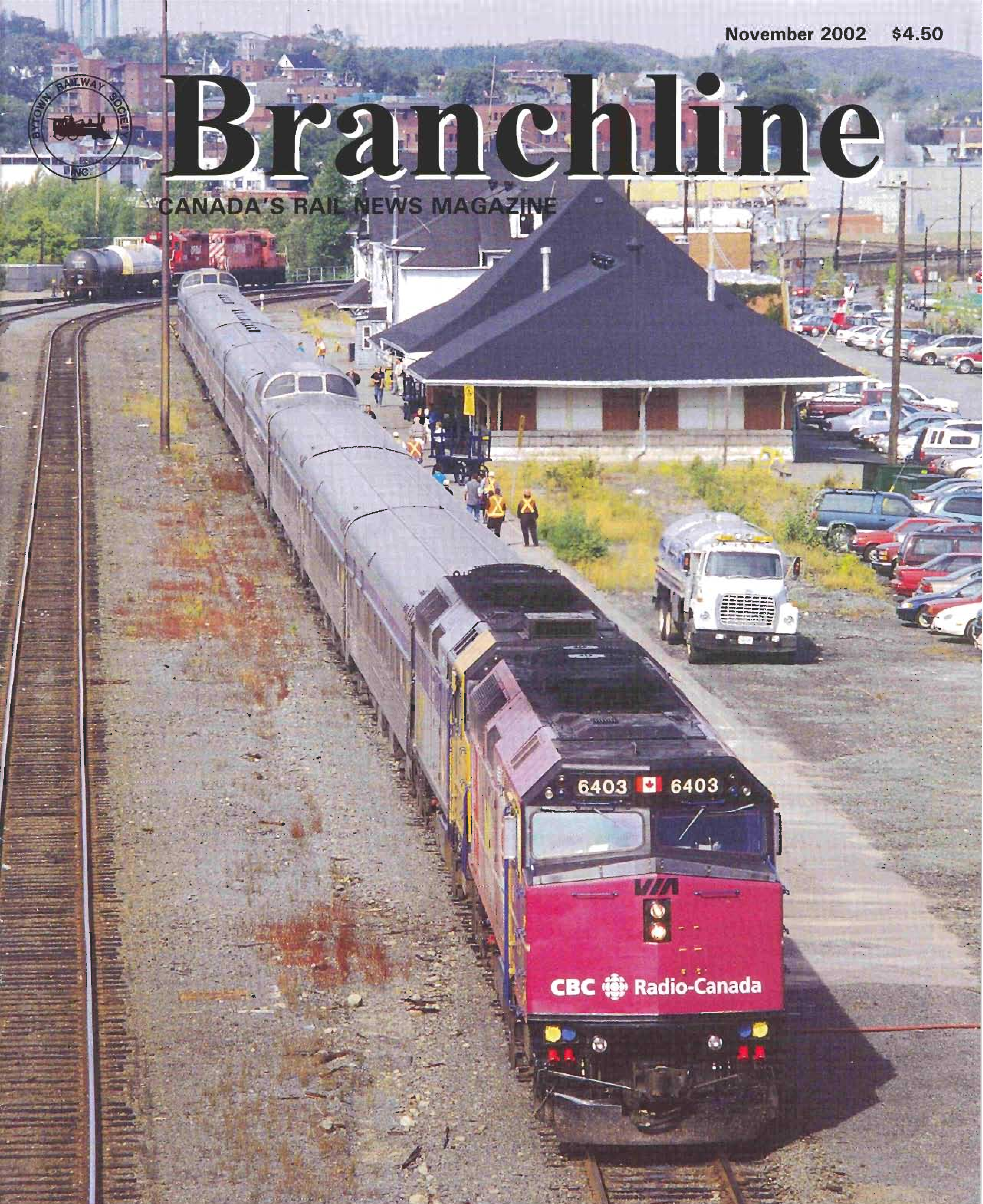




Branchline

CANADA'S RAIL NEWS MAGAZINE



Branchline

Published monthly (except July and August combined)
by Bytown Railway Society
PO Box 141, Station A, Ottawa, ON K1N 8V1

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

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We will gladly accept articles in WordPerfect, Word or ASCII text file format on an IBM-compatible 3 1/2" disk (please include a printed copy), or via the Internet (see above). All material submitted for publication in **Branchline** is considered gratis.

Membership is available for any 12-month (11 issues) or 24-month period (22 issues) as follows:

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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: brspaul@sympatico.ca, leave a message at (613) 745-1201, or send a letter to the Society's address.

The expiry date of your membership appears on your mailing label (eg. 200310 = expiry with the October 2003 issue). Notice of expiry will be mailed prior to mailing the second to last issue.

Please send change of address notice at least six weeks prior to moving (see below). In Canada, Canada Post will not forward **Branchline** unless an official Canada Post redirection request is in effect, nor will Canada Post return the complete magazine. Missed issues can be purchased from the "Sales Desk", if available.

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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A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. The next meeting will be on **November 5** when Bert Titcomb will give an illustrated talk on the Danish Railway Museum and show a video of the Austrian Royal Train. Refreshments 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 **November 19**.

The **Annual General Meeting** will be held on January 7, 2003. If you wish to nominate a member for an executive position, or wish to help in a non-executive capacity, please contact nominating chairman Earl Roberts at (613) 824-8203 or e-mail: earl.roberts@sympatico.ca

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.

Membership Increase: Printing, paper and postage expenses related to **Branchline** have been steadily increasing, with another postage increase effective in January 2003. Notice is hereby given that those attending the Annual General Meeting on January 7, 2003, will be asked to approve a membership rate increase of \$2.00 for all one year memberships, and a \$3.00 increase for all two-year memberships, effective with the February 2003 issue.

The all-volunteer production of **Branchline** is intended to be a break-even operation, funded by membership fees and hobby/retail outlet sales. Other Society operating expenses are covered by various sales activities and investments.

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

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

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

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

Correction: The lead unit in the top photo on Page 4 of the September **Branchline** is NECR (New England Central) GP38 9539, not NBEC 9539.

On the Cover: VIA F40PH-2 6403 leads the 10-car **CBC 50th Anniversary Special** at CPR's Sudbury, Ontario, station on September 18, 2002. Photo by Glenn Courtney.

Press date for this issue was October 14
Deadline for the December issue is November 11

Homecoming - The Odyssey of Number Nine

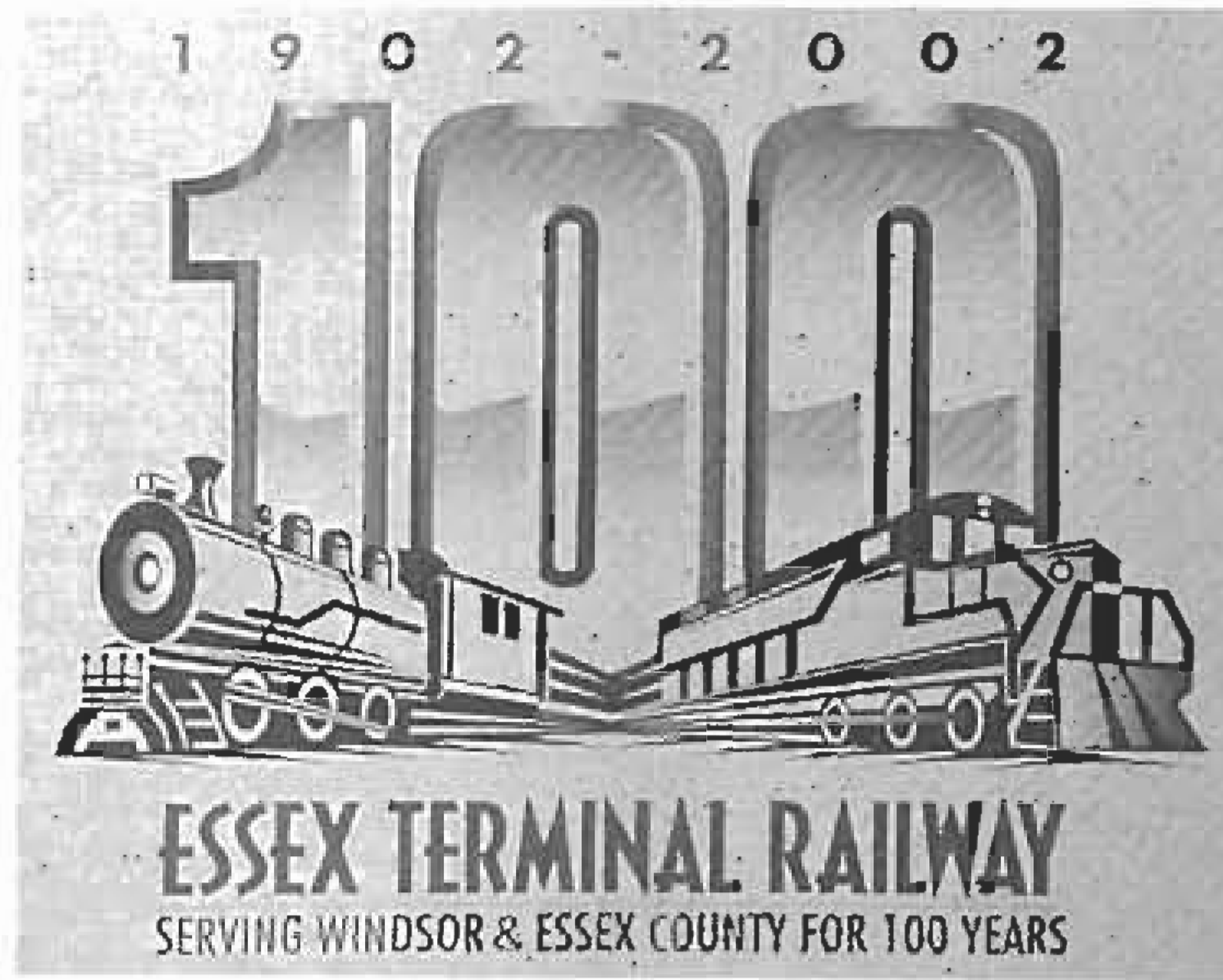
Article and Photographs by Bob Mitchell

All heads rubbernecked east from the lovely stone station in Essex, Ontario, on this beautiful last day of August, 2002. The remnants of a hot dog cookout cooled as the crowd and media increasingly relocated trackside. Children's monkeyshines and tomfoolery gave way to subdued expectation. In the distance a light, a plume of smoke. Here she comes! Clear the track! "Engine, Engine Number Nine is Comin' Down the Railroad Line!"

Essex was the first stop of the homecoming trip to Windsor from St. Thomas of ex-Essex Terminal Railway (ETR) Number Nine, a 1923 MLW 0-6-0 switcher that plied the ETR for almost 40 years until her retirement in 1963. It is believed that she was the last steam locomotive to be certified in Canada for regular revenue service. The light down the CASO subdivision was that of Canadian National GP9RM 4114, piloted by Roy Broadbear, CN engineer and president of the Southern Ontario Locomotive Restoration Society. This active group, formed in 1993 under the leadership of Roy's father Don Broadbear, fully restored Number Nine to her original operating condition over a five-year period using over 5,000 hours of volunteer service. (The locomotive had to be re-assembled from over 500 heavy pieces using old skills that had to be re-learned and taught, such as hot riveting).

Due to railroad and Transport Canada regulations, Number Nine had to be towed by a diesel, although she was steamed up and rarin' to go! Following an invitation from the Essex Terminal Railway and the necessary negotiations, preparations, and publicity arrangements, the little engine was headed south to the centennial celebrations of her former owner, the venerable Windsor shortline freight hauler.

Like attendants at a wedding, a nine-car consist accompanied Number Nine. This rolling stock represented most of the roster of the new St. Thomas Central Railway (STCR), the operating arm of the Southern Ontario Locomotive Restoration Society, whose motto is "Bringing History to Life." Based in St. Thomas, the STCR is an official shortline railway, licenced by the Province of Ontario, normally taking passengers on a 40 minute excursion from the Elgin County Railway Museum (the old New York Central Shops) out across the former Canada Southern Kettle Creek bridge for a spectacular view of the valley below. Special runs this year have included a steam trip to the Rhubarb Festival in nearby Shedden and a dinner train to Port Stanley on Lake Erie over the former London and Port Stanley line. Now she was



headed out on the most ambitious venture yet, an introduction and demonstration tour to the automotive capital, some 100 miles away on the old Canada Southern line.

After CN GP9RM 4114, the consist lined up like this: CN gondola car 137673, loaded with enough coal to last the nine-day venture in Windsor; Number Nine and her tender; ex-TH&B wooden caboose numbered STCR 61; tank car numbered STCR 37; ex-CN baggage-express 57636; ex-CN auxiliary diner 60504; ex-CP coach 1437 - *Midway*; ex-VIA café-coach 3216; ex-VIA coach 5504; and ex-CN track geometry car 15000 (the 5504 and 15000 were acquired just weeks before the trip from the defunct Waterloo-St. Jacobs

Railway). This was truly the ultimate eclectic brew of inconsistent consists, a concoction of CP tuscan red, CN olive drab, VIA blue and yellow together with black and rusty freight equipment riding on a blend of roller and friction bearings pulled by a hob-nob of steam and diesel motive power.

What an awesome sight this train made as she entered the CN Van de Water yard on a bridge over Dougall Avenue, Number Nine puffing a salute to the astonished crowd of motorists on the busy artery below! Not since 1978 has Windsor seen a steam locomotive, that being the now-dead Royal Hudson 2860 of the British Columbia museum train. Tears filled the eye of many a passerby as Number Nine headed into the Lincoln Road engine house of the Essex Terminal, her fires being dropped here for the first time in many a decade.

Over the next seven days Number Nine put on a stellar performance and was extremely well-received by the Windsor public. Operation was in pull-pull fashion with the daily consist of the diner, the *Midway*, the two VIA cars, and track geometry car being headed by Number Nine and backed up by an Essex Terminal diesel, usually SW14 104. All runs departed by prior arrangement from the Giovanni Caboto Club, a central location easily accessible from Tecumseh Road and universally recognized throughout the city as a premier place for dinners, meetings, and trade shows. The consist was put to bed each night in the Lincoln Road yard with Number Nine residing in the engine house where she was tenderly serviced by a combined crew of Essex Terminal/St. Thomas Central volunteers headed by Don Broadbear.

To summarize the events of the ensuing week, it can be said that the original plans called for a total of 24 trips. This was expanded to 27 even before arrival in Windsor. Of these, 22 were



Former Essex Terminal 0-6-0 #9 arrives at Essex Terminal's Lincoln Road shops in Windsor, Ontario, on August 29, 2002 - her first visit since 1971.



ETR SW14 104 (ex-Illinois Central 1475) hauls the train and #9 backwards on the reverse leg of the 40-minute excursions.



Number Nine leads her five-car train on a straight-of-way approaching Prince Road on the west side of Windsor.

regular (if you will) public trips of 40 minutes each, beginning at the Caboto Club and travelling approximately 10 miles through the Canadian Pacific marshalling yard out to the extreme west side of Windsor ending near Ojibway Park. All trips had a full complement of conductor and customer service staff (all volunteers) and included a running commentary by an informed volunteer historian. Passengers on all trips had an excellent view of the twin portals of CN/CP's Detroit River Tunnel. Three other runs were dedicated to the Essex Terminal, its employees and their families, suppliers, clients, and shareholders.

September 4 saw a spectacular fundraiser. Sponsored by the "Together in Caring" campaign of the Windsor-region hospitals, at \$125 a ticket, the trip included dinner at the Caboto Club, a 15-mile trip out to Essex Golf and Country Club in La Salle, followed by dessert back at the Caboto Club. Major features of this trip were a staged train robbery by a couple of prominent Windsor lawyers who collected thousands of dollars from passengers for the hospitals, followed by a photo runby at Ojibway Park. Proceeds of the regular trips were shared with the Riverside Optimist Club, whose volunteers fielded phone calls, manned ticket booths, and worked as onboard train crew. Due to public demand, one extra trip was hastily added to accommodate all those still standing in line at the Caboto Club after the last train of the day. This run quickly took on the moniker of "Moonlight Special" as departure was at 20:30 and the generators had to be started up for the coach lights.

Finally to culminate the events of the week, a "Tour of the Line" was undertaken, conveying almost 300 avid railfans the whole length of the 22-mile Essex Terminal line from the Ford Motor Company yard to the wye at General Chemical in Amherstburg. This all-day event included, for a \$60 ticket, a "hobo lunch" of sandwiches, pickles, veggies, cookies, and fruit appropriately wrapped in a railroad-type bandana (which was retained by each passenger as a souvenir), having been prepared on board in the diner during the run by the Optimist Club volunteers. What a day! At Amherstburg, Number Nine was run around the train, thus providing the sole power for the round trip from/to Windsor. Here also, the original Essex Terminal diesel, ex-101, now Hearn Group 200, an Alco S-1 of 1941 vintage, emerged on a spur from LaSalle Packaging to meet the train at mile 18.9. Several photo runbys transpired in the beautiful town of LaSalle on the return journey.

"Greetings, Ladies, and Gentlemen! Welcome aboard the St. Thomas Central Railway, operating for your pleasure on the tracks of the Essex Terminal." The voice belongs to Charlie Beckett, veteran New York Central dispatcher (retired) and humorous

volunteer STCR conductor. He pulls out his trademark pocket watch, the hands of which are stalled on the hour just past, to show his excited passengers how the STCR always leaves precisely on time. The crowd is delighted and responds with laughter. This is one of the many pleasurable moments remembered aboard the STCR during its sojourn in Windsor.

Hard work resulted in an overwhelming response from the public, with over 4,000 passengers being transported in the one-week stay. Many were taking their first trip on a train, adults and children alike. For others, the wail of the steam whistle and the smell of coal smoke welled up tears. Verbal thank-you's from de-training riders touched all who volunteered.

As the train departed the CN Van de Water yard for St. Thomas, the caboose now bringing up the markers, clouds of smoke were seen wafting down the track in a scene reminiscent of years gone by, slowly fading away in the distance. History was brought to life in Windsor big time by the St. Thomas Central Railway with its magnificent steam locomotive, its marvellous consist, and its dedicated volunteers. "Engine, Engine, Number Nine, is Goin' Down the Railroad Line." ■



SOLRS President Roy Broadbear and St. Thomas Central conductor Charlie Beckett stand beside coach Midway - acquired from the National Museum of Science & Technology in 2000.



Number Nine approaching Bouffard Road in LaSalle, Ontario.

Essex Terminal Railway 100th Celebrations (Part 2)

Article and Photographs by Bob Meldrum

The Essex Terminal Railway (ETR) was incorporated in 1902 and began its existence as a connection between the Grand Trunk (now CN) and the Canadian Bridge Plant on the near-east side of Windsor. Thereafter the ETR was extended in sections during a 16 year period until, in 1918, the Railway was extended to a station known as Quarries in what is today the Town of Amherstburg, Ontario.

The ETR played a prominent role in the industrialization of the Windsor area, providing rail service to many industries that created the jobs that nourished and developed the region.

When Windsor's auto plants were converted to the production of military equipment during the Second World War, the ETR was prominent in the movement of the equipment from the plants and into the war effort.

The Railway has been owned by several business interests including the Canadian Bridge Company, United States Steel Corporation, and Morton Industries of Canada (now Canadian Salt Company). Currently the ETR is owned by Essex Mortem Holdings Ltd., a largely local group of business people.

The ETR is strategically located at one of the busiest Canadian-United States border crossings. One third of all international trade between these two countries moves through the Windsor - Detroit gateway. Surprisingly, Windsor is directly south of Detroit, Michigan. The Detroit River linking the Great Lakes and the St. Lawrence Seaway, one of the world's busiest commercial waterways, is the city's northern boundary. As a result of this geography, the ETR is an east-west railroad.

The ETR has direct connections with CN, CPR, CSX, and NS railways. The ETR trackage currently extends from Windsor to Amherstburg, serving lumber transfer yards, major agricultural and chemical plants, machinery, steel, grain, salt and scrap industry, a Great Lakes marine terminal accommodating ocean vessels, and a large automotive parts production centre.

The operation of the railway is geared to provide superior response to customer requirements. Operating practices facilitate the movement of cars from its customers to interchange within hours. Similarly, cars received in interchange are promptly delivered to the plants as required.

Comments from a very proud employee led me to believe that the railway owes its success to this high level of customer service. The employee was telling me that the Ford plant is switched three times a day to move along time sensitive truck engines.

The variety of customers is startling. A small list follows:

Customers

Nature of Business

Advance Environment Services	Industrial warehousing and packaging
Canadian Rock Salt	Salt mine
Ford (TEMP)	Auto engines for cars and trucks
General Motors	Transmissions for cars and trucks
Seagrams Whiskey	Distillery / packager
Windsor Treatment	Municipal sewage processor

The full list can be seen at <http://www.etr.ca/customer.html>

So what does a modern customer-oriented short line do in 2002 to celebrate its 100th anniversary? Why, it works with a museum group to run excursions behind one of its own retired steam locomotives (see Pages 3 and 4). These excursions ran for various groups during the week of September 2 through September 6, but on the final Saturday, September 7 there was a "Special Public Steam Excursion with Limited Capacity". Furthermore, this excursion was slated to operate over the entire length of the ETR. Rare railroad mileage collectors came from far and wide and were well-rewarded.

The ETR did itself proud for even these oddball customers as the excursion started out by backing the five-car excursion train,

complete with a drumhead on the rear, to the current extreme eastern limit of the line – the Ford Yard (see Page 17-11 of **Canadian Trackside Guide 2002**). Up until CN moved out of the eastern side of Windsor, there was a connection between the ETR and CN (earlier GT) at a point about a kilometre east of the current Windsor (Walkerville) station. When CN moved over to entering Windsor by means of the CASO subdivision, this connection was closed. Now the extreme eastern end is a siding beside the Ford engine plant.

Passengers including a group of Bytown Railway Society members from Ottawa gathered in a beautiful park setting near the Caboto Club on Tecumseh Avenue in eastern Windsor. Early arrivals had the pleasure of watching ETR GP9102 (built by GMD in 1963 as Algoma Central 172) making one of its customer-oriented moves with six boxcars of Ford engines being hustled over to either CPR's Windsor yard or CN's Van de Water yard.



