheduled service is the key to making us the best in customer service and efficiency. It's the way to win back business... We must focus on integrating the service we (CN and shortlines) offer together to shortline customers. We want them to gain the advantages of scheduled service," said Tellier.

With nearly a quarter of CN's business either originating or terminating on shortline carriers, Tellier said it was important to work together. He urged shortline operators, at a time of soaring fuel prices, to press governments to lower punitive rail fuel taxes. He also invited shortlines to work with CN to show governments that railroad deregulation has benefited the economy, shippers and the entire rail industry. He told carriers that the current CTA review provides opportunities to improve the system further. Tellier said the system should be modified to make it easier for large railroads to transfer lines to shortline railroads. Second, he said, the rail industry needs a regulatory system where the bar is set very high before parties submit rate disputes to final offer arbitration. Third, and above all, Tellier, said railroads require a system that permits them to earn their cost of capital to attract the capital the industry needs to meet customer requirements. Tellier said forced open-access would constitute re-regulation that could set the industry back decades. (CCN Disclosure, October 24)

ROADRAILER EXPANDS: CN's RoadRailer intermodal system will now link Montreal and Toronto with California and Arizona, thanks to an agreement with Burlington Northern Santa Fe. BNSF's Ice Cold Express service will, in turn offer a link for fruits and vegetables from the region into Chicago, Toronto and Montreal over CN lines. The goods will then be taken onto roads with refrigerated versions of RoadRailer equipment known as ReeferRailer. "Through this BNSF-CN partnership, we can now give growers and grocers access to new markets with a true truck-competitive transportation alternative," said Steve Bransum, group vp, BNSF Consumer Products. The railways will use a common terminal in Toronto. (**Truck News**, and **Business Wire**, October 20)

CN REVISES THREE YEAR PLAN: CN updated its three year rail network plan on October 30, to move the Newmarket subdivision from mile 12.9 to mile 42.5, and the Uxbridge subdivision from mile 40.3 to 61.0, into the Transfer category. For lines in this category, CN can transfer their proprietary or operating interest in them to a short line operator. (CN Web site)

CN LOGO CHOSEN AS ONE OF TOP 50 CORPORATE LOGOS OF ALL TIME: A prestigious international panel of leaders in design and business has chosen CN's logo as one of the Top 50 Corporate Logos of All Time - the only Canadian company to make the list. The judging panel, made up of architects, industrial and graphic designers and business leaders, chose the 50 global winners for a competition jointly sponsored by the Financial Times and Report on Business (ROB) Magazine. When it was created in 1960, the logo was considered bold and audacious, and as the judges remarked, the trademark still looks modern 40 years after its creation. Industrial designer Jasper Morrison called CN's logo "a perfect blend of symbol, typography and intent." The logo was Canada's sole winner and was voted number 38 in the world. In order to make the Top 50, the logo had to look great, accurately reflect the company's activities and aspirations, and have a positive effect on perceptions of the company among the public and employees.

In 1960, Allan Fleming, the young and highly regarded Canadian who designed the CN trademark, made a prophetic pronouncement on its lifespan. "I think that this symbol will last for 50 years at least. I don't think it will need any revision, simply because it is designed with the future in mind." Fleming said his vision was to use a continuous flowing line to symbolize "the movement of people, materials and messages from one point to another." As the eye moves from 'C' to 'N', the image suggests fluidity and motion. He also said: "It's a route line that incidentally spells CN."

The logo was commissioned after CN had invested close to $2 billion during the 1950s in equipment modernization, computerization, facility upgrades, and new management and financial structures. The logo was at the heart of a broader overhaul of CN's visual image - from locomotive paint schemes and building exteriors right down to the sugar packets used in its hotels. CN's public relations department believed that the company's visual identity had to communicate the reality of the new CN, recalls Lorne Perry, since retired from CN, who implemented the corporate identity program. "At that time, we believed that if CN had a fresh new trademark, people would be more likely to think of it as the technologically advanced, customer-friendly railway it was rapidly becoming."' Perry says that the flowing signature logo was a departure from the railway heralds of tradition, and was perceived as a risk-taking venture at

the time. "There was a lot of controversy about this bold new look and the "CN red", but ultimately the company moved forward with this design because of all the strong features. For the first time, the logo was bilingual and a powerful moving billboard for CN's powerful trains." (CN Press Release, October 30)

RAILROAD, UNION REACH DEAL: CN and the United Transportation Union (UTU) have reached a tentative contract for about 400 UTU-represented workers on the former Grand Trunk Western Railway. The former Grand Trunk territory, stretching from Port Huron to Toledo and Chicago, is now the Michigan Zone in CN's Midwest division. UTU represents conductors, brakemen and yardmen on the former Grand Trunk. The new CN-UTU contract is retroactive to 1998 and runs through the end of 2001. Neither party released further details of the agreement pending ratification. **(Detroit Free Press**, November 8)

MEMBERS RATIFY THREE-YEAR COLLECTIVE AGREEMENT WITH CN: Brotherhood of Maintenance of Way Employees (BMWE) have ratified a tentative three-year collective agreement with the Company that was signed September 1. The BMWE is one of the largest rail unions in North America and represents more than 3,400 employees at CN in Canada. Its members maintain and repair CN's track, work equipment, bridges and buildings. The new collective agreement, effective January 1, 2001, provides for wage increases over the term of the contract, wage adjustments for certain classifications and some benefit improvements. (Press Release, October 27)

CANADIAN PACIFIC RAILWAY

CP UPDATES THREE YEAR PLAN The CPR website now has an updated version for both railways (CP and the St. Lawrence and Hudson) effective September 26, 2000. Due to changes in the Canada Transportation Act, railways are not required to report on lines that are in the "Transfer" category, thus all lines reported here are in the Discontinue category..

Subdivision	Between	And	Miles
Winnipeg Beach	Selkirk AB	Gimli AB	36.1
Lomond	Eltham AB	Vauxhall AB	98.0
Stirling	Foremost AB	Etzikom AB	14.3
Cardston	Magrath AB	St. Mary	23.3
Marpole Spur	Mile 0.0 BC	Mile 5.82	5.8
Edmundston	Grand Falls	Cyr Jct. NB	7.8
Various trackage within the Ottawa Terminal			
Belleville	Millwood Rd.	Cherry St.	3.2
Dunnville	Smithville	Mileage 9.5	9.5
Welland (1)	Mileage 11.02	Mileage 33.96	22.9
Welland (1)	Mileage 38.0	Mileage 48.7	10.7
Waterford (1)	Mileage 0.0	Mileage 45.48	45.5
Leamington Spur (2)	Mileage 0.0	Mileage 13.8	13.8

(1) Jointly operated with CN
(2) Operated by CN

Full details at: http://www.cpr.ca/Internet/Content/Corporate/3YearPlan/CPR3yrplan.asp

CP TO OFFER GRAIN LOGISTICS BUSINESS: CPR launched "MaxTrax," a logistics program designed to increase the efficiency of the Canadian export grain handling and transportation system. The new program promises to streamline processes for ordering grain cars and took effect November 5.

MaxTrax provides a flexible range of service, price, and product options, with discounts of up to 35% off the rate that had applied under the former tariff and rate scale. The program has three service options. ShuttleMax allows shippers to book CPR grain cars 3 to 12 months in advance, in 100-car blocks to be used in a continuous cycle. AdvanceMax allows shippers to gain commitment from CPR for empty grain cars 2 to 8 weeks in advance, for multi-car blocks. ReadyMax is designed for grain car orders one week in advance of shipment date.

"The grain industry no longer agrees to continue with the ad hoc, voluntary grain car allocation process of the past," said Ray Foot, assistant vice-president of grain at CPR. "Given the lack of consensus within the industry, CPR was required to institute an alternative order fulfilment process that allows grain shippers to place car orders." (CPR, October 30)

SHIPPERS RESPOND QUICKLY, POSITIVELY TO CPR GRAIN LOGISTICS PROGRAM: CPR announced that its new grain car-ordering program has been met with a quick and positive response from shippers, with 100% of the cars available for crop week 15, beginning November 5, fully booked. CPR launched its new car-ordering system in October to fill a void after grain companies and the Canadian Wheat Board (CWB) advised CPR they had failed to reach agreement to continue using the former voluntary car-allocation system. Contrary to CWB claims, CPR met with the industry, including the CWB, prior to the launch of its program to outline details about the new car-ordering process about to be introduced. The CWB has partially participated in the program. "We have encouraged the CWB to join other shippers in taking full advantage of a program that is designed to improve logistics on the Prairies," Ray Foot, avp of grain at CPR, said. (CPR news release, November 1)

CPR RECORDS FIFTH CONSECUTIVE PERIOD OF INCOME GROWTH: CPR announced third quarter operating income of $222 million, an increase of $12 million, or 6%, over the third quarter of last year. Net income was down $16 million largely due to a one-time favourable income tax adjustment in the prior period. The operating ratio for the quarter was 75.6%.

"This was the fifth consecutive quarter in which we bettered the previous year's performance," said Rob Ritchie, president and ceo. "We increased our operating income even as fuel prices hit levels not seen since the early-'90s Gulf Crisis. These results show how successful we've been at managing costs and generating productivity through to the bottom line."

Revenue rose $36 million, or 4%, to $910 million for the quarter, including the impact of the government imposed cap on export grain rates effective August 1, 2000. Operating expenses were up $25 million or 4%, to $689 million. Excluding the effect of higher fuel prices, operating expenses were flat, despite a 7% increase in workload. Locomotive utilization was up 15%, locomotive fuel efficiency improved 6%, and average train weights increased a further 3% over the third quarter of last year, when the new operating plan was first implemented.

Year-to-date operating income increased $104 million, or 21%, to $613 million over the same period of 1999, excluding last year's unusual charge. Net income was up $29 million, or 12%, to $276 million, reflecting the stronger operating performance. The operating ratio was 77.5%, an improvement of 2.5% over the same period of 1999. Revenue was up $191 million, or 8%, and operating expenses increased $87 million due entirely to higher fuel prices, meaning that expenses associated with a 13% volume growth were more than offset by productivity improvements. (Canada Newswire, October 23)

CPR TO DECOMMISSION ITS WATER SYSTEM IN CARTIER: CPR announced that it will decommission its water treatment and distribution system serving part of the village of Cartier, Ontario, by the end of 2001. CPR officials said the decision to close its only remaining community water treatment and distribution plant results from a detailed environmental assessment undertaken following a Ministry of Environment order to bring the plant to standards set by the new Ontario Drinking Water Protection Regulation.

Water is chlorinated at the plant, but MOE guidelines call for chemically-assisted filtration as well. The environmental assessment led to the conclusion that upgrading the Cartier water supply system to meet new regulations will cost more than $2 million. CPR has committed to assisting those who have historically received their water from the railway. Financial assistance will be offered to residential and commercial property owners currently on the system who will be without a source of potable water. The majority of the 150 households in Cartier, located 60 kilometres north of Sudbury, receive their water from private wells on their own properties. Some property owners, however, may not have an alternate source of potable water due to diesel fuel releases that have affected ground water below their land.

