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# Branchline

CANADA'S RAIL NEWS MAGAZINE



Remembering CP's Trolley Era • Guelph Junction Railway Revisited

# 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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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. Note that the next regular meeting will be on **June 21**, not June 7 due to a booking conflict. Consult our website [www.bytownrailwaysociety.ca] for meeting details.

An **informal slide and video night** is held on the third Tuesday of each month, except July and August, at the Canada Science and Technology Museum. The next informal slide and video night will be **September 20**.

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

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

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

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

#### Corrections:

\* Re the photo of CP 4-6-2 2398 on Page 23 of the April 2005 **Branchline**, she was scrapped in November 1961 at age 19, not age 21 (John Thompson).

\* Ray Matthews advises that the captions for the photos of CN 2721 and 3552 in Bob Meldrum's article in the May 2005 **Branchline** are incorrect. Consolidation 2721 was converted to oil firing at Fort Rouge shops in August 1953, and Mikado 3552 was similarly converted at Transcona in May 1953 - nowhere near the end of oil conversion. Due to a sharp upswing in traffic and a severe shortage of power in the west, both the 2721 and 3552 were removed from the dead line at Winnipeg and sent to Stratford for major shopping as Transcona shops were inundated. A number of engines were converted to oil in Stratford in 1958, but these were almost all eastern engines being transferred out west.

#### Ten Years Ago in Branchline:

\* Amidst its privatization efforts, CN is attempting to sell its money losing maintenance shops in Montreal, known as AMF Technotransport. CN hopes it can strike a deal with GEC-Alsthom.

\* The National Transportation Agency will study a number of prairie branchlines to determine if they should be candidates for abandonment. The study is being launched in response to farmer concerns that the elimination of subsidies for hauling grain may precipitate a massive abandonment of the prairie rail network.

\* VIA Rail will resume sale of its once-popular Canrail pass. Users of the pass will have 12 days of rail travel included.

#### Twenty Years Ago in Branchline:

\* The Railway Transport Committee notified all railways under its jurisdiction that the current crossbuck with the words RAILWAY CROSSING and TRAVERSE DE CHEMIN DE FER lettered-on may be replaced with one containing no wording. Rather the crossbuck will be red with white reflective tape substituting for the customary words.

\* Did you know that an empty unit coal train can consume more fuel in operation than a fully loaded consist because of wind drag? Several car builders have already made design modifications to reduce turbulence caused by the shape of car protrusions.

**Cover Photo:** Sperry Rail Service SRS 138 (named W.R. Burton) is testing rail on CP's Kaministiquia Subdivision mainline just west of the Thunder Bay (Ontario) depot on the morning of April 4, 2005. Photo by Bryan Martyniuk.

Press date for this issue was May 16  
Deadline for the July-August issue is June 27

# Remembering Canadian Pacific's Trolley Era

Article and photographs by Robert Sandusky

The year 2005 marks the 50<sup>th</sup> anniversary of the Canadian Pacific Railway's exit from a trolley era that had spanned 52 years.

As long ago as 1903 the C.P.R. got involved with both the Preston & Berlin and the Galt, Preston & Hespeler electric railways as part of their expansion into Southwestern Ontario and by 1908 both were leased to the C.P.R. under the name of the Brantford, Waterloo, Wellesley and Lake Huron. By 1918 that organization was renamed to Grand River Railway.

Meanwhile in 1911 Brantford interests had raised bonds for construction of an electric railway from Galt to Port Dover, replacing the rickety Grand Valley Railway (a Von Echa disaster which had lurched between Galt and Brantford since 1904). The C.P.R., who already had a half interest in the nearby Toronto, Hamilton & Buffalo, moved in immediately and assumed control of the project. The then construction supervisor had also been General Manager of the GVR and may to some extent explain why C.P. immediately upgraded the plans to steam railway standards (e.g. eliminating proposed street running in Brantford and Simcoe) and then integrated its operation with that of the Grand River Railway.

The Lake Erie & Northern (LE&N) was completed by 1916. Now Canadian Pacific could boast of having one of the country's first interurban lines (1898) as well as one of its newest. The LE&N voltage was 1500 volts DC whereas the Grand River's was 600 volts DC. Its overhead wiring was built to the same high standards as other interurban lines such as the London & Port Stanley and Toronto Suburban. The use of pantographs was considered but never got further than temporary use on a few freight locomotives. The very substantial wooden cars built for the LE&N in 1915 were equipped for 1500V. The steel fleet built by Preston in 1921 (9 for the GRRY and 2 for the LE&N) were also 1500V and at that time the GRR voltage was converted to 1500V. (Up to that time any LE&N cars running over the GRR did so at reduced voltage.) Several of the 600V cars were retained but only three were converted to 1500V, surviving until the end of World War II.



Dusk on the back track at the CPR station in Galt on September 1, 1952. Train 13 is advertised as "passenger, baggage and express". Car 622 is totally express while trailing cars 797 and 626 are both combines, all bearing witness to the advertised.

In the years after 1921 incremental improvements were made to the system to bring it up to a higher standard. Track relocations were done in Preston and Galt as well as on the approach to Kitchener and on the riverside line to Hespeler. In some cases double tracking was required. Street running, the bane of many electric railways, still existed in Preston until 1939. (One solitary 600V sweeper had been retained to protect this stretch but it could only be used at night, after regular operations had closed down and the line voltage could be reduced.) The maintenance shop in Preston was well equipped at an early stage to handle significant repairs and reconstruction. Even in 1921 they fabricated the Baldwin trucks for the steel fleet being constructed by neighbouring Preston Car & Coach. They also built car and overhead parts and finished off locomotive shells.

STATIONS TO	FARE COLLECTED FROM
GALT	★ .03
Riverdale	★ .05
Gr. River Pk	★ .10
Glenmorris	★ .15
Robertson	★ .20
Blue Lake	★ .25
Braeside	★ .30
Paris	★ .35
Oak Park	★ .40
Stuart	★ .45
Dutton	★ .50
Golf Club	★ .55
Brantford	★ .60
Fairchild	★ .65
Lundy Lane	★ .70
ML Pleasant	★ .75
Maple Grove	★ .80
Oakland	★ .85
Wilsonville	★ .90
Lutesville	★ .95
Dundurn	★ 1.00
Waterford	★ 1.05
Cherry Valley	★ 1.10
Bloomberg	★ 1.15
Colborne	★ 1.20
Simcoe	★ 1.25
Stickney	★ 1.35
Bowiby	★ 1.45
PT. DOVER	★ 1.55
HALF FARE	★ 1.65
RETURN	★ 1.75
LOCAL	★ 1.85
WEEK END	★ 1.95
EXCURSION	★ 2.00
	★ 3.00

STATIONS TO	FARE COLLECTED FROM
Galt	★ 3
Whitney	★ 5
Barrell	★ 5
Presto	★ 7
Hagey	★ 10
Freeport	★ 20
Dellvue	★ 26
Centreville	★ 30
Woodlands	★ 35
Kingsdale	★ 40
Shantz	★ 45
Kitchener	★ 50

STATIONS TO	FARE COLLECTED FROM
Hespeler	★ 3
Forbes	★ 3
Beaverdale	★ 5
Idywild	★ 7
Speedsville	★ 10
Pattinson's	★ 15
Preston	★ 20
Preston	★ 25

STATIONS TO	FARE COLLECTED FROM
Hespeler	★ 3
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*Looking resplendent with new end stripes is LE&N 937 with combine 797 on a fast return run from Hespeler to Preston, passing Beaverdale on September 12, 1953.*

The railway stations on the system were all substantial and notable in their own ways. Significant were Kitchener Queen Street, Preston, Hespeler, Galt Main Street, Glen Morris (actually an old, stone dwelling), Paris, Brantford, Mount Pleasant, Waterford, Simcoe and Port Dover Chapman Street. (From 1917 to 1946 the Grand Trunk/Canadian National station on the waterfront was the terminus.) Most important flag stops were equipped with typical wooden keyhole shelters.

Freight traffic on the combined railways gradually increased over the years and even after the end of World War II the tonnage continued to do so up to 1955 when figures ceased to be readily available. It's fair to point out though that there were still operating losses about 50% of the time. Alas, passenger traffic was another story. The Lake Erie & Northern section was never a heavy carrier in either tons or passengers per mile. The entire C.P. Electric system had a passenger peak in 1944 of 1,680,000 (almost double any other best year) but it declined after that.



*The CPR Galt station was the connection point for Lake Erie & Northern trains. CP Train 38 with Royal Hudson 2856 pauses beside Grand River cars 624 and 626 on the left on March 19, 1955. The middle track is for the passenger connection while the left two are for express business.*

There was still optimism in 1946 because all of the 1921 steel cars were cycled through C.P.'s Angus Shops in Montreal for upgrading. There they received stronger motors, higher speed gearing and refurbished interiors. Freight locomotives also were beefed up or completely rebuilt in the Preston shop at the same time as three more locomotives were obtained from the Salt Lake & Utah Railway. A brand new combine was even ordered from National Steel Car in 1947, which turned out to be the last interurban built in Canada and had a short life of only eight years. As late as 1952 a new express office was erected in Brantford to keep pace with increasing business. It was a full time job for express motor 622 to load up there each weekday afternoon then join late day northbound train 17 for a run to the C.P.R. station at Galt. Cargo space was in demand and even 1915 combines 795 and 797 had their passenger capacities reduced to make room for more express. New combine 626 was used intensively and on occasion would even tow a heavyweight C.P. express car from Galt up to the freight station in Kitchener.

Given these improvements the fleet was looking pretty good by the time the railfan community began to pay attention to it. In the early-1950s it became a favourite destination for many chartering groups. Both the Buffalo and Syracuse Chapters of the National Railway Historical Society were frequent visitors and were able to connect quite easily via New York Central passenger service through Waterford.

Both freight and passenger equipment was painted CPR maroon with yellow lettering, like any CP coach. Around 1950 a checkerboard pattern began to emerge on the passenger car end panels to provide better level crossing visibility. By 1951 the pattern had spread to the door and yellow frames were added around the end windows. Almost in response to this, freshly modified combine 626 fatally T-boned the local police truck in Port Dover that June. By 1953 the cars were beginning to receive the same zebra striping that was showing up on the new CPR Rail Diesel Cars. By 1954 the striping had even edged around onto the side panels in a desperate attempt at visibility.

In spite of the improvements, passenger traffic continued its decline and so in April 1950 the first application to discontinue that service was made to the Board of Transport Commissioners. The affected municipalities objected so strongly that permission was refused. C.P. Electric appealed but their appeal was denied. Thus passenger service had to continue 'indefinitely' and, therefore, freight operation with electric locomotives. One concession was made, however, as a result of the appeal.



*Hardly looking like a car on its last day of operation is Grand River 864, waiting in the siding at the carbarn lead in Brantford. Northbound locomotive 337 approaches with four cars of livestock for handover at Galt and one of the line's low-cupola cabooses (designed to fit under Brantford station in the distance).*



*The chain across the end door was not just for restricting access. Here, it is serving very well to enable the trainman to change the trolley pole to the correct wire. With two-man crews the railway did not need trolley frogs. The train is at Waterford on May 1, 1955, waiting for the NYC train to arrive with the last run excursionists.*

Non-paying passenger runs could be eliminated "so long as the public being is not jeopardized", a ruling which was not without considerable vagueness. Even before this was announced many runs had been slashed from the timetable, so that the previous street car type of service frequency could not be said to exist any longer. (The railway was reporting at the same time that freight and express businesses were at the highest level in its history.)

From late-1950 onward travel over the C.P. Electric lines had to be more carefully planned. The L.E. & N. section was now down to four through trains, all of which were connections to the mainline service at Galt. In addition two local runs were provided south from Brantford. Service on the Grand River was similarly curtailed. The Hespeler run was trimmed from a continuous shuttle to 21 trips (later 16) per day and no Sunday service after 1952. The main service between Galt and Kitchener was provided by Canadian Pacific Transport buses which connected with the Hespeler run at Preston station. Rail service on that same run dwindled to three through runs daily except Sunday.

The local timetable showed Grand River Railway trains proceeding to the C.P.R. Galt station. The Lake Erie & Northern trains were shown running south from Galt Main Street. The C.P.R. system folders pointed out that this station was ¾ mile south of Galt C.P.R. station and that passengers should "make their own arrangements" for transfer. The truth of the matter was that the L.E. & N. trains ran right up to the C.P.R. station if only to transfer express.

Passenger traffic continued to fall to 160,000 in 1954 so a second application for service abandonment was submitted to the O.M.B. and accepted in March 1955. Car service was to end, as planned, with the completion of the scheduled runs on Saturday, April 23<sup>rd</sup>. The final demise of passenger service on this efficient electric railway came as no surprise. The "modernization" program for the passenger service in 1946 had produced practically no new passenger traffic, and patronage had dropped off steadily in post-war years as it did with most other railways for all the obvious reasons. Also surfacing in this latest development was the conversion of express service from rail to truck operation. That business, in contrast to the passenger traffic, had grown greatly in prior years but had been physically part of the



*The CP Electric operation always looked clean and well-kept. The train crew were no exception and they were in full uniform for the operation of the final excursion. Crews couple up cars 848 and 937 at Waterford on May 1, 1955.*



*The last charter run, on May 1, 1955, is northbound towards Kitchener, crossing the Grand River at Freeport with cars 846, 937, 848 and 864.*

passenger operation.

Of course there was now a great rush of farewell visits to the system. The Syracuse Chapter of the National Railway Historical Society organized a big farewell excursion on the system set for Sunday, April 24<sup>th</sup> (at a cost of \$4.00 per person). This was really a community trip as opposed to a private charter and was widely publicized so that local citizens would be able to take a last ride.