ETR GP9 102 (built in 1963 as Algoma Central 172 - the last GP9 built) switches cars at the Ford plant in Windsor on September 7, 2002



Number Nine at the start of the excursion from Windsor to Amherstburg, Ontario, on September 7, 2002.

Well-organized volunteers helped the passengers find their car and reserved seats. They could easily have given VIA a lesson in good loading techniques. With three toots on the whistle, #9 started the excursion train in reverse so that all on board could travel back past ETR's engine house and headquarters building to the extremity mentioned above.

After a short stop, the train then proceeded west, eventually crossing over the lead to CPR's Windsor yard before proceeding north towards the Ambassador Bridge. Along the way, the ETR crosses above the tracks leading to the Windsor-Detroit rail tunnel. The Ambassador Bridge to Detroit is very busy carrying almost 12,000 trucks a day to Detroit, yet the ETR has a level crossing just at its entrance.

Once past the heavily-populated areas, the railway was allowed to provide more entertainment in the form of a westbound runpast. This took place at the east end of Ojibway Yard.

Chugging along steadily, the excursion train soon arrived at the wye at the end of the line where there is a large chemical plant just south of Amherstburg. A small mishap occurred here when the air hoses joining the auxiliary tender to the first coach parted on the sharp curve of the wye. Discussions ensued and it was decided to wye the locomotive and auxiliary tender and leave the coaches to return in reverse order. Whereas 15000 with its private car platform and drum head had completed the train on its westbound trip, it would now be directly behind #9.

Even this simple turning was further complicated by the fact there were a number of chemical cars already on the west leg of the wye. ETR SW14 104 assisted by shifting cars out of the way so that #9 could reverse. During the move passengers were allowed to get off and watch railway professionalism at its best. With lots of time to photograph the train, it was possible to note that even #9 had been decorated with the special graphic celebrating the centennial.

The passengers were all reloaded after these operations and the train then proceeded about a kilometre east. There it stopped once again to be joined by The Hearn Group #200 (ALCO S-1 built 1941) which was the first diesel acquired by ETR as #101. The two posed together for photos.



The Hearn Group S-1 200 (built by ALCO in 1941 as Canadian Car & Munitions #5, operated as ETR 101 from 1946 to 1988, ETR's first diesel), is reunited with former ETR #9 at Amherstburg on September 7, 2002.

A final beautiful runpast was conducted at the western outskirts of Windsor before it was time for the passengers to detrain. The only thing left to do was for ETR 104 to return the whole train including its tool car and cabooses to CN's Van de Water yard for the train's return to St. Thomas the next day.

The author wishes to acknowledge the help of the Essex Terminal Railway web site, its superb friendly employees, and the volunteers of the Southern Ontario Locomotive Restoration Society (St. Thomas) who made this event so successful. ■

Videos from Adolph Hungrywolf

Reviewed by Bruce Ballantyne

How times have changed on the railways of Canada. We all know that, but it takes pictures of the past to really make it "sink in". Two videos released by Adolph Hungrywolf earlier this year illustrate this fact.

Station to Station on The Canadian is the video footage of Hungrywolf's trip across Canada on VIA Rail's *Canadian* in 1986. It is made up of scenes from the train in various locations across the country plus rail operations at stations in many of the larger cities where the *Canadian* stopped. For the equipment enthusiast, what a trip down memory lane it is. Along the way there are shots of long-gone FPAs and FP9s as well as LRCs and a few switchers thrown in. Hard to believe that these models are gone (some just). As well, the video shows VIA "blue cars" that have, for the most part, disappeared as well.

Hungry Wolf provides the commentary when appropriate. This includes a bit of historical information about locomotives, stations and railway lines as well as some of the operational activities relating to the *Canadian* such as the split that used to occur at Sudbury where the eastbound *Canadian* became two trains - one heading to Toronto and the other to Montreal via Ottawa. A surprise was an interview with the late Omer Lavallée who talked about CPR's Windsor Station in Montreal which formed the backdrop for the scene.

Steam in Western Canada covers many of the tourist steam operations in western Canada in the last 20 years, including some never to be repeated. This includes the most recent - the inaugural run of CPR 4-6-4 2816 from Vancouver to Calgary in the fall of 2001. Also covered is ex-CN 4-8-2 6060, Calgary Heritage Park, The Prairie Dog Central with 4-4-0 No 3, the B.C. Forest Museum's Shay and tank engines, Alberta Prairie Railway Excursion's 2-8-0 #41, and highlights of Steam Expo at Vancouver in 1986.

The best feature of all is the "Great Canadian Steam Excursion with BC Government's ex-CP 4-6-4 2860 doubleheaded with 6060 on a trip through the Canadian Rockies. Some great shots and sounds and interesting scenes were captured of this memorable trip (unfortunately 6060 ran into problems so for part of the trip 6060 ran alone until meeting up with BC Government's ex-CP 2-8-0 3716 half way through the trip. There's an interesting meet with the BC Rail passenger train with 5 RDCs (BC Rail's RDCs will have been withdrawn from service by the time you read this).

The videos each provide two hours down memory lane and certainly for diesel motive power buffs wanting to see retired models, *Station to Station* is the one to choose.

Each video is \$39.95. For more information or to order write to the address below, e-mail at canadiancaboose@yahoo.com or call 1-800-471-5628. Visit the Canadian Caboose Internet site at www.canadiancaboose.ca

Canadian Caboose
Box 844
Skookumchuck, British Columbia
VOB 2E0

The Carmi Sub., by Bicycle

Article and Photographs by John Cowan

Having been a resident of British Columbia since 1978 and a conductor with the Canadian Pacific Railway, I have had opportunities to work in various locations in this field on subdivisions in extremely scenic locations, some of which have now been abandoned. One example was the CP Princeton Sub. In 1984, I was afforded an opportunity to go to Penticton and work a wayfreight between that one time busy railway town and Merritt, B.C. for a six-week period. During this time we would leave Penticton and make that long mountainous climb towards Summerland. From the cupola of the caboose I would look over to the east side of Okanagan Lake where the former Carmi Sub. made its long hard climb from the east end of Penticton up to Chute Lake, the Myra Canyon and points beyond.

I would bemoan that I would never have an opportunity to see that subdivision as it had been abandoned in the early-1970s and the track removed in 1979. I had heard so much about the Carmi Sub. and would have given anything to view it from either a locomotive cab or caboose.

Many years later, I was afforded that opportunity, sort of. Not from a train, but on a bicycle. My oldest son Patrick is in the Ventures, the next level after the Boy Scouts. Patrick's Venture group decided in late-spring of this year that they wanted to make the trek by bike from Midway to Penticton on the roadbed of the former Carmi Sub. (133.7 miles) which has now been converted to a well maintained bike trail. When I displayed my level of envy, Patrick informed me that if I was willing to drive my van to Midway allowing for more room for gear, bikes, etc. that I could go as well. Once a week's vacation was committed for that week, I was going.

I'm not about to reiterate a lot of history about the Carmi Sub. as so much has been covered in some very good books about the Kettle Valley Railway. But I would like to briefly recap the final days of rail service on this scenic subdivision. Regular passenger service ended on or about January 17, 1964. This service was in the form of a daily RDC service between Medicine Hat, Alberta, and Spence Bridge, B.C. Freight service continued until the very early-1970s between Beaverdell and Penticton (91.4 miles). The last official train on this portion of the Sub. was with Ontario Rail Association ex-CP 4-4-0 #136 being used for the filming of Pierre Berton's *National Dream* which was aired nationwide with 7 or 8 segments. The portion between Midway and Beaverdell (42.3 miles) continued to see service on an as needed basis until 1975 to service a lumber mill in that community. The rails were lifted on or about 1979.

We left on Saturday, August 17 from Coquitlam for a fairly lengthy drive to Midway. Midway is in a very dry, arid belt similar to the Okanagan. We camped overnight at a campsite within the town limits. The next morning after packing up, we cycled over to the former CP Midway station which now houses a fantastic railway museum. Outside the station sits former CP wooden caboose 436715, resplendent in its former tuscan red paint scheme sitting on a short piece of track. Apparently this caboose was trucked in after the tracks in this area had been removed. After viewing the museum and taking a few group photos, we were on our way around 11:30 A.M. on a very hot day commencing one of the most awesome experiences of a lifetime.

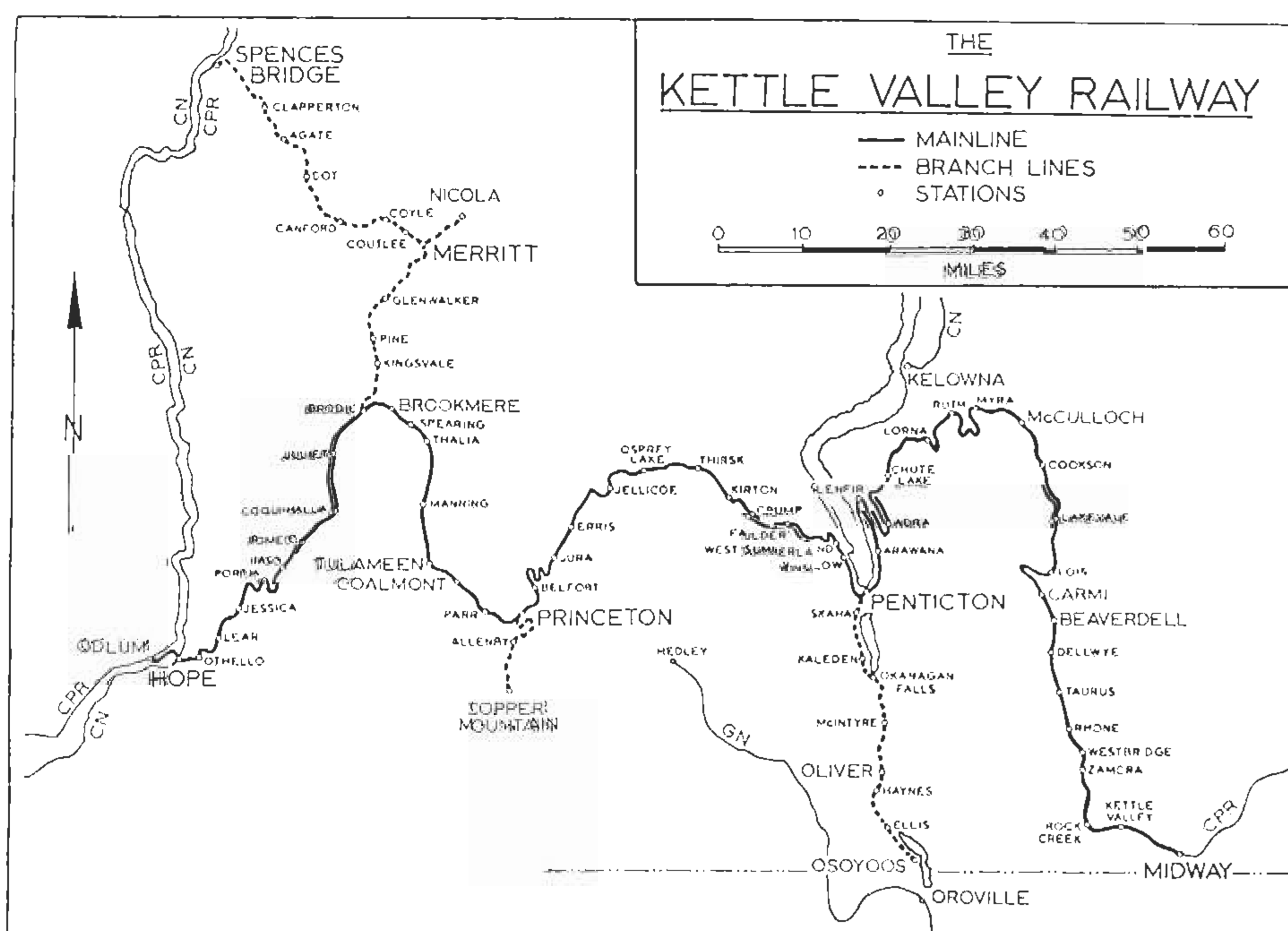
As we were departing, another group of bikers was also leaving at the same time. Two families from the Calgary area with their young children were embarking on the same journey. We befriended them instantly and shared their company off and on for the entire week.



A group photo in front of restored CP caboose 436715 at Midway, BC. Left to Right: John Cowan, Dave Sinclair, Chris Gaube, Michael Maloney, Chris Carr, Patrick Cowan and Mike Gaube.

The ride from Midway to our first stop at Rock Creek was hot. The ride for me was hampered somewhat by my fear of rattlesnakes knowing we could encounter one or more along the right of way along this stretch. Fortunately we never saw any. I should mention that one of the Venture leaders drove along with us as a support vehicle meeting us at all of our campsites and other locations where we would stop for meals. This was a major asset for us as we did not have to haul our camping gear as we were biking. The group from Calgary was quite envious as they were towing all of their gear, food, etc. in small bike type trailers behind their bikes. Having the support vehicle also kept us with a constant supply of cold drinking water which was a must on a trip of this magnitude. The leader who opted to drive the support vehicle met us at pre-planned locations each day having our mid-day lunches waiting for us and waited for us each evening at our pre-booked campsites.

After our lunch break at Rock Creek, we were on our way again. The afternoon heat was really getting to us as much as



the reality that I am not in as good physical shape as I thought I would be for this kind of a trip. I packed my bathing suit in the mini bike type pack for storing snacks and drinks located on the back of my bike just hoping we might find a lake or a river where we could stop and swim. Alas, we came around a corner approximately 24 kilometres into the trip where an old steel truss bridge was still intact crossing the Kettle River. We spotted a beautiful beach with hordes of people swimming in this fast moving, cold river. There was no hesitation by anyone in our group to stop and have a swim. This was an activity we repeated several times during the week to help maintain our sanity while cycling in the heat. One thing I noted up to this point on the trip were how many telephone poles along the line were still intact after all these years.

Forty kilometres from Midway, we stopped at Rhone station, now a KVR cyclist rest stop. Thanks to one gentleman, Mr. Paul Lautard, weary cyclists can stop to view and board a replica of an old CP caboose lettered KETTLE VALLEY RAILWAY and view some railway artifacts such as some markers, lanterns, a crossbuck, etc. There is also a shelter and a source for obtaining drinking water. Very nice. Three kilometres further, we spent our first night at the Little Dipper campground. I should also mention that along this section, there were stretches where we could not use the railway right of way for various reasons. In such instances, there were adequate KVR signs to indicate where a nearby road was to be used.

Our second day took us through places such as Beaverdell where we stopped for lunch. The right of way we encountered this day was slowly preparing us for Day 3, that being the BIG CLIMB. The grade was a slow, but continual upgrade. Factor in cycling against a constant wind and we were quite tired by the end of the day. We camped at a clearing next to Wilkinson Creek in the middle of what we would discover was a very scenic railway loop. Unlike Patrick, I have never camped out in the middle of nowhere like this before and felt a little uneasy knowing bears and cougars were all throughout this area. An hour or so after we set up camp, our friends from Calgary showed up and asked if they could camp with us. I felt this was great, safety in numbers.

The next morning, upon leaving our campsite, the right-of-way turned into a very steep grade, 2% I would venture to guess. As we climbed, we could see the right of way where we had cycled the day before. I began to imagine what it must have been in places like this at trackside in the steam engine era. The constant chugging of double and triple headers climbing these mountain grades must have been awesome. I also thought how nice it would be to ride in a Budd Car (RDC) along here as well. Our support vehicle was waiting for us at a picnic area next to a lake at Lakevale station. This station was originally named Arlington, after the lakes of the same name, but was later renamed because of a station with the same name on the Esquimalt & Nanaimo (E&N) rail line. We viewed the remains of

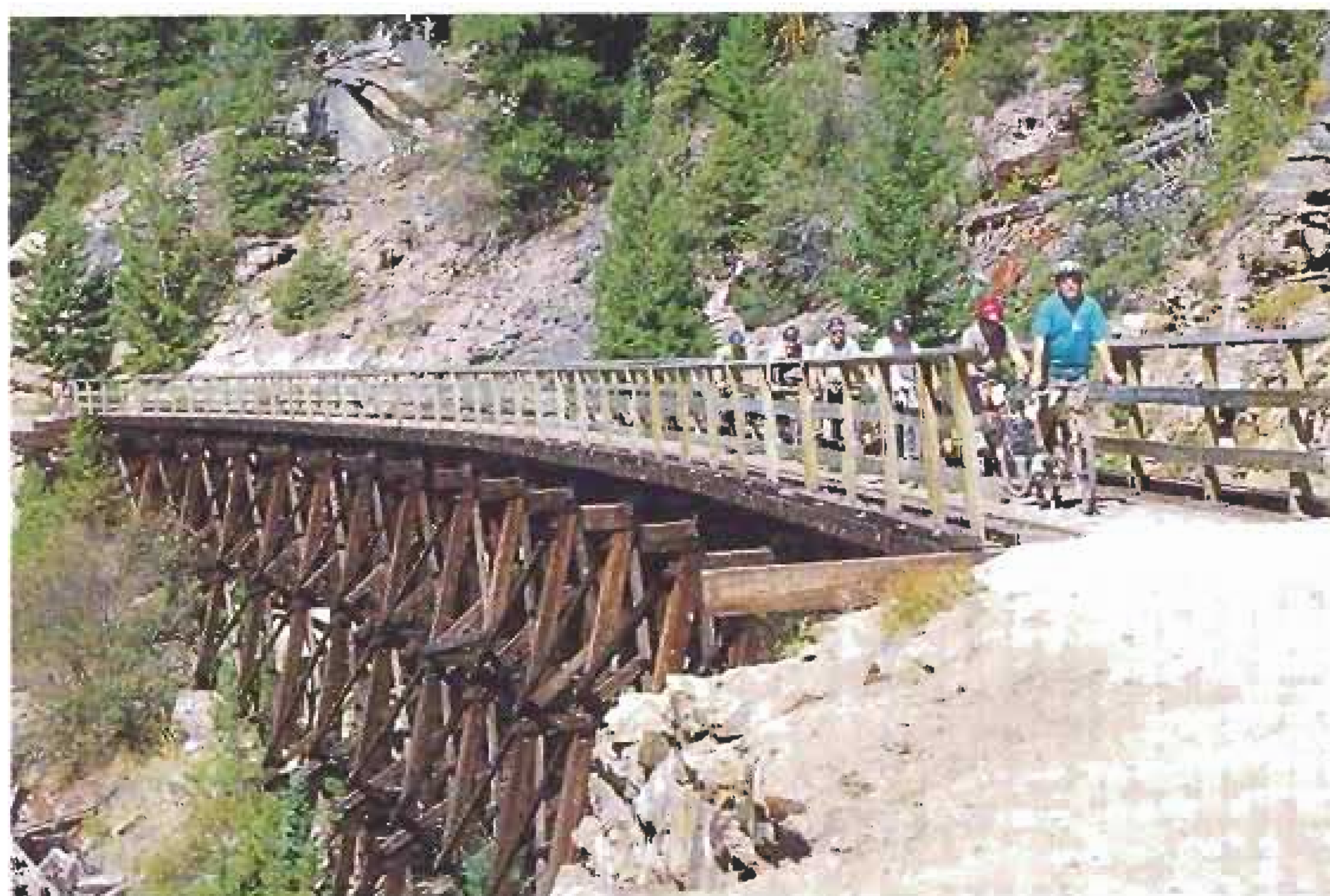


An abandoned trestle in Myra Canyon.

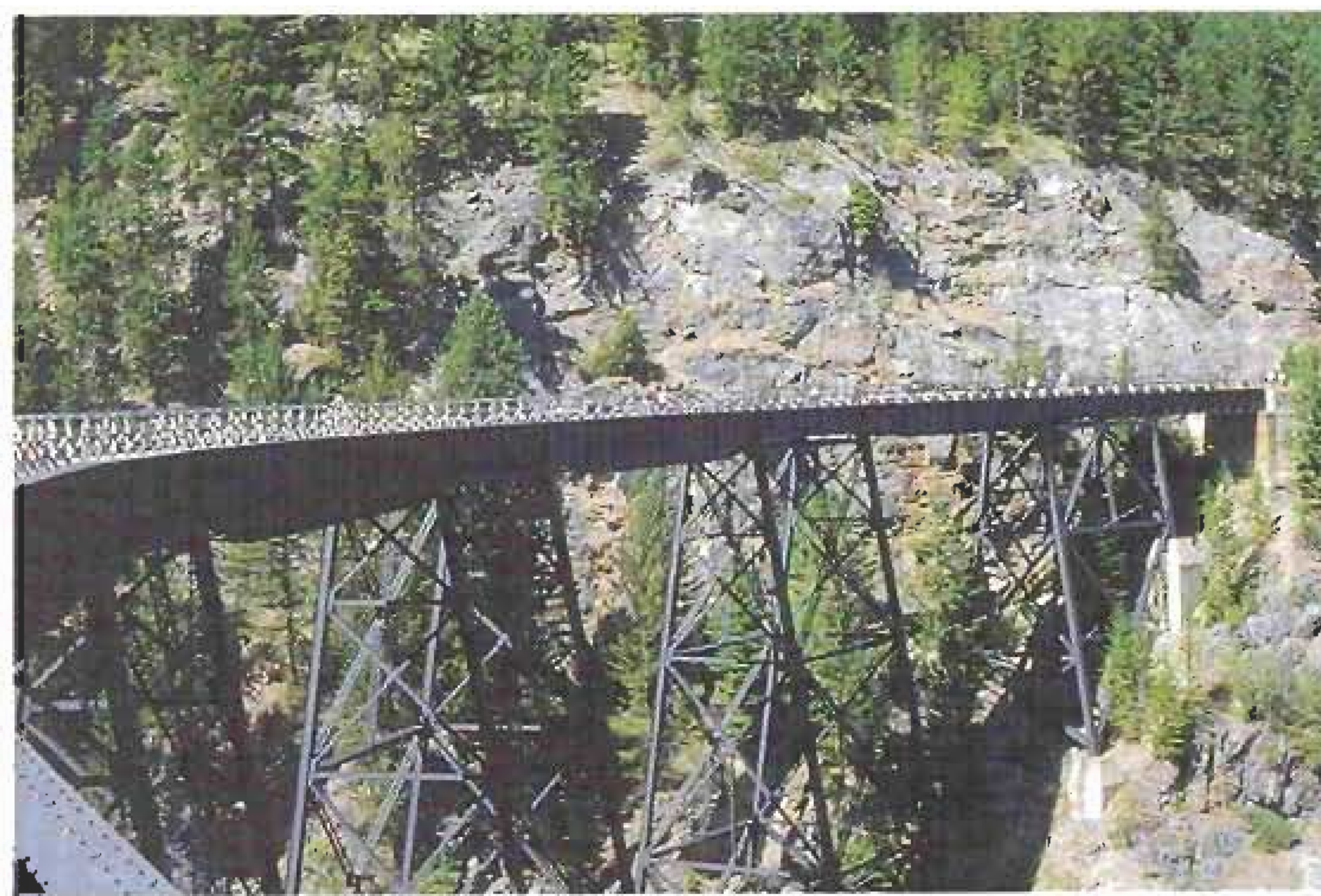
the station house and the water tower's concrete foundation. Our climb continued and at one point we could stop and look down at Highway 33 and a very beautiful view, reminiscent of the scenery in the Rogers Pass. That evening we camped at the McCulloch Lake Resort. Here one had a choice of staying in rustic cabins or a regular campsite. A restaurant in a log type building overlooked McCulloch Lake. We had climbed so much since Midway that we were at a very high elevation. The nights were quite cold and we had to dress accordingly so we could sleep without being too cold.