CPR spokesman Paul Thurston explained the railway's decommission of its water treatment and distribution system,

stating that, "...it's inappropriate for a railway company whose expertise lies in freight transportation to continue to be the supplier of water to a municipality. What has led to this, of course, is recent publication or proclamation of new rules affecting water supplies throughout Ontario and the realization that it would become prohibitively expensive for us to try to continue to operate that plant in the future." Thurston emphasized that the water currently treated by CPR is absolutely safe, and that it is monitored and tested regularly according to current regulations. (CPR news release, October 20, **Sudbury Star**, October 22, and CBCS-FM Sudbury, October 23)

CPR ROAD/RAILER DRIVERS REALLY GET AROUND: CPR's Harlan Hanson drove down a highway from the western Minnesota prairie to a Minneapolis suburb where he spent less than an hour waiting for a road crew to unfold a loading ramp and drive rail and tie gang equipment up onto flat cars and secure them. With the help of a co-worker, Hanson then coupled his 40,000-pound Brandt Road/Rail Power Unit to the cars. Instead of returning to the highway, he pulled the cars west down CPR's main line at 25 mph to deliver the equipment for the next day's job. The process used to take all day before the advent of the road/railers, as the hybrid highway tractor unit is affectionately called at CPR, which owns 11 of the 40 units sold in the US and Canada. Now, Hanson said, "It only takes about three minutes to put it from the road to the rail or from the rail to the road. It's so versatile." CPR was among the first Class I railways to employ road/railers, said Don McCall, manager of track programs and track equipment in Minneapolis. Road/rail operators have to be qualified crane operators, qualified to operate air brakes and hold a Class A commercial driver's license. (CPR news release)

RENFREW COUNTY FINALLY BUYS K & P RAIL LINE: Renfrew County councillors learned that CPR accepted a bid of $30,000 for the abandoned K&P railroad line between Calabogie and Renfrew, Ontario. The deal has been approved by the county's solicitor, and the county has agreed to keep the property open as a recreation trail, and to set up a management committee with local property owners. (**Pembroke Daily Observer**, October 26)

CPR HOLDS FIRST EVER SHORTLINE MEETING: CPR held its first ever shortline meeting in Calgary in October and they did it right, according to the attendees. Conference attendees were made to feel welcome at every turn, with a magical train ride through the mountains and an ideal setting at the Palliser Hotel.

Clearly there is something significant going on here. E-commerce is growing, thanks to a six-figure budget and top management support. Car management and supply is being streamlined. Operations and Marketing are being combined in the field to eliminate stovepipes and their resultant hindrance to customer satisfaction. The good news from the shortline perspective is that CPR generates about 10% of its revenue base from shortlines and is looking for more as they go to longer trains on core routes. Asked how shortlines could do more for CPR, one CPR shortline team leader remarked, "More from the shortlines? I only wish we could do more for them." (Blanchard Newsletter, October 21, http://www.rblanchard.com)

$10M PRENTISS RAIL LINE FINALLY OPENS: CPR's spur line to Union Carbide's polyethylene plant near Prentiss, Alberta, opened on October 13. The $10-million line cleared the final legal hurdle in December 1999 when the Supreme Court of Canada rejected a farmer's claim that the line was not needed because CN also served the plant 20 kilometres northeast of Red Deer. Lacombe County council had been concerned about safety where the line intersects with Highway 12, and an overpass has been built.

CPR's application to build the line was the first test of the rewritten Canadian Transportation Act which was designed to encourage more competition. (**Edmonton Journal**, October 14)

VIA Rail Canada

TRANSPORT MINISTER ANNOUNCES PROJECTS TO REVITALIZE VIA RAIL, AS CEO RESIGNS: Federal Transport Minister David Collenette has released details about the first phase of projects to revitalize passenger rail service in Canada. These projects, including the purchase of new passenger rail locomotives, will ensure safe train operations, allow for additional high-speed services, begin the modernization of passenger stations and facilities, and improve waste management practices. With the $400 million that the federal government committed to VIA over five years to create a modern, competitive rail service for Canada, the railway will acquire seven new F59PHI locomotives from General Motors. VIA is also embarking on a major investment program to upgrade the quality of the rail infrastructure and improve waste management in the Quebec City to Windsor corridor.

VIA president and ceo, Rod Morrison, resigned from the post citing personal reasons and saying the company is on track for a new development phase backed by a $400 million federal subsidy. "My initial priorities were finance, safety, the environment and people," he said in a letter to all employees. "We've made significant strides in financial performance and our safety record is among the world's best". Morrison's departure surprised the industry and VIA would not comment further. He may be heading for a consulting career or move to the private sector, sources said. Morrison will be replaced on an acting basis by VIA chairperson Marc LeFrançois. Subsequent news reports suggest that Christena Keon Sirsly, VIA's vice-president (marketing), appears to have the inside track, although a decision is unlikely until after the November 27 election. (Transport Canada, October 20; Canada NewsWire, October 20; **National Post**, October 25; **Montreal Gazette**, October 25)

VIA RAIL E-COMMERCE INITIATIVES PAY DIVIDENDS: VIA reports a strong increase in train trips booked through its Internet web site, www.viarail.ca. In August, over 6,800 e-mails were received and processed at VIA's Moncton call centre. Of this number, more than 3,800 reservations have generated revenues of over $685,000. "Compared with last year, this represents an increase of close to 100% in the number of e-mails received" says Tony Wood, manager of the Moncton call centre. Since the beginning of the year, VIA tickets purchased over the internet account for $5.6 million. (**CCN Disclosure**, October 23)

VIA ORDERS OVERHAUL FOR E&N RAIL CARS: VIA Rail will spend $1.4 million for major mechanical work and interior refurbishing of three Dayliner cars (RDC-1s 6133, 6135 and 6148) that carry passengers on RailAmerica's E&N Railway. VIA spokesperson Catherine Kolutsky said the company has known that the E&N's 1950s-vintage cars 'have been in need of significant work for some time.' There's no timeline for the project, but all three are expected to be refitted within a year. Daily maintenance is carried out in Victoria by crews from Point Hope Shipyard, a new arrangement that replaced VIA's long-standing contract with CPR. (**Victoria Times Colonist**, October 26)

NO FIRM PLANS FOR E&N FRANCHISE: VIA Rail says it has no firm plans to franchise passenger service on the Esquimalt and Nanaimo Railway, but Wayne Stewart, president of XCEL Consulting, says he has been told otherwise. Stewart provided the Daily News with an August 29th e-mail he received from Christena Sirsly, VIA's vp of marketing, in which Sirsly told Stewart that federal transport minister David Collenette had asked VIA to 'pilot test' franchising in a number of areas. But to proceed with franchising, Sirsly wrote, the company had to get approval from the company's directors. VIA spokesman Malcolm Andrews said VIA has made no decision whether to issue a call for franchise proposals on the E&N. Andrews said VIA may consider franchising opportunities on the E&N and other remote and regional passenger lines in the next phase of the company's five-year plan. (**Nanaimo Daily News**, October 31)

VIA ANNOUNCES NEW DISCOUNT FARES ON ITS MONTREAL-TORONTO OVERNIGHT TRAIN: VIA has introduced new advance purchase discount fares for passengers travelling in Constellation sleeper class on the Montreal-Toronto overnight train. Passengers who purchase their tickets at least seven days in advance of departure benefit from the following discounts:

- 25% discount off the regular adult fare;
- For Seniors (60+) and Students (12 to 17 years or 18+ with an ISIC card), an additional 10% off the discounted adult fare;
- For children aged 2 to 11 years, an additional 25% off the discounted adult fare.

Discounts are applicable for Monday through Thursday departures inclusively. Discounts are not valid for Friday and Sunday departures. There is a $15.00 cancellation/exchange fee (this fee is waived for exchanges resulting in higher fares). These new discount fares are effective immediately, and are available year round. (VIA Rail)

OTHER INDUSTRY NEWS

AAR REPORTS ON OCTOBER TRAFFIC: CN carload originated volume slipped 0.2% in October compared to October 1999, while intermodal soared 15.3%, the largest gain of any U.S. or Canadian carrier, the Association of American Railroads reported. The CN decline was accounted for entirely by a 9.4% drop in coal carloadings, as several British Columbia mines served by CN were closed.

CPR carload originations were up 2%, while its intermodal traffic slipped 2.6%. Beginning with October data, U.S. subsidiaries of Canadian railroads no longer are reported separately and now are included with the parent's data. (**Journal of Commerce**, November 6)

PROVE OPEN ACCESS BETTER: CN: **Western Producer** reporter Adrian Ewins reports on CN's recent statement to the Canada Transportation Act review panel that those who want to add open access to Canada's rail system must prove that it will make the system work better. "The onus is on the open access proponents to demonstrate they have a better system that is going to enhance competition and not diminish the revenue adequacy of the main line carriers," CN's media relations director Mark Hallman said in an interview in mid-October. In its submission to the Panel, CN outlined conditions that any proposals for new access rules must meet, stating that any proposal that didn't meet all of those conditions would constitute "forced access" and could be considered a subsidy or expropriation under the rules of the North America Free Trade Agreement or the World Trade Organization. Hallman said the proposal put forward by OmniTRAX in September for a regional railroad that focussed on grain transportation fails to meet those principles. He said the OmniTRAX proposal is based on forced access to CN and CPR lines and would amount to a confiscation of CN and CPR property. He stated that CN is not opposed to the idea of regional railroads and shortlines, and is discussing such a proposal with one of its labour unions, the Brotherhood of Maintenance of Way Employees. But he said any such arrangement has to be freely negotiated and be acceptable and beneficial to both parties. (**Western Producer**, October 19)

DEAL TO SEND TORONTO'S GARBAGE TO NORTHERN ONTARIO MINE SCRAPPED: A deal to send millions of tonnes of Toronto's trash to the abandoned Adams Mine near Kirkland, Ontario, was scrapped on October 20 over concerns about who would pay for the unforeseen costs of the project. The potential liability of the $1 billion deal with Rail Cycle North had simply become too high, said Toronto Mayor Mel Lastman. The city will now try to sign a deal to truck its garbage to Michigan, Lastman said. The Carleton Farms site in Michigan, which is run by Republic Services Inc., will become Toronto's new dump. Details of the municipal waste contract are still being worked out, including the deal's length, but it is expected the city will ship 6,000 tonnes of garbage to the Michigan landfill each day using 250 fully enclosed trucks. As willing hosts for the garbage, Sumpter Township residents receive a per-tonne bonus that has allowed them to pay for police officers, a fire station and fire equipment. The site also provides 25 jobs for area residents. Carleton Farms has a 60-year lifespan with a 60-million-cubic-yard capacity. (**Canadian Press**, October 20, 22)

LINGENFELTER APPOINTED TO CANRAIL WEST ADVISORY COMMITTEE: Former Saskatchewan deputy premier and agriculture minister Dwain Lingenfelter has been appointed to the advisory committee of CanRail West. CanRail has been set up by US-based OmniTRAX to bring more competition to the Prairie rail network. The advisory committee also includes former governor-general Ed Schreyer, Canadian Wheat Board president Greg Arason and Canadian Western Bank president Larry Pollock. (**Canadian Press**, October 24)

CHEVIOT MINE POSTPONED INDEFINITELY, LUSCAR MINE TO BE SHUT DOWN: Luscar and CONSOL of Canada announced that a controversial proposal for a coal mine near Jasper National Park has been shelved indefinitely. The partners said the prolonged environmental approval process has delayed the Cheviot mine proposal beyond the expiry date of letters of intent from various Japanese steel mills to purchase coal from the mine. The companies also said the postponement means it is no longer feasible to extend the life of the existing Luscar mine near Hinton, Alberta. "As a result, the joint venture partners intend to close the mine in an orderly fashion," the companies said in a news release. The Luscar mine employs 389 people, and layoffs are expected to begin in November. It had been hoped that the Luscar mine would keep operating until Cheviot was built so that the workers could transfer to the new project. A spokesman for one of the environmental groups that opposed the project said it was poor market conditions, not the approval process, that killed Cheviot. "'It's just false to claim the environmental process was at fault," said Sam Gunsch of the Canadian Parks and Wilderness Society. Gunsch said for almost a year, the company had approvals to begin construction and never moved a shovel. "When your markets are going down, you've got to find a scapegoat," said Gunsch. (**Canadian Press**, October 24)

CSX CONDUCTS DEMONSTRATION RUN OF POSITIVE TRAIN CONTROL SYSTEM: CSX recently conducted a demonstration of its Communications-Based Train Management system over the Augusta, GA-Spartanburg SC, line that is a test bed for the type of Positive Train Control system. Traffic moving over the un-signalled 125-mile, single-track line moves under Direct Traffic Control, with dispatchers giving trains verbal authority to occupy each block of track. Under the CBTM system, an extra layer of safety is added. Dispatchers and computers monitor the location of a half-dozen specially equipped General Electric C44-9W locomotives that have global positioning equipment and advanced train-control features. (Trains Online, October 25)

MEDIATION URGED IN RAIL LINE DISPUTE: In late-October, Gordon Peters was sceptical when told OmniTRAX wants to buy the Cowan subdivision, which runs through the Swan River Valley in western Manitoba. "I think it's a ploy," said Peters, president of Brandon-based Cando Contracting, the company that bought the subdivision from CN and plans to dismantle the 134 kilometres of line for scrap. "We think people are playing political games with this." But last week Manitoba agriculture minister Rosann Wowchuk said OmniTRAX, owner of Hudson Bay Railway and the port of Churchill, wants to buy the line from Cando for net salvage value. OmniTRAX plans to operate the line as part of its proposed regional railway, the minister said. "We are concerned that CN's decision to sell the line to Cando for reclamation purposes rather than to OmniTRAX for continued rail operations will eliminate any prospect for competition in the region," said Wowchuk. She and Manitoba highways minister Steve Ashton called on Cando and CN to agree to mediation with OmniTRAX and affected communities to prevent the dismantling of the line.