The last day of regular operation, Saturday, April 23<sup>rd</sup> was a beautiful sunny, Spring day and the well-maintained cars glistened. There were no great crowds jamming the aisles but perhaps just a few more than any other Saturday, some bringing children for the experience. So the day passed and so the service passed with car 975 making the last southbound run. (On April 25<sup>th</sup> CP Transport buses assumed the Grand River Railway service. Canada Coach Lines took over service in the Lake Erie & Northern territory with a frequency of only four trips per day.)

On Sunday, April 24<sup>th</sup> the excursion train was assembled at Preston consisting of cars 937-939-846-626. As a result of the good advance newspaper and radio coverage, a large number of local people



*On the famous (very) last excursion, on May 1, 1955, motorman Ed Hoshioian enjoys a cigarette as he blows for a crossing in car 846 on the final northbound leg of the journey.*

were on board when it left Galt for Port Dover. The passenger section of combine 626 was occupied by veteran employees, while the express compartment was used to sell refreshments. Sufficient additional passengers were on hand at Brantford to necessitate the addition of car 862, obtained from the nearby Brantford barn. The train did much fast running on the southbound trip, unhampered by meets. The weather was dull and intermittent rain meant no photo stops outside towns. Simcoe produced a large crowd in spite of the heavy rain falling at the time.

During the lengthy stopover in Port Dover Ivey Florists gave roses from their Port Dover greenhouses to the ladies on the train. Car 975, which had made the last L.E. & N. run the previous night, was still sitting at the end of the main line in the Port Dover yard when the special finally began its northbound trip. The train was met at Galt by local dignitaries. Continuing on to Preston, a short stop was made. Uphill from there, the combination of a five-car train climbing the grade and locomotive 230 working in Kitchener threw too great a load on the substation so a power failure occurred. After about five minutes the power came on again and the train continued to Kitchener and through to Waterloo, over a section of line that had not seen regular passenger service since 1938. Upon returning to Kitchener Queen Street station, which even then was less than 10 years old, the train was met by local officials, a pipe band and crowds of citizens.

The official reception of the train at Preston was scheduled to take place on the second southbound trip. Since the railway's headquarters and shops were at Preston, this was by far the biggest turnout of the whole trip. The entire area in front of the shops was crowded with humanity; many of those present climbed to vantage points on the rolling stock, or watched the proceedings from seats in a nearby electric car. As many local riders left the train at Preston, cars 937 and 959 were cut off before the train proceeded south. Upon reaching Brantford, 846 and 862 were dropped and run to the barn, leaving combine 626, carrying far more passengers than its 16-seat capacity, soldiering on to Waterford for the N.Y.C. connection. The car finally arrived back at Preston long after dark, still carrying a diehard core of fans.

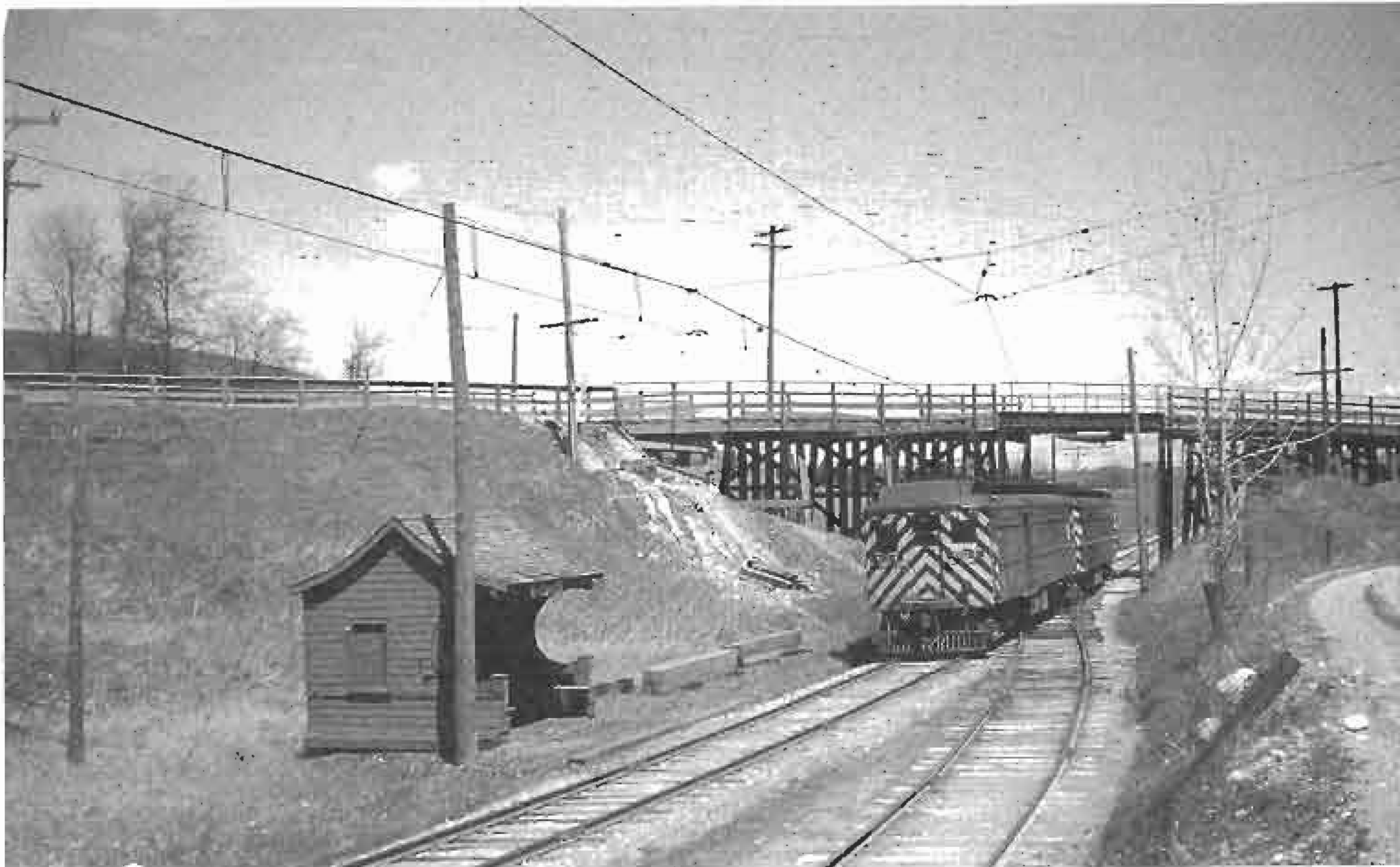
One week later, on May 1<sup>st</sup>, the Buffalo Chapter of the N.R.H.S. ran a truly final trip over the road. A three-car train consisting of 937, 848 and 846 was dispatched from Preston to meet the New York Central at Waterford. Just as the party arrived at the L.E. & N. Waterford station on foot from the New York Central station, N.Y.C. Mikado 2030 arrived with an eastbound way freight and stole the show. Numerous photographs were taken of the L.E. & N. train crew and officials present before the fans boarded the cars. In contrast to the trip of the previous week, the weather was sunny and warm.

With the three cars well filled, the train set out for Preston. The run was uneventful until Brantford was reached, when, at the C.N.R. crossing south of the L.E. & N. station, the brakes were thrown into emergency. A late model sedan delivery truck standing on the parking lot adjacent to the tracks was fouling the line. After the train crew had released the truck's brakes and pushed it away from the tracks, the special proceeded.

Cars 622, 624, 626, 795, 797, 862 and 975 were observed in storage at the Brantford barn. (Obviously 975 had been run up earlier from Port Dover.) Following a lunch stop at Preston the company held open house at the shops. Wooden car 959, which had been used on the trip of April 24<sup>th</sup>, was observed on the rip track, already half scrapped. A new line repair outfit, consisting of C.P.R. enclosed speeder M-1766 and a tower trailer, was on display for the photographers. This had replaced the old automotive line car M-5.

Car 864 was added to the special at Preston, making a four-car train which proceeded up the hill to Kitchener and Waterloo where the cars posed for the last time on street trackage at Caroline Street. On the return a runpast was held on the Freeport bridge. The large swarm of fans beside the highway created a minor traffic jam as Sunday drivers stopped to observe the activities. Next was a fast trip over the Hespeler branch then south to Port Dover with a good last runpast at mile 26.5. A small corner store on nearby Market Street was descended upon by a now-hungry crowd and cleaned out of most snack food and refreshments.

Just before dusk the train reached Waterford where most of the fans



Northbound train 5 with combine 624 and a coach passing the keyhole shelter at Dutton, just north of Brantford, on April 23, 1955, the last day of regular service. On the right was the Telephone City & Supply gravel pit which yielded many gondolas of fill and was home to an 0-4-0ST.

left to make their New York Central connection down the hill. Almost on cue, they were greeted one more time by the uncommon sight of a New York Central steam locomotive, this time a light engine streaking westwards toward St. Thomas. A few Ontario fans rode back to Preston to witness the lights go out as the poles were pulled down for another last time.

A few special runs were supposed to have happened after May 1<sup>st</sup> but the railway quickly cut off any further consideration of charters supposedly based in the fear that their appearance might provoke a clamour for reinstatement of service.

The steel fleet was stored pending possible sale while all wooden cars except combine 797 were scrapped at Preston. The Syracuse Chapter NRHS had purchased 797 and it was reported on August 21<sup>st</sup> enroute on its own wheels to Prescott, Ontario. There it would be transported by C.P. ferry to Ogdensburg, N.Y., for further shipment to a museum. This car has since returned to Canada and is currently under



Seen from car 864 is the last excursion train, on May 1, 1955, ascending the double track section of the Grand River Railway between Preston and Hagey.

restoration by the Ontario Electric Railway Historical Association. (See **Branchline**, September 2004.)

Attempts were made to dispose of the 11 steel cars as operating units to other electric railways. Bids were solicited from the following railways using 1500 Volt D.C. power;

- London & Port Stanley Railway
- British Columbia Electric Railway
- Canadian National Railways (Montmorency Subdivision)
- Illinois Central Railroad
- Chicago, South Shore and South Bend Railroad.

The L. & P.S., B.C.E.R. and I.C. expressed no interest in them. The C.N.R. and C.S.S. & S.B. sent representatives to Preston to inspect them. Test trips were operated on August 30, 1956, for South Shore Line officials, using car 864. Unfortunately the speed characteristics of the G.R.R. equipment were not satisfactory for running the cars MU with the South Shore Line's existing equipment, and they would be restricted to rush hour service on slower schedules. A bid for the 11 cars was submitted but was too low and was not accepted. No bid was received from C.N.R.

By late September of 1956, the C.P.R. management decided that the cars were unsaleable and made the decision to scrap them, securing such salvage parts as would be of further use to the railway. Accordingly 9 of the 11 cars were immediately disposed of, as follows: 844, Oct. 4/56; 842, Oct. 15; 848, Oct. 24; 973, Oct. 5; 975, Oct. 17; 862, Oct. 26; 864, Oct. 11; 846, Oct. 19; 624, Oct. 29.

All of these cars had salvage equipment and materials removed and the bodies were then fired. The remaining steel bodies were cut into sections and then loaded into C.P.R. 52-foot gondola cars for shipment. This work was all done in the yard beside the Preston shop building. Salvage from the cars was used in the maintenance of the electric locomotives. During the winter of 1956-57, the management decided not to proceed with the earlier plans for the conversion of cars 622 and 626 and to dispose of them also. In February of 1957 the Warwick Railway of Lakewood, RI, requested details on these cars, but found that length and weight limitations on their own property precluded the use of these cars. So 622 and 626 were disposed of in the same manner as the others, their dates May 22 and May 21, 1957, respectively.

Freight traffic continued to be handled by electric locomotives until 1961 but that's another story.

At the beginning of 1955 there were still six railways in Canada offering interurban electric passenger service. The Grand River - Lake Erie & Northern empire was the first of these to cease and the rest began to follow, one by one. By the end of 1959 all six had gone.

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# Guelph Junction Railway Revisited

by David Hooton

The Guelph Junction Railway [GJR] is the oldest operating municipally-owned common carrier railway in Canada. For those of you who may not have seen the first article on the GJR, which appeared in the June 2001 issue of **Branchline**, a recap may be in order before the update.

The formation of the GJR dates back to the 1880s when Guelph, Ontario, was served by both the Grand Trunk Railway (GTR) and the Great Western Railway (GWR). This ended on August 12, 1882, when the GTR bought the GWR giving the GTR a monopoly to set freight rates in the Guelph area. To give Guelph the two railway option again, a small number of the city's industrialists set out to organize a new railway company. Running about 12 miles south of Guelph as the crow flies was the newly completed East-West line of the Credit Valley Railway (CVR), which opened in 1881 from Toronto to St. Thomas, Ontario. Headed by William Bell, owner of the organ factory in the city, they were able to incorporate the GJR in 1884.

The federal charter for the building of the GJR talks of building a railway line from Guelph to a point of connection with the CVR between Milton and Galt. It is 26.5 miles by rail between Milton and Galt; at least they knew the railway had to be built in a southerly direction! On November 19, 1883, the CVR became part of the Ontario & Quebec Railway. Forty-six days later, the O&QR was leased for 999 years to the Canadian Pacific Railway. The CPR, when approached about building a line to Guelph, were sympathetic but had financial problems of their own, building the transcontinental railway. Basically CPR said to the Guelph group, if you build it we'll run it for you.

In 1884, the building of the Canadian Transcontinental Railway, The National Dream, had caught the imagination of the county. A rail connection to Manitoba, and at that time, the North West Territories, was not lost on William Bell. The Transcontinental Railway would help speed up settlement of the west. New towns would need new churches, which would need new organs, and how many organs can you fit in a boxcar?