Day 4 was going to be the highlight of the trip. The popular Myra Canyon I had heard so much about was on our agenda. We had to cycle for two hours before our first glimpse of the Okanagan Valley and Kelowna. This was an indication that the Canyon was close. At the former location of the Myra station, a large parking lot was in place where car and busloads of tourists travelled to either walk or cycle the scenic 12 kilometres of the Canyon. As we entered the Canyon we were so amazed at what we were viewing. It was just one large wooden trestle after another. There were so many people along this stretch of the right-of-way compared to the rest of the route, I felt I was in the heart of Stanley Park in Vancouver. We looked over to the other side of the canyon where we saw more trestles. I have to admit, I have never seen anything like this before. Among the wooden trestles was one steel bridge which replaced a wooden trestle in the latter years of the KVR. We could see the remnants of two old wooden trestles which had been abandoned but were still intact.

Thanks to the Myra Canyon Trestle Restoration Society, people can safely cycle over these trestles on wooden planks that have been built over the rotting ties from the railway. It was easy



Cyclists on a trestle in Myra Canyon trestle.



A long curving steel bridge in the Myra Canyon.



The south portal of the Adra Tunnel, closed to cyclists since 1992 because of falling debris.

to see that a lot of upgrading and maintenance is constantly required. There were two short tunnels in the Canyon as well. At the end of the Canyon there was another large parking lot where people could easily access the canyon. Once we left this location, we felt very alone again, as there was only the odd biker as well as our friends from Calgary.

We spent that evening at a lodge at Chute Lake. This place also afforded the choice of a rustic cabin or a campsite. The owner of this lodge is quite an antique collector and has a museum set up in the back in a large open shed for viewing his collection. While his collection was not railway in nature, he did have a lot of railway artifacts including a speeder on a small piece of track, crossbuck, lanterns, etc. That evening as our support vehicle had to make a long detour to meet us at Chute Lake, we decided to dine in the lodge's rustic pub/restaurant. The food was very good and was complimented by Employee/Manager Mikie Krepps who, with an outstanding singing voice, entertained us with her superb singing skills accompanied by someone playing a piano. I would recommend to anyone who stays here to ask for Mikie as she will gladly sing for you.

Our final day cycling the Carmi sub would be the easiest. Why? Because the entire grade was downhill and the better part of hill was definitely 2%. When we left Chute Lake, we were still in lush, green, mountainous country and when we departed around 9 A.M. the weather was still very cool, but pleasant. As we travelled south, we could from a very high elevation through the trees see the arid and dry Okanagan Valley. Like the area around the Myra Canyon, it was so amazing to have lush, green belts so close to a semi desert. We were now starting a long, slow descent into the Okanagan. The lush trees were starting to be replaced with Ponderosa Pines and before long we were inundated with posted signs warning cyclists about rattlesnakes.

We stopped to view the tunnel portals of the Adra Tunnel (the Big Tunnel). This tunnel has been closed off to cyclists since 1992 due to falling debris within the tunnel itself. A detour trail was built to get cyclists around this tunnel. It should be noted that this tunnel is the longest tunnel on the KVR. The right-of-way then took us down and around a long S-type curve as it made a huge descent, similar in some way to the Jura Loops near Princeton. By this time we were into the Okanagan but still at a relatively high elevation. From this point, we could look over and see Penticton a long way to the south as well as Summerland (including the Trout Lake Bridge) a little further north. I soon ascertained that the climb from Penticton to Summerland on the Princeton Sub., which I did cover by train, could not hold a candle to this side of the lake.

The descent into Penticton was long and drawn out almost like

being on a slow, slow plane. As we descended, it got a little hotter, and a little hotter and continued with this vast weather change until we finally arrived at the Penticton station, now owned and used by the city, where we convened for a group photo.

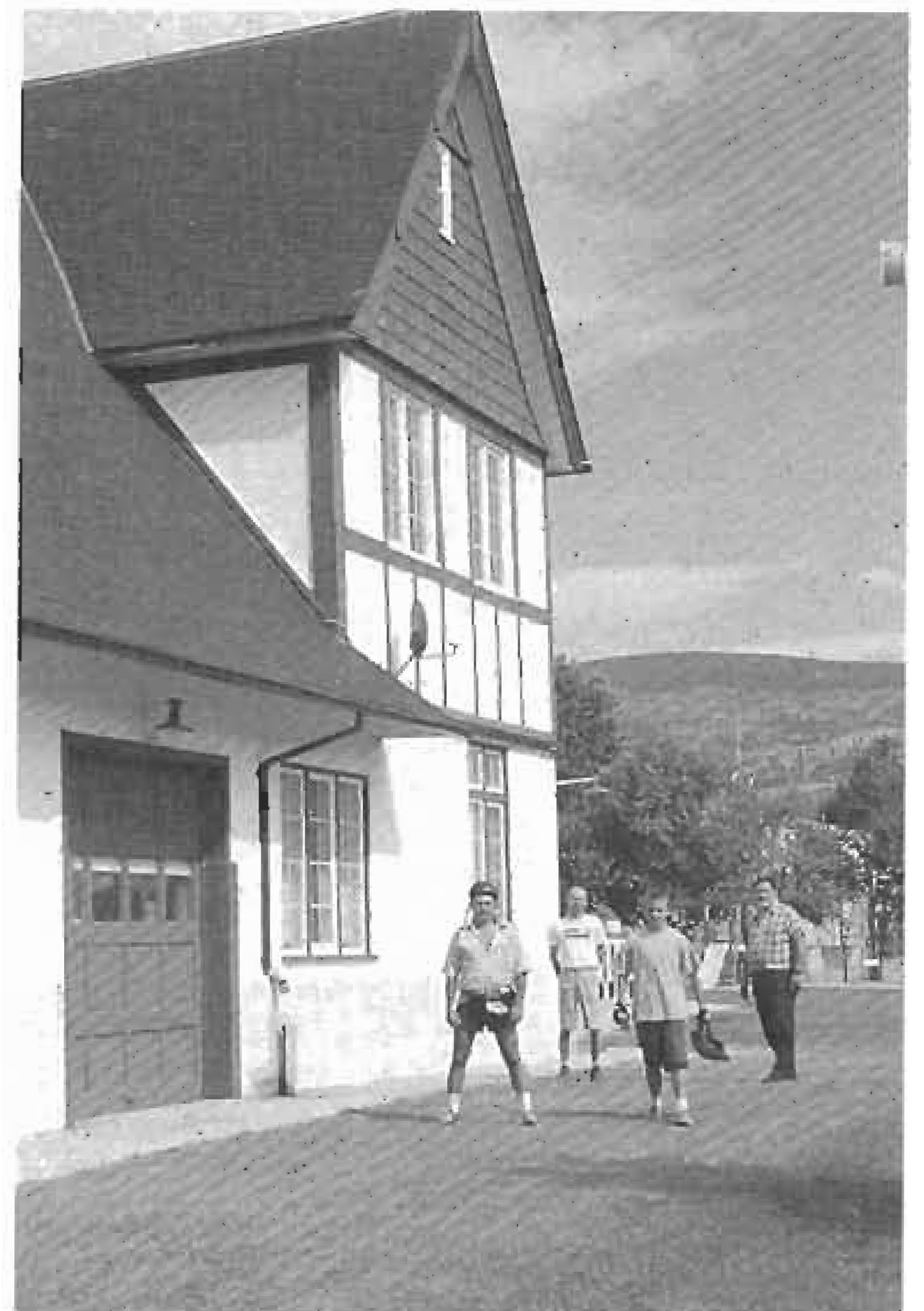
We actually did it. We cycled and saw the entire Carmi Sub. in 2002. We were all proud of ourselves that we persevered and made the entire trip. I am speaking about the leaders and myself more than the Ventures who cycled well ahead of us without any difficulty most of the time.

Would I recommend anyone else do this trip? Definitely. Would I ever do this trip again? From the Myra Canyon to Penticton for sure. From Midway to Myra, while there are some scenic spots, there are many long stretches where the right of way is hemmed in by trees and bush so there is not a lot to look at while cycling.

I would recommend travelling with one or more persons for safety from any injury or encounters with wildlife. Drinking water and snacks are a must, and I would suggest a lot of pre-planning with respect to booking campsites along the way. Also, two spare rubber tires and tools for a flat tire on your bike are a must.

I would also recommend the three editions of *Cycling the Kettle Valley Railway* by Dan and Sandra Langford. I had a copy of their third addition with us which helped us in many ways along this trip.

Thanks to Joe Smuin for providing some historical information about the Carmi Sub. and to Venture Leaders Dave Sinclair, Chris Carr and Mike Gaube, who had it not been for their many hours of hard work and pre-planning, this trip would not have been possible. ■



The restored CPR station in Penticton, BC.

One of many rock ovens along the old Carmi Sub.



M&O Memories

It was a cold winter morning back in the early-1950s when I got the call to work. I was a steam locomotive fireman at the time and working off the CP Ottawa West spare board, but this call was a little different, - it was one of those SAP (Soon As Possible) calls, not the mandatory 2 hour call. This type of call was usually reserved for the auxiliary (wrecking crane) to go out to a wreck site or some other emergency, but this one wasn't for the auxiliary, it was to doublehead CP transcontinental train No. 8, "The Dominion" from Ottawa to Montreal.

Seems as though No. 8 was, at the time of the call, somewhere between Chalk River and Ottawa, Chalk River being the next divisional point to the west. Fortunately we lived within walking distance from the shop (roundhouse) so I got some winter work clothing on and started out. On arrival at the shop I signed out, read the bulletins, checked my watch against the standard clock and asked the clerk what engine we had. He said it was the 1219, and told us what he knew about the situation. We were to take our engine, light, (no train) from Ottawa West over to Ottawa Union Station and await the arrival of No. 8 which was struggling along on the "B" unit of the "A-B" set of FP7s or FP9s, no longer remember which, (1400 series "A" and 1900 "B" units) as the "A" unit had died somewhere east of Chalk River. The "B" unit was moving the heavy passenger consist along, but not fast enough and the train could not make the scheduled running time.

About this time my mate Bill Austin showed up. Bill was a good fellow, a youngish spare list engineer who had been "set up" (promoted to engineer) not all that long ago, and was fast developing a reputation as "wild Bill Austin" for his ability to get over the road in a hurry. Bill had also been the Chairman of the Brotherhood of Locomotive Firemen and Enginemen F.G. Lawrence Lodge No. 172 not so long ago, and being an active participant in Brotherhood affairs, I was well acquainted with Bill both on and off the job.

Both Bill and I had thought when we were called that the power would more than likely have been one of CP's 2400 series heavy Pacifics (4-6-2) or even a 2800 Hudson (4-6-4). The little 1200 Pacific was a bit of a surprise. Bill and I climbed on board, got the '19 checked out and without any fanfare left the shop track and took the engine over to Ottawa West station to pick up the Staff [Electric Staff Block Signal System territory between Ottawa West Station (UY) and Ottawa Union Station (CD)]. We crossed the Ottawa River on the Prince of Wales Bridge, went through Hull West Station, around the curve over Brewery Creek, past Hull "Beamer" Station and up onto the trestle leading to the Interprovincial (Princess Alexandra) Bridge spanning the Ottawa River (again) to get into Ottawa Union Station. We stopped the engine as we entered the station from the tunnel under Rideau and Wellington Streets, took the Staff into the duty Operator and then moved down to the east end of the platforms to await the arrival of train No. 8.

It wasn't too long a wait when the Transcontinental "Dominion" or simply, "No. 8" to us railroaders, made the scene. The engineer on the dead "A" unit was Delmar Payne and, unfortunately, I've forgotten who the fireman was. Del was suitably wrapped up for it was going to be a cold trip on that 1400 today without any cab heater. When the usual "head end" work was done and the CN car knocker (car inspector) got us coupled up ahead of the diesels, the Conductor brought both engine crews a set of terminal clearances and train orders. Very shortly thereafter we started to move for whatever kind of a trip that lie ahead in the 111 track miles to CP's Montreal Windsor Station.

Once through the Hurdman Interlocking plant we realized that the '19, which had recently been through "Angus" (CP's main locomotive rebuilding facility in Montreal) was in great shape and everything was tight, but not too tight, as she had been "run in" after a few good trips. Bill got the throttle and cut off (steam valve adjustment) set up to his liking and I got the exhaust steam injector feeding at a steady rate and the HT-1 stoker jet pressure set so that the fire bed was table top smooth. It looked like we were in for a good, if somewhat cool, trip. The '19, like all the modern little 1200s, had a vestibule cab and although a little on the draughty side at high speed, it was about as good as it got with steam power.

East of Alfred in that long "sag" in the track at mileage 83 the little 1200 was really rolling along. We zipped by Pendleton and started down the grade toward Plantagenet and the crossing of the bridge over the Nation River just east of the station. Being as late as we were it really didn't matter too much about our speed, as long as we were making No. 8's running time. In fact we were exceeding it. The 1200 class light Pacifics were rated to run at 75 MPH where track conditions and time table "special instructions" permitted, and the M&O subdivision, with few exceptions, was a race track, so "Wild Bill" just let her go.

It was normal practice with one of these engines to let her run up to whatever speed she could make and when she started to get "rough" (a balance problem), make a small brake reduction (put the brake on) and/or ease off on the throttle 'till she smoothed out again. On this occasion the newly rebuilt '19 was just running along smoothly. With one of the bigger 2400 series Pacifics or a Hudson the rated speed was 90 MPH, and on the M&O you could normally steal a few on top of that with a good running train.

It wasn't too long before we reached Vankleek Hill, approximately the half way point between Ottawa and Montreal. Vankleek Hill wasn't as busy any more as it used to be and many of the diesel powered "through" trains weren't stopping there any more. Vankleek Hill was the principal water stop in steam days, but this morning No. 8, diesels or not, was stopping, - the '19 needed to quench her thirst. We were no longer than just stopped and I was up on top of the tender going through the age old ritual of hauling the water hydrant's spout around to take on water when I saw Del Payne climbing down off the "A" unit. He was yelling at "Wild Bill" and I asking if we were deaf or something. Seems at the foot of the grade back there at Plantagenet Del was blowing the air horns on the diesel to warn us about our speed. Well, we never heard the air horns over the roar in the cab of the '19, even though he was right behind our tender. His complaint seemed to be about the plate in the cab of the 1400 stating that the maximum permissible speed of the unit was 89 MPH and he wished that we'd stay below it! No kidding! How fast were we going? According to the speedometer on the 1400 we were doing 92 MPH. The 1219 was easily the fastest and smoothest 1200 in captivity on that day! "Wild Bill's" reputation for getting over the road in a hurry was intact!

I've forgotten much about the rest of that particular trip. Suffice to say that Del's comment at Vankleek Hill topped it all off and as they say, the rest is history. ■



Taken at Hull West in 1955, here's the 1219 in all her glory, and that isn't me leaning out of the cab window. Below the cab on the left side you can see a large pipe going into a metal cover. That's all part of the Elesco Exhaust Steam Injector, a complex device for putting "warmed" tender water into the boiler using some live and some exhaust steam as a "propellant". This device was supposed to be more efficient than other boiler feedwater systems (I personally don't think the company saved a dime on them) and people like me who had to use them preferred a water pump. CP's 1200 class engines were well liked and although they look dated, they were in fact modern day versions of a very successful 30 plus year old design that performed very well. This class of engine, designated G5, with sub classes, totalled 102 engines when complete and were built between 1944 and 1948. They had roller bearing engine trucks, "front end" multiple throttles, type "A" superheaters, aluminum cabs, Standard HT-1 stokers, and mechanical lubrication to name a few of their modern innovations. Who else in North America had a post second war modern light Pacific? (no one!). Photograph courtesy of Al Paterson collection.

Old Streetcar Gets Northern Exposure

Article and photographs by P.J. Kennedy

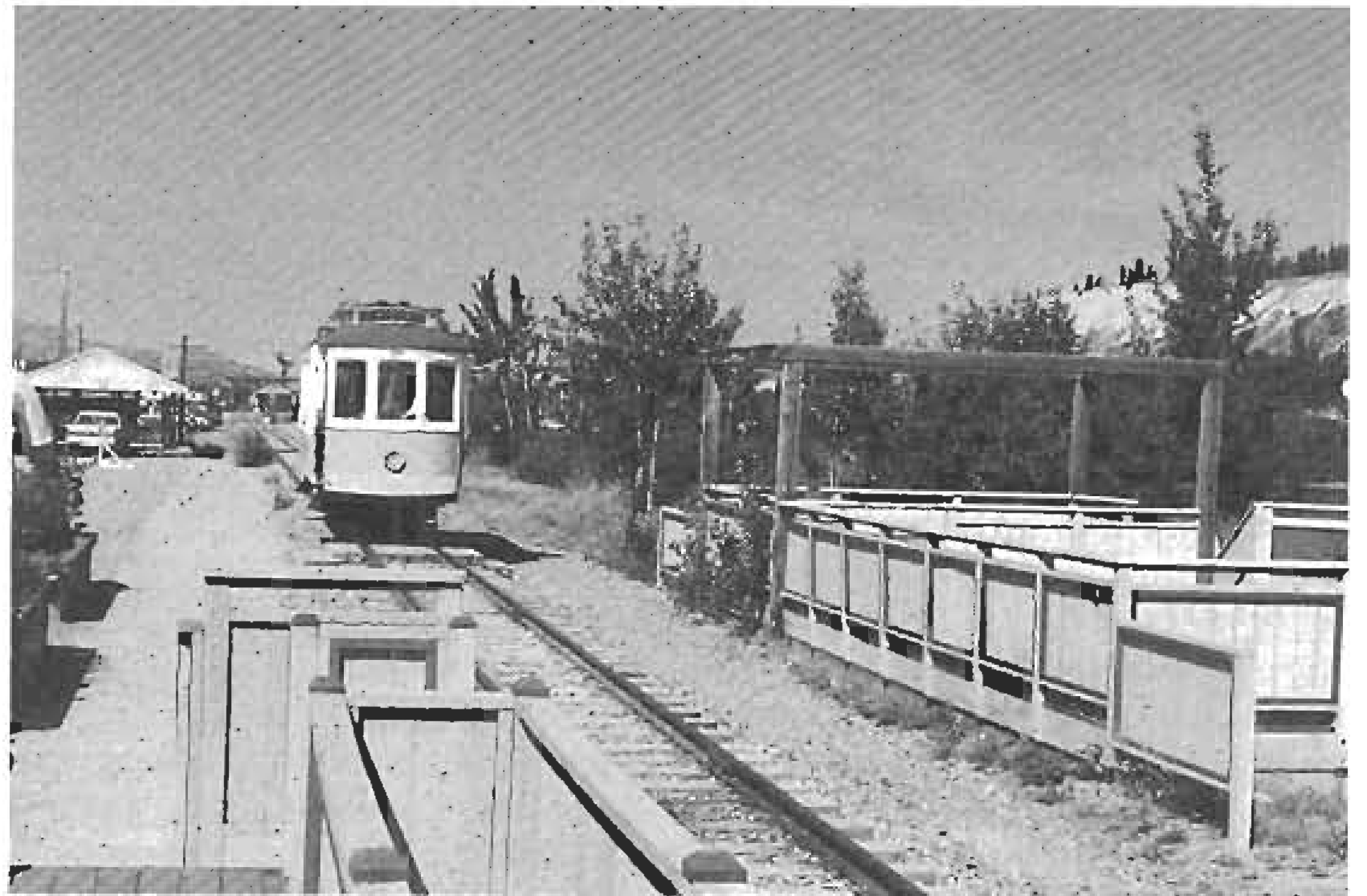
Half a continent away from the dozens of electric streetcars that comprise Toronto's sophisticated street railway system and seemingly a world apart from the modern multi-car light rail operations of Edmonton and Calgary lies perhaps Canada's smallest tram system. The single tram Waterfront Trolley in Whitehorse, Yukon Territory, has operated seasonally only since the beginning of the 21st century. Although it is small, this single track route allows riders the opportunity to climb aboard an authentic early 20th century example of electric transit over tracks originally laid during the Klondike gold rush over a 100 years ago.

Using the actual 36 inch narrow gauge rails and right-of-way from the White Pass and Yukon Route completed in 1900, the Whitehorse Waterfront Trolley parallels the fast flowing Yukon River through the territory's capital city of approximately 23,000 people. Many of the city's principal streets terminate at right angles to the track which runs approximately ten city blocks adjacent to a well landscaped waterfront boardwalk created for strollers and cyclists. For only one dollar, the tram system thus affords visitors and residents alike a pleasant ride to connect the northern and southern sections of downtown Whitehorse.

Throughout the summer months, daily runs on a haphazard schedule begin at the northeast corner of the city at the former White Pass & Yukon Route engine house in what was once the main White Pass rail yard. There are four stops along the well-ballasted line. Each stop has an attractive wooden platform which allows easy access and exit. Included is a stop at the impressive wooden building which once housed the White Pass and Yukon Route offices and station. To see this building, to view the former engine house, and to ride on rail that was first laid in 1899 or 1900 adds to the historical significance of the operation.