When interviewed October 27, Peters said he had not seen an offer from OmniTRAX. He made it clear he does not want to get dragged into a long series of negotiations. "If OmniTRAX has a business proposal, put the cheque on the table." Communities along the line have struggled for years to save the line from abandonment. Local municipalities this year tried to protect it by passing bylaws designating the line a heritage site. Complaints also were lodged with the Canadian Transportation Agency alleging that CN failed to comply with the requirements for abandoning the line. The agency dismissed those allegations in a ruling in October. Communities now are pinning hopes on a purchase by OmniTRAX. "Our goal now is to get the people to the table," said Wowchuk. "We want to get them to the table and work out some resolution to the whole issue." Peters said it would be costly to refurbish the Cowan line. He suggests there is an alternative stretch of track in the region more suited for a short line. (**Western Producer**, November 2)

LONDONERS NIX NEW VIA STATION, TORONTO TRASH TRUCKS: Londoners had a message -- a loud and clear one -- for both the City of Toronto and VIA Rail: "We deserve better." Two issues raised their ire -- Toronto's bid to send tonnes of its garbage past London and VIA Rail's plan for a new station some liken to a fast-food outlet. It sure doesn't look like a railway station, Londoners of all stripes said of VIA's design. And it's a disappointment to many who'd hoped the station would be yet

another piece of the puzzle in revitalizing London's downtown. They were looking for a building to serve as a gateway to the city, one that would reflect the station's importance as the fourth busiest in the country. London's voice didn't fall on deaf ears. VIA officials said they'll listen to what Londoners have to say.

And London spoke up about Toronto's trash yesterday when city reps met with their Queen's Park counterparts. Nay to Toronto's garbage -- 250 trucks a day -- flying past on Highway 401, was London's message. City officials weren't even consulted about the plan, not yet inked, that would see one million tonnes of waste a year head to a 140-hectare landfill near Detroit. (**London Free Press**, November 4)

BC RAIL'S "WHISTLER NORTHWIND" SET TO DEBUT IN 2001: BC Rail's new "Whistler Northwind" service will start weekly service northbound from North Vancouver to Prince George Sunday, May 6th, 2001 on a 3-day, 2-night trip (overnighting in Whistler on Day 1, and 100 Mile House on Day 2). Southbound from Prince George to Whistler will depart Wednesdays on a 2-day, 1-night trip (overnighting in 100 Mile House). These weekly trips will run through early October. The train will feature three custom-built glass-roofed passenger cars, lounge cars, and a dining car.

FORMER WISCONSIN CENTRAL CHIEF SEEKS TO REGAIN CONTROL: Edward Burkhardt, former chairman, president and chief executive of Wisconsin Central Transportation Corp., has begun an effort to replace the nine-member board of directors that dismissed him 15 months ago, and explore the sale of Wisconsin Central's North American operations to a strategic buyer (which could be CN). Wisconsin Central is the largest regional railroad in the United States and holds equity interests in railroads in Britain, Canada, New Zealand and Australia. Burkhardt was replaced in August 1999 by Thomas Power, the current chief executive, who was a co-founder of Wisconsin Central. The Burkhardt group said it has filed documents with the Securities and Exchange Commission and intends to solicit consent from shareholders once the SEC completes its review. If 50% of stockholders return proxies, the changes would be binding on the company, Burkhardt said.

"We intend to oppose their solicitation," said Ann G. Thoma, a WC spokeswoman. "Our filing with the SEC will be made within the next few days and will be made public." She declined to comment further, citing SEC rules. Burkhardt owns approximately 3.5 million, or more than 7%, of Wisconsin Central's 49 million outstanding shares, (Bill Gates the Microsoft Corp. founder owns about 7.7% of Wisconsin Central stock and, according to a recent filing with securities regulators, 5.2% of Canadian National). Burkhardt was a co-founder of the company in 1987.

In addition to replacing the board of directors, the Burkhardt group wants the company to discontinue efforts to invest in high-risky, low-return international rail privatization, including attempts to acquire Jordan's Aqaba Railway. (**Journal of Commerce**, October 23; **UTU News**, November 7)

ALSTOM AND GENERAL MOTORS TO CREATE JOINT VENTURE IN LOCOMOTIVE MAINTENANCE SERVICES: ALSTOM and General Motors Electro-Motive Division (EMD) announced that they have entered into an agreement in principle to form a Joint Venture that will create a leading provider of locomotive maintenance services to railroad customers worldwide. The Joint Venture, to be called ALSTOM EMD SERVICES, will be a cooperative effort between two world leaders in the locomotive and transportation businesses. The Joint Venture will focus on servicing locomotives of all types and brands, not just those manufactured by ALSTOM and EMD. ALSTOM will hold a majority stake in the new company. The formation of the Joint Venture is subject to the negotiation and execution of definitive agreements and to the satisfactory completion of due diligence. (Alstom, October 23)

ARS NETWORKS APPOINTS RAILWAY EXECUTIVE AS VP OPERATIONS: ARS Networks Inc., whose first product is a state-of-the-art advance warning system for railway crossings, has announced that Achille Ferrusi will join the Company as Vice President of Operations, effective immediately. Ferrusi, who holds a degree in Civil Engineering from the University of Waterloo, Ontario, has more than 30 years of senior management experience in the railway industry. He took early retirement from CN in August 2000 after serving for five years as Assistant Vice President Safety and Regulatory Affairs. Ferrusi will be responsible for day-to-day operations of the Company and will begin pre-marketing for the ARS Crosslogix™ system, which is in final stages of testing. Crosslogix™ is a wireless data management system whose first safety application is a railway level crossing. (Company release, November 6)

RAILWAY HISTORIAN ON THE RIGHT TRACK: London historian Chris Andreae and his book, Lines of Country: An Atlas of Railway and Waterway History in Canada, formally received the J. J. Talman Award from the Ontario Historical Society. The award, named for the late University of Western Ontario librarian and London historian, is given for the best book on Ontario's social, economic, political or cultural history published in the last three years. (The award was announced in the spring, but travel and other commitments held up the presentation.) Andreae's 230-page atlas was praised for the "informative text, photos, maps and diagrams." A few hundred copies of the press run of about 4,000 remain for sale at better bookstores. The price is about $95. (**London Free Press**, November 5)

NEW PRESIDENT FOR NATIONAL TRANSPORTATION WEEK: National Transportation Week (NTW) has announced the election of Dr. Barry Prentice as its national president for the coming year. NTW is a national organization founded more than 30 years ago to promote understanding of the vital role of transportation in Canada's social and economic development.

Dr. Prentice is the Director of the University of Manitoba's Transport Institute. National Transportation Week will be celebrated in cities and towns across Canada from June 1-9, 2001, with national Transportation Day events taking place in Montreal on June 1. The theme for the annual events – Transportation: Always on the Move - emphasizes the continuous and crucial nature of transportation's role in moving both people and goods around the clock and around the world. More information about NTW and its programs can be found at http://www.ntw-snt.ca. (Canadian NewsWire, October 24)

RAILWAYS URGED TO COMPETE: Enhancing competition in the railway sector will be the focus of submissions to the Canada Transportation Act review panel when it meets in Regina in early-November. The province of Saskatchewan, Saskatchewan Association of Rural Municipalities, Saskatchewan Urban Municipalities Association, Western Rail Coalition, Western Canadian Shippers' Coalition and several shortline railroads announced their positions on November 4. "The CTA review panel must focus on creating a system that is more competitive in re-shaping the railway network in Canada," said highways and transportation minister Maynard Sonntag in a statement. SARM president Sinclair Harrison said shortlines help reduce the impact on roads and highways caused by grain and other goods being transported by road instead of rail. "Shortlines also help ensure that local elevators, jobs and taxes stay in the communities," said SUMA president Mike Badham. In addition to making individual presentations, four of the groups will be making a joint submission to the panel on November 9. (**Regina Leader-Post**, November 4)

LRT EXTENSION APPROVED: On October 17, Edmonton City Council voted to extend the LRT one station south, to the University of Alberta Hospital campus and Jubilee Auditorium. This will bring the line to the surface, and is intended to enable the further extension to Southgate and Heritage transit centres by 2010. The cost of the 1-kilometre extension will be $100 million as the work will mostly be underground. The existing University Station is over 100 feet below grade, and the new station will be at the surface. The cost includes new brakes for all 37 existing cars, as the grade is steeper than the original specifications for the system. No new vehicles are needed for this extension. $10 million of funding will come from the Federal Government, $10 million from the Province of Alberta, and the balance from the City's own budget.

Future extension to Heritage transit centre will cost an additional $500 million, which includes additions to the fleet, at least four stations (Crawford Centre, Southgate, Petrolia, and Heritage) , and about 8 kilometres of surface track. These funds are not committed as part of the current approval. (Thanks to Pat Scrimgeour) ◘

A SELECTION OF PASSENGER CONSISTS

23 September 2000
CN Capreol Maintenance of Way crew train at Gogama, Ontario

GP40-2L(W) 9531
Coach 40102
Coach 40114
Coach 40111
Baggage 69435
Baggage 59229
Baggage 57826
Coach 40116
Coach 40108

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30 October 2000
VIA #52/40 at Kingston, Ont.