Despite the initial enthusiasm, stock sales to raise capital to build the GJR were slow. To keep the project on track a second act of parliament was needed in 1886 to in effect reorganize the company to reduce the amount of capital stock needed in order to start construction. The new act also allowed the City of Guelph to buy stock in the railway. The city subscribed for the majority of the stock. By May 1887, they finally figured out the route the line was going to take. It was to head in a southeasterly direction to a point on the CPR, about a mile west of the town of Campbellville, Ontario - Guelph Junction was now on a map!

On May 20, 1887, the plans and profiles for the GJR, along with a request for a subsidy, were sent to the Minister of Railways and

Canals in Ottawa. In May of 1887, the GJR signed an agreement with the CPR for the lease and operation of the line upon completion of construction. The good news from Ottawa came down in November 1887 to allow the building of the line, along with a \$3,200 per mile subsidy. The 56 lb. rail started being laid and by June 30, 1888, the rails were in place but the ballasting and building of stations were still underway. The trains were running by the first week of September 1888.

William Bell became the first president of GJR and remained so until 1908. Other than the City of Guelph there were only 10 shareholders in the company, nine of which owned businesses that would rely on rail service to get product in or out of the city. One of the most prominent shareholders in the GJR was George Sleeman, the first elected mayor of the newly formed City of Guelph in 1880 and re-elected mayor three times. Sleeman built and became the president of the five-mile long street railway in Guelph, known as the Guelph Railway Co., in 1895. He also owned the Silver Creek Brewery and the Wellington Hotel. The brewery was shut down during prohibition; George's descendants in recent times have reopened the brewery at the south end of Guelph, next to the Hanlon Parkway. Sleemans Brewery still uses rail service today, receiving cars of malt barley from Winnipeg. In 1910, the private shareholders were bought out and the GJR became completely municipally owned.

After years of encouragement from the City of Guelph, the CPR, not the GJR, extended the line from its terminus close to Goldies Mill, along the Speed River near the center of Guelph to the lake port of Goderich on Lake Huron. This was accomplished between 1904 and 1907; CPR last ran to Goderich in December 1988 and tore up lines in 1989 to a point in the North West corner of Guelph. In the 1950s and 1960s, CPR built a network of industrial spurs in the North West part of the city. An interchange was established with the Canadian National Railways off their Fergus Sub. and running rights were given to the CNR on the North and South industrial spurs.

When CPR dismantled the Goderich Sub. it still had about eight miles of track from the center of the city to the industrial park in the North West part of Guelph. CPR agreed to operate the GJR for a few more years, even though the 99 year operating lease with the city was up and the amount of rail traffic was dwindling. The CPR informed the city that it would no longer operate the GJR after the end of 1997. With only a few weeks notice, Jeff Willsie, president of the London, Ontario-based Ontario Southland Railway (OSR), was brought in to take over operations on January 2, 1998. The operation started modestly with a single ex-CP RS-23 operating only three days a week. This soon turned to a five day a week operation with two units.

By the turn of the 21<sup>st</sup> century, the OSR had more than doubled the traffic on line. When the CPR stopped operating the GJR, it still

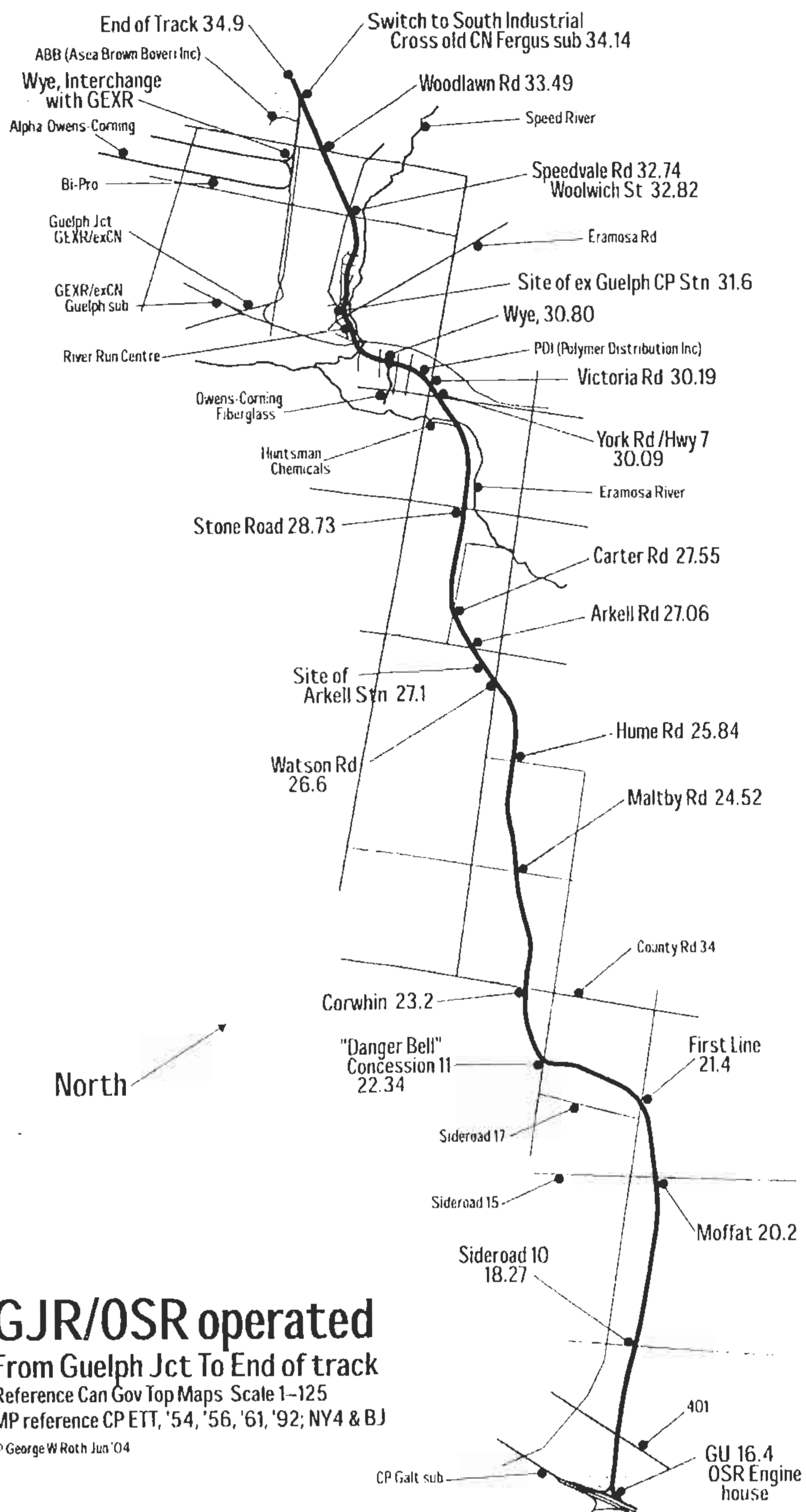


Clearing Guelph Junction, OSRX RS-18u 181 and RS-23 506 head north in April 2005 with nine cars of canola for Bi-Pro. Photo by David Hooton.



OSRX GP7 383, RS-18u 181, and caboose 4900 (ex-CP 434900) at Guelph Junction on June 14, 2003. Kodachrome slide by Brad Jolliffe.





## GJR/OSR operated

From Guelph Jct To End of track

Reference Can Gov Top Maps Scale 1-125

MP reference CP ETT, '54, '56, '61, '92; NY4 & BJ

© George W Roth Jun '04

owned the eight miles of track in the North West part of the city. After about two years of negotiations with CPR, GJR bought what was left of the CPR line in Guelph. CN still has running rights on the two industrial spurs, which are used today by the Goderich-Exeter Railway.

The increase in traffic is mainly for two reasons, better service to existing customers and to new customers coming on line. One of the success stories of "new customer traffic" is Bi-Pro, which is located on the south industrial spur on Speedvale Avenue in the north west part of the city. Bi-Pro handles mostly bulk agricultural commodities that come in covered hopper cars. A number of different commodity types such as wheat, rice, and minerals are unloaded. Bi-Pro also handles a variety of grains for several customers. Some of these are feed mills in surrounding small towns, which were severed by rail until about 20 years ago. These now have grains transhipped at Bi-Pro from rail to truck, and carried the final miles on rubber to towns that no longer have rail service.

As stated earlier, Bi-Pro is where Sleemans has its malt barley come in by rail from Winnipeg and then trucked five miles down the road to the brewery. Shortly after writing the first article, Bi-Pro had a second siding put into the plant, a new warehouse was built and several new

silos were erected. That wasn't the end of it - in December 2002 a passing track about a ¼ mile long went in on the north side of the south industrial spur. This became the new main track of the spur going around Bi-Pro. The existing old main track is now a storage track for Bi-Pro cars. Next to the old main on the south side is a new stub end track, which holds about 10 cars. One of the conditions for Bi-Pro to get the lower 25-car freight rate from CN and CPR was that they had to have a trackmobile to facilitate the unloading of cars. The GJR and the Goderich-Exeter Railway serve both the north and south industrial spurs in Guelph. Bi-Pro unloads about seven to twelve cars a day of which about 30 percent is delivered by the OSR via the GJR. Robert Havekes, Bi-Pro's director of operations, says their reason for locating in Guelph was due to the dual railway service and that he is very pleased with the rail service both short lines provide.

Bi-Pro still has more capacity and is always looking for more customers. Among the different loads OSR brings to Bi-Pro are cars of western canola, which are brought in by rail and trucked from Guelph to a number of different end users.

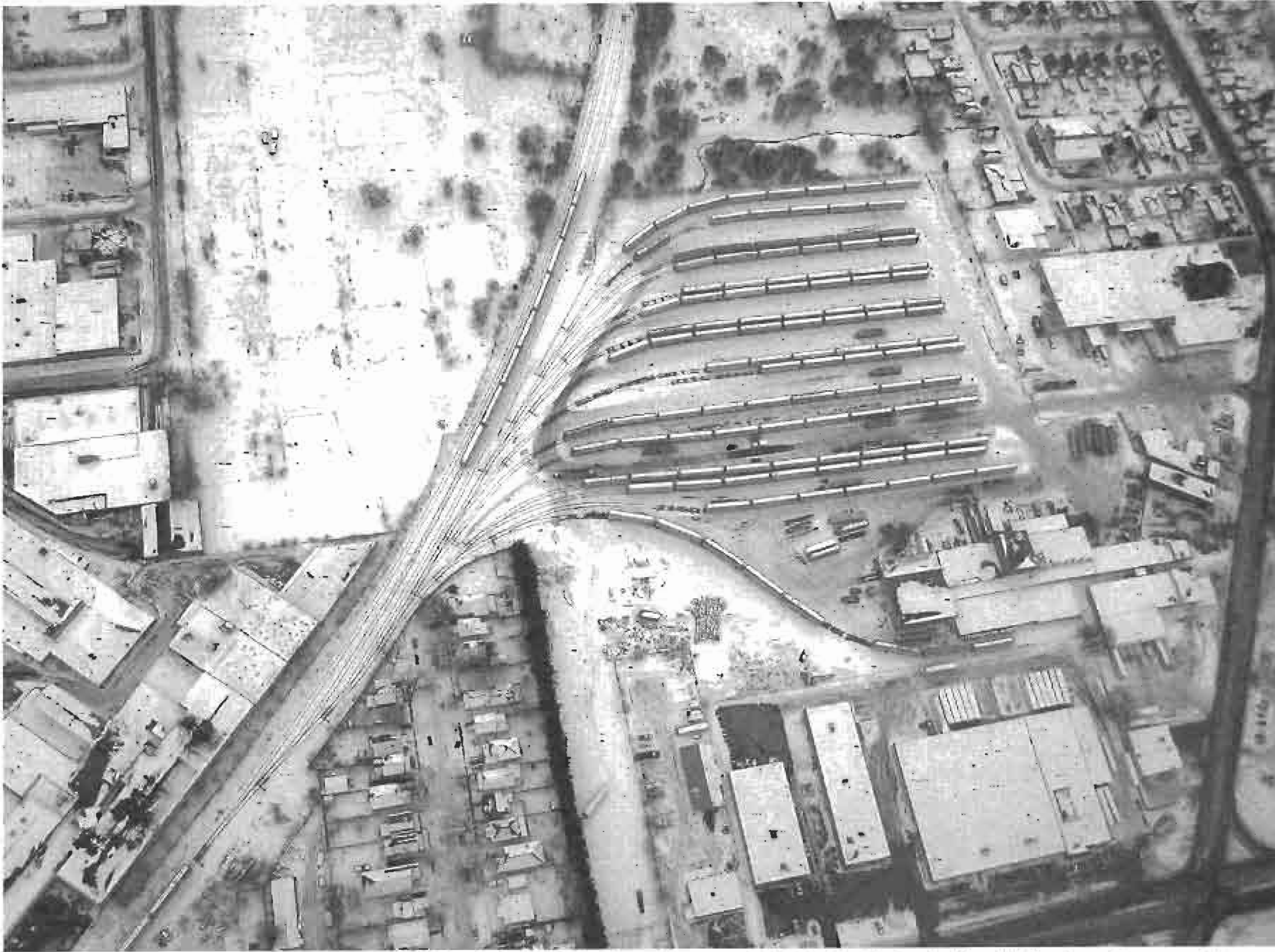


OSR RS-18u 180 meets Goderich-Exeter's leased CEFX GP38-3 6537 at Bi-Pro on the South Industrial Spur in Guelph in February 2005. Most days Ontario Southland and Goderich-Exeter interchange cars around the corner from this location. Photo by David Hooton.

The most exciting development since the last article is the arrival in Guelph of the Polymer Distribution Inc. head office and the building of their rail to truck transfer yard. PDI brings in four main types of plastic pellets for over 100 customers. The pellets arrive in airflow-covered hoppers from U.S. gulf coast states and from western Canada. The pellets are vacuumed out of the rail cars and into air flow trucks for final delivery. About 80 percent of the products are trucked within a 75-mile radius of the yard.