The rails of the White Pass remain intact from Whitehorse 110 miles south to the inside passage port community of Skagway, Alaska. The original gold rush route of 1900 operated the full distance from Yukon through northern British Columbia to the Alaskan port, transporting people and goods until 1981. In the latter half of the 20th century, ore from the Cyprus Anvil mine in Faro, Yukon Territory, was trucked to the railway at Macrae Station south of Whitehorse and special narrow gauge ore cars carried it to ships at Skagway. However, when metal prices dropped, the mine which was the railway's main shipper closed and in 1982 the White Pass suspended operations. In 1988 tourist trains began to operate from Skagway to the White Pass summit, 20 miles inland. In subsequent years, the passenger trains continued further inland so that in 2002, full consists operated between Skagway and Fraser (mile 27.7) or Skagway and Bennett, British Columbia, at mile 40.6. Thousands of cruise ship passengers and others once again get to enjoy the spectacular climb from sea level to 2,700 feet riding what has been dubbed "the scenic railway of the world. Indeed, maintenance-of-way equipment maintains the track so that single railcar and excursion train operations proceed even further north to Carcross, Yukon Territory, at mile 67.5. Yet, except for moving some equipment from Whitehorse to Skagway in 1988 and a special train run in 1997, the rails north of Carcross to Whitehorse had remained dormant until the arrival of the Waterfront Trolley.

In fact, the Whitehorse streetcar has no trolley poles, nor is there any overhead electrical wire on the route. Indeed, power is supplied by an electric generator on a trailer attached to the tram. The tram itself is a single-truck, double-end car which operates on 600 volts DC. Numbered 531 by its former owners, the streetcar was constructed in 1925 with the electrical system and traction motor truck built by Brill in Philadelphia, Pennsylvania, U.S.A. The body was assembled to Brill specifications at Lisbon Electric Tramway Company's Santo Amaro shop for use in Lisbon, Portugal. It operated there from 1925 until 1976 when it was purchased by the Lake Superior Museum of Transportation at Duluth, Minnesota.



Whitehorse Waterfront Trolley 531 approaching the White Pass & Yukon station stop from the north on former White Pass & Yukon Route 36-inch gauge tracks in August 2002.

The bright yellow and white coloured tram features a raised roof with clerestory windows, authentic K-3 controllers, and brass handles on the controllers, brakes, and keys. Original woodwork is in excellent condition and transverse seats make riding this little streetcar more than an opportunity to travel from one end of Whitehorse to the other. It would be an enjoyable experience even if it was not operating within the northern landscape of Canada's Yukon.

Hundreds of thousands of dollars were spent by the Government of Yukon to purchase the 25 horsepower tram in 1999. On summer days, visitors hop on and off continually as the two operating employees alternate (one at each end) taking on the roles of motorman or conductor depending on the direction of the tram. While one operates the controller, brake, and doors, the other interacts with riders telling stories about gold prospecting, historical buildings in Whitehorse, or the history of the tram itself. Since the Portuguese car with American roots has received its northern exposure in the Yukon via Minnesota, it has added to the experience of visiting or living in Whitehorse as it moves along the historic White Pass & Yukon tracks. ■



Whitehorse Waterfront Trolley 531 with attached generator for power as it travels along the original WP&YR right-of-way in August 2002.



CN WINS ANOTHER ROUND IN THE OPEN-ACCESS BATTLE; BAD NEWS FOR PRODUCERS:

The Canadian Transportation Agency (CTA) has turned down an application by Ferroequus Railway Co. Ltd. (FE) for running rights over 1,200 miles of CN's western Canadian network to haul export grain from Camrose, Alberta, to the Port of Prince Rupert, B.C.

A majority of CTA panel members concluded that statutorily imposed running rights - open access - are an "intrusive regulatory intervention" and "not warranted in this case." Imposing open access, CTA said, would be an "exceptional remedy" that requires evidence of market abuse or serious service failure. The agency said FE "has not established the existence of a rate or service problem in the relevant markets, nor has it established that the granting of running rights would eliminate or alleviate any lack of adequate and effective competition." CN said that granting FE running rights would have allowed FE to "cherry-pick CN traffic through regulatory means ... negatively affecting many participants in the grain handling and transportation system by injecting inefficiencies into the system."

The decision was the CTA's second ruling against FE and the third ruling in CN's favour in less than two years. Early last year the agency rejected a similar application by FE and OmniTRAX Canada for access to CN lines. In June, the CTA rejected an application by OmniTRAX Canada for its Hudson Bay Railway subsidiary for access to CN tracks to serve shipper Naber Seed & Grain. In a decision closely watched by both supporters and opponents of open access, CTA said Naber Seed & Grain had real grievances against CN, but permitting Hudson Bay Railway to use CN's tracks to serve Naber wasn't the answer. The agency instead ordered 11 operational measures dealing with such issues as car ordering, allocation, and spotting to alleviate the service problems experienced by Naber, and is monitoring CN's compliance for one year.

Tom Payne, the president of Edmonton-based Ferroequus, called the decision a "disappointment" but wants to study the 60-page ruling before commenting. The ruling can be appealed. Ferroequus' application was supported by the Canadian Wheat Board and coal company Luscar Ltd. The Saskatchewan Association of Rural Municipalities (SARM) says the most recent decision limits future hopes of introducing competition into the grain transportation system. "This ruling makes it clear that members of the CTA are more interested in listening to the railways and grain companies than they are in making decisions that effect grain producers positively," says SARM President Neal Hardy. "With this attitude by the CTA, it will likely be a very long time until we see any real competition for Canada's national railways," adds Hardy. Finally, the RAC said that its 40 short line members of the RAC (who account for 95 per cent of the shortline operations across Canada) were pleased by the decision. (**Railway Age.com**, Sept. 11; **SARM homepage**; **RAC release**, Sept. 10)

STUDY CLEARS WAY FOR LAND PURCHASE: A "satisfactory" soils study of sections of the abandoned CN right-of-way through North Bay, Ontario, has cleared the way for the city to buy the property for \$1.00. Council waived the last condition to the purchase and the ownership change of the property from Timmins Street to the Ontario Northland Railway shops, except for certain commercial parcels, may take place in October. (**North Bay Nugget**, Sept. 11)

FENCE ON HOLD: CN has stopped erecting a chain-link fence that would divide Boucherville, Quebec, in two, while the company and the borough try to reach a compromise. CN had begun putting up a 4.2-kilometre-long fence along the tracks that run through the borough, much to the chagrin of many residents who have been crossing the tracks as a shortcut for 40 years. All the fenceposts

have been planted and roughly half of the fence has been put up, but residents have already cut holes in the two-metre-high barrier. The recommendation to install the fence came from Transport Canada because too many residents were crossing on foot. "We are still looking for a solution but we have agreed that for the duration of these sessions, we will put a hold on the fence," said Pierre Leclerc, a CN spokesman. The two sides are to meet again. (**Montreal Gazette**, Sept. 17)

CN TO BUILD NEW HOMEWOOD ADMINISTRATIVE CENTRE: CN will construct a new office building to replace the current administrative centre in Homewood, Illinois. The new building will house current CN employees in Homewood and a number of Wisconsin Central Division employees who will relocate from the former WC headquarters in Rosemont, Illinois. Construction will begin this fall with occupancy of the new facility expected by next summer. CN will maintain a presence in downtown Chicago at NBC Tower. (**CN Mid-week News**, Sept. 18)

CN DONATION TO HELP UNIVERSITY OF WESTERN ONTARIO STUDY TRANSPORTATION ISSUES: CN will contribute \$100,000 to the University of Western Ontario in London, Ontario, by establishing the CN Post Doctoral Fellowship in Canada/US Infrastructure Policy. It will help the university's Political Science and Economics departments study how transportation policy is evolving within the North American Free Trade Agreement and the discussion of policy alternatives. (**CN Mid-week News**, Oct. 2)

CN RAIL DONATES \$1M TO TRANSPORT INSTITUTE: CN has donated \$1 million to the Transport Institute at the University of Manitoba, which will help the university take a leading role in transportation and logistics research and education. The donation, which will go towards establishing a chair in sustainable transportation and logistics, comes at a time when the Transport Institute is in the process of establishing an undergraduate degree program as part of the bachelor of commerce degree in transportation logistics and supply chain management.

"This donation is very significant to the institute," said longtime director Barry Prentice. "It will help us expand into new areas of research. It will allow us to bring in a leading academic to help build the program and attract high calibre graduate students and faculty." Typically, it takes close to \$3 million to fully fund an endowment chair and the donation will kick-start efforts to raise the additional \$2 million. It is hoped the undergraduate degree program will be available in the fall of 2003, to be followed by a masters and PhD program. CN's donation is part of the Montreal-based company's efforts to reinvest in communities that it has a significant presence in. (**Winnipeg Free Press**, Oct. 4, thanks to Jim Lewis)



**CANADIAN
PACIFIC
RAILWAY**

CP SELLS LINES TO MONTREAL, MAINE & ATLANTIC RAILWAY: Rai World, Inc.'s subsidiary, Montreal, Maine & Atlantic Railway (MMA) has concluded an agreement under which MMA will acquire the CP lines between the US/Canadian border at Richford, Vermont, through Brookport to St. Jean, Quebec, and the north-south line from St. Rosalie through Farnham to Stanbridge that were previously leased to Quebec Southern Railway (QSR). As a part of the agreement reached, CPR and MMA have created a commercial alliance designed to "work together to enhance the operation and viability of the lines MMA is purchasing, provide competitive rail service to shippers, and provide mutual long-term benefits. (**CP release**, Oct. 1)

NDP HOPES TO SAVE CPR'S BRANCH LINE TO GIMLI: The Manitoba government hasn't given up hope of saving the CPR branch line that runs between Winnipeg and Gimli, Industry

Minister MaryAnn Mihychuk has said. "At this moment we're still in the process of negotiations," Mihychuk said in an interview, adding senior government officials are continuing to talk to officials with all three of the major players involved, CPR, short-line operator Cando Contracting, and Diageo Canada (formerly Seagram). Brandon-based Cando had been interested, but backed off in June after being told new provincial labour legislation, Bill 18, may force its employees to join the same union which now represents CPR employees who work on the line. Cando president and gm Gord Peters said that the employee-owned company has no interest in becoming involved with a union. But, he added, if that condition were removed, it would be interested in taking over service on the line. Mihychuk said although about six firms initially expressed interest in taking over the line, Cando has emerged as the most likely candidate. So the government's efforts are focussed on trying to find a way to make a Cando-CPR deal happen. CPR has agreed to keep operating the line until February 2003, so there's still time to work something out. (Winnipeg Free Press, Oct. 8)



VIA RAIL MAY GET CASH BOOST: VIA Rail may soon be getting a cash infusion to improve its service, thanks to the conjunction of three unrelated factors. It happens that the current transport minister is a train buff; Ottawa just announced it will ratify the Kyoto agreement on reducing toxic emissions; and the terrorist events a year ago have boosted train travel. David Collenette has not said how much he can provide VIA, but he has asked the company to report on what it would take to increase speeds and ridership in the Quebec City-Windsor corridor.

"What I said to VIA was, are there things that we can do to have a faster train but not necessarily a TGV," Collenette said in an interview. "I hate to use the term Acela Express, given all the bad publicity they had, but it would be that type of operation." Collenette said that by improving track quality and signalling, VIA could shave 30 to 45 minutes off the Montreal-Toronto run.

VIA currently receives an operating subsidy of \$170 million a year, to cover uneconomic routes. The Central Canada corridor is profitable. "With the population growth and the congestion, VIA has very good potential to reduce greenhouse gas emissions, getting cars off the highways," Collenette said. "Plus people want an alternative to Air Canada."

Ironically, the leading consumer rail lobby in the country contests Collenette's plan. "The corridor has nine-tenths of the trains right now and there are another eight provinces," said spokesman Harry Gow of Transport 2000. "Do you think western Canadians and Maritimers are really going to be pleased to see their service reduced and service in the corridor increased?" Transport 2000 wants more trains between Ontario and Vancouver, using the more scenic CPR route as well as the CN tracks now taken. Gow said another strong candidate for improved service would be Seattle-Vancouver and on to the ski resort at Whistler. The Vancouver-Whistler track belongs to BC Rail and BC Rail passenger service is slated to be abandoned in October, even as Vancouver pushes for the 2010 Winter Olympics. "It's well known they won't get the Olympics if they have weak transit links to Whistler," said Gow. (Canadian Press, National Post, Sept. 9)

"BRAS D'OR" SETS NEW RECORDS: The "Bras d'Or", a seasonal train providing tours of Cape Breton Island, has set new records during its third successful season, attracting more tourists and earning significantly higher revenues than last year. The "Bras d'Or" operates one round-trip per week between Halifax and Sydney from June to mid-October, offering tourists a 10-hour land cruise through the heart of Cape Breton Island. Complete with on-board tour guides, live entertainment and fine local cuisine, the train delivers a unique experience of this historic maritime region. Keith Moulton, VIA's Director of Eastern Services, reports that ridership on the Bras d'Or jumped 14% over last year, while cost recovery for the service reached 148% - a remarkable 72%

increase over last year. VIA Rail developed the "Bras d'Or" service in partnership with the tourism boards of Nova Scotia and Cape Breton. (VIA release, Oct. 10)

CHRETIEN ALLY HAS \$3B PLAN FOR VIA RAIL: Jean Pelletier, chairman of VIA Rail Canada and the Prime Minister's former chief of staff, is seeking "substantial funding" from Ottawa for a new and faster \$3-billion train service between Quebec City and Windsor. The proposal was submitted to David Collenette, the Transport Minister, in late-September and is expected to go before Cabinet in time for a decision to be included in the February 2003 budget. The service is to be called "VIAFast" and will require a significant infusion of public and private money to buy locomotives and passenger cars, improve the tracks and upgrade bridges and vehicle crossings, sources say. An industry source said Canada's two major railway companies are actively reviewing the proposal, which is expected to be a boon to Montreal-based Bombardier, which is set to unveil a high-speed locomotive. Sources say the plan requires both CPR and CN to participate through a swap of track usage. The result would be one rail line in the corridor dedicated only to passenger service while the railway companies would share the other line for freight services.

Another key to the proposal would be changing the status of VIA, a Crown corporation, to allow it to operate as a commercial entity with the ability to raise capital from lenders and investors, sources say, but likely maintain its government funding. The plan proposes to double the frequency of service along the corridor and reduce travel times by 40%. It would increase maximum speeds to 200-240 km/hr from the current 170 km/hr. Industry sources confirm the plan is under consideration, but say the priority is to start with a train service between Montreal and Toronto and expand to Quebec City and Windsor at a later date. (National Post, Oct. 11)

OTHER PASSENGER

RAIL DEAL TO EXPAND COMMUTER SERVICE: TransLink is looking to expand its popular West Coast Express commuter train system from Mission to Vancouver, BC, after winning a \$26-million cut in the price it pays CPR to operate the trains. The savings means the subsidy being paid by TransLink - roughly \$16 per trip for each of the 8,000 commuters who now take the train - will be reduced. "It's a huge reduction in our costs on the West Coast Express," said Doug McCallum, chair of TransLink. "It will also allow us to increase the service." The cost-cutting is part of a new contract between TransLink and CPR to study how to expand and improve movement of freight and passengers across the Lower Mainland. "CPR wants to work with us in the movement of people and the movement of goods, and that's a huge change," McCallum said. "It's really exciting for our region for the future, and probably could be a model for across Canada." Paul Clark, CPR's vp of public affairs, said the partnership will benefit CPR. "What we're looking at is utilizing our right-of-way more efficiently than just for CPR operations. We're really quite keen on investing in the Vancouver region."

The new partnership could not have been reached unless CPR agreed to reduce the price it charges TransLink to run on its tracks. CPR was accused of gouging taxpayers after details of the 20-year contract signed in 1995 with the BC government were made public earlier this year. TransLink and CPR have also begun to study whether CPR's Sapperton right-of-way in New Westminster can accommodate a rapid transit connection from Coquitlam to the new Millennium SkyTrain line, without affecting the corridor's freight capacity. A rapid transit link along this corridor could be in place sooner and for lower cost than the proposed SkyTrain line through Port Moody, which is expected to carry a \$750M price tag. "It could be considerably cheaper. The right-of-way is already there," McCallum said. McCallum said the worst bottleneck in the region for freight trains is the Pattullo rail bridge across the Fraser River - a one-way track that is often delayed because it is also a draw bridge. "We are going to have to look at studying that to move goods more efficiently. They [CPR] recognize the integration of both goods and commuters is really important and the way to go in the future," he said. Funding for the expansions would have to be shared by CPR, TransLink and other partners. (Vancouver Sun, Vancouver Province, Sept. 19)

RAILWAY HOPING FOR COLD SNAP: The latest fall colour report has Michael Morrow, Algoma Central Railway's manager of passenger marketing, hoping for cooler weather. "We're hoping that we get a few more cool mornings to kick off the fall colours," said Morrow. "Mother nature hasn't been co-operating." At mid-September the Tourism Ministry had reported a 10% colour change across the north shore of Lake Superior and into the Sault Ste. Marie area. Half of the tourists who ride the Agawa Canyon Tour train come for the fall colour run. To mid-September, the passenger numbers were down by about 500. (*Canadian Press*, Sept. 18)

RAIL PASSENGERS REACH END OF THE TRACK: The provincial Liberal government has introduced legislation that allows BC Rail to dump its money-losing passenger rail service. In September, the Crown corporation announced unacceptable financial losses are forcing it to shut down passenger service. Attorney General Geoff Plant introduced an amended British Columbia Railway Act that permits BC Rail to drop passenger service and focus its resources on carrying freight, which makes money. "At present, BC Rail is legally obligated to carry passengers as well as freight," Plant said in a news release. "The corporation has said it intends to discontinue all three of its passenger rail lines, which are underused and losing money."

The amendment clarifies that BC Rail has authority to make these changes so it can focus resources on freight services that are financially viable." Residents and municipal politicians living along the rail routes from North Vancouver to Prince George had been lobbying the government to keep passenger service running. Municipal politicians offered tax relief all along the line. Some residents said the Liberals face a backlash if they allow BC Rail to sever the line that links towns already struggling to cope with depressed economies and social service cuts.

The passenger rail shutdowns include the "Pacific Starlight Dinner Train" between North Vancouver and Porteau Cove, "Whistler Northwind" between North Vancouver and Prince George and its regular "Cariboo Prospector" run from North Vancouver to Prince George. The Prospector will halt operation on October 31 and the dinner train will stop on October 21. The Northwind has already stopped running. BC Rail spokesman Alan Dever said the "Cariboo Prospector" lost nearly \$5 million last year and the "Whistler Northwind" lost more than \$2 million. The dinner train posted a small loss last year, but the Crown corporation decided against continuing the service. About 90 people will lose their jobs.

The only passenger service BC Rail will continue to provide is between the rural communities of Seton Lake and Lillooet in the Interior. The 35-mile rail line is the only transportation link between the communities. The Seton Lake Indian Band will handle the ticketing. (*Canadian Press*, Oct. 9)

ROCKY MOUNTAINEER RAILTOURS CELEBRATES 500,000 GUESTS: A couple from Cheshire, England, boarding Rocky Mountaineer Railtours' regular service in Vancouver bound for Banff, Alberta, was greeted with fanfare as their planned vacation package became a free trip when they discovered they were declared the company's 500,000th guests. Peter Armstrong, President & Chief Executive Officer at Rocky Mountaineer Railtours, welcomed Mr. and Mrs. Keegan at the station. They received the free trip and were upgraded to the luxury of GoldLeaf Service. From a small start in 1989, Rocky Mountaineer Railtours' current rolling stock roster of 65 pieces of equipment includes 35 RedLeaf coaches, 10 GoldLeaf bi-level dome coaches and five locomotives. (*Press Release*, Oct. 1)

SAINT JÉRÔME WILL GET COMMUTER TRAIN: The commuter train between Montreal and Blainville will be extended 16 kilometres to Saint-Jérôme by the fall of 2003. This will necessitate an investment estimated to be between \$13 and \$20 million, which will be shared between the Government of Quebec and L'Agence métropolitaine de transport. A maintenance facility for locomotives and coaches is planned for Saint-Anthony, just south of Saint-Jérôme. A change will also be necessary to allow AMT to operate outside of metropolitan Montreal. Purchase of the line from Blainville to Saint-Jérôme from CPR is also being contemplated. (*La Presse*, Oct. 11)

REGIONAL / SHORTLINE NEWS

MOTORISTS MAY GET TO DRIVE ON RAILS: BC highways and rail officials confirm they're looking at the idea of laying asphalt on the single-line railbed along Horseshoe Bay to avoid lengthy delays. "It would be on a temporary basis, as we understand, during the construction periods for the Sea to Sky highway," said BC Rail spokesman Alan Dever. "These are very preliminary and exploratory discussions. We believe it would have to be very carefully managed." Transportation Ministry spokesman Shawn Robins refused to comment but said the ministry is seeking more input from communities along the corridor, before referring recommendations to cabinet. "For any improvements on the Sea to Sky, the biggest issue is stoppages," he said. "I'm sure [using the railbed is] being explored. It has the capacity to solve some of the problems." (*Vancouver Province*, Sept. 10)

ARRC ESTABLISHES NEW CONFIDENTIAL MEMBERSHIP CATEGORY: The Association of Regional Railways of Canada (ARRC) has established a new confidential membership category. This option is open to all short line and regional railways (SL/RRs), including commuter railway operators, who wish to support ARRC and take advantage of the significant benefits offered by ARRC membership, but who would only be in a position to do so anonymously. ARRC President Bob Ballantyne confirmed that the confidential membership category was created to respond directly to issues raised by the railways about their relationships with CN and CPR should they decide to become ARRC members. Ballantyne said, "ARRC membership has grown as a result of this new initiative and we expect more railways to join in the near future. ARRC members, whether open or private, have the ability to influence the issues that are critical to SL/RRs through an association that is exclusively dedicated to their concerns." (*ARRC release*, Sept. 10)

RAILAMERICA WON'T SCRAP THE E&N RAILWAY: The death sentence on Vancouver Island's historic 118-year-old E&N Railway has been lifted. RailAmerica says it will continue to operate freight and passenger services on the line for the indefinite future. For the past year, RailAmerica had set a series of deadlines to shut down service. But in every instance, those deadlines were extended as a variety of community groups stepped forward to lobby for service to continue and to provide temporary funding.