LRC-2 6907
LRC Club 3456
LRC Coaches 3370, 3372, 3358, 3344, 3308
LRC Club 3458
LRC-2 6919
F40PH-2 6435
LRC Club 3460
LRC Coaches 3371, 3316, 3361, 3300

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11 October 2000
VIA #185 - "Lake Superior"
at Cartier, Ontario

RDC-2 6215
RDC-2 6205

14 October 2000
VIA #14 - "Ocean"
at Truro, Nova Scotia

F40PH-2 6458
F40PH-2 6436
Baggage 8622
Coach 8131
Coach 8100
Skyline 8501
Diner *Imperial*
Coach 8138
Sleeper *Chateau Denonville*
Sleeper *Chateau Radisson*
Dome-Observation-Sleeper
Strathcona Park

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30 October 2000
VIA #51 - "Enterprise"
at Kingston, Ontario

F40PH-2 6414
Coaches 4110, 4115, 4101
F40PH-2 6400
Coach 4117
Sleeper *Chateau Levis*
Sleeper *Chateau Papineau*
Dome-Observation-Sleeper
Yoho Park

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19 October 2000
VIA #198 - "Malahat"
at Qualicum Beach, BC

VIA RDC-1 6135
Farmrail (ex-VIA) RDC-1 6130

21 October 2000
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6439
F40PH-2 6451
F40PH-2 6442
Dome-Observation-Sleeper
Prince Albert Park (deadhead)
Baggage 8616
Coach 8123
Coach 8118
Skyline 8507
Skyline 8509
Sleeper *Christie Manor*
Sleeper *Douglas Manor*
Sleeper *Dawson Manor*
Skyline 8510
Sleeper *Allan Manor*
Sleeper *Amherst Manor*
Sleeper *Blair Manor*
Sleeper *Burton Manor*
Sleeper *Monck Manor*
Sleeper *Jarvis Manor*
Diner *Palliser*
Sleeper *Abbot Manor*
Sleeper *Chateau Roberval*
Sleeper *Chateau Maisonneuve*
Sleeper *Stuart Manor*
Diner *Frontenac*
Sleeper *Lorne Manor*
Sleeper *Chateau Varennes*
Sleeper *Sherwood Manor*
Dome-Observation-Sleeper
Tweedsmuir Park
(26 cars)

2 November 2000
VIA #14 - "Ocean"
at Truro, Nova Scotia

F40PH-2 6420
F40PH-2 6457
Baggage 8619
Coach 8134
Coach 8135
Coach 8119
Skyline 8506
Diner *Louise*
Sleeper *Chateau Argenson*
Sleeper *Chateau Dollard*
Sleeper *Chateau Viger*
Sleeper *Chateau Lasalle*
Dome-Observation-Sleeper
Waterton Park

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15 October 2000
Alberta Prairie Railway
Excursions at Stettler, Alberta

Rocky Mountain Rail Society's ex-CN 4-8-2 6060
Slpr-Lounge 1001 - Glen Sutton
Coach 6741 (ex-CN MU trailer)
Coach 6744 (ex-CN MU trailer)
Observation 663045 (ex-CN flat)
Coach 7279 (ex-CN)
Coach 5080 (ex-CN)
Coach 6603 (ex-CN)
Lounge 5082 - Lone Star
Diner 6747 - Val Royal (ex-CN MU trailer)
Caboose 79146 (ex-CN)

23 October 2000
VIA #88 - "International"
at Kitchener, Ontario

Amtrak B32-8WH 519
Amtrak P42DC 17
Amtrak Superliner Coach 34027
Amtrak Superliner Coach 34002
Amtrak Superliner Coach 34063
Amtrak Superliner Café 35010

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11 November 2000
VIA #97 - "Maple Leaf"
at Niagara Falls, Ontario

Amtrak F40PH 291
Amtrak Amfleet Coach 21137
Amtrak Amfleet Coach 21685
Amtrak Amfleet Coach 21246
Amtrak Amfleet Coach 21168
Amtrak Amfleet Café 20140

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10 November 2000
VIA #50 - "Enterprise"
at Dorval, Quebec

F40PH-2 6405
Coach 4120
Sleeper *Chateau Varennes*
Sleeper *Chateau Vercheres*
Sleeper *Chateau Jolliet*
Sleeper *Chateau Montcalm*
Dome-Observation-Sleeper
Revelstoke Park

(Thanks to Tom Box, Doug Cameron, John Eull, Jeff Geldner, Don Kew, Brian Kimmons, Harm Landsman, Jeff Parker, Marc Primeau, Mark Rushton and Mark Shiller)

SAMPLES OF DIESEL LASHUPS

Oct 11 - CN 304 at Washago, ON: CN SD75I 5648, CN Dash 9-44CWL 2524, and GCFX SD40-3 6039.
Oct 12 - Ottawa Valley (CP) 482 at Beaucage, ON: CP SD40-2F 9005, CP SD40-2s 5910 and 5905, hauling ex-SP SD45Es 7479, 7511 and 7524 en route to Alstom.
Oct 13 - CN 308 at Truro, NS: SD40-2(W) 5295, and SD50Fs 5412 and 5418.
Oct 15 - Lakeland & Waterways 508 at Edmonton, AB: RLK GP35 5011, RLK FP9Au's 1401 and 1400, and RLK GP35 5013.
Oct 18 - CN 451 at Richmond Hill, ON: CN Dash 9-44CWL 2529, ONT SD75I 2102, and ONT SD40-2 1734.
Oct 19 - CP 409 at Cartier, ON: SD90MACs 9124 and 9104, AC4400CW 9569, and SD40-2 5762.
Oct 19 - IC 191 at Chicago, IL: IC SD70s 1000 and 1001, and IC E9Ar's 100 and 101.

Oct 20 - CN 435 at Paris, ON: SD75I's 5747 and 5713, and GP9RM 7083.
Oct 21 - CP 980 at Lethbridge, AB: CEFX SD90MAC 107, UP AC4400CWs 6839 and 7128, UP SD90MAC 8046, and CP GP38-2 3095.
Oct 21 - BCOL at McEwan, BC: Dash 8-40CM 4608, Dash 9-44CWLs 4652, 4653 and 4648, and SD40-2 753.
Oct 21 - CN 528 at N. Edmonton, AB: SD38-2 1652, and GP38-2(W)s 4765, 4782 and 4761.
Oct 22 - CN 264 at Sarnia, ON: GP40-2L(W)s 9574 and 9592.
Oct 22 - CN 444 at N. Edmonton, AB: CN GP40-2(W) 9673, GTW GP40-2 6420, and CN GP40-2L(W) 9560.
Oct 23 - CN 311 at Belleville, ON: CN Dash 9-44CWL 2529, ONT SD40-2s 1734 and 1735, CN SD40u 6023 and CN Dash 9-44CWL 2589.

Oct 25 - Lakeland & Waterways 583 at Grande Prairie, AB: RLK GP35 5013 and RLK FP9Au 1401.
Oct 28 - CN 327 at Dorval, QC: CN SD60F 5558, CN SD40-2(W) 5309, and CN GP40-2L(W) 9449, hauling GCFX (Alstom) SD40-2s 3100, 3098, 3097, 3099, 3101 and 3102 for lease to CSXT.
Oct 29 - CN 550 at Brettville, AB: GP38-2(W)s 4766, 4767 and 4777, Dash 8-40CM 2411, Dash 9-44CWL 2571 and SD60F 5555.
Oct 30 - CN 309 at Kingston, ON: Dash 9-44CWL 2544, SD40 5229, SD40-2 5381, and SD60F 5525.
Oct 30 - CP 992 at Calgary, AB: CP SD90MACs 9105 and 9158, and HATX GP40-3s 803, 804, 800, 805 and 801 (lettered Rocky Mountaineer).
Oct 30 - NBSR N902 at McAdam, NB: GP38-3s 9803 and 9801, and MPI GP35E 2001.
Oct 31 - CP westbound at Medicine Hat, AB: SD90MAC-H 9302 and AC4400CW 9562.

Nov 2 - CN 113 at Richmond Hill, ON: Dash 9-44CWL 2604 and 2603, and GP40-2L(W) 9454.
Nov 2 - CP 931 at Winchester, ON: SOO SD60 6050, ex-QGRY C-424s 4212* and 4241*, ex-QGRY RS-18u 1847*, and CP SD40-2 5631 (* en route to Buffalo Southern Railroad).
Nov 2 - CN 137 at Truro, NS: SD50F 5411, GP40-2L(W) 9482, and Dash 9-44CWL 2576.
Nov 4 - CN 567 at Regina, SK: GCFX SD40-3s 6043 and 6063, CN SD40-2(W) 5294, CN GP38-2(W)s 4793 and 4796, and CN GMD1u 1413.
Nov 4 - CN 808 at Edmonton, AB: CN GP38-2 4715, GTW GP40-2 6419, and CN GP38-2(W) 4782.
Nov 5 - CP 923 at Smiths Falls, ON: SD40-2 5567, SW1200RSu 1273, GP40-2 4655, GP9u 8212, and SD40-2 5417.
Nov 5 - CN 452 at Roblin, MB: GCFX SD40-3 6054, and CN SD40-2(W)s 5363 and 5332.

Nov 6 - CN 365 at Toronto, ON: CN SD75I 5644, GCFX SD40-3 6067, CN SD50F 5445 and BNSF SD40-2 7333.
Nov 7 - CN 412 at Garneau, QC: CN SD75Is 5745 and 5764, CN Dash 8-40CMs 2416 and 2444, CNYK (ex-RS) M-420TR 27 and CNYK (ex-RS) C-420 41.
Nov 8 - CP 403 at Sudbury, ON: SD90MACs 9158 and 9105, SD40 741 and SD40M-2 5499.
Nov 11 - CP 906 at Smiths Falls, ON: SOO SD60s 6034 and 6039, CP SD40-2 5834, CP SD40 5500, CP SD40-2 5768, hauling ex-SP SD45Es 7487, 7485 and 7416 en route to Alstom.
Nov 12 - NBSR N905 at McAdam, NB: NBSR GP38-3s 9803 and 9802, NBSR GP9s 3788 and 3701, MPI GP35E 2001, and HLCX GP38s 3610 and 3612.

(Thanks to Paul Bloxham, Pierre Bouvier, Doug Cameron, Brad Ellis, David Gissing, Bob Heathorn, Peter Jobe, Brian Kimmons, Harm Landsman, David Maiers, Mark Paterson, Peter Phillips, Bruce Redman, Wayne Regaudie, Glenn Roemer, Mark Rushton, Bill Sanderson, Ted Sayer and Stan Smith)

Legend: **BCOL** = BC Rail; **BNSF** = Burlington Northern Santa Fe; **CEFX** = CIT Group Equipment Leasing; **CN** = Canadian National; **CNYK** = Central New York Railroad; **CP** = Canadian Pacific Railway; **GCFX (Alstom)** = Alstom Canada; **GCFX** = Connell Finance (lettered GEC Alsthom); **GEXR** = Goderich-Exeter;; **GTW** = Grand Trunk Western; **HATX/HLCX** = Helm Financial; **IC** = Illinois Central; **NBSR** = New Brunswick Southern; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau Railway; **RLK** = RaiLink (now RailAmerica); **SP** = Southern Pacific; **SOO** = Soo Line; **UP** = Union Pacific; **VIA** =VIA Rail.

New Products

Reviewed by Paul Bown

A number of new items have come to our attention over the fast few months. With the approach of the Christmas Season you may want to put some of these on your wish list.

Pacific Wilderness Railway: a video produced by Hugh Fraser. If you venture out to Vancouver Island this is a run that every railfan should take. This tape, narrated by noted B.C. rail historian Patrick Hind, is quite enjoyable. The video starts with a couple of maps - the first puts the area in perspective to the west coast and the second is a detailed plan of the route followed by the train. This video covers the whole experience of a journey on this tourist operation.

First Patrick gives a description of the motive power and equipment and then we are taken to the ticket agency (a converted baggage car) in Victoria to meet the staff and browse through the gift shop. The train backs in, we load up and the trip commences. The route follows the former E&N line up as far as Malahat Summit. This route crosses the large Arbutus and Niagara Canyon bridges plus nips through the only railway tunnel on Vancouver Island. As you traverse the route you get the views from the train plus views of the train as in wends its way north. There are shots inside all of the equipment and some pacing action. The power runs around the train at Malahat Summit and gets ready for the return trip. On the return we ride the locomotive which gives a whole different view.

The dialogue by Patrick Hind is most informative and all the highlights of a trip on the line are shown. There is an excellent view of the old E&N shops as the train re-enters Victoria. I quite enjoyed the tape and it would be an excellent souvenir for any one who has taken the run, thinking about taking the run, or just wants to see a tourist operation from the west coast.