PDI started out in Milton, Ontario, about 15 years ago, using the old team track where the CPR station used to be located. As business grew this location soon became inadequate for their needs so they started unloading the cars at Streetsville (Mississauga). They utilized the area in the centre of the wye where the Orangeville Sub. meets the CPR Galt Sub. Needing a second location to unload cars, PDI also started using the former TH&B Aberdeen yard in Hamilton. Still needing more room than these two locations could provide, PDI looked to Guelph. They found a former cement company site located next to the GJR lower yard in the southeast part of town. The site had to be prepared and tracks laid.

To accommodate PDI until their new yard was built, a number of local sidings were used for unloading. The old Co-op siding was filled with cars, and a short siding on the south industrial spur, which hadn't been used in years, was found under four feet of weeds. When the weeds were cleared it was found the siding could hold three cars. The best short-term location found was at the end of the north industrial spur at Imperial Road. A gravel road was built next to the track and 15 to 20 cars could be unloaded. It took some really good planning to fit the eight tracks into PDI's new yard. Space was so tight that the stub end track running from the north end of the lower yard had to be shortened to make room for a new ladder track coming off the south end of the lower yard to go into the PDI yard. The first



An aerial view of the 16-track PDI yard in Guelph on Saturday, January 29, 2005. Photo by David Graham [www.railfan.ca]

track into the PDI yard has a sharp streetcar-like horseshoe curve, which goes into a dogleg curve in order to get behind the main building. The other tracks go off the ladder track at right angles. The eight tracks gave the yard about a 70-car capacity. The yard was still being built when the first cars were spotted on February 14, 2002.

In the summer of 2003, four more tracks were built in the PDI yard, giving it room for about 100 cars. Each car holds about two and half truckloads of pellets. The car acts as a storage bin for the product and can be in the yard for weeks until the customers use up all the material. On an average day about five to ten cars are switched in and out of the yard. This can take a few hours if the empties are on six different tracks buried four or five cars deep.

To service PDI, OSR has added an additional switch job on Saturdays. Cars for PDI arrive at both interchanges and normally get switched into PDI on the return trip from the north end of the railway, mid to late afternoon. During 2004, four more tracks were added to the PDI yard for a total of 16 tracks capable of holding about 125 cars.



An aerial view of Guelph Junction on January 29, 2005. Beyond the Canadian Pacific mainline (Galt Subdivision) in the foreground are five 10-car GO Transit Toronto-Milton trainsets laying over for the weekend. In the centre of the photograph is the Ontario Southland enginehouse. The line to Guelph is at the left side of the photo. Photo by David Graham [www.railfan.ca]

One of the surprises of 2003 was Metro Recycling's take over of the Steam Technology plant on the north industrial spur at Dawson Road. Rumour of a new siding ran rampant. If I had a nickel for every time I heard a company was thinking of getting a siding put in I could buy you a cup of coffee. One week later the siding was in! Metro Recycling trucks in bins of scrap metal. The siding holds five gondolas, which are loaded with punching and turning scrap. The scrap is shipped to the Midwestern U.S. and to Western Canada. When Metro Recycling is fully up and running they plan to output five cars a day.

Not all the news from the customers is good; Hunt Haulage, the large lumber yard at Guelph Jct., went out of business in the fall of 2002. At its peak a few years ago it was getting a morning and afternoon switch with as many as 12 cars



*OSRX GP7 383 (ex-SOO 383) and RS-18u 181 switch the PDI yard in Guelph in June 2003. The 383 did a week of break-in runs on the Guelph Junction Railway after work and repainting at Tillsonburg, before returning to her regular contract switching assignment at Petro Canada's refinery in Mississauga, Ontario. Photo by David Hooton.*

being unloaded in a day and about 50 cars waiting to be unloaded. Most of the lumber was trucked to the U.S. In late-2004, Rocket Lumber moved its base of operations from Mississauga to the old Hunt site at Guelph Junction.

At the north end of Guelph the siding to the closed Co-op elevator was used as a team track for unloading wooden utility poles. The track was ripped out when the large grain silos were knocked down to make room for a large milk products plant that doesn't need rail service. The poles are now unloaded at a new team track at the end of the north industrial where the plastic pellet cars were temporarily unloaded.

Other changes since June 2001 are the number of empty Procor cars stored on line. There used to be more than a 100 cars stored but it's now down to a few. Procor no longer builds new cars and is using more of the cars they had in storage.

On the home front, two new yard tracks were built at Guelph Jct. between Goderich 3 track and the new three track enginehouse. The site of the new enginehouse is almost exactly where the old CP engine house stood 25 years ago. The engine house, which holds eight locomotives, was built to keep the engines from freezing. The coolant for diesel engines is water and, in order not to crack the engine block in freezing weather, you have to keep it running, drain the engine, or get it in a warm spot.

On the motive power front, OSR has acquired additional locomotives. Only Montreal Locomotive Works products power the GJR. As reported in September 2002 issue of *Branchline*, OSR purchased ex-CP RS-23 8013 from Canadian Railserv in Alberta. Renumbered 506, the 1000 hp unit remains for now in the

black paint scheme it received out west. The 506 was the first of the 34 RS-23s, built by MLW and one of only six light weight RS-23 locomotives for use on CP prairie branch lines. No. 506 weighs only 181,000 lbs compared to 233,000 lbs for OSR's other three RS-23's (505 is based at Guelph Jct., sister 503 is stored in Salford, Ontario, and sister 504 is stored in Tillsonburg, Ontario). In the spring of 2003, OSR, purchased BC Rail's last four M-420W's (641, 644, 646 and 647). Nos. 646 and 647 are kept in the engine house at Guelph Jct; 641 and 644 are kept in Tillsonburg.

In June 2003, OSR's ex-Soo Line GP7 383 did a week of break in runs on the GJR after being repaired and repainted in OSR's TH&B-inspired cream and maroon paint scheme. The work on 383 was done at OSR's other operation at Tillsonburg. It then returned to OSR's contract switching operation at Petro Canada's Clarkson refinery in Mississauga, Ontario, joining sister GP7 378 and GP9 175. Several observed the 383 looking like new when it was brought out of the engine house in June 2003 when restored CP 4-6-4 2816 made a trip from Toronto to Guelph Jct. and return.

In the fall of 2004 OSR acquired former Quebec-Gatineau RS-18u 1801 (ex-CP 1801, nee CP 8764) from dealer A.A. Merrilees. The unit had not run for a number of years and had been given the graffiti treatment while sitting in Montreal. The unit was resurrected to become OSR 182. It has made several shakedown runs, complete with graffiti, and is now awaiting a fresh coat of cream and maroon paint.

At press time, the active roster on the GJR includes RS-18u's 180 (ex-CP 1860, nee CP 8769) and 181 (ex-CP 1861, nee CP 8777), and RS-23's 505 (nee CP 8044) and 506 (nee CP 8013).

Stay tuned for updates about the railway. The customers are still happy and the future looks very exciting for the GJR. ■



*The fleet's in! Inside the OSR enginehouse at Guelph Junction, from left to right, are RS-23 506, RS-23 503, and an RS-18u. Outside are former BCOL M-420(W) 646 and 647. Photo by David Hooton.*



**CN-BLET ANNOUNCE TENTATIVE LABOR AGREEMENT:** CN has signed a tentative labour agreement with the Brotherhood of Locomotive Engineers and Trainmen that applies to 400 locomotive engineers working on CN's former Illinois Central properties in the US. Kim Madigan, CN's VP, labor relations, North America, said: "CN is pleased that the new agreement preserves the flexible work rules and hourly wage structure of the existing contract." John Koonce, BLET general chairman, said: "This tentative agreement confirms my belief that the Hourly Agreement has been the right way to go in the rail industry." Details of the new agreement, which is scheduled to take effect August 1, 2005, are being withheld pending ratification. (**Business Wire**, April 12)

**CN TRIAL UNDERWAY:** After almost two years of waiting and legal positioning, CN is now finally on trial for the death of Art McKay and Ken LeQuesne, with the start of the lengthy preliminary inquiry. Witnesses will be called and evidence heard in preparation for the full trial, which is scheduled to follow soon after the inquiry wraps. The two men were killed on May 14, 2003, when a CN freight train plunged into a dry gully near McBride, BC, when a bridge collapsed under the weight of their locomotives. Both were 51 and had 30 years of CN experience each.

Leading the preliminary inquiry for the Crown is federal prosecutor John Cliffe, who will pursue the argument that the bridge collapsed due to negligence on the part of CN. CN's legal counsel, Brian Peterson of Edmonton, will counter that CN was not negligent. A Transportation Safety Board report released March 2 said structural problems, which could have been prevented through proper maintenance, were the cause of the bridge failure. That report has no direct bearing on the trial. Due to standard publication bans for preliminary inquiries, coverage of evidence will begin when the trial commences. (**Prince George Citizen**, April 13)

**CN AND TSI SAY DELTAPORT OPERATIONS NOW FLUID:** CN and Terminal Systems say that the backlog of import containers at Deltaport terminal has been cleared and that the two companies have forged an improved working relationship. Morley Strachan, TSI's VP, business development and strategic planning, said, "We believe it's important that our customers and wider Port of Vancouver constituency know that Deltaport today is fluid and operating at normal levels. In tackling a series of challenges this winter, TSI and CN concluded that a better relationship should help the two parties successfully manage increased flows of container traffic through the terminal, now and in the future." Paul Waite, CN's VP, IMX (Intermodal Excellence), said, "We now have a four-week rolling forecast of expected import traffic to Deltaport that will allow all stakeholders to anticipate incoming container volumes. There is also a new working committee, with representatives from CN - which chairs it - TSI and the steamship community, that will give terminal players an important forum in which to address current and emerging issues." TSI announced a series of initiatives in March to improve the efficiency and capacity of Deltaport and Vanterm terminals, including the investment in new cranes, rubber tired gantries, support equipment and expansions. CN earlier this year introduced its IMX Reservation System for export container traffic destined to Vancouver from CN terminals in Toronto, Montreal and Winnipeg. The new system will provide a more consistent supply of cars to Vancouver terminals. Another CN initiative to better serve the international shipping community is working with CPR to permit the Port of Vancouver to increase its daily volume by 10%. (**Business Wire**, April 14, **Vancouver Sun**, April 15)

**IF THE PRICE IS RIGHT, CN WILL BUY, CEO SAYS:** Canadian National Railway Co. is looking to acquire more small railways in Canada and the United States, says its chief executive officer. Hunter Harrison said it is unlikely there will be a transaction with one of the continent's few large railways, but the company is looking at smaller opportunities like its acquisition of BC Rail Ltd. last year. "If we can find a railroad at the right price we'll certainly take a look at it," Mr. Harrison said after the company's annual meeting. "There are still small railroad opportunities, regional rails,

short lines, some switching carriers that we'd have an interest in if they were for sale at the right price." Mr. Harrison said he's particularly interested in railways that hand off cars to CN, and those that are under financial pressure. "If they're having problems, that impacts us too."

CN tried to buy Ontario Northland Railway from the Ontario government but talks broke off in 2003 because the government insisted on job-preservation guarantees. Mr. Harrison said acquisition is just one way the Montreal-based continental railway plans to continue the growth it has experienced since the former federal Crown corporation issued its first shares in 1995. Despite the dominance of CN and Canadian Pacific Railway Ltd., the Railway Association of Canada has 57 members, including small freight railways that took over track sold or abandoned by CN and CP. Mr. Harrison said CN can continue to grow freight volumes and gain market share from trucks, and is looking for a big impact from a new container terminal at the port of Prince Rupert, B.C., to which CN has the only rail connection. (**Globe and Mail**, April 22)

**RAIL LINK OPENING SET FOR MAY 31:** The rail link between Dawson Creek, BC, and Hythe, AB, will open on May 31, according to a letter. CN sent to Dawson Creek advising them of the official date of the opening. In preparation of railway operations, CN will be completing any necessary repair work to the railway infrastructure, including crossing repairs and clearing site lines, said Al Erickson of CN-Western Canada Region in the letter. The 74-kilometre stretch of track between the two communities hasn't been used since the mid-1990s. As a part of the CN deal to purchase BC Rail, \$4 million was promised to re-open the link. (**Prince George Citizen**, April 20)

**CN RAIL ROLLS TO HIGHER Q1 PROFIT:** Canadian National Railway Co. said stronger revenues from most of the commodities it ships helped the company increase its first-quarter profits by 42%. CN said it made \$299 million, up from net income of \$210 million a year earlier. The railway's operating income rose 33% to \$526 million while revenues were up 19% at \$1.71 billion. CN said revenue during the quarter from its metals and minerals group was up 49%, while forest products was up 26%, intermodal gained 26% and coal revenue rose 18%. Revenues from petroleum and chemical shipments were up 10% while grain and fertilizers were up eight per cent. CN's automotive shipping revenues declined by six per cent.

The operating ratio, an efficiency measure of expenses to revenues, improved by 3.3 percentage points to 69.2%, a company record for a first quarter. "Our strong performance was driven by a number of factors - a solid economy, revenue gains from CN's 2004 acquisitions, a higher fuel surcharge, freight rate increases, and a return to more normal traffic levels following the first-quarter 2004 Canadian Auto Workers strike," said Hunter Harrison, the company's president and chief executive officer. "This resulted in double-digit revenue increases at five of our seven commodity groups, with particular strength in metals and minerals, forest products, and intermodal traffic," he said. CN said its first-quarter 2005 results benefited from \$121 million in revenues from the rail and related holdings of Great Lakes Transportation LLC (GLT) and BC Rail, whose operations CN consolidated in 2004. The railway had 22,390 employees at the end of the quarter, up from 21,424 a year earlier, before it acquired BC Rail and GLT. (**Canadian Press**, **CBC News**; April 20)

**CN WORKERS RATIFY NEW CONTRACT:** CN's 2,600 conductors, yard service employees and traffic co-ordinators across Canada have ratified a three-year collective agreement with the company retroactive to January 1, 2004. The rail carrier said the members of the United Transportation Union voted for the agreement that provides wage, benefit and quality of work-life improvements. Details of the deal and results of the vote were not immediately available. The United Transportation Union is the largest rail and transportation union in North America with 125,000 members. (**Canadian Press**, April 29)

**CN RESUMES BARGAINING WITH REMAINING UNION:** CN has resumed bargaining with the Teamsters Canada Rail Conference, the only labor group remaining without a contract. Company spokesman Mark Hallman said talks started again Tuesday with the group representing the railroad's 1,750 locomotive engineers.