"It's good news for customers, good news for the community, and good news for employees," said Anne Venema, gm for the E&N. "We're going to be continuing efforts to look for federal support and tax relief," she said but declined to say what caused RailAmerica to change its mind. "We're a long ways from being out of the woods," said Tanner Elton, managing director of Vancouver Island Rail Development Initiative (VIRDI). His group has lobbied to keep the E&N running, and provided \$600,000 in the past year to help RailAmerica pay its bills. The group includes major E&N customers and suppliers. As long as RailAmerica provides the tracks, a VIA Rail spokesman says VIA will provide passenger train service on Vancouver Island. CPR, on the other hand, is poised to get off the Island entirely. CPR plans to sell off its E&N assets to VIRDI, says CPR spokesman Len Cocolicchio. "We have an agreement on the guiding principles on which CPR and VIRDI will negotiate a deal for the sale of CPR's right-of-way assets on the Island to VIRDI," Cocolicchio said. "We haven't made a full sale agreement, but we've made an agreement on the guiding principles." (*National Post, Vancouver Province, Nanaimo Daily News*, Sept. 27)

ONTC TRAIN CREWS VOTE FOR STRIKE: Unionized engineers, conductors and trainmen at Ontario Northland have voted in favour of strike action. Contract talks, which began in September 2001, have stalled, with issues such as wages, benefits and pensions part of negotiations. The Brotherhood of Locomotive Engineers, which represents 100 workers across Northeastern Ontario, voted 91% in favour of a strike, while the UTU voted 87%. Both unions have been without contracts since December 31, 2001.

Possible divestiture of the Crown corporation may be having an impact on talks. The provincial cabinet was expected to make the final decision on the ONTC this summer, but the subject has

been left off the agenda since mid-June. Frustrated by the lack of progress, the unions requested a meeting with Premier Ernie Eves. New talks have not been scheduled. (**North Bay Nugget**, Oct. 1)

TEAMWORK PAYS FOR AREA CUSTOMERS, COMPANIES AND COMMUNITIES: A new transload and terminal service for agricultural, industrial, petroleum products and specialty chemicals officially opened for business in Tillsonburg, 50 miles southeast of London, Ontario, as Mike Perovich, President of Future Transfer Co. and Wayne Ettinger, president of short line Trillium Railway, welcomed current and future customers, and community leaders. Opening of the transload facility is one of a series of events and activities this fall to showcase the role of freight and passenger rail in Canada's economy, and to demonstrate rail's potential to do more to reduce road congestion, pollution and fuel consumption. The new transload facility has eight 70,000-litre storage tanks, with the capacity to expand by six more. It can handle 12 rail cars in Phase One, has steam for heating the rail cars, a concrete pad to facilitate loading and unloading rail cars, 24 tanker trucks and six vans, and 80,000 square feet of warehousing. Trillium provides rail service to and from St. Thomas. The short line interchanges rail cars there with CN and Norfolk Southern railways, and at Tillsonburg with CPR. (**RAC release**, Oct. 1)

NEW OWNERS OF B&A PLAN TO TRIM JOBS: Rail World Inc., when it assumes ownership of Bangor and Aroostook System in the next couple of months, will not be employing as many people as the system's previous owners, Iron Road Railways. The rail system has been operated with about 80 fewer people since late last year, and another 40 to 60 jobs could be lost in the next couple of months. Most of the losses are in Maine, while the rest are in Canada and parts of New England.

Rail World, which began negotiations to purchase the system's assets about a year ago, is not buying the business that operates over 835 miles of rail. It is buying the tracks, facilities and real estate only from bankrupt B&A System for \$50 million in a deal approved by a federal bankruptcy judge on October 8. The deal should be completed by the beginning of December. Rail World is forming a new company, called Montreal, Maine and Atlantic Railway, and is planning to "ramp up" business on a system that has been losing millions of dollars in revenue in the last few years along with long-term customers who have found other ways to ship their goods. "The old company is dead," Larry Parsons, a co-owner of Rail World Inc., said. "That's what people have trouble realizing." Each worker with B&A System and its largest rail line, Bangor and Aroostook Railroad, has to apply for a job with the new company and lose all the seniority gained over the years. About 350 people currently work at B&A System. In the next couple of months, even more B&A System employees could find themselves without a job.

Until Montreal, Maine and Atlantic boosts up business on the rail system, it will operate with 290 to 310 people. The majority of those employees will be in Maine, and about 100 of the workers will be in Canada. According to the documents filed with the Surface Transportation Board, MM&A plans to keep the rail system intact, and boost travel on a few of its lines, including what's known as the CDAC or Canadian American Railroad line between Brownville to the Maine-Quebec border.

B&A System includes B&A Railroad, the largest of all of the lines, and Canadian American Railroad Co., Quebec Southern Railway Co., Northern Vermont Railroad Co., Newport and Richford Railroad Co., Van Buren Bridge Co. and Logistic Management Systems Inc. Rail World is also buying two Canadian Pacific Railway lines. (**Bangor Daily News**, Oct. 10)

OTHER INDUSTRY NEWS

BOMBARDIER PLANT TO CLOSE: Bombardier will close - at least temporarily- its plant in Barre, Vermont, for an indefinite period. For now, Bombardier plans to "mothball" the 110,000-square-foot manufacturing facility, built in 1981, keeping it intact in the event it is needed for future contracts. Work slated to start there in January on 20 car bi-level cars for Seattle will be transferred to the Plattsburgh, New York, facility, to avoid lay-offs there, and maintain the employment level at about 700 workers. Although Bombardier's work force has fluctuated dramatically over the years, the company has provided reasonably predictable

employment for at least 250 workers. Bombardier's decision to open a manufacturing plant in nearby Plattsburgh enabled it to promise "New York content" to a state that is home to some of its largest customers, including the New York City subway system. (**The Times Argus**, Sept. 13)

CANADIAN REGIONAL RAILWAY ASSOCIATION JOINS ADVISORY COUNCIL: The Association of Regional Railways of Canada (ARRC) recently joined Canada's Transportation of Dangerous Goods General Policy Advisory Council, which comprises shippers, carriers, government agencies and emergency-response firms involved in handling, shipping and transporting hazardous materials. ARRC officials believe the organization's council participation will help ensure its members receive current information on TDG regulations and directives. Gerry Rath, OmniTRAX Canada's director of safety, was named ARRC's council representative; Bill Danks, BC Rail's supervisor-regulatory compliance and training, was named alternate representative. (**Progressive Railroading**, Sept. 3)

ARRC MEMBER PILOTS TRANSPORT CANADA'S SAFETY MANAGEMENT SYSTEM: OmniTRAX-owned Hudson Bay Railway and Okanagan Valley Railway are achieving significant results after having volunteered to pilot Transport Canada's Safety Management Systems which came into effect on March 31, 2001. The regulations require railway companies under federal jurisdiction to develop, implement, and maintain comprehensive safety management programs to measure and evaluate safety performance. Railways must establish safety targets, identify responsibilities, authorities and implement audit procedures. A recent audit has confirmed a reduction of over 20% in accidents and injuries since implementation of Transport Canada's Safety Management Systems. (**ARRC homepage**, Aug. 30)

VIRTUAL CANADIAN RAILWAY HALL OF FAME ANNOUNCES INITIAL INDUCTEES: Railroaders, their machines and their communities that helped link Canada's railways into a vibrant continental network are being honoured in a virtual Railway Hall of Fame. "The initial inductees range from Pierre Berton, author of *The National Dream* and the *Last Spike* books on building the CPR, to the current presidents of CN and the CPR. Paul M. Tellier turned CN into the North American railway industry leader. Robert Ritchie re-structured his railway into a successful stand-alone enterprise based on strong community and international business links," said Bill Rowat, president and ceo of the Railway Association of Canada. Others who received the first annual industry achievement awards are Peter Armstrong of Vancouver, president and ceo of Rocky Mountaineer Railtours, and Tom Payne of Edmonton, creator of the first modern short line railway in Canada.

"Four specific categories - Leaders, Heroes, Communities, and Technology - were developed for honourees and the public had an opportunity to nominate candidates through the Hall of Fame's Internet website," said Les Kozma of Edmonton, a respected Canadian railway author and historian who is the current Chairman of the Hall of Fame.

Inductees in the heroes category included: Kevin Lihau and Donald Blain, VIA Rail Canada engine service employees killed in the line of duty at Thamesville, Ontario, in 1999; Roger Cyr and Ben Levesque of Montreal, founders of the Operation Lifesaver public safety program in Canada, and Harry Home of Jasper, Alberta, who exemplifies the locomotive engineer's enthusiasm for railroading, and for his passion in preserving CN 4-8-2 6060 as a teaching tool about the role the "iron horse" played in advancing transportation during the last century.

Inductees in the leaders category included David Blyth Hanna, railway executive of Canadian Northern Railway and CNR; Charles Melville Hays, president of the Grand Trunk Railway who perished on the "Titanic" in 1914; James J. Hill, early Great Northern U.S. and Canadian railroad "empire builder" and executive instrumental in building the CPR; Sir William Mackenzie, president of the Canadian Northern Railway; Sir Donald Mann, 1st vice-president of the Canadian Northern Railway; Baron Mount Stephen, president of the CPR; Sir Henry Thornton, president of CN, and Sir Wm. C. Van Horne, general manager and president, CPR.

The community inductees included London, Ontario; Montreal,

Quebec; Banff, Alberta; and Bonfield, Ontario, where the first spike was driven in building the CPR transcontinental railway. In the technology category the rotary snow plow, automatic air brake, Prairie wood-cribbed grain elevator and Centralized Traffic Control were inducted. (RAC release, Sept. 12)

NORTH AMERICAN RAIL-CAR MARKET STILL CLOSER TO FAMINE THAN FEAST: The American Railway Car Institute (ARCI) Committee of Railway Progress Institute released its latest North American rail-car order forecast, which predicts 17,440 orders in 2002, 28,600 in 2003 and 36,800 in 2004. ARCI also projects 14,573 car deliveries in 2002, followed by 21,639 in 2003 and 28,761 in 2004. (This year's delivery total would represent the fourth straight annual drop and the industry's lowest total in 15 years.) "While the North American freight-car building industry has been in a prolonged slump, we hope that 2002 will be the bottom of the current cycle and industry activity will increase sharply in the next two years," said ARCI spokesman Thomas Simpson. By car type, ARCI projects that between 2002 and 2004, deliveries of box cars will increase from 1,957 to 3,307; covered hoppers from 2,732 to 7,935; open-top hoppers from 2,098 to 4,247; gondolas from 2,159 to 4,200; flat cars from 4,005 to 9,955; and tank cars from 5,607 to 7,900. (American Railway Car Institute, Sept. 13)

ALGOMA CENTRAL FP7A 1756 TO JOIN WCRA COLLECTION: The West Coast Railway Association (WCRA) has acquired Algoma Central FP7A 1756 from Canadian National. The locomotive started life originally in June 1953 as CPR 4103, then was renumbered 1404 for transcontinental service in 1954. It became VIA 1404 in 1978 and was rebuilt and upgraded to FP7Au status and became VIA 6553, continuing in active service until 1995. Wisconsin Central acquired the unit with a purchase of several F's from VIA in 1995, painted them for Algoma Central and put them into passenger service on the AC. They served in this service to late-2001, after the CN acquisition of WC, when the F unit fleet was retired from active service and moved to stored serviceable status in Chicago. No. 1756 and its sister units were officially retired from the CN roster June 10, 2002. The donation from CN will bolster the operating fleet by becoming a matching unit to the restored FP7A 4069, giving a set of two Canadian built F series A units. (West Coast Railway Association, CN releases, Oct. 12)

BROE LOOKING TO EXPAND IN CANADA: Pat Broe, whose company owns OmniTRAX, is looking for trouble and his search keeps bringing him back to Canada. His never-ending quest for fixer-up businesses has already made him one of the nation's largest shortline railway operators and it could soon see him investing hundreds of millions more in this country. Broe has bid on or is seriously considering major government privatizations. They include the 400-kilometre Fort Nelson line extension of BC Rail and Ontario Northland's rail assets. Broe is also musing about other possibilities, including taking a role in managing the federal hopper car fleet should it be divested, and even franchising parts of VIA Rail. (National Post, Sept. 17)

FEDS WANT TRUCKERS TO GET MORE REST; TRUCKERS SPLIT: The country's transportation ministers have endorsed proposed new limits on the number of hours truckers can drive. Although truckers and trucking unions are divided on the merits of the proposed hours of work and rest during a work week, federal transportation minister David Collenette and Steve Ashton, Manitoba's transportation minister, say they will make the nation's highways safer.

Currently, a truck driver can work up to 16 hours a day and can put in as many as 104 hours in a seven-day period. Under the new proposal, truckers would be restricted to accumulating a maximum of 70 hours on duty after five days before resting for 36 hours. The trucker also would be restricted to working a maximum of 14 hours a day. However, if the trucker immediately begins a new duty cycle after the rest period, the next shift would put them at 84 hours of work during a seven-day period. Afterwards, David Bradley, ceo of the Canadian Trucking Alliance, said he was pleased the proposals were approved by the ministers. But Bob Evans, executive director of Canadians for Responsible and Safe Highways (CRASH), said his organization and some trucking unions opposed to the proposals will continue their fight.

"It's catastrophic - people will die because of this," Evans said. (Winnipeg Free Press, Sept. 21)

DRTP LAUNCHES ENVIRONMENTAL ASSESSMENT FOR TRADEWAY PROJECT: The Detroit River Tunnel Partnership (DRTP) has officially notified the Canadian Transportation Agency that DRTP will commence an environmental assessment for its TRADEWAY project, which involves boring a new rail tunnel under the Detroit River and converting its existing twin tube rail tunnel into a state-of-the-art, dedicated, secure, two-lane commercial truck route directly connecting Highway 401 at Windsor and Interstate 75 in Detroit along the existing rail corridor. The environmental assessment will include technical studies of the potential environmental effects of the construction and operation of DRTP's TRADEWAY project. The process will also involve the release of more detailed information on the project and provide opportunities for public comment. The assessment will begin this fall and is expected to be completed in early-2004. (Canada NewsWire, Sept. 24)

TSB ISSUES THREE RECOMMENDATIONS IN ITS FINAL INVESTIGATION REPORT ON THE RAILWAY ACCIDENT IN MONT-SAINT-HILAIRE, QC: The Transportation Safety Board of Canada (TSB) issued three recommendations in its final investigation report on the derailment and collision of two CN trains that occurred December 30, 1999 in Mont-Saint-Hilaire, Quebec. Two people were fatally injured in the accident. The TSB recommended that Transport Canada review the regulations on emergency response plans for the transportation of hydrocarbons, the design specifications for event recorders, and the requirements for the quality control of thermite welds.

The Board also raised a safety concern relating to the fact that shipping documents accompanying the cars may be electronic copies generated using the electronic data interchange (EDI) system. Many people enter data in the system, but there is no control system to identify errors and correct them. The shipping documents contain information on the products and quantities carried by trains; their accuracy is therefore essential to emergency response plans. The Board is concerned about the risks relating to the potential inaccuracies because erroneous data used in an emergency response can expose emergency response personnel and the general public to unsafe conditions.

The United Transportation Union said that, "Today's report fails to come to terms with the basic problem. The Transportation Safety Board has good recommendations. Unfortunately they'll end up in the morass at Transport Canada. Many of today's TSB recommendations for inspection and maintenance regimes were in force ten years ago but have since been modified or cancelled by Transport Canada." The UTU represented Paul Davis whose life was lost as a result of the accident. (CCNMatthews, Canada Newswire, Sept. 26)

NEW TRANSPORTATION BLUEPRINT EXPECTED BY YEAR-END: The federal government will unveil its long-awaited transportation blueprint before year-end, which could promote a shift to high-speed rail service. The release of Transport Minister David Collenette's blueprint will coincide with the planned tabling of amendments to the Canadian Transportation Act, also expected before the end of the year. Experts said the document is expected to push for a gradual upgrade of Canada's rail system to become a high-speed, downtown-to-downtown, alternative to airline travel. (Ottawa Citizen, Sept. 27)

BC GOVERNMENT LOOKING FOR BUYER FOR #3716: The BC government has issued a Request for Expressions of Interest to acquire or lease the steam locomotive #3716 - "City of Port Coquitlam" (ex-CP 2-8-0 3716) for use within British Columbia. Bids closed October 15. (BC Government, Aug. 30)

SHIFT TRAFFIC FROM ROAD TO RAIL TO REDUCE POLLUTION: THRONE SPEECH: The federal government wants to reduce traffic congestion and help the environment by taking many trucks off Highway 401. The throne speech said the government would "introduce a new strategy for a safe, efficient and environmentally responsible transportation system that will help reduce congestion in our cities and bottlenecks in our trade corridors." Transport Minister David Collenette says the federal plan would shift more truck traffic to rail and water, freeing up the overtaxed Highway

401 for carpooling and cutting down on truck emissions in urban areas, including the Greater Toronto Area. The federal government has jurisdiction over such traffic and has already discussed this with people in the industry. The plan would help meet Kyoto climate treaty obligations, he stressed. It comes down to a choice for communities - do people opt to have more frequent, high-speed freight trains in the community or have more and more trucks on their roads, competing with other traffic and fouling the environment." Collenette said 28% of the country's greenhouse gas emissions, such as carbon dioxide, come from vehicles. Collenette said the "intermodal shift" from road to rail will require new money, but he did not place a price tag on the program. (The Toronto Star, Oct. 1)

CARLOAD TRAFFIC DOWN, INTERMODAL UP, IN 3RD QUARTER:

Canadian intermodal traffic was up 14.8% (21,400 units) in September 2002 compared with September 2001, up 15.1% (68,594 units) for the third quarter of 2002, and up 9.7% (131,648 units) for the first nine months of 2002.

Canadian carload traffic was down 1.0% (2,350 carloads) in September 2002, paced by declines in carloads of grain (down 23.3%, or 8,639 carloads) due largely to the effects of severe drought in Western Canada. Carloads of coal were down 7.4% (2,555 carloads). On the positive side, Canadian carloads of chemicals were up 11.6% (5,665 carloads) in September 2002, while carloads of motor vehicles and equipment were up 7.5% (2,222 carloads).

For the third quarter of 2002, Canadian carload traffic was down 2.5% (19,115 carloads), as declines in grain (down 21.6%, or 26,035 carloads), coal (down 8.1%, or 8,894 carloads), and farm products excluding grain (down 19.3%, or 4,026 carloads) offset increases in chemicals (up 9.7%, or 14,515 carloads) and motor vehicles and equipment (up 7.4%, or 6,326 carloads). Total year-to-date carloadings for Canadian railroads of 2,321,316 cars were down 2.8% (67,916 carloads). (AAR, Oct. 3)

SMITHS FALLS BRIDGE MADE NATIONAL HISTORIC SITE: On August 11, a Historic Sites and Monuments Board of Canada plaque commemorating the national historic significance of the Smiths Falls Bascule Bridge was unveiled. "The Municipality of Smiths Falls is fortunate to now have two National Historic Sites of Canada within close proximity to its community," said Minister of Canadian Heritage Sheila Copps. "With the designation of the Smiths Falls Bascule Bridge, visitors and boaters will see another important piece of Canadian history, while exploring the scenic Rideau Canal National Historic Site of Canada."

The Scherzer Rolling Lift bascule bridge was erected across the Rideau Canal between 1912-1913 by the Canadian Northern Railway Company, during the construction of the Toronto-Ottawa section of its transcontinental main line. Introduced in 1895 by William Scherzer, a Chicago-based engineer, the Scherzer rolling lift system of operation represented a novel design principle for bridge building in North America. Derived from the french word 'bascule', meaning see-saw, the lift span of the bridge is balanced in a teeter-totter fashion. The rolling lift action of the bridge virtually eliminated friction and, with a counterweight balancing the lift span during its movement, very little power was required to raise or lower the lift span. As a result, in its original design, the bascule bridge could be operated either electrically or manually. Other than during its first year of operation when it operated with a direct current (D.C.) electric motor, it had been operated manually until the winter of 1978/79 when Canadian National ceased operations between Smiths Falls and Strathcona, Ontario, just outside of Napanee. No longer required for the railway, the bridge was left in an open position, to allow for passage of vessels along the Rideau Canal National Historic Site of Canada. Of the numerous bascule bridges constructed since 1910, the Smiths Falls Bascule Bridge is the oldest of the remaining 14 Scherzer Rolling Lift bascule bridges found in Canada. It is one of two bascule bridges extant along the Rideau Canal. (Parks Canada, Aug. 11, thanks to Dennis Peters)

BOMBARDIER TRANSPORTATION UNVEILS JETTRAIN:

Bombardier was to unveil its JetTrain 150-mph turbine-powered passenger locomotive at Washington Union Station, in Washington D.C on October 15. The Bombardier JetTrain™ is the first 150-mile per hour non-electric locomotive designed for the North American market and is light-weight, aerodynamically designed,

and environmentally friendly. The locomotive is designed to exert lower dynamic track forces at 150 mph than a standard diesel-electric locomotive exerts at 90 mph. The lightweight turbine engine is less than one-tenth the size and approximately 38,000 lbs. lighter than a traditional diesel engine. With a more streamlined profile than a traditional locomotive, this locomotive has lower aerodynamic resistance. The streamlined locomotive, developed in a \$25 million partnership with the Federal Railroad Administration, is designed to haul high-speed trains in non-electrified corridors shared by freight and passenger trains. The design for the JetTrain prototype locomotive is derived from the 150-mph Acela Express power car, which it closely resembles. Tilt-technology enables it to maintain 100-mph speed through curves. FRA and Bombardier launched the high-speed, fossil-fuel locomotive program in 1998 as a way to make high-speed rail a possibility in virtually any rail corridor without the need for cost-prohibitive electrification. The prototype has been undergoing testing at the Transportation Technology Center test facility in Pueblo, Colorado. (Bombardier release, Washington Post, Oct. 10)

STUDENTS IN "ONE OF A KIND" EXPERIENCE AND HISTORIC EVENT:

Ontario Northland Railway and Ottawa Valley Railway partnered to provide students from Mattawa and Bonfield with a one-of-a-kind travel experience. A train, made up of three Ontario Northland passenger cars pulled by two Ottawa Valley locomotives, travelled between Mattawa and North Bay on October 7. The joint promotion was planned as part of the Railway Association of Canada's Fall Showcase 2002 "Innovative Transportation Solutions Link Canada's Communities" initiative.