Ross Rowland of C&O 4-8-4 #614 fame is the president of the operation and he closes out the tape with a thank you for riding and plans for future expansion. They hope to operate with ex-CPR G5 4-6-2 #1293 in the 2002 season. This locomotive is currently on the Ohio Central RR who provided most of the current equipment to the line.

This 30-minute video is available direct from the producer, Hugh Fraser at: 1246 Judge Place, Victoria, BC, V8P 2C6. Cost is $25.00 plus $2.50 for shipping and handling. Overall a most enjoyable video at a moderate price.

Powell River's Railway Era: by Ken Bradley and Karen Southern. Again we return to the West Coast for this latest volume from the British Columbia Railway Historical Association. It has been a while since we have seen a new publication from the BCRHA but this one was worth the wait. The Powell River area covered in this work is 50 to 100 miles north of Vancouver. This 19-chapter book is divided into two segments. The first two chapters are by Karen Southern and give an overview of the history, industry and economics of the Powell River area. Chapter 3 describes locomotive types used in the various industrial operations in this part of British Columbia. The remaining 16 chapters each describe individual railway operations.

Railways first came to this part of the province in 1894 but most of these operations commenced after 1904. Railways last only as long as the materials they were built to haul exist and with resource based products these usually run out relatively quickly. Most of the lines were gone by 1930 but three lasted through the 1930s and two lingered until the early-1950s.

The is an overall map of the area plus one showing all the lines in relation to one another. Each railway chapter has a detailed map of that railway's operation. There is a condensed sketch of each line and a complete as possible roster of each line's locomotives. Much of the detailed information is contained in the five appendices.

One of the lines covered is the Theodosia Powell Lake & Eastern. This has a direct connection with the Bytown Railway Society. The Shay locomotive operated by the Society each summer for the Canada Museum of Science & Technology was originally located on this line. I am sure that the photo of the Shay Locomotive #3 on page 106 of the book is this same locomotive.

The book is quite well done, very readable and while it does not contain a whole lot of detail it fits a nice niche in one's collection if they are interested in Canadian Logging and Industrial lines. The maps are a real help and the volume is full of interesting photos, covering most of the operations. Some photos are a little muddy but overall the quality is not too bad. I would recommend this volume for your library.

The book is soft cover, 8½" x 11", 152 pages in length with loads of B&W photographs. It is available from the BCRHA at PO Box 8114, V.C.P.O., Victoria, BC, V8W 3R8, or from the distributor, Sono Nis Press at PO Box 5550, Station B, Victoria, BC, V8R 6S4. The cost is $29.95 plus $5.00 shipping, plus $2.45 GST for Canadian Orders, for a total of $37.40.

Railroad Explorer - Trains of Northeastern North America: This is the Premier Issue of a new magazine edited by Mike Confalone that has plans to appear three times a year. To quote from the magazine itself "You won't find any news between the covers of Railroad Explorer, and this is not a "how to" magazine. The mission of Railroad Explorer is very simple, to showcase spectacular railroad images of subjects in the Northeastern United states and Eastern Canada" and they have done this in spectacular fashion.

The colour photos are just terrific and many of the photographer names are familiar. The cover shot is of VIA's "Atlantic" running seven hours late that allowed George Pitarys (whose work has appeared in the October & November issues of Railfan & Railroad) to get a suburb daylight view of the train in Greenville, Maine. CN and CPR are well represented along with other well known New England Lines such as the B&M, BAR, CV, D&H, MEC and others.

The magazine is a real pleasure to thumb through and the caption information is quite detailed. While mainly colour there are some heritage shots (but still post 1955) in black and white. The 8½" by 11" format magazine is 40 pages long, 36 of which are in colour. The magazine is priced at $8.95 US so it will be interesting to see what Canadian retailers will charge. This is the only drawback for the Canadian railfan. With the Canadian dollar being quite weak it is about a $15.00 purchase. Still the photos are all, and I mean all, just tremendous. There is a winter shot in Whitefield, NH, that will make you shiver. There is no doubt that is was a bitterly cold day. There is even a section of night photos. It was a magazine that we are really pleased that we got the chance to preview.

The magazine, if you cannot find it in your local hobby shop, can probably be ordered direct. A one year, three issue subscription is $26.00 US. Order from: Railroad Explorer, PO Box 248, Goffstown, NH, USA, 03045. ◘

MAGAZINES - MAGAZINES - MAGAZINES

We have received a number of magazine collections over recent months and now have over 1,000 magazines to recycle. Proceeds from the sales of theses items are used to rationalize and improve the Society's Archive Collection. Our permanent collection of magazines has all been hard bound. What we have to offer are items that are surplus to our needs. Magazines are fifty cents each, full years in binders are $10.00 and empty binders (for **TRAINS**) are $5.00. We have **TRAINS** from the 1960s through the 1990s with most the largest selection from the 70s and 80s. We have **Railroad Model Craftsman** from the 1960s through 1999 and **MODEL RAILROADER** from the same period with a few back to 1950. Most for the earlier years are one of a kind but here is a good chance to fill holes in your collection at a bargain price and support the Society as well. There are other titles available in small quantities including; **Railroad**, **Railfan**, **Canadian Rail** plus some Railway Annual Reports. Write for a list or e-mail: paul.bown@sympatico.ca for an electronic copy. Feel free to send your want lists in as well. If you are a slide photographer we also have quite a few Kodak slide carousels available, in both the 80 and 140 slide sizes for $6.00 each plus postage and taxes.

Along the Right of Way

LINES ABANDONED: As per sections 143 and 145 of the Canadian Transportation Act, and in the absence of parties interested in purchasing the lines, CN abandoned the following lines in Alberta on October 13:

- Barrhead Spur from Carley Jct (m 0.0) to Barrhead (m 26.1);
- Smoky Sub. from Tangent (m 306.2) to Wanham (m 334.2);
- Peace River Sub. from Grimshaw (m 66.0) to Hines Creek (m 113.4).

The portions of the Smoky and Peace River Subdivisions had been leased to the Mackenzie Northern Railway (RailAmerica) and were returned to CN when traffic demands ended, and thus CN was required to formally abandon the track.

ALL IN TUSCAN AND GREY: On October 27, CP operated a five-car dinner train from Calgary to Banff and return, powered by a classic A-B-A set (FP7Au 1400, F9B 1900, FP9A 1401) and GP38-2 3084, all in tuscan and grey. The consist included *Assiniboine, Killarney, Van Horne, Royal Wentworth* and *Mount Stephen*. This was 1401's first revenue trip since being acquired from the Nebkota Railway in 1998. (Tom Newton)

ROYAL CANADIAN PACIFIC TO SAN FRANCISCO: A seven-car Royal Canadian Pacific special for Fairmont Hotels (Canadian Pacific Hotels) operated from Calgary to San Francisco via Banff, Cranbrook, Spokane, Portland, Klamath Falls, and San Jose from November 3 to 6. The train included CP FP7Au 1400, F9B 1900, GP38-2 3084, business car *Assiniboine,* baggage-generator 95, business car *Killarney*, stateroom car *N.R. Crump*, followed by business cars *Van Horne*, *Royal Wentworth* and *Mount Stephen*. The train departed San Francisco on November 9, and returned to Calgary on November 12.

STATION MOVED: The station in Jarvis, Ontario (mile 62.7, former CN Cayuga Sub.) has been moved to the a site on Highway 6 at the north end of town and is sitting on supports. (Ray Corley)

INSPECTION TRAINS: In late-October and early-November, one of CP's two inspection train tested the mainlines of the Canadian American Railroad, New Brunswick East Coast Railway and the Chemin de fer de Matapedia et du Golfe. The train included GP9u 8208, Accommodation Car 68, Generator/GMRS Car 424993, and Track Recording Car 63. In early-November, with GP9u 8218 replacing 8208, tested Ottawa Central Railway lines.

CP's other inspection train, consisting of GP9u 8217, Tool Car 424994, Accommodation Car 65 and Track Inspection Car 64, tested several of CN's Subdivisions in Manitoba, Saskatchewan and eastern-Alberta in early-November.

SPUR DISMANTLED: On October 21, a contractor more-or-less finished lifting the mile of rails and ties of the Ilderton Spur between Highway 22 (Fanshawe Park Road) and Hyde Park Junction in London, Ontario. The line had formerly been CN's Exeter Sub. until truncated by the sale to the Goderich-Exeter Railway. The spur originally ran to an industry at Ilderton and then was cut back to Copp's Lumber at Highway 22. When they began to receive lumber by truck the notice of abandonment for the rest of the line was announced. (Don McQueen)

WORK UNDERWAY IN OTTAWA: Work is underway for the OC Transpo light rail pilot project to operate over five miles of CPR's Ellwood and Prescott Spurs in Ottawa. Service is scheduled to start in the summer of 2001 with three "Talent" articulated trainsets built by Bombardier's subsidiary Talbot in Aachen, Germany. The cars, to be delivered in January 2001, will provide 15-minute service between the Greenboro transitway station and a new connection with the east-west transitway at Bayview. The three trainsets will be housed and maintained at CPR's shop in Walkley Yard.

Numerous ties have been replaced, new ballast has been laid down, considerable track has been replaced with relay rail, the pile abutments for the Sawmill Creek Bridge are being replaced, a new signalling system is being installed as is a passing siding at Carleton University, the mid-point on the line. Freight operation on the line will be restricted to 0100 to 0500.

CHANGE OF PLANS: With the cessation of electric operations on BC Rail's Tumbler Subdivision on October 1, 2000 (November **Branchline**), it was planned to mothball the seven GF6C electric locomotives (Nos. 6001-6007) on the backtrack at Teck, BC. Instead, the seven electrics have been moved to Prince George for storage. (Stan Smith)

FORMER CPR RAILWAY STATION RECEIVES NEW LEASE ON LIFE: The early-20th century railway station in Florenceville , New Brunswick, has been relocated to the adjoining community of Bristol. The venerable old station was last used by CP Rail crews in late-1994. The Shogomoc Historical and Model Railroad Society, after protracted negotiations with Heritage Canada and the New Brunswick Railway, purchased the building.

The building was declared a heritage site in early-1995. In 1996, the New Brunswick Railway agreed to initiate legal proceedings with Heritage Canada to have the station's protected status changed. In the fall of 1998 the Board of Heritage Canada determined that preservation of the Florenceville Station would be best satisfied by removing it from the protected status and allowing the Society to move it to Bristol.

The 58-foot long station now sits on the exact same location as the former CP Bristol station which was destroyed in 1965. Both stations were of the exact same architectural design. The Society also has three heavyweight former CPR passenger cars, two track maintenance vehicles , various railway tools and scores of railway memorabilia at the Bristol site. (Press release)

WESTLAND MANUFACTURING COMPANY: BC Rail is presently overhauling CPR 4-6-4 2816 for CPR in BC Rail's steam shop in North Vancouver. It is expected that 2816 will be under steam by mid-2001. Included in 2816's cab will be five new pressure gauges manufactured by BRS member Alan Westland of Chelsea, Quebec. As well, Alan has rebuilt a sixth gauge, plus a seventh as a spare.

Alan hand crafts each gauge, taking up to 80 hours per gauge. He buys the gauge movements from various sources, the case castings from Alloy Foundry - The Metalsmiths in Merrickville, Ontario, the dial plates from another company, and the glass and other items from various sources.

While some companies still make railway gauges, they are steel, painted black and utilized in diesels. The gauges in steam locomotives are polished bronze.

The casings start with wooden moulds that Alan has either built himself or has had made. The cases are usually 6 or 8 inches in diameter. The case is cast in bronze. In turn Alan utilizes a lathe to machine the casing to size and cut screw threads so that later a threaded bezel can be fitted to hold the glass surface plate. Later the screw holes to mount the dial plate are drilled, and then the casing is polished by hand.