"We're very focused there," he said, noting the company is "optimistic" it can reach a settlement following ratification by the United Transportation Union of a new three-year contract and the tentative deal reached with the International Brotherhood of Electrical Workers. The Teamsters will be in a legal strike position on May 12, a date agreed to by both sides after a ruling by the Canadian Industrial Relations Board reaffirmed the railroad's unions had a right to strike. The three labor groups had been without contracts since the end of 2003, but talks were stalled until the CIRB ruling that determined their services weren't essential, and a work stoppage wouldn't hurt the public. (Dow Jones, May 3)

**CN REACHES TENTATIVE LABOUR AGREEMENT WITH TEAMSTERS CANADA RAIL CONFERENCE (TCRC) ON ITS NORTHERN QUEBEC TERRITORY:** CN has reached a tentative collective agreement with the TCRC representing locomotive engineers employed on the company's Northern Quebec Territory. Details of the new four-year labour contract - replacing one that expired April 30, 2005 - are being withheld pending ratification. CN has renewed labour agreements with all other Canadian bargaining units whose national contracts expired on December 31, 2003, with the exception of the national TCRC. CN continues to negotiate with this union to reach a settlement. A tentative national labour contract CN has signed with the International Brotherhood of Electrical Workers awaits ratification. (CN release, May 13)

**CN ORDERS HIGH-PRODUCTIVITY END-OF-TRAIN DEVICES FROM WABTEC:** Wabtec Corporation's Wabtec Railway Electronics unit has received a US\$5 million order for more than 500 high-productivity end-of-train devices and related equipment from CN. These EOTs enable locomotive engineers to perform braking applications simultaneously at the front and the rear of the train for both emergency and service (regular) braking. Delivery of the devices began in the fourth quarter of 2004 and will be completed in 2005. The devices include integrated Global Positioning System technology for advanced tracking and train control. (PR Newswire, May 4)

**STRIKE BY ENGINEERS COULD HIT CN FREIGHT AND COMMUTER LINES:** More than 1,750 locomotive engineers are set to walk off the job at 12:01 a.m., May 18, after 19 months of talks. A CN official said the railway still hopes to head off a strike. If the engineers walk out, managers will try to keep the "vast majority" of freight moving but won't provide service on CN-run trains on Montreal commuter routes and Toronto's GO Transit network, he said. Gilles Hallé, president of the Teamsters Canada Rail Conference, said "We broke off last night. They broke off with us." The union issued a statement saying there are "a number of contentious issues, including the company's decision to discontinue the employee gain-sharing plan for our members while CN continues posting record profits." Hallé said the union made a final proposal and the company rejected it, suggesting instead that they settle their differences through arbitration. The union rejected that idea but federal officials want the two sides to get together on Monday or Tuesday to try again for a deal, he said. In Ottawa, Labour Minister Joe Fontana announced the appointment of two mediators from the Federal Mediation and Conciliation Service to assist in the negotiations. (CBC News, May 13)

**CN SHUTS DOWN KINGHORN SUB.:** Following through on their announcement last November of rail rationalizations, CN has shut down the Kinghorn Subdivision. "Effective 0001 Sunday, May 15th main track impassable between mile 1.9 and mile 131 and between mile 138 and mile 193 Kinghorn Sub". The town of Red Rock and the Norampac Mill falls within the limits between mile 131 and mile 138 and is where there is a connection to the CP Nipigon Sub. CP will carry CN traffic east out of Thunder Bay on train 434 for set off at Franz, and will lift traffic there for Thunder Bay with train 435. CP will also perform all the switching at Red Rock with the same trains. (CN General Bulletin Order No 5343 for Kinghorn Sub trains; other sources)



**CANADIAN  
PACIFIC  
RAILWAY**

**CPR BEGINS CAPACITY EXPANSION IN WESTERN CANADA:** CPR has announced it has begun a major expansion of the track network in its western corridor extending from the Prairie region to the Port of Vancouver. The expansion is expected to cost approximately

\$160 million. When completed this fall, it will increase CPR's capacity in western Canada by 12%, or more than 400 freight cars a day. Depending upon the rate of utilization of the additional capacity, the expansion would translate into full-year incremental earnings per share in the range of \$0.25 to \$0.40. "There have been positive developments in our customers' markets as well as sufficiently encouraging signals in the federal government's Bill C-44 that CPR has decided to take the first step to expand our western track network," said Rob Ritchie, CPR's President and CEO. CPR recently signed a five-year contract with its largest customer, Elk Valley Coal, providing for an increase in coal volumes and rates through 2009. Three major potash producers, all served by CPR, have announced plans to increase production by a total of 2.6 million tonnes per year between the second quarter of 2006 and the fourth quarter of 2007.

Bill C-44, as drafted with amendments to Canadian transportation law, would provide a sufficiently stable regulatory environment to give CPR the confidence to invest in more capacity. CPR's \$160M expansion program this year (to install 265 miles of new rail, relay 175 miles of rail, replace or install more than 900,000 wood ties, and lay 778,000 tons of ballast) is in addition to planned capital investment of approximately \$760M. Cash flow in 2005 will remain positive.

CPR's increased freight capacity will feed Asian markets that are hungry for Canada's resources. It will support the Vancouver Port Authority's expansion plans and the BC government's port strategy to make the province the preferred gateway to North America for growing volumes of finished goods from China and its efforts to promote economic growth in the Interior. Western commodities, such as coal from the BC Interior and grain, sulphur and fertilizers from the Prairies, are moving to the west coast in growing volumes. Ritchie said the federal, BC and Alberta governments have created a positive business climate for capital investment in infrastructure in the west. The three governments recognize that the biggest issue facing Canadian businesses is whether there will be sufficient transportation capacity for them to take advantage of growing global markets. "Increased trade with China and other Asian countries has clearly shown that transportation capacity can be an enabler of economic growth. Canadian shippers and ports want to participate in growing global markets. They want us to expand track capacity, and we are encouraged enough to take the initial step. Decisions on whether and when additional expansion phases are carried out will be influenced by ongoing market conditions and the future policy environment in Canada," he said.

The expansion work this year involves 25 projects, including: 10 projects between Moose Jaw, SK, and Calgary to extend sidings and lay sections of double track; three projects between Edmonton and Calgary to extend sidings and build a new siding; 12 projects between Calgary and the Port of Vancouver to extend sidings and lay sections of double track. Included in the first section are about seven miles of double track between Carseland and Dalemead, a second phase of the project would see double tracks between Shepard and Indus, and a third phase would double the tracks between Indus and Dalemead. Included in the later section is construction of a locomotive setoff near Pritchard, addition of a four- to eight-kilometre section of double track at Pritchard, construction of a crossover between the main tracks at Benledi and Tranquille, construction of a grade for a future second track at Savona and 914-metre extensions of sidings at Squilax and Munro. (CPR news release, Canadian Press, April 18; Kamloops Daily News, Progressive Railroading, April 19; Rocky View Weekly, May 10)

**CP RAIL Q1 NET PROFIT TRIPLES TO \$81M; REVENUE UP 14% AT \$1.01B:** Canadian Pacific Railway Ltd. pulled in a first-quarter net profit of \$81 million, up from \$24 million a year earlier, as revenue increased 14% to \$1.01 billion. The revenue figure represented the CPR's biggest-ever January-March haul, and operating profit increased 54% to \$179 million. Operating expenses grew eight per cent, or four per cent excluding higher fuel costs, and the railway said its operating ratio - operating costs as a proportion of revenue - improved by 4.5 percentage points over a year ago to 82.4%. CPR said it "seized opportunities in expanding markets to grow revenue in six of its seven business lines, metallurgical coal rates increased significantly, and freight volumes reached a first-quarter record level as railway fluidity increased." Revenue growth was strong across the bulk commodity sector, led by a 44% increase in coal shipments and 23% growth in grain movement, the railway stated. "Revenue was also up in forest products as pulp and paper volumes increased, and in the industrial products sector where demand was strong for chemicals,

aggregates and steel. Containerized intermodal freight continued its record of uninterrupted growth, with gains in both the import-export and domestic markets." (Canadian Press, April 28)

**CP RAIL BOSS SAYS WEST COAST PORTS EXPANSION SHOULD FOCUS ON VANCOUVER :** Efforts to expand Canada's West Coast shipping capacity should focus on turning Vancouver into a "mega-port" rather than enlarging the port of Prince Rupert, the president of Canadian Pacific Railway Ltd. said Rob Ritchie at the railway's annual meeting. He said that Vancouver provides the shortest and fastest routes between Canada and expanding Asian markets. "We should not be distracted by imitators," said Ritchie. "The port of Vancouver is the real deal - it is the Pacific gateway for the present and the future." After the meeting, Ritchie said CP Rail believes a new container port in Prince Rupert should go ahead, but not at Vancouver's expense. "Vancouver is a huge engine for the Canadian economy and it needs to be recognized as such," he said. "And that's what's going to be the best for the Canadian industry and for jobs in British Columbia." Plans for a \$170-million overhaul of the port of Prince Rupert were unveiled last week, in a move designed to lure some container ship traffic from Vancouver and congested ports on the U.S. coast. Montreal-based Canadian National, Canada's largest railway and main competitor to CPR, pledged \$30 million for the Prince Rupert project along with \$60 million from the federal and B.C. governments. CN has exclusive rail links to Prince Rupert, while both of Canada's main railways have access to the Vancouver port. Ritchie also said that CPR plans to soon increase its rolling stock of railcars and locomotives to match the increased line capacity and Vancouver port expansions. "We're not going to be a field of dreams - build it and they will come - but we can match the demands being put on for containers and bulk," he said. (Canadian Press, May 6)

**ELK POINT'S TRAIN STATION PROJECT WOULD BE UNIQUE TO AB:** If the Elk Point Chamber of Commerce is successful in its efforts to bring the 1927-built Myrnam CPR station to Elk Point and refurbish it, the project would be unique to Alberta. Town councillor Thomas Kondla told the Chamber's April 6 meeting that he had contacted CPR corporate historian Jonathan Hanna, and discovered that 71 stations were built between 1919 and 1930 using the same plan, 10 of them in Alberta. Only three others have been preserved, at St. Claude, MN, Nipawin, SK and Oxbow, SK. When told of the Chamber's plans, Hanna said, "I'm surprised it still exists. CPR sold it 37 years ago, in 1968." Hanna wished the Chamber the best of luck in relocating and restoring the building, and said, "As far as I know, this will be the only one of its type preserved in Alberta." The Chamber should know soon whether its grant applications for the project were successful. In the meantime, a fundraising committee has been established and is ready to start gathering the matching portion, if grant approval is received. (Elk Point Review AB, April 12)



**VIA RAIL CEO PAUL COTE HOPES TO IMPROVE SERVICE WITHOUT SUBSIDIES:** Paul Cote, VIA Rail's new CEO, says the national passenger railway service can improve itself without massive new injections of government funding. Cote intends to focus on customer service and innovation, and predicts public support and ridership will follow. "People will support an organization that delivers quality and value for money," Cote said in an interview. "I believe very strongly in the fact that growth does not necessarily come with investment. I think we can do more and better things with what we have." The Crown corporation gets annual operating and capital subsidies. It has not yet released 2004 results but in 2003 its federal support was \$263 million while operating revenues were \$250M.

Striving for more visibility for VIA was one reason Cote's predecessor, Marc LeFrancois, got into trouble and was fired in March 2004 after the Auditor General's report on VIA's involvement in the sponsorship scandal. Cote, who at the time was VIA's COO, added the CEO role on an interim basis, and this appointment was confirmed last month with a five-year term. The abrupt dismissal of LeFrancois and VIA chairman Jean Pelletier did not make things easy for Cote. He said one of his first jobs as

interim CEO was to prevent managers and employees from being distracted by the scandal. He said ridership increased "in the single digits" in percentage terms over 2003. Transport Minister Jean Lapierre has called on VIA to submit long-term goals as soon as a new chairman is appointed, and the minister has sent positive signals to the rail service even though Lapierre is not considered a train buff like his predecessor, David Collenette. "I think we are getting attention and consideration from the minister," Cote said. "He said no more studies; he's asked us to present alternatives."