The two local rail companies, along with the North Bay Area Museum, provided students with a comprehensive, hands-on experience. They learned about the important role railways played in the development of the North from museum staff, and students took part in an Operations Lifesaver safety presentation by trained railway staff. At Bonfield everyone detrained for a presentation ceremony recognizing the community as the starting point for the construction of the CPR transcontinental line. Ottawa Valley Railway General Manager Grant Bailey presented Bonfield Reeve Narry McCarthy with a plaque commemorating Bonfield's role in Canadian railway history and the community's induction into the virtual Canadian Railway Hall of Fame. (Canada NewsWire, Oct. 8)

OCR HOLDS A FAMILY DAY: Based on the success of their first one, the Ottawa Central Railway held its second family day on October 5 at their Walkley Yard facilities. The official welcoming ceremonies were kicked off by Ottawa Central General Manager James Allen. "When we invited the public to join us for our grand opening in 1999, we welcomed over a thousand visitors. We're doing it again - it's a great opportunity for young families to learn about railways and safety issues and have some fun at the same time." Mr. Allen has indicated since start-up in December 1998 the OCR has grown the business by 55% compared to what CN was handling on the line. The OCR has also developed local moves (from Bakermat in Ottawa to Ivaco in L'Orignal/ Dolomex) as well as developed opportunities with CPR such as Domtar traffic from Marathon to Ottawa). RAC President and CEO Bill Rowat and MPP Brian Coburn responsible for Rural Affairs in Ontario also had a few words of welcome.

Everyone had the opportunity to go for a 'cab ride' in OCR RS-18u 1824, as well as tour OC Transpo's O-Train, and VIA's new Renaissance equipment. Visitors could also learn about public safety programs including Operation Lifesaver, and see displays of the various equipment that track maintenance forces use. CANAC was displaying its latest model Belt-Pack, and ADGA Group's Training Innovations division was displaying their Locomotive Training Simulator for the Acela Express built by Bombardier. Kids of all ages enjoyed a small Lionel layout in action, complete with an OCR diesel locomotive. There was even a draw for a starter Lionel set! Proceeds from the day went to the Starlight Children's Foundation.

The event was one of a number that the Railway Association of Canada will participate in across the country under the banner "Transportation Solutions Link Canada's Communities." (More details can be found at www.railcan.ca under the "Fall Showcase" icon) ■

Letters to the Editor

Not the first; not the last: Just a short note to correct a couple of items in the July-August 2002 **Branchline**.

* Page 3 - A good article, but the first streetcar to operate in Edmonton was No. 2, not No. 1. As per **Edmonton Electric Transit** by Colin K. Hatcher, "First car #2 arrived in Edmonton (Strathcona) via CPR on Saturday, October 24th (1908) Thursday, October 29, 1908, later that same evening car #2 made its way haltingly out of the city warehouse yards Edmonton's first streetcar, #2, made its first run."

* Page 22 indicates that cabooses are still used on BC Rail's Fort Nelson Subdivision - the last mainline caboose run in North America. Southern Railway of British Columbia still operates cabooses on its mainline from New Westminster to Huntingdon and also between Huntingdon and Chilliwack. [George Bergson, Penticton, BC]

Horseshoe Curve: I was most interested to read the article by George W. Pearce on the "Horseshoe Curve - Then and Now" in the October 2002 **Branchline**.

Readers may want to be aware that two early booklets published by the Boston Mills Press deal with this topic.

The first is "The Great Horseshoe Wreck" by Ralph Beaumont and James Filby (ISBN 0-919822-03-7). The other is "Steam Trains through Orangeville" by A.M. McKittrick (ISBN 0-919822-13-4).

Some time ago I gave an illustrated railway history talk to the Caledon East and District Historical Society, where a member of the audience offered the reason for the wreck as being the three cars that were added at Orangeville, and that these caused the brakes to bleed. To my knowledge, there is no proof for this assertion - as author Pearce quite rightly avers, the real reason for the wreck will likely never be known.

However, in McKittrick's booklet there is a clue that could substantiate this theory. In writing up the reminiscences of old-timers working on that route, the author sets out a recollection by long-time engineer I.G. Libby, who "told of one night taking a train between Orangeville and Toronto down the Caledon Mountain. He left Orangeville with 56 cars of stock, now unheard of, and made a stop at Caledon station where two cars of potatoes were picked up, and then proceeded down the Mountain. His power was a D10 engine, considered quite the latest in those days for freight haulage. Libby says that in the short trip down the Mountain that night he had to make three stops in order to pump air in the train line ..."

That the immediate reason for the Horseshoe wreck was fast running seems well accepted based on the majority of the evidence provided at the inquest, but it is quite possible that the engineer, just as in the Ballad of the Wreck of Old 97, "lost his brakes".

If so, why would this not have come out at the inquest? One could surmise that the engineer, in a panic or because of lack of experience, did not realize his brakes were not working as they should, or was well aware, but was afraid to say so for fear of implicating the company or his fellow employees - in those days one did not rat on one's co-workers - one took one's punishment without attempting to blame others - and the engineer, being a young fellow, would have a lot to lose if he planned to go on working for the CPR.

One small point, the chief engineer and general manager of the Toronto, Grey & Bruce, the predecessor railway, was Edmund Wragge, not Edward. [Charles Cooper, Thornhill, Ontario]

Calendar suspended: Many **Branchline** readers have also been faithful supporters of my rail books and calendars. Thank you all for your business and encouragement. It has been more a labour of love than a great source of income.

I have been forced to give up my annual Canadian Railway Scenes Calendar, just as I was preparing the 20th edition. In recent years the mega bookstore Chapters-Indigo has replaced most of the smaller bookshops across Canada that used to be one of my mainstays for calendar sales. This year, the Chapters chain cancelled its usual order which represented half of the print run. With that loss, and downsizing of the railway official ranks, it was not feasible to continue.

Colour images that I had planned to use in future calendars will instead become part of a book about trains across Canada based on trips by my son Okan and I took in the 1980s. These images include the colour work of Lawrence and Mavis Stuckey.

If you put off going to Cuba to see their steam operation, you've just about missed it! The Cuban government has announced closure of nearly half of its sugar mills, including many users of steam, especially the narrow gauge ones. Former CN GMD1 diesel units and VIA Rail Diesel Cars are being joined by other used diesels to help eliminate a lot of steam locomotives, with more diesels coming from the now closed mills. I'm planning a final visit to Cuba in March 2003, partly for some special steam photos that I've worked several years to arrange. Care to join me? This is not for the frugal, nor the faint of heart. [Adolf Hungrywolf, Box 844, Skookumchuk, BC V0B 2E0; e-mail: canadiancaboose@yahoo.com]

NYC and CPR Hudsons: While I am hesitant to cross swords with Duncan du Fresne on the subject of steam locomotives, it seems to me that the Tid Bitter let his company loyalty get the better of him in the October issue of **Branchline**! In commenting on the photo of a New York Central Hudson double-heading with a CPR Pacific (The Odd Couple, p.21) Mr. du Fresne expresses the view that "the NYC J-1d engines were very good Hudsons, certainly comparable to the CP's Hudsons". Now just a minute! As a loyal member of the New York Central System Historical Society I would argue that the comparison should be the other way round; what Mr. du Fresne should have said is "the NYC J-1d engines were very good Hudsons, the standard against which all other 4-6-4s were measured, even CP's Hudsons"!

Unfortunately, since not one of NYC's 275 Hudsons survived the scrapper's torch, we are unable to settle the argument with a head-to-head comparison with CPR's restored H1b 2816, but what about published data? Are there enough test results and other data to allow an objective comparison of the two designs? This would make an interesting Tid Bit and, no doubt, Paul Kiefer of the NYC and the CPR's Henry Bowen would be interested in the outcome, albeit from beyond the grave!

Notwithstanding my accusation of bias, my thanks to Mr. du Fresne for continuing to educate us with his insights into locomotives and railroad operations; his articles, whatever the subject, are always interesting. Thanks too to the whole **Branchline** team for continuing to bring us such a high quality Canadian publication. [Graham Oberst, Montreal, Quebec] ■

A SELECTION OF PASSENGER CONSISTS

<p>16 September 2002 West Coast Railway Assoc. Inland Peace River Country Tour at North Vancouver, BC</p> <p>WCRX FP7A 4069 BCOL Baggage-Gen. <i>Shalalth</i> BCOL Coach <i>Dragon</i> BCOL Club <i>Seton</i> WCRX Open Observation 598 - <i>Mount Garibaldi</i> -----</p> <p>19 September 2002 VIA #9 (CBC-TV 50th) Anniversary Special) at Windsor, Ontario</p> <p>F4OPH-2 6403 (painted red) F4OPH-2 6449 Sleeper <i>Chateau Denonville</i> Sleeper <i>Chateau Lauzon</i> Sleeper <i>Chateau Rigaud</i> Skyline 8502 Coach 8123 Baggage 8605 Baggage 8615 Baggage 8612 Dome-Sleeper-Observation <i>Banff Park</i> OTTX Flatcar 93344 P42DC 907 F4OPH-2 6424 Renaissance Coach 7202 Renaissance Coach 7201 Renaissance Service Car 7303 Renaissance Sleeper 7508 Renaissance Sleeper 7510 Renaissance Sleeper 7504</p>	<p>12 September 2002 AMT #86 at Vendome (Montreal), Quebec</p> <p>GP9u 1313 EGU 606 Coaches 1080, 1096 Cab-Coaches 105, 107 -----</p> <p>23 September 2002 VIA #50 - "Enterprise" at Brockville, Ontario</p> <p>F4OPH-2 6426 Renaissance Coach 7204 Renaissance Coach 7210 Renaissance Service Car 7306 Renaissance Sleeper 7506 Renaissance Sleeper 7509 Renaissance Sleeper 7514 -----</p> <p>26 September 2002 VIA #600/604 - "Saguenay/ Abitibi" at Hervey, Quebec</p> <p>F4OPH-2 6410 F4OPH-2 6418 Baggage 8606 Coach 8147 Coach 8138 Baggage 8608 Coach 8146 Dome-Sleeper-Observation <i>Waterton Park</i></p>	<p>28 September 2002 CN (ex-AC) #3 at Sault Ste. Marie, Ontario</p> <p>CN SD751 5639 CN SD701 5621 AC Coaches 5610, 5474, 5616, 5653, 5571 AC Café-Coaches 3243, 3239 AC Coaches 5545, 5442, 9302 AC Café-Coach 3210 AC Diners 506, 505 AC Coaches 5495, 5468 AC Café-Coaches 3230, 3228 AC Coaches 5519, 5650, 9301, 5483, 5529, 5621, 5617 -----</p> <p>29 September 2002 VIA #14 - "Ocean" at Halifax, Nova Scotia</p> <p>F4OPH-2 6436 F4OPH-2 6429 (painted Telus) Baggage 8619 Coach 8142 Coach 8119 Skyline 8506 Diner <i>Louise</i> Sleeper <i>Chateau Jolliet</i> Sleeper <i>Chateau Cadillac</i> Sleeper <i>Chateau Dollier</i> Sleeper <i>Chateau Closse</i> Dome-Sleeper-Observation <i>Kokanee Park</i> Private Car <i>Northern Sky</i></p>	<p>6 October 2002 ONT #122 - "Northlander" at North Bay, Ontario</p> <p>GP38-2 1802 EGU 202 Snack Car 700 Coach 602 Coach 603 EGU 205 * Coach 614 * Coach 601 * Coach 612 * * deadhead -----</p> <p>7 October 2002 VIA #693 - "Hudson Bay" at Canora, Saskatchewan</p> <p>F4OPH-2 6454 Baggage 8600 Coach 8104 Coach 8102 Diner <i>York</i> Sleeper 2448 (Amtrak) Sleeper 2449 (Amtrak) -----</p> <p>8 September 2002 CN (ex-AC) #2 at Franz, Ontario</p> <p>CN GP40-2L(W) 9592 AC Baggage 309 AC Baggage 300 AC Café-Coach 3236 AC Coach 5494</p>	<p>8 September 2002 VIA #186 - "Lake Superior" at Franz, Ontario</p> <p>RDC-4 6250 RDC-2 6205 -----</p> <p>1 June 1985 VIA #1 - "Canadian" at Ottawa, Ontario</p> <p>FPA-4 6769 F9B 6626 Combination 9301 Café-Coach 3250 Skyline 506 Sleeper <i>Evelyn</i> Sleeper <i>Englee</i> -----</p> <p>1 January 1965 CP #8 - "The Dominion" at Ottawa, Ontario</p> <p>FP7A 1419 GP9 8516 Baggage-Express 4225 Baggage-Express 4714 Baggage-Express 4753 Mail-Express 3626 Baggage-Express 4788 Coach 2154 Coach 2144 Coach 2167 Sleeper <i>Thompson Manor</i> Baggage-Express 4475</p>
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(Thanks to Tim Bruno, Douglas Cameron, Bruce Chapman, Ken Garber, Peter Jobe, Brian Kimmons, Bill Linley, Mark Perry, Paul Tatham and Lorence Toutant)

SAMPLES OF DIESEL LASHUPS

- Sep 4 - CN 392 at Toronto, ON: CN SD40-2 5373, GCFX SD40-3 6043 and LLPX GP38-2 2258 (nee Devco 224 - en route to Chemin de fer de Charlevoix).
- Sep 5 - QGRY westbound at Terrebonne, QC: GP40-2L(W) 3015 and GP40 3102.
- Sep 10 - CP 102 at Salmon Arm, BC: AC4400CWs 8617 and 8630, and SD90MAC 9155.
- Sep 10 - CP 471 at Canoe, BC: CP SD90MAC 9119 and CEFX AC4400CW 1005.
- Sep 11 - ONT 516 at Hearst, ON: GP38-2s 1804 and 1801 and GP9 1603.
- Sep 11 - CN 369 at Toronto, ON: CN SD60Fs 5501, 5535 and 5507, CN GP40-2(W) 9670, GCFX SD40-3 6038, CN SD701 5610 and GO F59PH 544.
- Sep 11 - CP 220 at Thunder Bay, ON: CP SD90MAC-H 9300, CP SD40-2 5745 and CEFX AC4400CW 1024.
- Sep 12 - NBSR N901 at McAdam, NB: NBSR GP38-3 9803, NBSR GP9 3700, NBSR SW1200 3703, NBSR GP38-3 9802 and HLCX GP38 3669.
- Sep 12 - CN 304 at Richmond Hill, ON: CN SD751 5757, CN SD50F 5435, and OHCR FP9Au's 6307 and 6313 (ex-VIA) en route from NRE in Capreol, ON.
- Sep 12 - CN 236 at Hamilton, ON: Dash 8-40CM 2449, SD50F 5432 and being-delivered Dash 9-44CWs 2647, 2643, 2645, 2648, 2646 and 2644.
- Sep 12 - CN eastbound at Lachine, QC: Dash 9-44CW 2611, SD751 5711, SD50F 5425 and Dash 9-44CW 2549.
- Sep 12 - ONT 111 at Feronia, ON: SD751 2104, SD40-2s 1733 and 1737 and FP7Au 2000.
- Sep 13 - CBNS 305 at Truro, NS: HATX SD45-2s 907 and 910 and CN GP40-2L(W) 9449.
- Sep 14 - CP westbound at Medicine Hat, AB: CP AC4400CW 8513, CEFX AC4400CW 1017, and CP SD40-2s 5829 and 6006.
- Sep 16 - CN 121 at Truro, NS: SD60F 5539, SD40-2(W) 5352 and Dash 9-44CW 2622.
- Sep 17 - CP westbound at Glencoe, ON: CP SD40-2F 9015, CP SD40-2s 5905 and 5646, and UP SD70Ms 5109, 5108 and 5110.
- Sep 17 - CP westbound at Irvine, AB: SD40-2s 5949, 5570, 6009 and 5909.
- Sep 18 - CN westbound at Brighton, ON: CN SD751 5770, GCFX SD40-3 6074, CP SD40-2 5749, and CN SD60Fs 5528 and 5550.
- Sep 19 - CN 303 at Toronto, ON: CN SD50F 5419, CN SD40-2(W) 5332 and ex-VIA FP9Au 6311 (acquired by IFE Leasing, Saugus, California).
- Sep 20 - CN eastbound at Richmond Hill, ON: CN Dash 8-40CM 2432, CN SD40-2(W) 5341, CN GP9RM 7001 and RLK GP40 4096 (4096 enroute from Lakeland & Waterways Railway to the Goderich-Exeter Railway).
- Sep 20 - CN eastbound at Richmond Hill, ON: CN Dash 9-44CW 2634, CN Dash 9-44CWL 2517 and RLK GP9-4 4001 (4001 enroute from Lakeland & Waterways Railway to Goderich-Exeter Railway).
- Sep 20 - CN 452 at Dauphin, MB: CN SD40u 6009 and CSX SD50 8661.
- Sep 21 - BCOL JOSQ-21 at Septimus, BC: SD40-2s 761, 751, 747 and 765.
- Sep 21 - CN 308 at McGivney, NB: SD40-2(W)s 5343, 5319 and 5263.
- Sep 21 - CN 201 at Mowat, ON: SD50F 5425, SD40-2(W) 5281 and SD50F 5458.
- Sep 22 - CN 334 at St. Catharines, ON: Dash 9-44CW 2567, SD751 5717 and being-delivered Dash 9-44CWs 2652, 2650, 2653, 2651 and 2649.
- Sep 22 - ONT 111 at Feronia, ON: SD751 2102, SD40-2 1737 and SD751 2101.
- Sep 22 - CN 577 at Toronto, ON: CN GMD1u 1430, CN GP9RM 7082 and CP SD40-2 5749.
- Sep 23 - CP 224 at Toronto, ON: CP AC4400CW 8614, CEFX AC4400CW 1022, SOO SD40-2 6610, CP SD40-2 5841, CP AC4400CW 8642, and CP SD40-2s 5870 and 6025.
- Sep 23 - CP 534 at Toronto, ON: CN SD50F 5432, CP AC4400CW 8537 and CEFX SD90MAC 121.
- Sep 24 - CN northbound at Lac Long, QC: SD701 5604, Dash 9-44CW 2556, SD50F 5420, GP38-2(W) 4785 and GP38-2 4730.
- Sep 25 - CN 236 at Toronto, ON: Dash 9-44CW 2649, SD751 5686, and being-delivered Dash 9-44CWs 2660, 2657, 2658, 2656, 2655 and 2654.
- Sep 26 - CP switching at Oshawa, ON: GP9u's 8203, 8226 and 8207, SD40-2 5841 and SD40-2F 9006.
- Sep 26 - WHRC westbound at Windsor Station, NS: RS-23s 8036, 8042 and 8026.
- Sep 26 - CN at Oshawa, ON: Dash 9-44CWs 2628 and 2619, SD751 5657 and Dash 9-44CW 2609.
- Sep 27 - CN 364 at Belleville, ON: CN SD751 5637, GTW SD40-2 5936 and GCFX SD40-3 6061.
- Sep 28 - HCRY at Sault Ste. Marie, ON: GP40-2(W)s 3010 and 3012, GP9 201 and GP40-2(W) 3013.
- Oct 1 - NS 328 at St. Catharines, ON: C40-9Ws 9001, 9600, 9423 and 9037.
- Oct 1 - WHRC eastbound at Falmouth, NS: RS-23s 8019, 8042 and 8036.
- Oct 1 - CN 334 at Buffalo, NY: SD751 5684, SD50F 5447, SD40-2(W) 5269, and being-delivered Dash 9-44CWs 2669, 2661, 2670, 2666, 2665, 2662, 2664, 2668, 2667, 2659 and 2663.
- Oct 3 - NBSR N904 at McAdam, NB: NBSR GP38-3 9802, CDAC GP40 40, CN GP9RM 7000 and MEC GP40-2W 510.
- Oct 5 - CP 119 at Thunder Bay, ON: STLH SD40-2 5560, CP SD40-2Fs 9000 and 9015, and CP SD40-2 5656.
- Oct 9 - CP westbound at North Bay, ON: SD40-2s 5980, 6026, 5904 and 5482.
- Oct 13 - ONT 111 at North Bay, ON: SD751s 2101 and 2102, SD40-2s 1733 and SD751 2103.
- Oct 13 - CN eastbound at Brighton, ON: CN SD751s 5787 and 5667 and VIA F4OPH-2 6443.

(Thanks to Bryant Barbour, Paul Bloxham, Dean Brown, Doug Cameron, Paul Duncan, Paul Huene, Peter Jobe, Jeff Keddy, Brian Kimmons, James Lalande, Bryan Martyniuk, John Peakman, Mark Perry, Peter Phillips, Bill Rood, Mark Rushton, David Stalford, Adrian Telizyn, Lorence Toutant and Joe Zika)

LEGEND: AC = Algoma Central; AMT = Agence métropolitaine de transport; BCOL = BC Rail; CEFX = CIT Group; CBNS = Cape Breton & Central Nova Scotia; CN = Canadian National; CP = Canadian Pacific Railway; GCFX = Connell Finance (lettered GEC-Alstom); GO = GO Transit; GTW = Grand Trunk Western; HATX/HLCX/HLGX = Helm Financial; HCRY = Huron Central; IC = Illinois Central; LLPX = Locomotive Leasing Partners; MEC = Maine Central [Guilford]; NBSR = New Brunswick Southern; NS = Norfolk Southern; OHCR = Ohio Central; ONT = Ontario Northland; QGRY = Quebec-Gatineau; RLK = RaiLink (RailAmerica); SOO = Soo Line; UP = Union Pacific; VIA = VIA Rail; WC = Wisconsin Central; WCRX = West Coast Railway Association; WHRC = Windsor & Hantsport. ■

Winnipeg Railway Days

Article and Photographs by Daryl Adair

While timing is everything in the heritage preservation movement, it was not the first thing on the mind of the volunteers of the Winnipeg Railway Museum during the summer of 1997. They wanted a way to celebrate their museum's 5th anniversary and showcase their restoration efforts. With summer slipping away, it was decided to hold an event at their museum, located on tracks 1 and 2 of Winnipeg's historic Union Station. The event was to take place the second weekend of September and research began on similar events other historical attractions had hosted in the past.