The dial plates are designed by Alan, based on the type of plate that the locomotive had when built, and sent to a contractor who digitizes the design. The data are fed into a computer which cuts the plate twice. Each cutting takes an hour. Alan then buffs the matte material and ensure the paint gets in each cut. (Modern dials are silk screened onto the metal).

Several preserved and/or operating steam locomotives sport Westland gauges, including former Reading 4-8-4 2100 in St. Thomas, Ontario, former QNSL/CN 4-6-0 1112 in Smiths Falls, Ontario, and BC Government's former CP 4-6-4 2860 and 2-8-0 3716. Alan has been asked to produce gauges for former CP 4-6-4 2839 in California and former CN 2-8-0 2534 in Brighton, Ontario. (Adapted from "The Rideau Valley Dispatch" [Smiths Falls Railway Museum of Eastern Ontario], Autumn 2000)

DID YOU KNOW?: Some areas of Saskatchewan remain on Central Standard Time all year. But the railways in Saskatchewan all go to Central Daylight Time for the summer months. This is the reverse of many years back when the railways stayed on Standard Time all year, and even printed the passenger timetables in Standard Time, creating considerable confusion with the general public. ◘

Goodbye to the Bruce

By Rod Wilson

One hundred and sixteen years of Canadian Pacific Railway traffic ended on this once vibrant Bruce Division. Thursday, September 28, 2000, would see the last CPR train to Orangeville, Ontario, 60 miles northwest of Toronto. The Bruce Division was once a 242-mile network of branch lines and secondary lines that reached into central Ontario agricultural heartland heading to places like Elora, Teeswater, Walkerton and Owen Sound. The hub of the division was at Orangeville with lines radiating in all directions with Orangeville providing all the facilities required for a railway division point.

The early-1980s marked the beginning of the end of the Bruce. With declining rail traffic, the branch lines suffered first the humiliation of rusting rails, then the return of vegetation. Abandonment and track removal would see the Walkerton Sub. go first, then the Teeswater, Elora, and finally the Owen Sound Sub. north of Orangeville in December 1995. Over the next five years, Canadian Pacific would make several abandonment applications for the last section of the Bruce, that being the Owen Sound Sub. from Streetsville to Orangeville at mile 34.6. After several rejected applications to the Federal regulatory authorities, then several extensions to operate, the day finally arrived when Canadian Pacific would close the books on its Bruce Division.

On Thursday, September 28, 2000, the day of the last run would turn out to be a perfect sunny day. Our train was TM00-28, but it is best known by the Toronto operating crews as the "Moonlight", a name that goes back to the days of steam in the late-1940s, when the train used to operate south out of Orangeville at night under the rays of the moon.

Our crew was ordered for 11:45 at CP's Lambton Yard in central west Toronto. On arrival, I was introduced to our engineer for the day, Peter Hagarty; our conductor was John Desjardins of Tweed, Ontario. Riding on this last run was freelance writer and photographer Greg Gormick who was doing a story for Canadian Pacific Railway news. Our power for the day was GP9u's 8211 and 8203.

At approximately 12.30 we left the Lambton Yard office and walked to our power on the east side of Runnymede Road, boarded the units and backed east into Lambton yard. We coupled onto our train consisting of one cylindrical hopper car of plastic going to Streetsville. Our conductor called the RTC (rail traffic control) in Montreal for clearance to leave.

We were advised that track repairs were being carried out at Islington on the Galt Sub. and also that three other trains would be leaving ahead of the "Moonlight". We moved our short train to the west end of Lambton yard near Scarlett Road and picked up lunch at a nearby deli. At 14.20 we finally got a yellow signal to move out onto the Galt Sub. and we proceeded to Streetsville at restricted speed.

Our first customer stop was the Plastico plant just north of Highway 401, where we set off our lone hopper car, switched out the siding for the customer and lifted one empty car out.

At 16.20 we arrived at the Brampton diamond crossing of the CN where we waited briefly for clearance from the CN RTC. Our lead unit, 8211, died for the fourth time and the decision was made to shut down the unit and run with just the 8203. Our next stop was Brampton Brick, where we picked up one bulkhead flatcar of brick; we proceeded north to mile 25.9 where we stopped for a photo on the Forks of the Credit Bridge. Here our crew posed for pictures and we got more pictures coming off the bridge. We arrived in Orangeville at 17.40. With about a dozen photographers waiting for our arrival, we immediately went to work switching out the Clorox Canada plant, posed for a few minutes to allow for the last pictures of CPR power in Orangeville yard with the old bunkhouse and lunchroom in the background before we lost the last of our daylight.

We headed north to mile 36.0 for dinner at the local Tim Hortons. With dinner completed, we headed back to our units, changed ends and our conductor phoned the RTC to let them know we were now southbound.

Back in Orangeville yard we gathered up our train of five cars and left for the last time at 19.50 heading into the darkness. We proceeded to Vulsay Industries in Brampton for our last call of the day and picked up three empty tank cars. With a brake test completed, we headed for Toronto with eight cars in tow. We arrived at Streetsville to green signals and rolled out onto CP's Galt Sub. speedway hitting 55 mph for a short time.

At 23.10 we arrived back at Lambton yard and set our short train off at the east end of the yard and moved our units into the shop track at Runnymede Road to end 116 years on the Bruce.

In closing, this would be Canadian Pacific's last day, but not a sad end, as so many other rail lines across Canada have faced. The line has been sold to the Orangeville Rail Development Corporation (ORDC - wholly owned by the Town of Orangeville). Four days later Cando Contracting of Brandon, Manitoba, operated its first train for ORDC southbound from Orangeville to mark a new beginning, operating as the Orangeville-Brampton Railway. Using Barrie-Collingwood Railway GP9 1000, the future looks promising with hopes of gaining back old rail customers again. Cando now operates from mile 1.9 to the end of the track at mile 37.5 in the west end of Orangeville on a twice-weekly service to Streetsville and interchange with Canadian Pacific just north of Mississauga Road. Cando immediately started track improvements on the first week and to date have contracted the installation of 3,500 new ties and replaced several road crossings.

A great start and a promising future is in store for the Orangeville sub. We will be watching with great interest. ◘

CP GP9u 8211 and 8203 head north over the Forks of Credit Bridge (mile 25.9, Owen Sound Sub.) with the last run of the "Moonlight", on September 28, 2000. Photo by Rod Wilson.

Cando Contracting's Barrie-Collingwood GP9 1000 (nee QNSL 157) has been transferred to the Orangeville-Brampton Railway. The 1000 lays over at Orangeville, Ontario, on October 7, 2000. Photo by Rod Wilson.

Remember When?

By John Godfrey

It's 1930. The Great Depression is making its way across North America. In the US, having a drink to wash away your troubles with is just about impossible.....legally. Across the pond and WAY down the street, the world has yet to know of the horrors soon to be unleashed by Adolph Hitler. In July, Canadian Car & Foundry outshops solarium-lounge car 400 'Buckley Bay' for CN. What a beauty it is. Inside a steel carbody adorned in green lies a good-sized lounge, buffet, and bathroom (with exercise equipment, no less!). Need to look good on arrival? No problem, drop by the barbershop. How 'bout that brass railing hung across the blind-end door? Remember when?

It's 1935. You still can't slack your thirst with anything 'hard' in the States. Things are not looking that good in Europe. The economy hasn't improved any on this side of the Atlantic, either. Fewer people have the money for luxury travel. The paint still looks good on the 400's steel skin, except it's not the 400 anymore. In May, car 400 becomes the 573 'Athabaska'. Its interior has been replaced with a more marketable 22 parlour seats, a 6-seat smoking area, and 2 sections. The buffet is still there, though. Everything is kept nice and cool with ice-activated air-conditioning. In a few years, business will be booming; so will the economy, thanks to the outbreak of another war. Need a drink south of the border? No problem. By 1952, the war is over, but there is that 'conflict' in Korea. Many of the boys are home. Traffic is steady, but not what it was during the war years. In October, 573 emerges from the car shop after another make-over. 27 parlour seats and 4 compartments replace everything but the buffet. Remember when?

It's 1966. The Beatles have taken the world by storm and Elvis is well into his film career. The American armed forces are busy 'policing' Vietnam. In Canada, CN has made a big investment in light-weight, streamlined equipment. Many of the steel fish belly underframe cars of beginning to be downgraded to other services or MOW use. Not the 573, though. Pierre Delegrave is mounting an attack on CN's dwindling passenger revenue. In June of '64, it was re-christened 'Great Slave Lake'. Now, two years later in September, out the shop door rolls the 573 again, decked-out as a high capacity 45-seat parlour car in a black and white jacket. Reliable, electro-mechanical AC has replaced the ice blocks, completely obliterating what remained of the car's clerestory roofline. In less than a year, seemingly everyone will be Montreal-bound to visit Expo '67. Remember when?

It's 1974. The Beatles are long gone and Elvis is working the lounges of Vegas. While no one is REALLY sure what's going on in Vietnam, everyone agrees it isn't good. Moon travel has gone from being the stuff of dreams to no big deal. North of the 49th parallel, CN has found Canadians have followed their American neighbours into the jet age, altering services and equipment needs to meet the declining demand for rail travel. 573 rolls on, though. In November, it begins a new life as a buffet-club-lounge. Only 27 can travel in style in the club section, now. But 19 can dine at tables in this new configuration. The writing's on the wall, though. In March, four years down the road, CN will be out of the intercity passenger train business for all intents and purposes. VIA Rail Canada, another child of the government will take over. Remember when?

It's 1982. The games of the XXI Olympiad have come and gone, as has the largely boycotted edition in 1980. Disco is all but dead. In the States, an actor who once played a Nazi officer in the movies is now in the Oval office, while Canadians are dealing with their own political problems. VIA seems to be constantly fiddling with its transcontinental schedules, combining and separating its inherited former CN and CP flagships over various routes in Ontario and Quebec. Cars in three paint schemes are intermixed in an effort to provide the populace with regular service. The 573, though, is no more. In April, it was re-born as a 62-seat coach and given a new identity: 4891. Gone are the days when captains of industry and the well-to-do enjoyed an afternoon cocktail while plotting corporate strategy or what show to catch when they arrived. For four years, 4891 and its five sisters soldiered on, eventually finding a home on the 'Campers' Special' between Winnipeg and Farlane, its ample storage area put to good use by cottagers ferrying to and from a weekend in the wilds of eastern Manitoba/western Ontario. Remember when?

It's 2000. The end of the millennium. The Middle East and Persian Gulf have become a powder keg once again. The world has mourned a princess, Canada a statesman. Lord Stanley's mug hasn't been paraded through the streets of Montreal in seven years. In October, a huge pair of sheers plunge through the 4891's roof. A pulling motion, and the car tips from its trucks onto its side, amid the tinkle of breaking glass. In a couple of hours, its remains will be carted off to recycling. Stored in August of '86, 4891 was taken off the roster in February of '88 to await its fate. Drumhead Railway Publications rescued the car two years later. Accompanied by a number of its sisters, a handful of other cars, and a couple of locomotives, 4891 found solitude in the security of the Soulanges Industries complex at Les-Cedres, just east of the Ontario border. Time, an aborted tourist operation, and the death of the principal owner of Drumhead took their toll. Effort was made to find it a home, to no avail. Unwanted by everyone but a scrapper, what was once a showpiece of Canadian railway technology was ignominiously carted away, only so much copper, steel, aluminum, glass, and wood. Remember when? ◘

VIA Coach 4891 meets her end at age 70. Above, a sheer grabs 4891's roof and tips her over, off her trucks. Within hours, 4891 has been reduced to rubble (below). Both photos taken on October 10, 2000, by David Walmsley.