The passenger service gets an annual operating subsidy of \$169 million from the federal government, notes David Jeanes, president of the Transport 2000 advocacy group, while critical investments in rolling stock and infrastructure are at the whim of the minister of transport. "We have no reservations about Mr. Cote's ability to run the railway -- he's well thought of in the organization," Jeanes said. "But VIA desperately needs to have the chairman position filled because it's only the chairman who can go around and lobby MPs and cabinet ministers." The chairman position has been empty since the sack of Jean Pelletier over a year ago. Jeanes says this is a cause for concern, because VIA needs to upgrade its 1980s-era locomotives and add capacity. David Collenette, transport minister under Jean Chretien and self-avowed train buff, had promised \$692 million in investments for VIA over three years, Jeanes recalled, but these funds were not mentioned in last year's budget or the budget tabled this spring. (Canadian Press, May 14, 17; National Post, May 15)

## OTHER PASSENGER

**HIGH-END RAIL TOUR OFF TO PROMISING START:** Rocky Mountaineer Railtours showed off its high-end service and spectacular views from its dome car on its inaugural run from Whistler to Prince George in preparation for its first tourism season beginning next year in May. The first-ever run on the former BC Rail line was also meant to see how its cars operated on the track, and to give its staff a first look at its new Fraser Discovery route. Rocky Mountaineer was the winning bidder to provide passenger rail service on the former BC Rail line after CN's takeover. It plans to start service on May 2 next year and run until mid-October. So far, the company has said it plans to have stops in Whistler and Prince George, with trains continuing on to Jasper, where they could connect up to Rocky Mountaineer's existing rail tours. (Prince George Citizen, April 9)

**VINTAGE RAIL BUILDING HOME OF FAMOUS TOURIST TRAIN:** The Rocky Mountaineer finally has a home all of its own, through a lease arrangement with CN. They have spent \$4-million to remodel CN's former locomotive repair facility into a 20,000-square-foot station at 1755 Cottrell St. on the False Creek flats in Vancouver. The station has a modern design, that evokes the great railway days of yesteryear. The company believes it is the first major passenger rail station to open in Canada in half a century, and will serve for the departures and arrivals of trains running to Banff, Jasper and Calgary. Until now, the train has been using the Pacific Central station along with VIA Rail, just down the road. The cavernous interior retains the feel of traditional large, urban stations and all materials used reflect the Canadian Rockies in their texture and color. Canada's railway heritage is on display in cabinets housing CPR and CN railway memorabilia along the walls. The exhibit is maintained by the West Coast Railway Society. The waiting area will have seating for 225, with full-length glass walls to allow a full view of the whole train. The company has also laid in a new line and longer platform, making it easier for passenger to board and exit. (Vancouver Province, April 13)

**HERITAGE TRAIN TO STEAM WAY TO ARMSTRONG, BC:** A steam-powered heritage train ride from Kamloops to Armstrong, BC will leave May 28 on the first of five scheduled trips this year. Howard Grieve, operations manager for the Kamloops Heritage Railway, says the 182-kilometre round trip *Armstrong Explorer* departs Campbell Creek at 8:30 am and passes by the communities of Monte Lake, Westwold and Falkland before arriving in Armstrong for a two-hour break. Passengers detrain in the downtown area for lunch, shopping and sightseeing before returning to Kamloops at 5:30 pm. The other trips will be on June 11, June 25, Sept. 10, and Sept. 24. (Kamloops Daily News, April 19)

**COMMUTER TRAIN WILL BE EXTENDED:** The Quebec government has announced that AMT service on the Blainville line will be

extended to Saint-Jérôme by the fall of 2006, for about \$17M. (Montréal Gazette, April 20)

**NORTHLANDER HAS NEW SCHEDULE:** Effective April 25, Ontario Northland's "Northlander" will have two trains running six days per week (Sunday through Friday) in opposite directions during daytime hours. The Northlander will depart from Cochrane at 8:00 a.m. and travel southbound, arriving in Toronto at 6:30 p.m. Traveling northbound, the train will depart from Toronto at 8:55 a.m. and arrive in Cochrane at 7:25 p.m. (ON release, April 14)

	Southbound		Northbound
Cochrane	8:00 a.m.	Toronto	8:55 a.m.
Matheson	8:55 a.m.	Washago	10:55 a.m.
Swastika	9:40 a.m.	Gravenhurst	11:13 a.m.
Englehart	10:20 a.m.	Bracebridge	11:27 a.m.
New Liskeard	10:50 a.m.	Huntsville	11:52 a.m.
Cobalt	11:05 a.m.	South River	12:42 p.m.
Temaqami	11:50 a.m.	North Bay	1:50 p.m. arr.
North Bay	1:25 p.m. arr.	Temaqami	3:35 p.m.
South River	2:40 p.m.	Cobalt	4:20 p.m.
Huntsville	3:30 p.m.	New Liskeard	4:35 p.m.
Bracebridge	3:55 p.m.	Englehart	5:05 p.m.
Gravenhurst	4:10 p.m.	Swastika	5:45 p.m.
Washago	4:30 p.m.	Matheson	6:30 p.m.
Toronto	6:30 p.m.	Cochrane	7:25 p.m.

**\$350,000 PLEDGED FOR INTRA-CITY TRANSIT STUDY:** Public transit advocates praised the National Capital Commission at its board of directors meeting for announcing \$350,000 in funding for an interprovincial rapid transit study. "We've been waiting for this since 2001 - and we're very happy about seeing the money," said David Jeanes, president of Transport 2000. "Gatineau has a plan for the RapiBus and Ottawa has developed plans for light-rail, but the efforts have to be co-ordinated, and this study is an essential part of moving forward." David Gladstone, who made a presentation on behalf of the City Centre Coalition, was also pressing for putting the Prince of Wales railway bridge between Ottawa and Gatineau back into service as soon as possible. (Ottawa Citizen, May 4)

**FUNDING CONFIRMED FOR OTTAWA LIGHT RAIL TRANSIT:** A Memorandum of Understanding (MOU) for the north-south corridor of the Ottawa Light Rail Transit project has been signed by the Federal, Provincial and local governments. The MOU reaffirms each partner's financial commitments, outlines the policies and activities that Ottawa will undertake to support the project, and provides the City's forecasted project schedule. The MOU also confirms that the tendering process will be competitive, open and transparent. The governments of Canada and Ontario will each contribute up to \$200 million to this project, and the City of Ottawa will match this funding and invest the balance of the project's estimated cost of \$650 million to \$700 million. The MOU builds on the project that was proposed in May 2004, when federal and provincial funding was first announced.

The project is projected to run west from the Rideau Centre through downtown Ottawa to LeBreton Flats, turning south to the area of Leirrim Road, then west through the city's Riverside South Community and across the Rideau River (on the new Strandherd - Armstrong train/car bridge), to end at Woodroffe Avenue in the community of South Nepean. In accordance with federal and provincial requirements, the City of Ottawa must meet applicable federal and provincial conditions, including environmental assessments, a detailed ridership study, a business case and the negotiation of a formal contribution agreement. The City is targeting construction on the north-south Light Rail Transit corridor to start in summer 2006, with service beginning in the Fall of 2009. (Canada NewsWire, May 9)

**AIRPORT RAIL LINK GETS NEW REVIEW:** A decision to have a new wide-ranging environmental assessment on the proposed link

between Union Station and Pearson airport was met with enthusiastic support yesterday at GO Transit's board meeting. The board voted to get a new and fuller assessment. The proposed link, which is to be operated by SNC-Lavalin, has been the subject of much controversy. Close to 2,500 Weston residents attended a public meeting to raise concerns over the project earlier this spring.

Residents were unhappy about the possible closing of some streets, the drop in property values and the potential expropriation of homes to make way for Blue 22. The new environmental study will cost about \$1 million, GO Transit officials said. That's over and above the \$250,000 that has been paid to SNC-Lavalin for work it has already done in reviewing the proposed line. Getting a new assessment will add another year to construction of the link and any expansion of services on the Georgetown line, the board was told. In other business, GO approved construction of a set of tracks between Burlington and Hamilton. (Toronto Star, May 14)

**ACELA HIGH-SPEED TRAIN OFF TRACK UNTIL SUMMER:** Amtrak's Acela high-speed train won't operate again before summer, say officials for the passenger rail service. Efforts to get the Acela back on track are hampered by a lack of replacement parts to correct brake problems. Amtrak stopped the trains after investigators with the US Federal Railroad Administration discovered cracks in 300 of the 1,440 disc brake rotors on the trains. Bombardier, the company that built Acela and has a contract to maintain it, has access to fewer than 70 rotors, Amtrak svp of Operations William Crosbie said.

Each train -- a set of six cars -- requires 72 rotors. Amtrak officials said Acela won't return to service until the train's manufacturers can ensure a steady supply of new rotors and can come up with an inspection procedure to monitor the components. The current suspension comes in the middle of another debate over Amtrak's funding and its future. The Bush administration is urging Congress to eliminate Amtrak's operating subsidy and privatize it. The current budget gives Amtrak about US\$1.2 billion in operating subsidies and capital investment funds. (Washington Times, April 21)

**AMTRAK EXECUTIVES PREDICT BANKRUPTCY:** Amtrak executives have predicted that the railroad could go bankrupt within months, forcing serious service cuts and other drastic measures, unless it receives a significant budget boost from the US Congress. "I think we will probably limp into next year, but by 'limp' I mean we'll have like US\$20 million in the bank," David Gunn, Amtrak's president and ceo, said. "At this point, we do not have a lot of options left to conserve cash." At a hearing before the Senate appropriations subcommittee that oversees the railroad's budget, Gunn and David Laney, the chairman of the railroad's board, said they need \$1.82 billion in fiscal year 2006 to hang on -- an increase of more than 50% over this year's \$1.2B budget. Kenneth Mead, the inspector general for the Department of Transportation, supported their dire warning. He said Amtrak needs \$1.4 or 1.5B in the next year just to stay alive. "As time goes by, the limp-along system of today comes closer to a major failure," he said. "Amtrak is, quite literally, coming to the end of its rope."

But lawmakers offered little hope that the beleaguered rail service would get such a cash infusion. Senators said they're sympathetic to the railroad's plight. But in a difficult budget year, they said, it will be nearly impossible to give Amtrak everything it says it needs. "Our subcommittee finds itself in the posture of having to cut and cannibalize other programs -- as we have never done before -- only to see if we can scrape together enough funding from other programs to extend Amtrak for another 12 months," said Sen. Patty Murray of Washington, the top Democrat on the panel. "Finding even \$1.2 billion will be extraordinarily difficult. Finding \$1.4 or \$1.5 billion will be a monumental and painful challenge." (Baltimore Sun, May 13)

## REGIONAL / SHORTLINE NEWS

**ONTC REACHES LABOUR AGREEMENTS:** The Ontario Northland Transportation Commission (ONTC) has reached labour agreements with the International Brotherhood of Electrical Workers System Council 11, Teamsters Canada Rail Conference, and the United Transportation Union. Four agreements have been reached, which affect 281 of Ontario Northland's unionized employees. Each of the 3-year contracts provides for wage increases of 3% each year for three years, retroactive to January 1, 2005, as well as an improvement to benefits. The contracts had expired on December 31, 2004. The ONTC is an Operational Enterprise of the Province

of Ontario and was established in 1902. (Ontario Northland release, April 18)

**ONR TAKES ACTION ON WORKER SHORTAGE:** Ontario Northland Railway is rolling out plan 'B' to fill rare skilled trades positions, gearing up its own training until the province can "red seal" an apprenticeship program for railway car mechanics. The inability to find good help has put the new \$1-million Cochrane railway shop about two months behind its targeted opening, says Ontario Northland Transportation Commission President Steve Carmichael. "We are having trouble getting enough skilled trades," specifically mechanics who can rebuild and maintain railway cars, Carmichael said. Just three of nine carmen have been allocated to the Cochrane shop so far, although several job offers were made as recently as last week, he said. The second Cochrane shop was built to handle some of the major repairs the North Bay shop used to do, including car overhauls required every eight or nine years. The facility was needed after the ONR won the multi-million dollar GO Transit contract to refurbish its passenger cars. Brian Kelly, President of Canadian Auto Workers Union Local 103, said the ONR and other railway companies are lobbying the Ministry of Colleges, Training and Universities to develop curriculum for a four-year railway car mechanic apprenticeship. Kelly said discussions with the ministry in March focused on getting the program "red sealed" so it's recognized outside Ontario. Kelly said his union made an agreement with the ONTC so it can fill the positions with other related trades people. Kelly said millwrights and welder fitters can be hired in the meantime as long as they are provided in-house certification training for two years. "We're going to start doing our own instruction," Kelly said, noting it will be a year before the province can put its four-year apprenticeship program into place. (North Bay Nugget, April 20)

**ALBERTA RAILNET SOLD TO SALT LAKE COMPANY:** Utah-based Savage Industries through its wholly-owned subsidiary, Savage CANAC Corporation, has acquired the assets of Alberta RailNet from Texas-based North American RailNet Inc. Alberta RailNet vice-president and general manager Greg Pichette says "Savage coming to the table brings a lot of opportunities for expansion for the railway and for Savage. It preserves the Alberta RailNet as a short-line operation, and Savage brings a lot of synergy to the table, therefore there's a lot of growth opportunities for the railway." With the deal, Savage acquires a 345-mile railway connecting the CN Railway to energy-rich northwestern Alberta. Currently, RailNet handles around 25,000 carloads per year on its lines stretching from near Hinton in the south to Wanham and Dawson Creek in the north. Savage is expecting that with growth, particularly in coal traffic, there will be movement of more than 40,000 carloads by 2006. Terms of the deal are not being disclosed. All current employees of RailNet will remain in their positions, said Pichette.