The hope was not to duplicate events hosted by other attractions but learn what worked well in other cities and using the strengths of the Winnipeg Railway Museum to create an original fall festival. A common name, for an event of this type in other cities was *Railway Days* so the name was borrowed and event planning began. At the same time, the member-based organization, which had little to no budget for the new event, stretched their volunteer manpower to the limit.

Invitation forms were sent out to all the rail related groups in the City of Winnipeg. These included organizations such as Canadian Railway Modeller Magazine, local hobby stores and other historical organizations with a railway theme such as the Transcona Museum and the Prairie Dog Central Tourist Train. Additionally, national organizations such as Operation Lifesaver (dedicated to safety in the rail industry) and VIA Rail Canada were welcome to take part in the new festival. Forms were slowly returned from the invitees with an interest to display and promote Canada's rail heritage and the current industry scene.

Using the organization's non-profit status, the volunteers researched the Winnipeg Media and learned more about how to promote the festival in the community. The media support was fantastic - featuring mentions in the city's daily and community newspapers, and TV news anchors chatting about the event on the evening news. The most unique form of promotion came when a local radio station featured museum members, who are retired railway workers, reminiscing with callers for over an hour one evening, and mentioning the festival before every commercial break.

With the preparation and promotion behind them, the museum-hosted Manitoba's rail related organizations/groups under "one roof" using every table they could obtain for the numerous presenters. The visitors included the young and old during a busy fall weekend that enjoyed volunteers in period costume, various displays and a behind-the-scenes look at how the preservation work is done. The presenters, who enjoyed taking part in the show, inquired about coming back the following year and Winnipeg's newest festival was created.

Following the same formula, the museum has continued to host the event, which is continually growing and attracting both visitors and locals alike. One year, Travel Manitoba even listed the event in an insert in North Dakota newspapers that encouraged a visit to Manitoba. The day after the publication, the first call came from the wife of an American Military family stationed in Minot, North Dakota, who later travelled to Winnipeg, stayed at the classic railway hotel, the Fort Garry, and spent a better part of the day at the show.

The past two years Operation Lifesaver has made available a locomotive so visitors can climb into the cab and learn more why they should not try to beat the train. Last year, the highlight of the weekend was VIA Rail Canada's *Hudson Bay* train, along with its staff, being on display during the Sunday of the festival weekend. Due to the long lineup to view the interior of the train, Customer Services Manager Gary Dy was pressed into service explaining VIA services in Western Canada to the public and doing a great job as a traffic cop so all could view the train!

This year's event on September 7 and 8 was another busy weekend, with over 2,000 in attendance over both days. Once again there was no shortage of things to see and do for young and old. After their parents signed in at the museum's visitor desk, kids were treated to a paper engineer hat courtesy of the



A young visitor waves from the cab of CN Dash 9-44CW 2632.

Canadian Pacific Railway. Then they could view the many displays such as the artifacts from the Transcona Museum, various hobby stores or tap something out with the always-popular retired telegraphers. CN Police and volunteers from the railway were back again with CN Dash 9-44CW 2632, CN Operation Lifesaver caboose 79823 and BNSF GP91685. On both days there was a steady lineup to get up in the cab of the locomotive to experience the perspective of a locomotive crew and promote the message - Don't try to beat the train with your car at a crossing as you will lose the argument every time.



CN Operation Lifesaver caboose 79823 is coupled between CN Dash 9-44CW 2632 and BNSF GP9 1685 on September 7, 2002. BNSF 1685 was built by General Motors in London, Ontario, in 1957 as Midland Railway of Manitoba #2 and has spent virtually all of her 45 years based in Winnipeg.

VIA Rail, which had an information booth on both days, brought the entire *Hudson Bay* consist for all to walk through. This year there was ample VIA staff to show the train's sleeping car, diner/lounge (even the kitchen), coaches, baggage car and talk about the benefits of travelling by train in Canada, especially in Northern Manitoba.

With another successful event the museum once again proves heritage and enthusiast organizations can work with the industry, side by side, to promote the countries rich and diverse rail heritage and work with industry to help it thrive.

For more information or to book a group tour, the Winnipeg Railway Museum can be contacted at (204) 942-4632. ■

CBC-TV 50th Anniversary Special Train

by Duncan du Fresne

A VIA Special Train departed Vancouver on September 7, 2002, to commemorate the Canadian Broadcasting Corporation's 50 years of television broadcasting. Over the next month, the special train made display stops in some 20 Canadian cities through to Halifax, Nova Scotia.

The consist for the train included VIA F40PH-2 6403 done up in a commemorative red livery, followed by sister 6412 (later replaced by 6449), Sleepers *Chateau Denonville*, *Chateau Lauzon* and *Chateau Rigaud*, Skyline 8502, Coach 8123, Baggage Cars 8605, 8615 and 8612, Dome-Sleeper-Observation *Banff Park* (all ex-CP stainless steel cars built in 1954-55), plus generator flat car OTTX 93344. From Toronto, via Windsor, London, Toronto, Ottawa and Montreal, through to Quebec City, a P42DC unit (907 or 920) was added behind the flat car, plus F40PH-2 6424 with a six-car Renaissance set normally utilized on the overnight Montreal-Toronto "Enterprise".



The VIA-CBC special (4 locomotives and 16 cars) on arrival at Ottawa Station on September 24, 2002, prior to moving to the Canada Science & Technology Museum for display. Photo by Charls Gendron.

The special was displayed at the Canada Science and Technology Museum (CS&TM) in Ottawa on Wednesday, September 25, 2002, with 4 locomotives, 15 passenger cars and a flat car gracing the sidings at the CS&TM. The first six cars, utilized by VIA and CBC crews, were set off on a back track, along with F40PH-2s 6424 and 6449. Front and centre was F40PH-2 6403 heading up baggage cars 8615 and 8612 which carried displays of CBC's progress in the broadcasting field, which most of the assembled crowd seemed to thoroughly enjoy, followed by *Banff Park* and the generator flat car. Ahead of 6403 was the six-car Renaissance set with P42DC 907 at the head end, but not coupled to the train (couplers are not compatible). The 907 was supplying only electrical power and air



On the back track at CS&TM on September 25, 2002, was F40PH-2 6424, displaying her modified coupler to mate with the Renaissance equipment. Sisters 6425 and 6426 are similarly modified. Note the two anti-climbers. Photo by Charls Gendron.

to the cars. There was a continuous parade of viewers examining the new Renaissance cars during the 11 hour display period.

In addition to the show on board the train there were more displays on the grassed theme park area beside the rolling stock. But, for some of us whose interests goes beyond the TV screen, our primary concern seemed to be the railway equipment involved. How nice to see the CS&TM hosting what has to be seen (by us) as a major railway event. The trackage at the Museum has, in recent years, never looked more vibrant and alive. To cap it off the weather held and there was wall to wall sunshine, perfect for photographs.

This BRS member, and associate Joe Toscas, were at the nearby restoration shop the morning of the 25th and standing down the lead from the shop was VIA P42DC 907. The temptation was just too great to leave well enough alone and so, with a minor switching operation, the Bytown Railway Society's GE 50-ton #10 was fired up and joined the fray. The following photographs show real technology, or more correctly, the changes in technology over the 55 years between the ages of Nos. 10 and 907. Both were manufactured at GE's plant in Erie, Pennsylvania.



Age before beauty, and don't you look down your nose at me!! The Society's ex-Thurso & Nation Valley, General Electric, industrial switching locomotive No. 10, built by GE in 1946, stands before GE No. 907, built in 2001. Our switcher produces all of 300 HP, compared to the 4,250 of her modern sister, however, ours weighs about one third of the total of the 907 despite her diminutive size. Photo by Duncan du Fresne.



Is BRS No. 10 about to move out with a Renaissance train? Not very likely, but it sure makes for a curious photograph. By "hiding" P42DC 907 behind the outline of No. 10, it looks like the Renaissance cars are about to leave town. The likelihood of an opportunity to get a photograph like this will, in all probability, never happen again. It sure is doubtful than anyone in GE back in 1946 could foresee the time when their little "industrial" would come face to face (back to front?), 55 years later, with one of their contemporaries. You should have seen the interest this scene made - we were quite an attraction, even if only for a half hour. Photo by Duncan du Fresne.

PHOTO CORNER



Above: Canadian Railserv lightweight RS-23 8013 (nee CP 8013) is at the Transalta Sundance plant near Wabamun, Alberta, on July 26, 2000. It is switching covered hoppers through the fly ash loading facility, the ash generated by burning coal at this power facility. The ash is interchanged with CN. Photo by Fred Clark.



Top Left: Alas, Canadian Railserv RS-23 8013 was sold to the Ontario Southland Railway in the summer of 2002. She is coupled to CP SD40-2s 5626 and 5572 at Wetaskiwin, Alberta, on August 22, 2002, en route to her new home on the Guelph Junction Railway which is operated by the Ontario Southland Railway. Plans are to renumber 8013 to OSRX 506. Photo by Fred Clark.

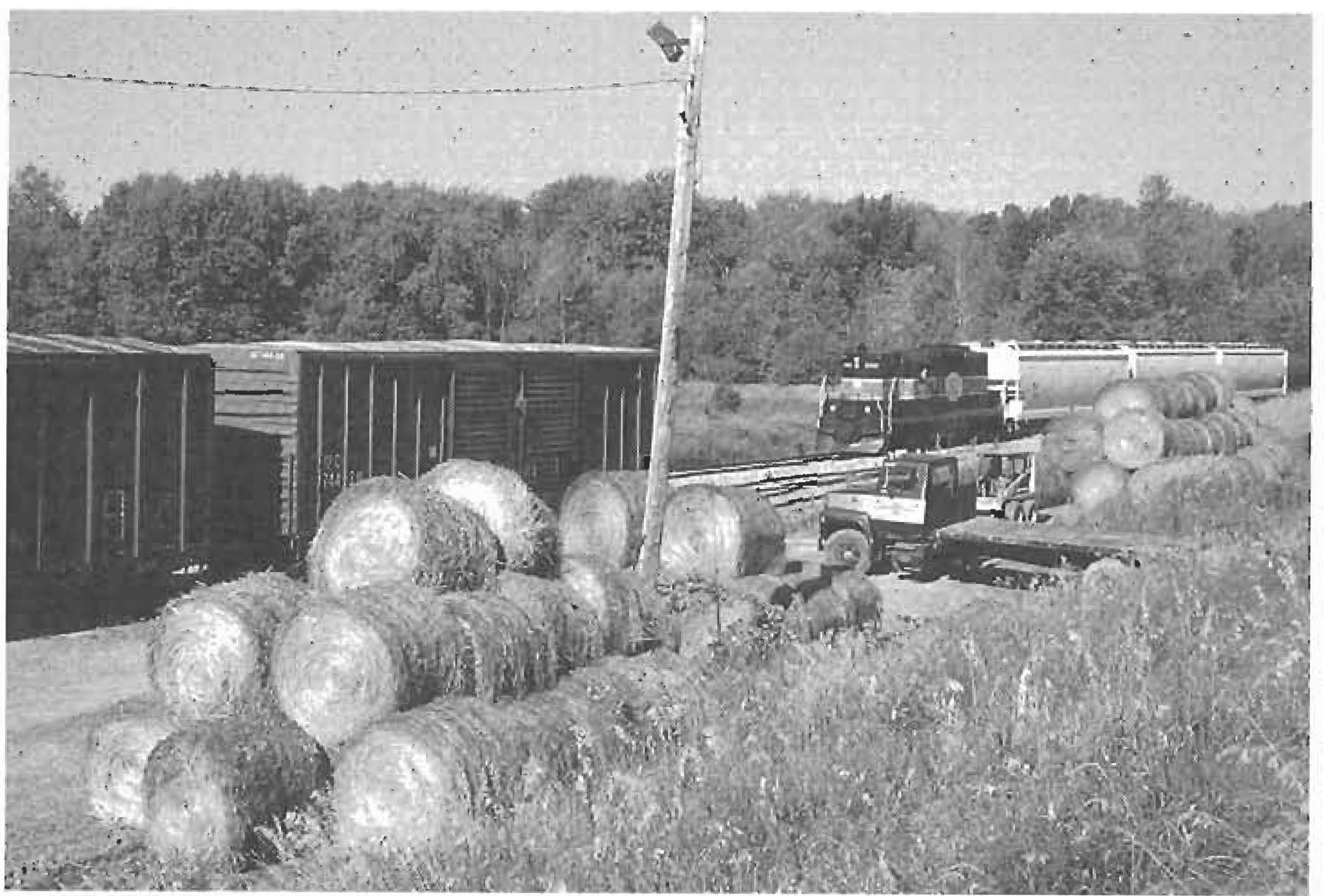


Middle Left: CN and CP meet in Saskatoon, Saskatchewan, in mid-July 2002. The CN night switcher, with two GMD1u units, is arriving to switch the two large concrete grain elevators, while a CP freight is heading west. Photo by Kerry Rossmo.

Bottom Left: CP Hudson 2816 being serviced at Glen Yard in Westmount (Montreal), Quebec, on June 13, 1959. Within months she would be sidelined by diesels, then given a short reprieve in Montreal commuter service in May 1960. Before retirement she was called upon to assist in heating Glen Yard in February 1961. She was added to the Steamtown collection in Vermont in 1964, was reacquired by CP in 1998, and returned for special service in 2001 after a major overhaul. Photo by John McMillan, collection of Ian Taylor.



Above: CP SD40M-2 5498 and SD40-2s 6020 and 5679 are exiting the lower portal of the upper Spiral Tunnel at Yoho, BC, with a westbound intermodal train of 66 platforms on August 31, 2001. The tail end of the train is visible overhead. Since then, the 5498 has been downgraded to yard service. Photo by Fred Clark.



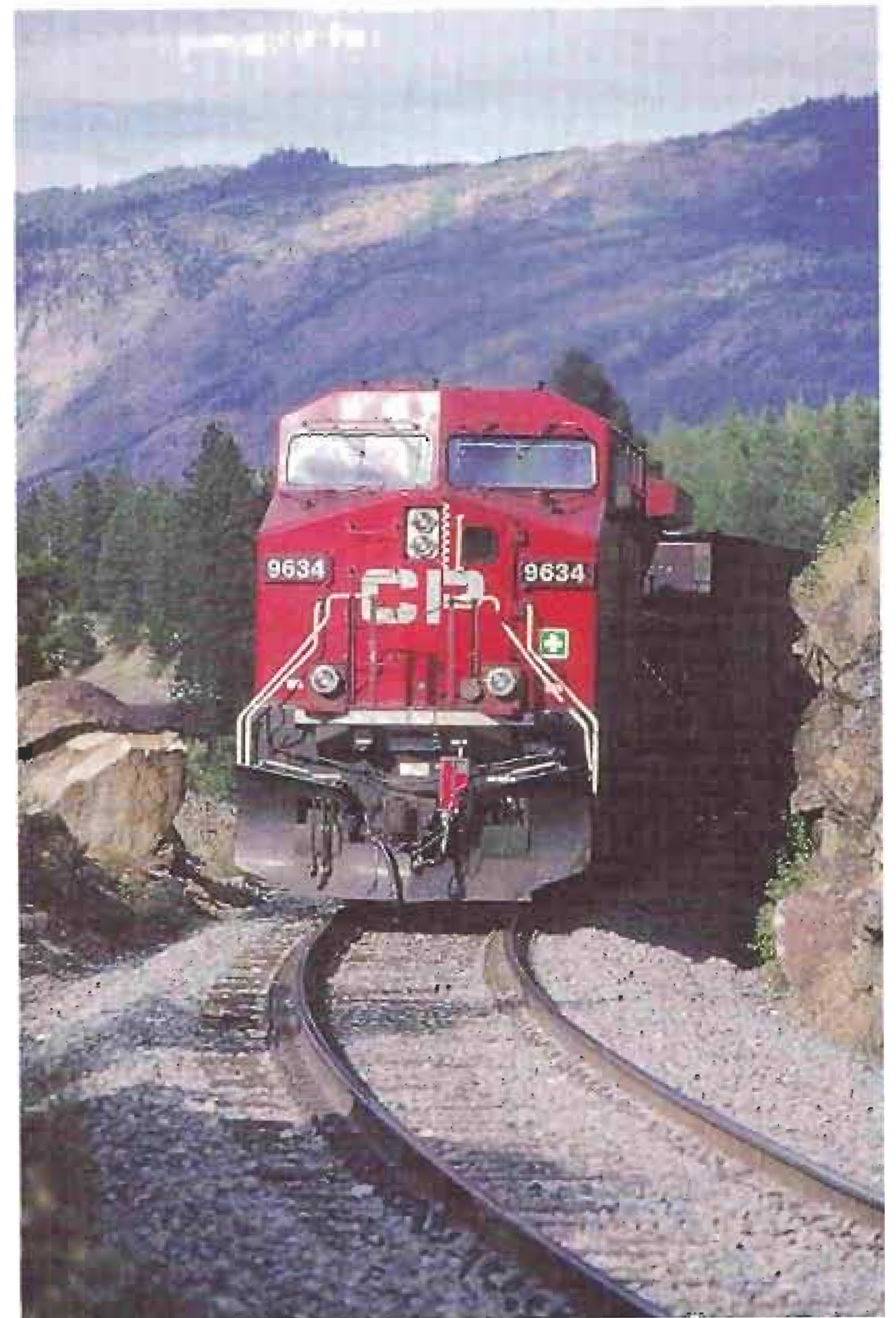
Top Right: Cando Contracting's Orangeville-Brampton Railway's southbound train arrives at Snelgrove, Ontario, on September 24, 2002, and is about to lift more "Haywest" cars destined to drought stricken Alberta farmers. During September, the OBRY handled 30 carloads out of Snelgrove, while Cando's Barrie-Collingwood Railway handled 25 cars from the Utopia facility. More hay was loaded in October. The two Cando railways donated their facilities to help with the "Haywest" efforts. Photo by Steve Bradley.



Middle Right: The Ottawa Central Railway also donated time and cars to assist with the "Haywest" efforts. Several boxcars have been loaded and fumigated at Walkley Yard in Ottawa on August 8, 2002, and will be interchanged with CN at Coteau, Quebec, for movement to the prairies. CN and CPR also donated cars. Photo by Ian McCord.



Bottom Right: Toronto Transit Commission plow W-6 heads up a long line of PCC streetcars on the Carlton route on Gerrard Street during a February 1966 snowstorm. The car was built in 1922 as a scraper car and was converted to a plow in 1942. This outing was probably W-6's last hurrah, as it was sold for scrap later in 1966. The abandonment of four streetcar lines on February 26, 1966, with the opening of the Bloor-Danforth Subway, reduced the requirements for service cars. Photo by Bob Webster, collection of John Thompson.



Above: Recently, CPR began operating empty coal trains with a single unit at each end. AC4400CW 9634 is bringing up the rear at Mile 100.0 of the Shuswap Subdivision (near Chase, BC) on August 7, 2002. One could say that the "caboose" has returned in a somewhat different form. Kodachrome slide by Mike Swick.

Top Left: Reliving the past ... Grand Canyon Railway's former VIA FPA-4 6773, FPB-4s 6871 and 6760, and FPA-4 6776 are at Williams, Arizona, on August 22, 2002. Of the 34 FPA-4s and 12 FPB-4s built for CN in 1958-59, 18 "A" units and 6 "B" units escaped the scrapper's torch, and 12 of the "A" units and 2 "B" units are in service in the United States. Kodachrome slide by John Godrey.

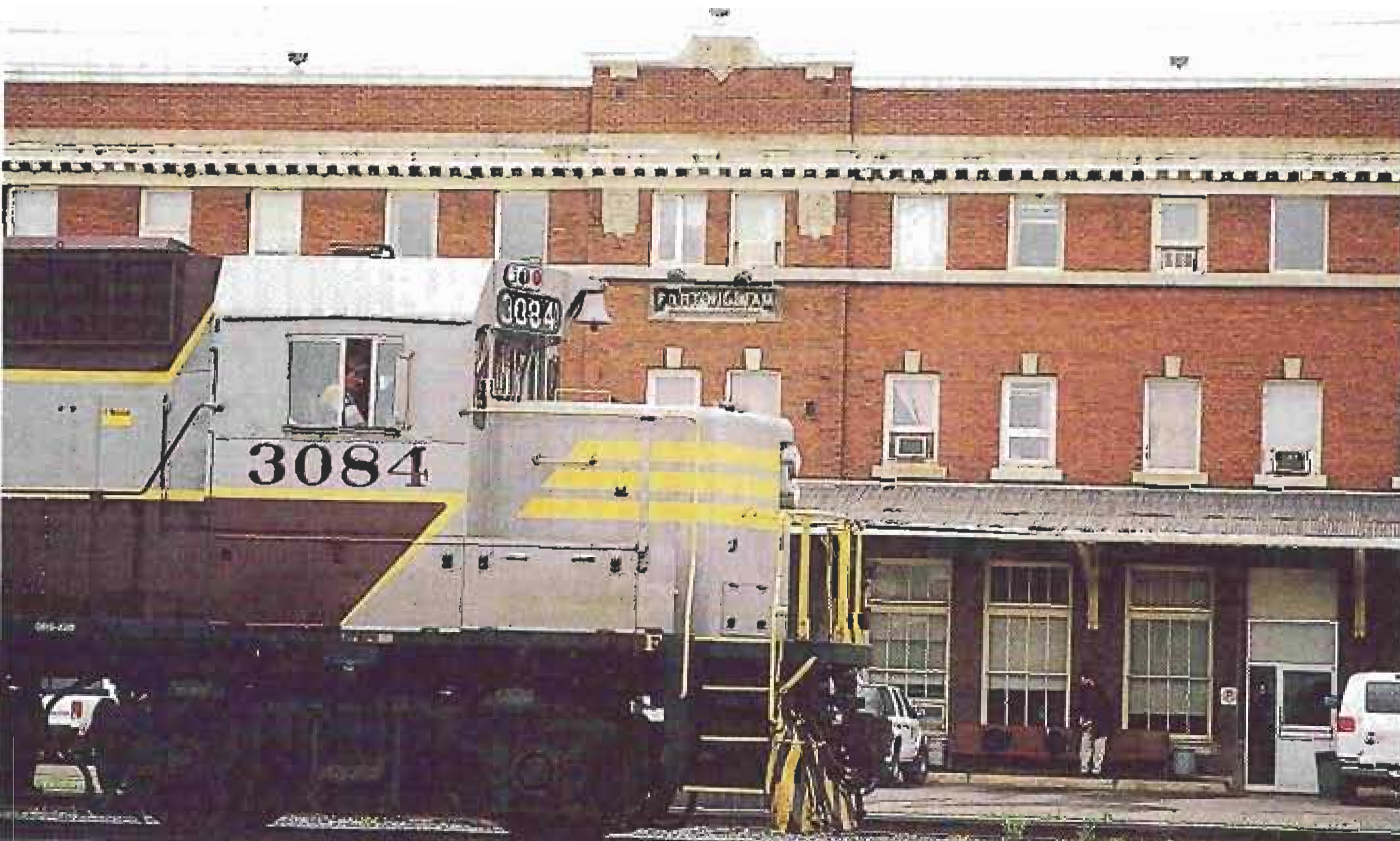
Middle Left: Assisting three CN 6-axle units on CN Train 335 are Ohio Central FP9Au's 6307 and 6313 (ex-VIA 6307 and 6313, nee CN 6515 and 6526 respectively) at Welland, Ontario, on September 13, 2002. The Ohio Central units were painted in a Pennsylvania-inspired livery, complete with keystone logo, at NRE-ALCO's shop in Capreol, Ontario. Photo by Paul Duncan.