Photo Corner

LEFT TOP: The Rocky Mountain Rail Society's former CN 4-8-2 6060 carries out some switching at the Alberta-Pacific Grain Company elevator in Castor, Alberta, on October 15, 2000. The 6060 had powered a 10-car Alberta Prairie Railway Excursion from Stettler to Castor and will return the passengers to Stettler after a roast beef buffet in the Castor Community Hall. Photo by Jeff Geldner.

RIGHT TOP: Delaware & Hudson GP38-2 7312 pauses at Smiths Falls, Ontario, on November 6, 2000, en route home after an overhaul and meticulous repaint at CPR's Ogden Shops in Calgary. A small gold beaver crest has been added to the frame below the cab with the inscription "CPR Heritage Locomotive" beside it. The unit has retained the name B.C. O'Brien ahead of the cab. Photo by Robert Heathorn.

LEFT MIDDLE: Freightliner (UK) JT42CWR 66601, the first of an order for six built by General Motors in London, Ontario, pauses at Welland, Ontario, on September 28, 2000, on its return journey to London from display at the Railway Supply Association exhibition in Chicago. On October 16, the 66601 with sisters 66602-66606, and 66519-66520 from an earlier order, departed London for Halifax for the sea journey to England. Photo by Paul Duncan.

RIGHT BOTTOM: Rocky Mountaineer Train 609, powered by leased HATX GP40-3s 805 and 804, is at Basque, BC (Mile 59.1of CN's Ashcroft Subdivision), on August 2, 2000. Photo by Jim Johnston.

LEFT BOTTOM: The October "Branchline" included an article on Mother Parker Tea & Coffee's Private Car "Pacific" which indicated that it is today Canada's only active privately-owned passenger car. Presently undergoing repairs is Montreal-based sleeper "Pacific Sands", built by Budd in 1949 as Union Pacific 1437, owned and operated by The Sleeper Line Inc. The "Pacific Sands" is shown on the rear of VIA No. 68 at Cobourg, Ontario, on May 15, 2000, with an on board private party. Photo by Richard Longpré.


7312
DELAWARE & HUDSON
7312


805
804

The Motive Power and Equipment Scene

CN

ADDED TO ROSTER: (dd/mm = date added)
- Dash 9-44CWL 2603-2604 (30/10); 2605-2606 (02/11); 2607-2608 (05/11); 2609-2610 (07/11).

RETIRED: CN SD40 5139, GP9RM 7057, and GP40-2L(W) 9622, all on October 31.

DONATED: IC GP11 8701 has been donated to Carbondale, Illinois.

TRANSFERRED:
- Unassigned to Edmonton, then to Winnipeg: CN GP9-Slug 224 and GP9RM 7224.
- Unassigned to Vancouver: CN SW1200RS 7305.
- Winnipeg to Edmonton: CN GP9RM 7217.

UNITS LEASED OUT:
- To Athabasca Northern Railway (Cando Contracting): CN GP38-2 4700 and 4717; GP38-2m 7510.
- To Union Carbide, Prentiss, Alberta: CN SW1200RM 7306.
- To Simplot Chemical, Brandon, Manitoba: CN SW1200RM 7314.
- To Ontario Northland Railway: CN GP40-2(W) 9668.
- To Quebec Gatineau Railway: CN GP40-2L(W) 9453 and 9580.
- To Cape Breton & Central Nova Scotia Ry.: CN GP40-2L(W) 9531.

UNITS STORED SERVICEABLE LONG TERM:
- IC E9Ar 100-103 (all see occasional service).
- CN HBU-4 513, 519.
- CN YBU-4m 524.
- CN GMD1m 1063, 1078, 1082, 1177, 1179.
- CN SW1200RS 1339, 1355, 1357, 1363, 1371, 1375, 1385.
- CN GMD1u 1421, 1422, 1430, 1431.
- CN GP9RM 4102, 4104, 4106.
- CN GP38-2 4704, 4705, 4707, 4710.
- CN GP38-2(W) 4778, 4797.
- GTW (IC) GP38-2 4917.
- CN GP9RM 7000, 7001, 7003, 7005, 7007, 7008, 7010-7012, 7072.
- CN SW1200RM 7300, 7301, 7303, 7304, 7309, 7311, 7313.
- CN GP38-2m 7526.
- IC GP11 8705, 8709, 8715, 8718, 8726, 8731, 8733, 8736, 8741, 8747, 8751.

UNITS STORED UNSERVICEABLE: (* added since last issue)
- IC E9Ar 104.
- CN YBU-4m 205*.
- CN GP9 Slug 246, 248*.
- CN GMD1u 1406, 1417.
- CN GP9RM 4101.
- CN GP38-2 4706, 4714*.
- CN GP38-2(W) 4771, 4780, 4783, 4803.
- CN GP9RM 7020*, 7204*, 7240*, 7267*, 7268*.
- CN SW1200RM 7316.
- CN GP38-2m 7501, 7521.
- IC GP38-2 9614.
- CN GP40-2(W) 9674*.
- IC (NREX) E9Ar 9922, 9923.

REBUILT UNITS RELEASED FROM TRANSCONA: LLPX GP38-3 2244 and 2245, upgraded from Long Island GP38-2 264 and 267 respectively, have been released from CN's Transcona Shops in Winnipeg.

UNIQUE UNIT SOLD: CN Snowfighter 50560, rebuilt from MLW S-4 8032 in 1980 with the addition of a snow blower on one end and plows on the other, has been acquired by CAD Railway Services in Lachine, Quebec.

CANADIAN PACIFIC RAILWAY

PURCHASED: In 1995, Ontario Hydro-owned, but lettered CP SD40-2 5779-5783, 5785, 5861 and 5862 were reassigned to CN and renumbered CN 5388-5395 respectively. In 1999, CP 5784, 5786 and 5860 were reassigned to CN and renumbered CN 5396-5398 respectively. All but 'CN' 5391 were retired on April 24, 2000. CP purchased Nos. 5388-5390 and 5392-5398 in November and re-stencilled them CP 5388-5390 and 5392-5398. All are to be assigned to St. Paul. Initial plans to reinstate their original numbers (5779, 5780, 5781, 5783, 5785, 5861, 5862, 5784, 5786 and 5860 respectively) have not been implemented.

D&H LIVERY RETAINED: Delaware & Hudson GP38-2 7312 was released from overhaul at Ogden Shops in Calgary in late-October, resplendent in the D&H grey and blue with yellow striping. A small gold beaver crest has been added on the frame below the cab with "CPR Heritage Locomotive" next to the crest. The locomotive has retained the name B.C. O'Brien.

TRANSFERRED:
- Coquitlam to St. Paul: CP SD40-2 762 and 780.
- Coquitlam to Calgary: CP SD40-2 783 and 784.
- Calgary to Toronto: CP GP38-2 3021.
- Moose Jaw to Toronto: CP GP38-2 3060.
- Thunder Bay to Calgary: CP SW1200RS 8171.
- Toronto to Moose Jaw: CP GP38-2 3068.
- Toronto to Montreal: CP GP9u 'mother' 1518 and SW1200-Slug 1000; GP9u 'mother' 1639 and GP9-Slug 1025.

LEASED OUT:
- CP SW1200RSu 1241 to Kimberly Clark in Terrace Bay, Ontario
- CP SW1200RSu 1249 to Abitibi in Kenora, Ontario.
- CP GP38-2 3059 to Luscar in Coronach, Saskatchewan.
- CP GP38-2 3083 and 3115 to Westcan Rail (Great Western Railway) in Saskatchewan.
- CP SW1200RS 8171 to Norampack in Red Rock, Ontario.

UNITS STORED SERVICEABLE: (* added since last issue)
- CP SD40 740, 752.
- SOO SD40 747.
- SOO SD40-2 770.
- CP Control Cab 1116.
- CP SW9u 1203.
- CP SW1200RSu 1244*, 1247*, 1250.
- CP GP9u 1556, 1621*.
- STLH GP9u 1594*.
- SOO GP9 2403*.
- CP SD40 5546 [for sale].
- CP SD40-2 5566, 5683.
- CP [SOO] SD40 6404, 6406, 6407, 6409.
- CP SW1200RS 8111, 8132*, 8167.
- CP [SOO] GP9u 8263*, 8264*, 8270*, 8275*.

UNITS STORED UNSERVICEABLE: (* added since last issue)
- SOO GP9 402, 414 [both for sale].
- SOO SD10 532, 543 [both for sale].
- CP [SOO] SD10 534 [for sale].
- SOO SD40 745*, 746*.
- CP SW1200RSu 1210.
- UP SW10 1212, 1213, 1217, 1220, 1221,1222, 1231, 1240 (to be renumbered CP 1280-1287 respectively; 1221 has been repainted and renumbered CP 1284 but remains as UP 1221 on the records).
- SOO SW1500 1400, 1401.
- CP GP9u 1531, 1536.
- SOO GP40 2015, 2033 (to be CP 4614 when repaired), 2035.
- CP GP38-2 3100.
- SOO Fuel Tender 4001, 4003.
- STLH SD40-2 5448.
- CP SD40 5515 [for sale], 5538 [for sale], 5540*, 5553, 5564*.
- CP SD40-2 5565, 5573, 5623, 5645, 5681, 5807*, 5848, 5863, 5921, 5932.
- CP SD40-3 5685 [for sale - accident at Savona, BC, on 20/08/95].
- SOO SD39 6240 [for sale].
- CP [SOO] SD40 6408 [for sale].
- CP SW1200RS 8133, 8134, 8162.
- CP GP9u 8236.

ADDITIONAL AIR REPEATER CARS ACQUIRED: Former BN Air Repeater Cars 20-35 have been acquired and renumbered SOO 900015-900030. In 1999, BN Air Repeater Cars 3-14 were acquired and renumbered SOO 900003-900014.

TO THE SCRAPPER: CP snowplow 400771 was moved to Mandak Metals in Selkirk, Manitoba, for scrapping in late-October.

ALSTOM

RELEASED:
- BNSF SD40-2 7333 (nee CN 5061) from repairs.
- New Brunswick East Coast SD40 6910 from repairs.
- Roberval-Saguenay GP38-3 67, rebuilt from MKCX GP40 4301 (exx-GATX 3729, nee B&O 3729).
- GCFX (ALSTOM) SD40-2 3093-3102, upgraded, overhauled and

renumbered for lease by ALSTOM to CSXT, from the following:
- 3093 (ex-NREX SDP40 6325, exx-BNSF 6325, exxx-BN 6397, exxxx-BN 1976, exxxxx-BN 9853, nee GN 323).
- 3094 (ex-CP SD40 6403, exx-SOO 6403, exxx-SOO 625, nee KCS 625).
- 3095 (ex-CP SD40 6400, exx-SOO 6400, exxx-SOO 622, nee KCS 622).
- 3096 (ex-SP SD40E 7342, nee SP SD40 8470).
- 3097 (ex-SP SD40E 7315, nee SP SD40 8451).
- 3098 (ex-SP SD40E 7330, nee SP SD40 8477).
- 3099 (ex-SP SD40E 7351, nee SP SD40 8484).
- 3100 (ex-SP SD40E 7329, nee SP SD40 8405).
- 3101 (ex-SP SD40E 7381, nee SP SD40 8439).
- 3102 (ex-SP SD40E 7369, nee SP SD40 8455).