In its own press release welcoming the news, the Canadian Auto Workers union indicated that the new company is to be called Savage Alberta Railway. They also indicated that CN had right of refusal of the sale, meaning they could have taken over operation of these rail lines, which they sold back in June of 1999. The CAW speculated that Savage will take over operation of the rail line between Hythe, AB and Dawson Creek, BC - a section of abandoned track that CN has been upgrading since their purchase of BC Rail last year. (Daily Herald-Tribune, April 22; CAW release via Canada Newswire, May 10)

**RAILWAY DELAYS PLAN TO SHUT DOWN LINE:** The Cape Breton and Central Nova Scotia Railway has asked the provincial utility and review board to delay its application to abandon the line between Sydney and Port Hawkesbury for 30 to 60 days. General manager Peter Touesnard says the company is negotiating with the province following a government offer to help. The provincial budget contains a \$1.5-million commitment to rail line operations (in addition to the existing \$500,000 grant). Touesnard is optimistic a deal can be reached, but he's not willing to release any details just yet. "Like any negotiation, there's always some sensitivity. And I'd hate to spoil our opportunity to keep the railway operational," he said. Touesnard says the company cannot afford to keep losing money on that section of the railway. Local politicians and community groups have been lobbying to keep the line open, saying it's a vital part of the plan to grow the economy. (Cape Breton Post, CBC News, April 27; CBC News, May 5)

**ONTARIO NORTHLAND APPOINTS NEW VP RAIL:** The Ontario Northland Transportation Commission (ONTC) has appointed Grant Bailey its new Vice President Rail, effective May 16, 2005. "After

an extensive national search, Grant emerged as an outstanding candidate," said Steve Carmichael, President and CEO of Ontario Northland. Mr. Bailey has a broad range of experience within the Canadian rail sector, having worked both for a national carrier and most recently, for a regional railway, where he was the General Manager. He is a Professional Engineer with knowledge and experience in the areas of train operations, engineering, mechanical and marketing. "I am very pleased to join Ontario Northland," said Mr. Bailey. "I have been impressed by the many positive announcements made by the company recently, and as VP Rail, I look forward to contributing to this continued success". Mr. Bailey is active in the Association of Professional Engineers of the Province of Ontario, the Railway Association of Canada, and the American Railway Engineering and Maintenance of Way Association. (Canada NewsWire, May 16)

## OTHER INDUSTRY NEWS

**BOMBARDIER LOSES MAJOR NY CONTRACT FOR COMMUTER COACHES:** Bombardier Transportation has lost a major contract to provide commuter coaches for New York, its second big contract loss in the same week that the company eliminated its stock dividend. Bombardier was counting on the contract with the Port Authority of New York and New Jersey to maintain jobs at its large plants at La Pocatiere, QC, and Plattsburgh, NY. Instead, Kawasaki Rail Car will provide 340 rail cars for US\$499 million, as part of an \$809M total investment program by the transit authority that includes maintenance of the coaches. Losing the contract will not require immediate layoffs, David Slack of Bombardier Transportation said in an interview. (Canadian Press, April 1)

**QUEBEC CARTIER ON STRIKE:** About 800 steelworkers at the Mont Wright mine in Fermont, Que. are on strike for better wages and pensions. The workers at the Quebec Cartier Iron mine walked off the job late last week. Unionized workers on the Quebec Cartier Railway are also affected as they belong to the same union. (Quebec Cartier release, April 11; CBC News, April 12)

**PRINCE RUPERT'S PORT DREAM TO RECEIVE \$120M BOOST:** The federal and BC provincial governments are going ahead with a new \$120-million container port facility in Prince Rupert that will open a new trade route between China and North America. The federal government will spend \$30M and that money will be matched by the provincial government, which will increase a previous commitment of \$17.2M, with port operator, Maher Terminals, expected to come up with the remaining \$60M. Industry sources say CN will also be investing more than \$130M in rolling stock and locomotives to help cope with the increased traffic and \$10M in an intermodal facility at the terminal. It has already said it will spend \$15M on improving tracks and widening clearances under bridges and tunnels should the project go ahead. The announcement is a major coup for the Port of Prince Rupert Port, where the new facility will be built on the site of the city's outmoded Fairview cargo-handling facility. The container port will be built in two phases; a 500,000 TEU pad by next year, and a 1.5-million TEU expansion by 2009. The facility will eventually cover more than 80 hectares. The expansion means that, within three years, Prince Rupert will outstrip Vancouver's current volume of 1.7M TEUs. Vancouver is also planning an aggressive expansion of its facilities, and has on order several new cranes of the size being built for Prince Rupert. (Canadian Press, Vancouver Sun, April 15)

**FREIGHT SUSTAINABILITY PROJECTS ANNOUNCED:** CPR is receiving funding under Transport Canada's Freight Sustainability Demonstration Program for an Efficient Operating Practices Project. The railway will receive \$250,000 to demonstrate and measure the effects of innovative feedback mechanisms and training for train operators to achieve greater fuel efficiency. Direct feedback will be provided to employees on a regular basis to ensure the best and most fuel-efficient operating practices are being used. To determine if this training initiative can significantly improve fuel efficiency, fuel consumption will be measured on a monthly basis over a 12-month period to assess the impact of feedback mechanisms and training on employees handling of the trains. (Transport Canada, April 18)

**REPORT PROVIDES SHOW AND TELL OF RAIL'S ENVIRONMENTAL PERFORMANCE:** The Railway Association of Canada has released a report providing a thumbnail sketch of how



Canada's 60 freight and passenger railways successfully reduced their fuel consumption, cut greenhouse gases, and minimized their environmental impact while hauling 30% more freight and passengers. The just-published Locomotive Emissions Monitoring Program report to Environment Canada for 2003 is part of a 10-year voluntary government-industry agreement signed in 1995. The RAC, Environment Canada and Transport Canada are negotiating a new agreement that will take effect in 2006. Bruce Burrows, Acting President and CEO of the RAC, said, "the key to the industry's success has been a common objective, and a step-by-step plan to achieve clear targets." As a result, the railways hauled more than 323 billion revenue tonne kilometres of domestic and international traffic in 2003, and carried 57 million passengers while consuming just 1% more fuel than they did in 1990. Traffic growth has been double what was originally forecast, yet air contaminants have been reduced and total NOx emissions have been held to 111.3 kilotonnes - less than the 115 kilotonnes in the Memorandum of Understandings' voluntary cap.

Intermodal traffic is now the biggest single commodity handled by rail, and the fastest-growing segment of rail traffic. A 100-car train can handle the equivalent freight of 280 tractor trailers, said Burrows. Inter-city passenger traffic and rail commuter business in large cities are playing an increasingly important role in reducing pollution and road congestion. GO Transit, for example, carries the equivalent of 48 lanes of highway traffic into and out of downtown Toronto during rush hour every morning and afternoon. More modern, fuel efficient and Environmental Protection Agency-compliant locomotives, and lighter-weight, more productive freight and passenger cars are joining the fleet of motive power and rolling stock. In fact, the whole 2003 workload - freight and passenger - was handled by just 2,893 locomotives, said Burrows. A copy of the full Emissions Report is available on the RAC website at [www.railcan.ca](http://www.railcan.ca). (Canada NewsWire, April 19)

**YUKON-ALASKA RAIL LINK STUDIED:** The Yukon and Alaskan governments say they'll jointly study the economic and social benefits of a proposed railway to run through Canada and Alaska. Yukon Premier Dennis Fentie and Alaskan Governor Frank Murkowski signed a memorandum of understanding, establishing their intent to start the year-long study. The study is expected to start in May, and the deadline for completion of the feasibility study is June 30, 2006. Murkowski says the two governments have agreed to split its estimated \$5-million price tag. The memorandum establishes the Alaska-Canada Rail Advisory Committee, made up of members of the Yukon and Alaska governments. The rail link would run through Alaska, and Yukon, to Fort Nelson or Dease Lake, B.C. Murkowski says he envisions a corridor that would incorporate the railway, fibre optic communication cables and a potential natural gas pipeline. Jim Kenyon, Yukon's Minister of Economic Development, says the project would allow economic diversification in both Canada and the U.S. The Alaska Railroad is already moving ahead with plans to extend the line to Fort Greely near Tok, not far from the Yukon-Alaska border. (Broadcast News, Whitehorse (YT) Star; April 26)

**RAILWAY STATION RENOVATION PROJECT ON TRACK:** The creation of a Portage la Prairie, MB CPR Heritage Centre and Park is one step closer to becoming a reality. Save the Canadian Pacific Railway Station committee has officially taken possession of the city's historic railway station. They will now be able to apply for national historic site designation, a process that was delayed last fall due to the need for a feasibility study and business plan. The restoration of the 112-year-old rail station is expected to cost \$1.4 million. Phase one of the project includes reshingling the roof, replacing doors and windows and doing brick work., expected to cost approximately \$378,000. The next four phases will deal with interior renovations. The plan is for half of the building, built in 1892, to hold a tenant and the other half to be home to an interpretative centre, said Edwards. (Portage La Prairie Daily Graphic, April 26)

**\$1B DELTAPORT EXPANSION EXPECTED TO BEGIN THIS FALL:** After three years of public consultation, Vancouver Port Authority officials hope to start construction this fall on a \$1-billion expansion of Deltaport that will more than triple container terminal capacity at the Roberts Bank facility over the next seven years. The first phase of the project - establishing a third Deltaport berth at a cost of \$272 million - is going through an environmental review process now, and officials hope to start construction in the fall, and a third berth opening by the summer of 2008. The exact timeline hasn't been determined for the next expansion phase - construction of a

\$750M second terminal that would add three additional berths at Deltaport - but a tentative opening date for that facility has been set for 2012. Container traffic on the west coast of North America is expected to triple over the next 20 years and the Port of Vancouver plans to increase its annual container capacity from 1.8 million TEUs to 5M TEUs by 2020. The third berth at Deltaport will increase container capacity from 900,000 TEUs to 1.3M TEUs while the construction of a second terminal will take the capacity to more than 3M TEUs. The Third Berth Project will expand existing container operations with the construction of about 20 hectares of fill to create an expanded container storage area. The Terminal 2 Project would involve the construction of about 81 hectares of new land for new infrastructure development. The Third Berth Project is expected to increase rail traffic to Roberts Bank from 18 trains a day to 21 trains a day. (Vancouver Sun, April 28)

**OLD CPR STATION TO BE RESTORED:** Edmundston's old CPR station is about to get a new lease on life. The province, federal government and city are investing a total of \$687,798 to restore the station and renovate it to house the offices of the Edmundston - Madawaska Tourism Office and a railway museum. Work on the building, turned over to the city in 1998 by Canadian Pacific Railway, will begin this summer. At the time it was completed in 1930, the Edmundston station offered a glimpse of some of the architectural styles CPR would adopt for other railway stations across Canada. The station - which stopped serving passengers during the 1970s - had a mix of concrete, wood, red brick and stones, featured arched windows to let in the sun, and an asbestos-cement shingle roof. The structure also had Italian marble flooring, much of which has been damaged over the years by vandals. The building is a provincially protected historic site. A year-round tourism information office will also be housed in the building. (The Moncton Times and Transcript, April 26, thanks to Art Clowes)

**RAIL TRAFFIC DOWN IN APRIL:** Canadian rail carload traffic was down 5,067 carloads (1.7%) in April 2005 to 287,422 carloads, and up 9,241 carloads (0.8%) for the year to date to 1,193,598 carloads. Carloads of chemicals in Canada were down 3,572 carloads (5.6%) in April 2005, but up 5,315 carloads (2.1%) for the first four months of the year; carloads of metallic ores were down 2,000 carloads (15.4%) for the month, but up 6,215 carloads (12.4%) for the year to date. Canadian intermodal traffic was up 1,784 units (1.0%) in April 2005 compared with April 2004 to 174,972 units, and up 27,186 units (4.0%) for the first four months of 2005 to 713,656 units. (AAR, May 5)

**BURLINGTON'S HERITAGE RAILWAY STATION IS MOVING ON:** Burlington ON's century-old railway station will be moved on Friday the 13th. With a little luck, the station will be aboard a truck and moved into temporary storage to make way for CN to add a third track through Burlington. Ownership of the station has been transferred to the city and an engineering report indicates the building is in good structural condition except for a chimney inside which might have to be braced, or removed and restored. CN notified the city late in March that it wanted the station moved by May 1 or it would have to be demolished. CN is paying the \$12,500 cost to prepare the building for moving. (Hamilton Spectator, May 11)

**GE HAS HYBRID DIESEL-ELECTRIC LOCOMOTIVE ON DRAWING BOARD:** General Electric Co. has unveiled *ecomagination*, an initiative under which the company plans to develop and market technologies that address today's environmental challenges. As part of the initiative, GE Transportation Rail is developing a hybrid 4,400-horsepower diesel-electric locomotive designed to store energy in a battery bank to reduce emissions and fuel usage about 50% and 15%, respectively, compared with a conventional diesel locomotive. The road unit will feature lead-free rechargeable batteries that provide the locomotive an additional 2,000 horsepower when needed, such as to move up a steep incline or operate in a high altitude. "GE's hybrid locomotive is being designed to reduce carbon dioxide emissions over its lifetime [equal to] taking 2,600 cars off the road for a year [and emitting] half as much nitrogen oxide as locomotives built 20 years ago," GE officials said in a prepared statement. As part of *ecomagination*, GE also plans to double annual research and development spending to \$1.5 billion, introduce more environmentally friendly products, reduce its own greenhouse gas emissions and improve its energy efficiency. (Progressive Railroading, May 10) ■

## The "West End Pool"

We're now on the west (Ontario) side of the Ottawa River, having previously reviewed The Maniwaki, Waltham and Lachute subs., on the east (Quebec) side. The "west end pool" was the creation of the engine crews, and their Brotherhoods, who worked the "through" passenger jobs on the Carleton Place and Chalk River subdivisions out of Ottawa West. While this was basically night work, it was also good work and work bid on by the boys with the "whiskers" (seniority).