Bottom Left: Brand-new CN Dash 9-44CW 2665 is coupled to older sister 2595 at Woodcrest Shops in Chicago, Illinois, on October 5, 2002. No. 2665 is from the 2643-2672 group delivered in September and October 2002. Photo by Ken Lanovich.

Top Right: Ottawa Central RS18-u 1828 (nee CP 8793) and a sister power Train 530 through Foresters Falls, Ontario, on September 25, 2002. Behind the units are eight passenger cars from the defunct Mattawa-Temiscaming Excursion Company destined to the Adirondack Scenic Railroad in upstate New York. Photo by Raymond Farand.



Middle Right: CP GP38-2 3084, repainted in the 1960's maroon and grey livery with script lettering, briefly pauses at Fort William (now Thunder Bay), Ontario, on August 12, 2002, with hottest train on the CPR system. Behind the 3084 are F9B 1900 and business cars *Strathcona*, *Killarney* and *Van Horne* on an equipment move from Calgary to Toronto for a special Luke Skywalker charter from Toronto to Vancouver. The special departed Toronto on August 13 with guests from the film industry, including George Lucas and Francis Ford Coppola. Photo by Bryan Martyniuk.



Bottom Right: Kamloops Railway Days was held on September 21, 2002, in Kamloops, BC. Rides for the public were provided by Kamloops Heritage Railway's ex-CN (nee CNoR) 2-8-0 2141 which hauled two hayrack cars (built on former flatcars) a KVR coach and a coach provided by Rocky Mountaineer Railtours on 10-km round trips. On display were CN GMD1u 1419 (nee CN 1052), CP SD90MAC-H 9300, and another RMR coach. Photo by David Meridew.



Freshly-painted Ontario Northland SD40-2 1730 and sister 1733 lead Train 308 through Boston Creek, Ontario, on August 6, 2002. Photo by James Lalande.

The Motive Power and Equipment Scene



**CANADIAN
PACIFIC
RAILWAY**

ADDED TO ROSTER: (dd/mm)

- Dash 9-44CW 2643-2648 (12/09); 2649-2653 (20/09); 2654-2658 (24/09), 2659 (01/10); 2660 (24/09); 2661-2670 (01/10) and 2671-2672 (04/10) - completion of 30-unit order.

RETIRED: (dd/mm)

- CN GP9-Slug 246 (30/09).
- WC GP35m 2052 and GP35 2558 (both 10/04/02 - delayed report by the editor!).
- CN SD40 5109 (30/09).
- WC SD45 6599 (30/09); 6602 (04/10); 6607 (30/09); 6610 (08/10); 6611 (04/10); 6616 (04/10); 6618 (04/10); 6619 (08/10); 6620 (04/10); 6621 (04/10); 6625 (04/10); 6628 (04/10); 6630 (04/10).
- CN GP40-2L(W) 9415 (30/09).
- CN GP40-2(W) 9668 and 9674 (both 30/09).

UNITS LEASED OUT:

- To Mackenzie Northern Railway: CN GP38-2(W) 4784; SD40-2(W) 5307-5313; SD40-2 5391; GP40-2(W) 9676.
- To Lakeland & Waterways Railway: CN GP40-2L(W) 9525; GP40-2(W) 9639, 9666.
- To Athabasca Northern Railway: CN GP40-2(W) 9673, 9675.
- To Agence métropolitaine de Montreal: CN GP40-2L(W) 9523.
- To New Brunswick Southern Ry.: CN GP9RM 7000, 7015, 7060.
- To Mead Papers: WC SW1500 1566.

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

- IC E9Ar 100-103 (all see occasional service).
- CN YBU-4 200, 201.
- CN GP9 Slug 237, 245.
- CN S-3 Slug 265.
- CN HBU-4 504, 506.
- CN GMD1m 1063, 1078, 1082, 1177.
- CN SW1200RS 1339, 1355, 1363, 1371, 1375, 1385.
- CN GMD1u 1407, 1410, 1411, 1416, 1439, 1442.
- WC GP7u 1507*, 1508*.
- CN GP38-2 4700*, 4718*.
- CN GP38-2(W) 4795, 4796.
- GTW GP38 4994.
- CN SD40 5000*, 5055, 5068*, 5078, 5096*, 5222*, 5229, 5230, 5233*.
- GTW SD40 5901, 5925.
- DWP SD40 5902*.
- WC SD45 6614*, 6615*, 6622*.
- CN GP9RM 7007, 7011.
- CN SW1200RM 7300, 7304, 7309, 7311, 7314.
- CN GP38-2m 7511, 7528.
- CN GP40-2L(W) 9402, 9411, 9416, 9433, 9440, 9445, 9450, 9452, 9460, 9461, 9473, 9486, 9530, 9544, 9549, 9576, 9581, 9590, 9601, 9615, 9618.
- CN GP40-2(W) 9671.

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

- GTW GP9R 4600-4602, 4606-4608.
- GTW GP38-2 5844-5849.
- GTW SD40 5917*, 5920.
- GTW GP40-2 6418, 6419.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- IC E9Ar 104.
- CN GP9 Slug 213, 228, 248, 278.
- CN HBU-4 509, 511.
- CN GMD1u 1400, 1404, 1421, 1444.
- CN Dash 9-44CW 2574.
- CN GP9RM 4140.
- CN GP38-2(W) 4779, 4780, 4782, 4783.
- GTW GP38-2 4934.
- DWP SD40 5911*.
- WC SD45 6590*.
- CN GP9RM 7010, 7019, 7024, 7029, 7041, 7043, 7053, 7069, 7209, 7211, 7240, 7262, 7263, 7268, 7269, 7271.
- CN SW1200RM 7306, 7316.
- CN GP38-2m 7501, 7532.
- CN GP40-2L(W) 9427, 9455, 9579, 9584.
- IC E9Ar 9922, 9923.

DONATED: WC SD24 2402 has been donated to the National Railway Museum in Green Bay, Wisconsin.

TRANSFERRED:

- Winnipeg to Calgary: CP GP9u 1530.
- Binghamton to Calgary: CP SD40-2 5415.
- Toronto to Binghamton: CP GP9u 8234, 8238.

UNITS STORED SERVICEABLE:

- CP Control Cab 1117.
- CP SW1200RSu 1241, 1248.
- CP GP7u 1503*, 1506.
- CP GP9u 1521*, 1522*, 1530*, 1538*, 1559*, 1564, 1611, 1652.
- CP 4-6-4 (steam) 2816.
- CP SD40-2 5393, 5431.
- CP SW1200RS 8111, 8114, 8132, 8133, 8153, 8165, 8167, 8171.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- SOO GP9 402, 414.
- CP SD40-2 762; SOO 763.
- CP Control Cab 1100, 1102.
- CP SW9u 1201.
- CP SW1200RSu 1210, 1239, 1240, 1244, 1245, 1249, 1250*, 1251, 1271.
- UP SW10 1212, 1213, 1217, 1222, 1231 (leased).
- CP SW10 1283, 1284, 1287.
- CP GP7u 1503.
- CP GP9u 1515, 1527, 1528*, 1529*, 1532*, 1535*, 1536, 1545, 1651*, 1691*.
- CP GP7u 1687.
- CP GP38-2 3063.
- SOO Fuel Tender 4000, 4001, 4002.
- CP SD40 5400, 5404*, 5406.
- CP SD40-2 5415.
- CP SD40M-2 5495, 5497.
- CP SD40-2 5678, 5734, 5911*.
- SOO SD40-2 6617; CP 6622, 6623.
- CP SW1200RS 8136, 8156, 8161.
- CP AC4400CW 8542*, 8553*, 8650, 9533, 9620.

UNITS DECLARED SURPLUS: (* added since last issue)

- CP SD10 534; SOO 543.
- SOO SD40 739; CP 740, 741; SOO 746, 747, 748; CP 749, 752; SOO 755.
- SOO SD40-2 757, 758, 759; CP 760; SOO 761, 764, 765, 770, 771, 772; CP 780, 783, 784; SOO 789.
- CP Control Cab 1116.
- SOO SW1500 1400, 1401.
- CP SD40-2 5395, 5397.
- CP SD40 5410, 5412, 5413, 5414.
- CP SD40-2 5416, 5417, 5424, 5425, 5426; STLH 5448.
- CP SD40 5500, 5507, 5515; STLH 5524; CP 5529, 5536, 5538, 5540, 5541, 5546, 5547, 5550, 5553, 5564.
- CP SD40-2 5574, 5601, 5610, 5613; STLH 5627; CP 5631, 5635; STLH 5636; CP 5645*, 5653, 5689, 5705, 5706, 5718, 5744, 5810*, 5828, 5848, 5921, 5955.
- CP SD40-3 5685 [accident at Savona, BC, on 20/08/95].
- CP SD40 (ex-SOO) 6404, 6405.
- CP SD40A (ex-SOO) 6406, 6407, 6408, 6409, 6410.
- SOO SD40B 6450.
- CP SW1200RS 8134, 8139, 8162.
- CP GP9u 8236.

OFF LEASE: The lease of OmniTRAX-owned CP SW1500 1298 and 1299 (assigned to Binghamton, NY) ended on September 30, not on September 1 as reported last issue.

LEASED: CEFX SD90MAC 120-139; CEFX AC4400CW 1001-1025; CEFX SD40-2 3153-3172 (all ex-UP).

ALSTOM (Montreal)

RELEASED:

- CN SD40-2(W) 5321 from various repairs.
- Agence métropolitaine de transport [AMT] Coach 1053 (nee GO 9957) from various repairs for service over CPR lines out of Montreal.

- AMT Gallery Cab-Coach 901 from modifications and conversion to Head-End Power (completion of contract for conversion of Cab-Coaches 900 and 901, and Coaches 920-926).
- Caltrain (California) Bi-Level Coaches 3827, 3828, 3838, 3848 and 3851 from overhaul (completion of contract for the overhaul of Coaches 3800-3851 and Cab-Coaches 4000-4020 which commenced in January 2000).
- GO Transit Bi-Level Coaches 2031, 2045 and 2075 from painting.

WORK IN PROGRESS:

- AMT GP9RM 1312 (nee CN GP9 4299) for repaint and test.
- GCFX SD40-3 6059 (nee CN SD40 5197) for various repairs.
- IC SD40-2 6114 and 6115 for engine changeout, upgrades and repainting into CN livery with IC sublettering.
- KCS SD40-3 6608 (nee CN SD40 5106) for various repairs.
- The following AMT former GO Transit coaches for various repairs for service over CPR lines out of Montreal:
 - * ex-GO Cab-Coaches 9832 (nee GO D707) and 9833 (nee GO D708) - to be numbered AMT 110 and 111 respectively.
 - * ex-GO Coaches 9961, 9962, 9964, 9966, 9969 and 9970 - to be numbered AMT 1058-1063 respectively.
- GO Transit Bi-Level Coach 2009 and 2074 for painting.



STORED:

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

LEASED OUT: F40PH-2 6402, 6407, 6453 and 6457 are leased to Agence métropolitaine de transport for commuter service.

FOR OVERHAUL: RDC-16135 left Vancouver Island in late-September en route to Industrial Rail Services in Moncton, NB, for overhaul. Service on the Victoria-Courtenay "Malahat" is being provided by RDC-1 6133 and recently-overhauled RDC-1 6148.



ADDED: Railbuses TU-108 and TU-109 for passenger service between D'Arcy and Lillooet commencing November 1, 2002.

STORED (* for sale):

- M-420(W) 641*, 644*, 646*, 647*.
- SD40-2 744, 745*, 748, 749, 750*, 752, 753, 756, 757, 764, 766, 767.
- B36-7 3602*, 3603*, 3604, 3610*, 7488*, 7489*, 7498*.
- C36-8 3621, 3624, 3626.
- GF60C 6001*, 6002*, 6003*, 6004*, 6005*, 6006*, 6007*.
- RDC-1 BC-21.

SOLD: Baggage-generator *Shalalth* (ex-VIA 9618), Coach *Dragon* (ex-VIA 5618) and Club Car *Seton* (ex-VIA Coach 5594) have been purchased by Canadian Pacific Railway.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

LAKELAND & WATERWAYS RAILWAY: GP9-4 4001 and GP40 4096 were transferred to the Goderich-Exeter Railway in September.

MATTAWA-TEMISCAMING EXCURSION COMPANY: The bankrupt company's eight "Timber Train" passenger cars were moved from storage at Petawawa, Ontario, in late-September, en route to the Adirondack Scenic Railroad in New York. Included were Open-Air Coach 1001 (ex-VIA Café-Coach 3205), Coach-Lounge 3037 (ex-VIA 3037), Coach/Sales 3600 (ex-VIA Coach-Lounge 3034), Coaches 7401-7404 (ex-AMT 815, 824, 828 and 829) and Coach 7601 (ex-VIA 5488).

AGENCE METROPOLITAINE DE MONTREAL: AMT FP7A 1306 (nee CP 4040), stored at the Canadian Railway Museum in St-Constant, Quebec, has been sold to COE Rail in Walled Lake, Michigan, and joins sister 1304 (nee CP 4074) for Michigan Star Clipper Dinner Train service.

CHEMIN DE FER CHARLEVOIX: LLPX GP38-2 2258 (nee Devco 224) was leased commencing in September.

ON THE INDUSTRIAL SCENE

BACK HOME: Canac's ex-CN SW1200RS 1303 returned from Miramichi, New Brunswick, to Montreal in September after filling in while UPM-Kymmene's SW1200RS 711 underwent repairs at Canac in Montreal. Canac's ex-CN S-13 8711 returned from lease to Cargill Grain in Dalhart, Texas.

ON THE PRESERVED SCENE

DONATIONS TO MUSEUM: The West Coast Railway Association has acquired former CN wood caboose 79143 from Chilliwack Antique Powerland, in Chilliwack, BC, as well as BC Rail's ex-CP passenger service box car 4908. Both pieces will be moved to the West Coast Railway Heritage Park in Squamish, BC. The 4908 will be painted in the CPR passenger scheme and will be displayed with the CPR passenger train theme set at the Park.

MORE DONATIONS: CPR has donated seven pieces of equipment to the Saskatchewan Railway Museum in Saskatoon, Saskatchewan, in 2002: 40-foot boxcar 53167, 40-foot insulated/heated boxcar 165282, woodchip gondola 343668, ore car 377193, Jordan spreader 402871, 40-foot grain boxcar 403397 (work service number) and 40-foot flatcar 420833 (work service number).

ON THE TRANSIT SCENE

STREETCAR REBUILT: Toronto Transit Commission Small Witt streetcar 2766 has undergone a complete rebuild. It was released on September 19, with retired TTC engineer Ray Corley operating the car through a ribbon. As well, the car has been dedicated with a plaque to Ray Corley. The 2766, built by Canadian car & Foundry in 1923, was the last Small Witt to operate in revenue service (in 1965) and was retained by the TTC and restored for tour service in 1973. It was withdrawn from service in 1988.

Thanks to Ray Corley, Grant Ferguson, John Godfrey, Dave Hooton, Roland Legault, Mark Wittrup, NY 4 and Engine 4466. ■

Cover Photos Sought

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

Deadline is the "Informal Slide Night" on December 17, 2002. If you have suitable entries and cannot attend the December 17 meeting, kindly forward your entries to "Cover Contest", Bytown Railway Society, PO Box 141, Station A, Ottawa, Ontario, K1N 8V1. Please ensure that all entries are identified as to location, date, name and address of sender, etc. All entries will be returned.

Newfoundland Narrow Gauge: Tour what remains of the longest narrow gauge railway in North America. See the equipment, meet the railroaders and visit locations that made this railway different. Our guide will be noted author, historian and ex-railroader Mont Lingard, author of the "Next Stop" book series. Plenty of sightseeing as well for the total "Newfoundland experience". Tour departs Portland, Maine, and Saint John, New Brunswick in June 2003. For information e-mail gordiana@capecod.net or write Gordon Stearns, Gordiana Tours, 37 Chadwick Road, South Dennis, MA, 02660. Tel (508) 737-1030.

The Bytown Railway Society's First Book of a New Series on Canada's Traction Heritage



Montreal Streetcars, Volume 1

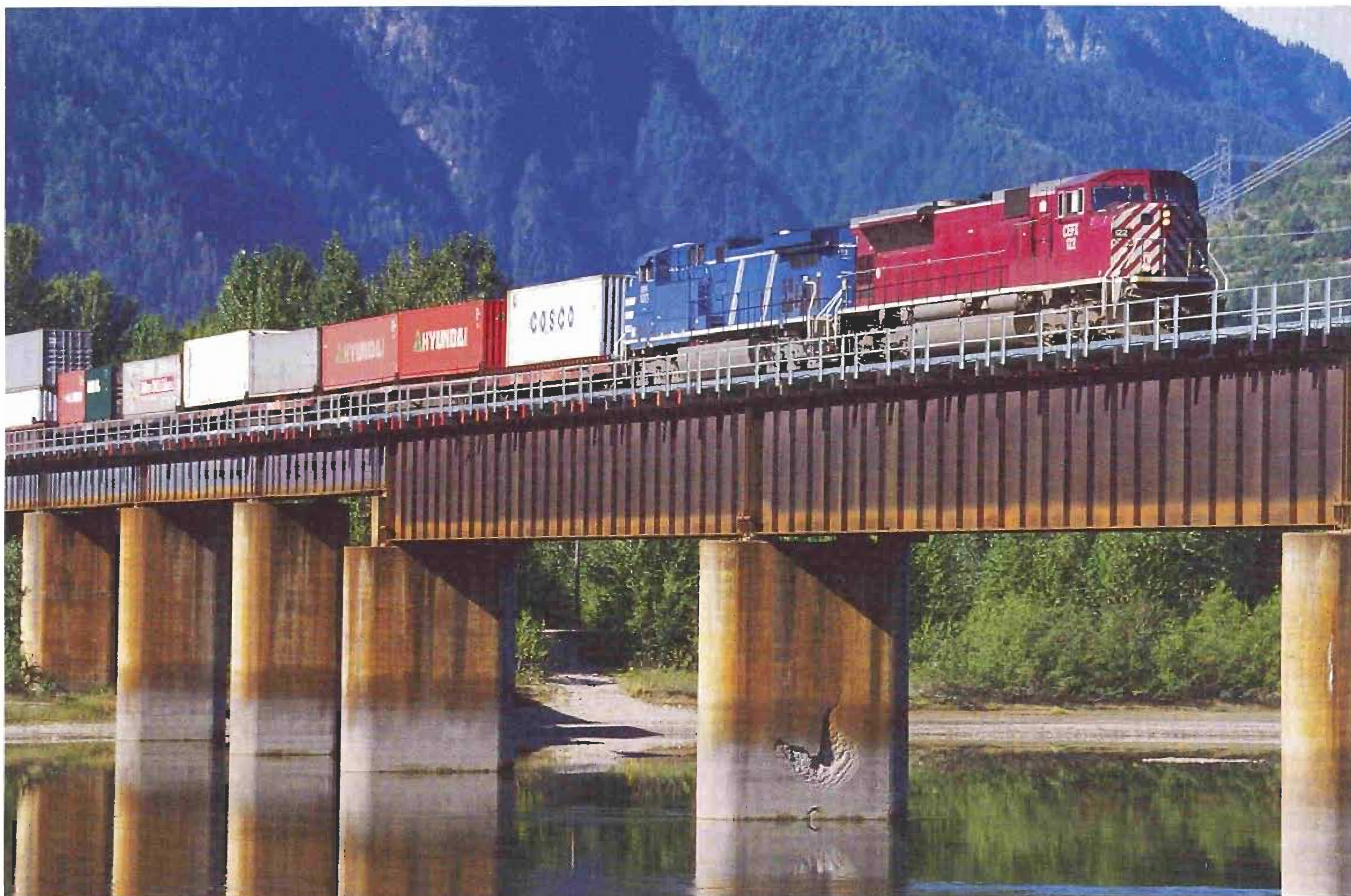
by J.R. Thomas Grumley

36 pages in 8½" x 11" landscape format, 53 photos

The first volume covers the era from the 1940s to the 1950s in Montreal. There are detailed descriptions of the various classes of cars plus informative photo captions adding other interesting facts.

The centre pages of the volume contain a system map showing where the photos were taken. A roster of preserved cars is also included.

Send a cheque or money order for \$16.53 CDN or \$12.50 US (postage paid, applicable taxes included) to Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1.



CEFX SD90MAC 122 and CEFX AC4400CW 1013 power a Canadian Pacific intermodal train across the Columbia River at Revelstoke, BC, on August 17, 2002. The CEFX units are 2 of 65 presently leased by CPR from CIT Financial. The bridge, at Mile 1.6 of the Shuswap Subdivision, was installed in 1968. Photo by David Meridew.

Return undeliverable address blocks to:

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



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