WORK IN PROGRESS:
- The following units are being remanufactured to SD40-2 specifications for lease by ALSTOM to CSXT:
  - ex-CP SD40 5526, 5531, 5555 (as built).
  - ex-SP SD40E 7341 (SP 8441); 7344 (SP 8428); 7384 (SP 8450).
  - ex-SP SD45E 7407 (SP 8828); 7408 (SP 8829); 7409 (SP 8831), 7421 (SP 8855); 7447 (SP 8884); 7448 (SP 8888); 7451 (SP 8894); 7458 (SP 8821); 7467 (SP 8913); 7471 (SP 8932); 7479 (SP 9001); 7480 (SP 9006); 7511 (SP 8901); 7516 (SP 8954); 7524 (SP 9126).
  - ex-NREX SD40 5126, 5144, 5160, 5207 (ex-RMGX, nee CN same numbers).
- GCFX SD40-3 6042 from repairs.
- The following Agence métropolitaine de transport former GO Transit coaches for various repairs:
  - 100 (ex-GO cab-coach 100) - to be renumbered 201;
  - 1078 (ex-GO coach 1078);
  - 1100 (ex-GO coach 1100) - to be renumbered 1206;
  - 1201 (ex-GO coach 1065) - to be renumbered 1240;
  - 9971 (ex-GO coach 9971) - to be renumbered 1255.
- Caltrain (California) Bi-Level coaches 3800, 3813, 3820, 3823, 3832, 3843 and 4000 for overhaul.

WORK PENDING:
- ex-CN GP40-2L(W) 9428, 9562, 9595, 9621.
- ex-CN GP40-2(W) 9633, 9635.
- ex-MKM SD45 5348 (ATSF 5348, 5567); 5361 (ATSF 5361, 5511); 5365 (ATSF 5365, 5536); 5366 (ATSF 5366 ,5532); 5369 (ATSF 5369, 5527); 5374 (ATSF 5374, 5620); 5375 (ATSF 5375, 5632).
- ex-SP SD40E 7368 (SP 8486).
- ex-SP SD45E 7416 (SP 8845); 7424 (SP 8863); 7428 (SP 8866); 7434 (SP 8836); 7442 (SP 8875); 7445 (SP 8881); 7446 (SP 8882); 7453 (SP 8886); 7455 (SP 8869); 7462 (SP 8848); 7469 (SP 8918); 7472 (SP 8948); 7473 (SP 8929); 7485 (SP 9044); 7487 (SP 9070); 7503 (SP 8917); 7507 (SP 8810); 7520 (SP 8907).
- ex-STLH SD40 5532 (CP 5532).

VIA Rail Canada

UNDER REPAIR: Repairs to Club Car 4000, damaged in the derailment of Train 68 near Bowmanville, Ontario, on November 23, 1999, are nearing completion.
ORDERED: Seven F59PHI units have been ordered from General Motors for delivery in 2001.
LEASED: VIA took delivery of Amtrak P42 #17 in mid-October for tests.
TO BE OVERHAULED: RDC-1 6148, stored for a lengthy period at Victoria, BC, departed Vancouver Island in late-October for major repairs in Moncton, NB.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

PACIFIC WILDERNESS RAILWAY: Former Ohio Central Railroad steam generator unit 15505 (ex-CN 15505, nee CN 15431), acquired in early-2000, was returned to the Ohio Central in early-November.
TRANSLINK: No. 304, the fourth of nine additional bi-level Bombardier coaches for the Vancouver-Mission West Coast Express, has entered service.
MACKENZIE NORTHERN RAILWAY: The lease of Helm (TOR) GP38 2006-2009 was terminated in May 2000. The four units were shipped out in late-October to Metro-East Industries, East St. Louis, Illinois, renumbered HLCX 3631, 3632, 3633 and 3611 respectively.
ONTARIO NORTHLAND RAILWAY: Baggage 410 (NSC, 1953) has been made into a baggage/generator car, repainted and relettered TIOC 410 for the Tioga Central, and shipped to Corning, New York.
AGENCE METROPOLITAINE DE TRANSPORT: An additional four F59PHI units have been ordered, to be numbered 1327-1330.
ROBERVAL-SAGUENAY RAILWAY: In early-November, former Roberval-Saguenay M-420TR 27 (nee Alcan 27) and C-420 41 (nee Long Island 211) were shipped from Benoit Girard Metal in Jonquière, Québec, to the Central New York Railroad in Syracuse, NY.
NEW BRUNSWICK SOUTHERN RAILWAY: MPI GP35E 2001 (ex-SP 6560) was shipped to the NBSR in mid-October for evaluation; GP9 3757 (ex-SP 3757) has returned to the NBSR after doing a stint on the Great Western Railway.

ON THE INDUSTRIAL SCENE

GONE EAST: Agrium's Cummins-powered ALCO S-2 switcher ME-50216 (ex-Agrium 901, nee Newburg & South Shore 13A in 1946) moved from Agrium's Redwater, Alberta, plant to A. Merrilees' (dealer) shop in Lachine, Quebec, in October.
NEW ARRIVALS: Nova Chemicals (Canada) Ltd. at Joffre, Alberta, took delivery of MP1500D W-117 and W-118 in late-October. They were previously Boise Locomotive MP2000D 2004 and 2005 and have been modified with a 1500 hp engine and other internal changes. They were built in December 1999, serial 1099-1 and 1099-2.
REPLACEMENT: Canac's former CN S-13u 8704 was en route to Simplot Chemical in Brandon, Manitoba, at press time to replace leased CN SW1200RM 7314.
PORT OF MONTREAL: In mid-November, the Port of Montreal took delivery of Slug 2007 from CLN Industries in Charny, Quebec. No. 2007 is the first of four slugs to be mated with MP15AC 8403-8406.

ON THE PRESERVED SCENE

SIX CANADIAN PACIFIC SNOWPLOWS ACQUIRED:
- CP 400766 to the Alberta Central Ry. Museum, Wetaskiwin, AB.
- CP 400772 to the Great Canadian Plains Ry. Museum, Stirling, AB.
- CP 400798 (double-track plow) to the Herbert Saskatchewan Station Museum in Herbert, Saskatchewan.
- CP 400823 (double-track plow) to the Revelstoke Railway Museum, Revelstoke, BC.
- CP 400843 to the Leduc West Antique Society, Ireton, Alberta.
- CP 401100 (double-track plow) to the Alberta 2005 Centennial Railway Museum Society, Calgary, Alberta.

CABOOSE TO MUSEUM: CN steel caboose 79436 has been acquired by a school near the Canadian Railway Museum in St-Constant, Quebec. The caboose has been moved to the Museum where it will be converted to a play centre.

ON THE TRANSIT SCENE

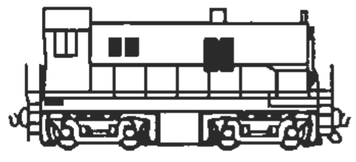
MORE T-1 SUBWAY CARS DELIVERED TO TTC: The second order for Toronto Transit Commission Class T-1 subway cars includes 156 cars (5216-5371). As of November 2, Bombardier had delivered cars 5216-5301.

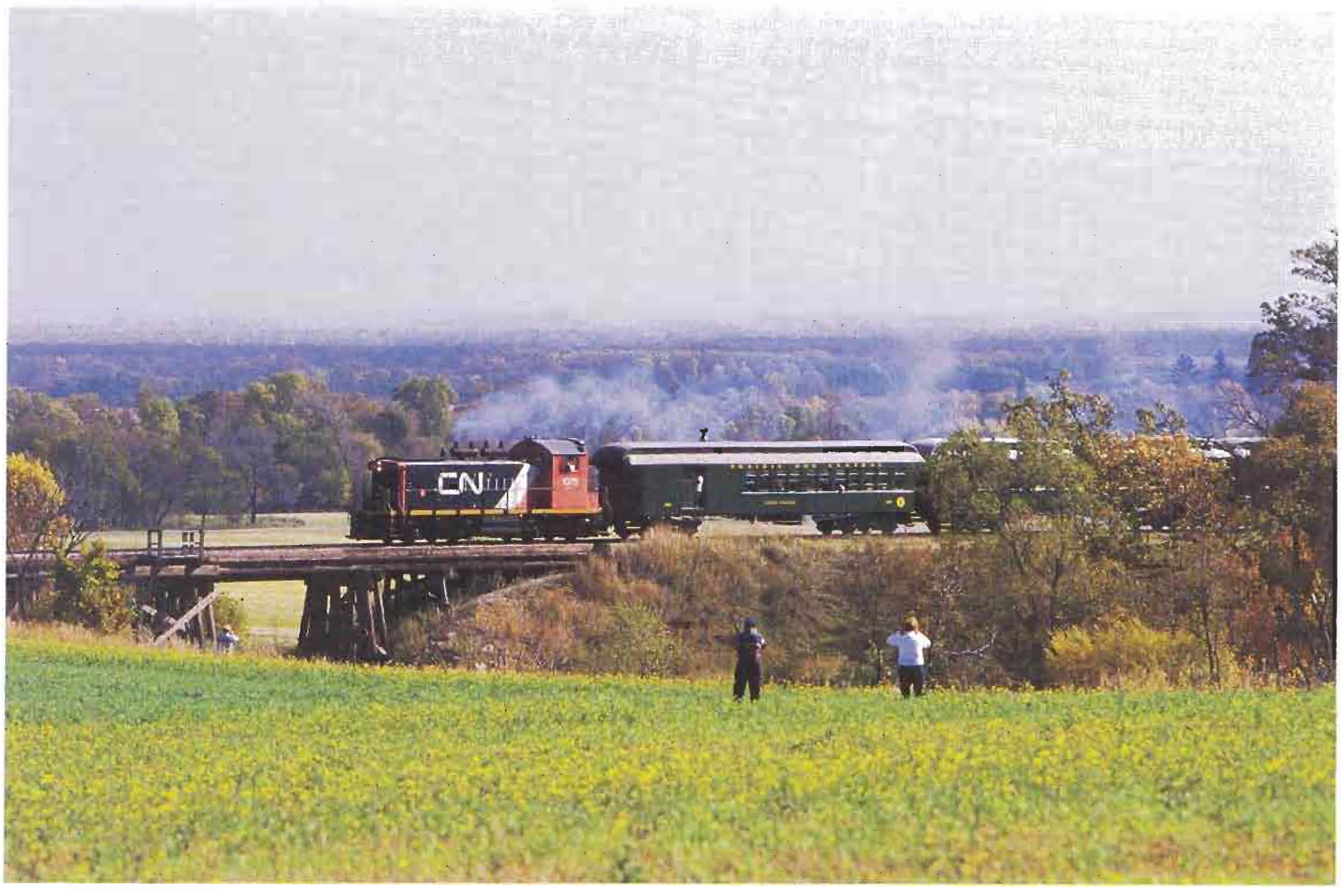
Thanks to Doug Cameron, Bruce Chapman, Ray Corley, Paul Crozier Smith, Doug Cummings, John Godfrey, Ross Harrison, Roland Legault, Bruce Mercer and Peter Phillips. ■

Cover Photos Sought

The Publications Committee is looking for suitable photographs for the outside and inside front and back covers of the 2001 edition of the **Canadian Trackside Guide**®. The Committee's preference for the outside front cover is a striking colour slide of a Canadian locomotive in a vertical format, or a horizontal slide that would, with cropping, lend to a vertical format. The preference for the inside covers and the outside back cover is for horizontal slides of Canadian locomotives.

Deadline is the "Informal Slide Night" on December 19, 2000. If you have suitable entries and cannot attend the December 19 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.





PASSENGERS RETURN TO THE RED RIVER VALLEY: *On September 30 and October 1, 2000, the Miami Historic Station Society sponsored excursions out of Miami, Manitoba, utilizing leased CN SW1200RS 1375 and five vintage "Prairie Dog Central" wooden passenger cars ranging from 87 to 99 years old. On September 30, the train is on a Miami to Somerset turn just west of Miami and is climbing Pembina Mountain with the Red River Valley stretching to the horizon. The train is approaching a loop that will take it 180 degrees and will pass behind the photographer. Photo by W.R. Hooper.*

Return undeliverable address blocks to:

Bytown Railway Society
PO Box 141, Station A
Ottawa, ON K1N 8V1

PLEASE DO NOT BEND!