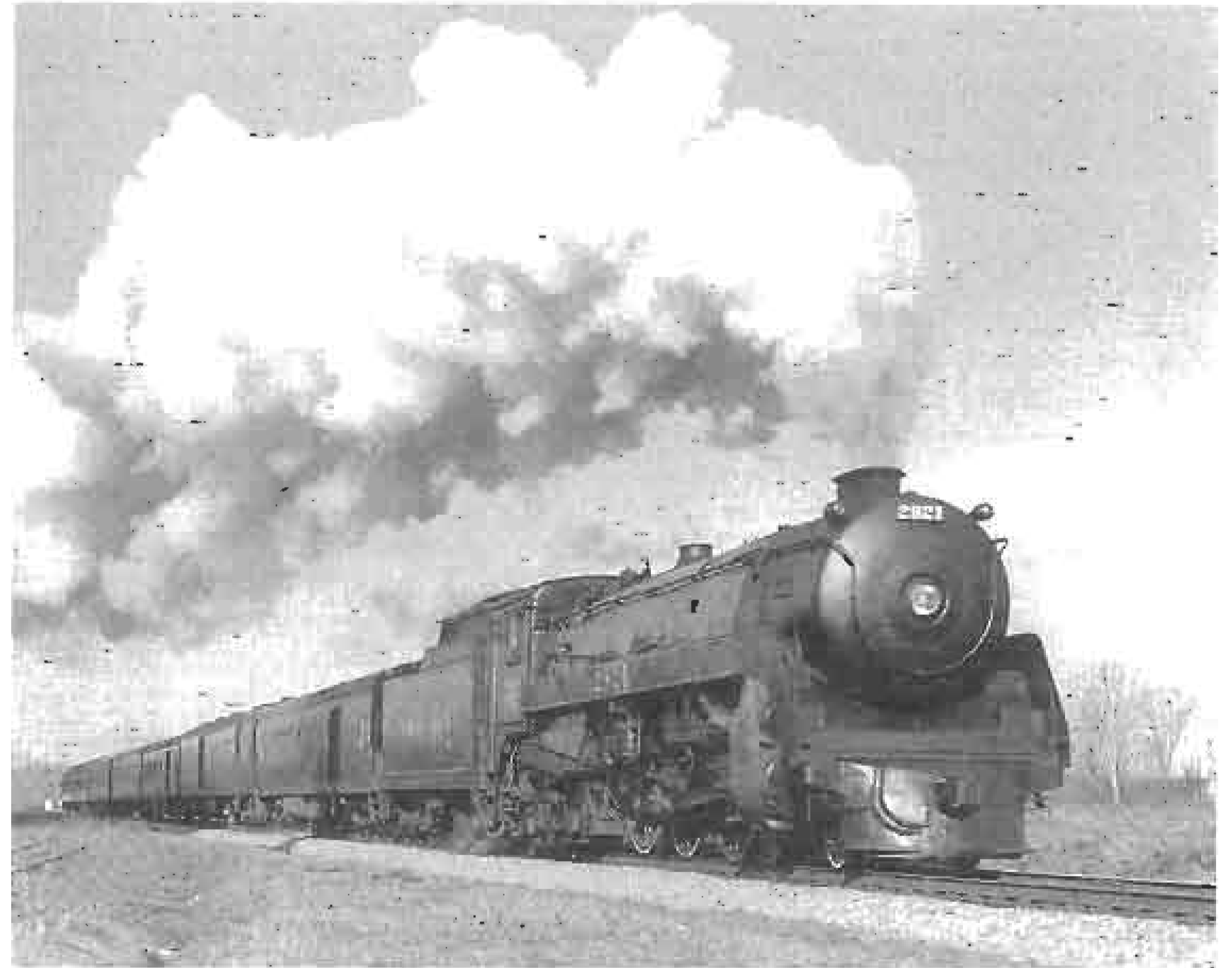
The jobs in the west end pool were: trains Nos. 7 and 8, 9 and 10 and 1 and 2 (not "The Canadian", at least not yet). Only the engine crews were involved in this arrangement, the train crews had an arrangement of their own. The company didn't really care how the boys wanted to work the jobs, just so long as the trains ran without personnel problems. In reality it worked out that, for example, you might go west out of Ottawa West on one job and east on another, but not necessarily the "mate" of the westbound job. In other words if you went west on No. 7 you didn't necessarily come back on No. 8. There was one fly in the ointment, however. If you went west on No. 1 (the Vancouver local) you got hung up in Chalk River (RV) for roughly 18 hours before returning to Ottawa West (UY) on No. 2, but only once every third trip. If it was summertime and you were a spare man, like I was, you didn't mind this one bit as it gave you a chance to catch up on your sleep in the Chalk River bunkroom, and if you've been working 80 hour weeks in the cabs of steam locomotives a good night's (day's!) sleep was merciful.

Working on trains 7 and 8 or 9 and 10 was a different matter. In these cases you only got a few hours layover in RV which meant going into the all night station restaurant, kibitzing with the waitresses, whom we all knew, and having a few laughs with other "rails". After coffee and toast or a piece of pie I used to go into the empty waiting room, roll up my overalls to make a pillow and catch "40 winks" on one of the hard as concrete wooden benches. Before long I'd hear the "op" say: "number 8's passing Wylie" (first "block" west of RV). I'd bounce up, get the overalls back on and walk to the east end of the platform and wait at the hydrant for the engine to roll to a stop.

One night while I was doing my usual on the RV station bench I heard the 'Op' exclaim: "9 and 10 have just met head on at Morel" (a passing track just east of Mattawa). I was jerked back into consciousness in a hurry and went over to ask the 'Op' for details. He didn't know too much at the time but there was one hell of a mess up there. Seems as though No. 10 went by the east switch of the Morel passing track where he was supposed to meet westbound No. 9. There was a heavy fog at the time and No. 10's crew simply went by 'the block' at the east switch. Realizing what had happened they got stopped and were attempting to back up when No. 9, 'right on the money', ploughed into them. The headend crew on No. 9 (engine 2823) saw No. 10's headlight (engine 2821) and "joined the birds" (bailed off on the fly). The fireman who had relieved me on the 2823 at RV, was a chap named Sullivan (I've forgotten his first name), an ex-Toronto Maple Leafs hockey player who I used to exchange quips with. In any event he and his hogger weren't really badly hurt, nor was the fireman on No. 10, but No. 10's hogger, a North Bay man by the name of Donaldson, was badly hurt and ended up severely brain damaged. Many passengers were shaken up, but none seriously hurt. What saved the day was a wooden bodied "passenger" reefer car loaded with cases of iced fish right behind the 2821's tender. This car, as it was being crushed, acted as a giant sized shock absorber. The two Hudsons ended up with their front cylinder heads touching - both were rebuilt.

In the case of the 2821 it was the second heavy rebuild she got as the result of an accident in about four years. She suffered a lot of damage in a wreck on the Carleton Place subdivision at Churchill Avenue in Ottawa in 1950. Engineer Albert Scharfe died in that one. Fireman Earl Fergus was hurt, but went on to retire as an engineer many years later.

When I originally wrote this Tid Bit in May of 1991, I made the error of stating that 2821 was on train No. 9, and the '23 was on No. 10. Of course this was not the case, I had them reversed. I should have known, I'd worked on the 2823 from Ottawa West to Chalk River.



*H1c Hudson No. 2821, mechanically, is almost identical to her earlier standard sisters and is seen here, eastbound, near Hurdman (Ottawa) with Train 232 for Montreal on April 7, 1959. It's going to be a quick and easy trip for the '21 and her crew today down the M & O sub. with this short and light train. This engine was wrecked in Ottawa's west end in 1950 on train No. 8, taking the life of her engineer, Albert Scharfe. Within 5 years she was involved in the head-on collision with the 2823 at Morel (near Mattawa). Photograph courtesy Paterson-George collection.*

In any event, this error was pointed out to me by Laurent (Larry) Tremblay (a BRS member) who was the 'Op' at Mattawa that night!

Meanwhile back in RV, I was still trying to find out how I was going to get back to UY. I thought I'd better 'phone Ottawa and let 'the bride' know what had happened as the accident would no doubt be on the radio news. She knew that I had gone west on No. 9 and I wanted to assure her that the wreck had taken place west of Chalk River, after I'd been relieved. My hogger and I were there all day when D10 (4-6-0) No. 1000 brought in the remaining serviceable equipment off No. 10 at around 6:00 PM. The 1000 was taken off the train and replaced with a 2200 series G1 Pacific. We finally headed for home.



*H1b series Hudson No. 2810, seen regularly in the Quebec City, Montreal and Ottawa areas, as well as elsewhere on Eastern Lines during her latter years, is seen here leaving Ottawa West with eastbound transcontinental, #8, "The Dominion", down to Montreal, circa 1943.*

## THOSE G1's COULD GO LIKE STINK

And speaking of G1's on the west end, double-headers and second sections frequently got a G1. The G1 was a pretty good light Pacific, a little elderly, but most had been upgraded. Only three had ever been equipped with stokers (2200, 2202 and 2219) and with one exception (2221), in my experience they were all good engines. Good, for a handbomber (hand fired engine) that is. I must confess that I never thought firing any light Pacific could tax me, physically, until my first trip on a second section of one of those through trains on the west end. I was wrong! Because the train was heavy, usually 6 or 8 cars, and the timing was fast, the fireman spent most of the trip on the deck with the scoop in his hands. The G1's (and the G2's for that matter) had a very sharp exhaust which really caused a heavy draft on the fire. In addition the engineer had to "go after" the engine at all times if we were going to get over the road on time. This roaring exhaust pulled 'hell' out of the fire, especially the 'bank' across the back of the firebox. Unless you've fired under these conditions you've really no idea of how much strength it takes to put a scoop full of coal inside the Butterfly firedoors and then turn the scoop up on its side, left or right, to get the coal into the back corners. The suction from the draft, once you turn that scoop crosswise, puts a real strain on your arms and shoulders. Bear in mind also that each time you step on that air pedal to open those firedoors about 2000F degrees of heat hits your arms and face. After mile upon mile of this, with the engine shaking and bouncing around, by the time you get to wherever you're going, you're tired. As I said, I never thought that a light Pacific, regardless of how hard it was being worked, could tire me out, but once again I was wrong. Quite a difference from firing a Hudson or heavy Pacific, with 12 to 14 cars, with a stoker!



*Train No. 557 is on the Carleton Place sub. near Westboro on June 27, 1956. Unlike sister 2218 (see Page 20), the 2200 is stoker equipped, has a vestibule cab, and the large 8,000 Imperial Gallon tender. Photograph courtesy of Al Paterson.*

## IT WASN'T FOR THE FAINT OF HEART

Firing those heavy through trains with a regular west end pool hogger was quite an experience. I remember most of them well, but I'll never forget Reggie Mannion. Reg was a big, husky man, heavyweight prize fighter size, and feared by many of the younger firemen. For some reason, maybe because I was so small, I got along just fine with Reggie. He even called me by the first name (not done by most of the senior guys, I was simply "young du Fresne") and we became friends and while I respected Reggie, I think he may have had the same feeling for this young kid from Montreal. I guess I should also point

out that I liked firing and railroading and worked hard to do it well – and so did Reggie. The thing I remember most about Reg Mannion was his reputation for getting a train over the road in the minimum number of hours and minutes. I enjoyed a few wild rides on the 2800's (Hudsons) with Reg. God he'd let her roar across that sandy flat area west of Petawawa over toward Thistle (mile 110.0). We'd be going like the wind approaching the reverse curve just west of the block signal. Reggie would let her go to the last possible moment, bleed off about 10 PSI of air from the train line, hold her up for a moment or two, put the brake valve back into running position and let nature take its course as the big Hudson rocked and rolled her way around those curves. It was astonishing to see the headlight illuminate the trees, and seemingly stay on the same spot while the track curved left, and the engine didn't! Finally the front end would lurch around into the curve and then repeat it the other way on the way out. Reggie knew exactly what he was doing, but it wasn't for the faint of heart.

Another of Reggie's abilities was, on the westbound run, to go blasting by Mayhew (mile 55.8) and let her run up to the main line coal chute just east of the Renfrew station (mile 58.8). He'd once again let her go to the last possible moment, wind on the air and make one of the damndest grand stand stops you ever saw, with the front end of the tender coal box right under the 'chute. Now, if you don't think that takes a lot of skill and great judgment you haven't any feeling whatsoever for train dynamics. Anyone of the other regular hoggers, all good men, wouldn't even try that stunt. Many would slow down way back with the automatic brake, work the engine lightly until they got close, bleed off some more air until the front of the engine got under the 'chute, put the automatic brake valve back into running position and finish the stop using the independent brake.

This procedure cost many minutes in a very tight schedule, minutes that Reggie didn't lose.

## ORGANIZATION

And speaking of that main line coal chute at Renfrew, we had a real organization there. As the hogger got the train within a car length of two of the 'chute the fireman would climb up onto the tender tank. Just as the stop was being made he would go up onto the narrow walkway alongside the 21 ton capacity coal box and await the final stop. The 'chute attendant, standing on a platform several feet above the fireman, would hand down a length of 2" x 4" wood to be placed between the coal box and the parallel hand rail. The attendant meanwhile would also hand the fireman the rope to pull down the 'chutes flat steel trough onto the 2" x 4", which held it up high enough that the far side of the coal box filled first. The attendant then raised the heavy steel door to let the coal flow. In the cold weather months it was often necessary to move ahead 6 or 8 feet to fill the back of the box after the front end was loaded. As soon as the coal was on board, the metal trough was shoved up by the fireman and the 2" x 4" passed back up to the attendant. While this was going on the fireman was hollering to the engineer: "highball". If the train was westbound another stop would be made in about a half mile at the Renfrew station for water, passenger handling, mail, baggage, and express shipments. If eastbound, the water stop had already been made. In either case the headend boys were kept pretty busy around Renfrew.

And remember, this performance was repeated a minimum of 6 times each and every night in less than an 8 hour period. The lads on the 'chute were also kept pretty busy ensuring the

coal was unloaded from the adjacent hopper cars and raised up into the 'chute's storage bins. I never got to know any of the fellows on the 'chute but always had a "how's it goin'?" for them when I climbed up beside the coal box. Some nights we very briefly discussed the snow, rain, heat, cold, wind, etc. You know, everyone talks about the weather (but no one does anything about it).

## YOU REALLY HAD TO SCAT

Running or firing the transcontinentals, and the Montreal-Sudbury jobs, which were just as heavy and had a Hudson for power, was

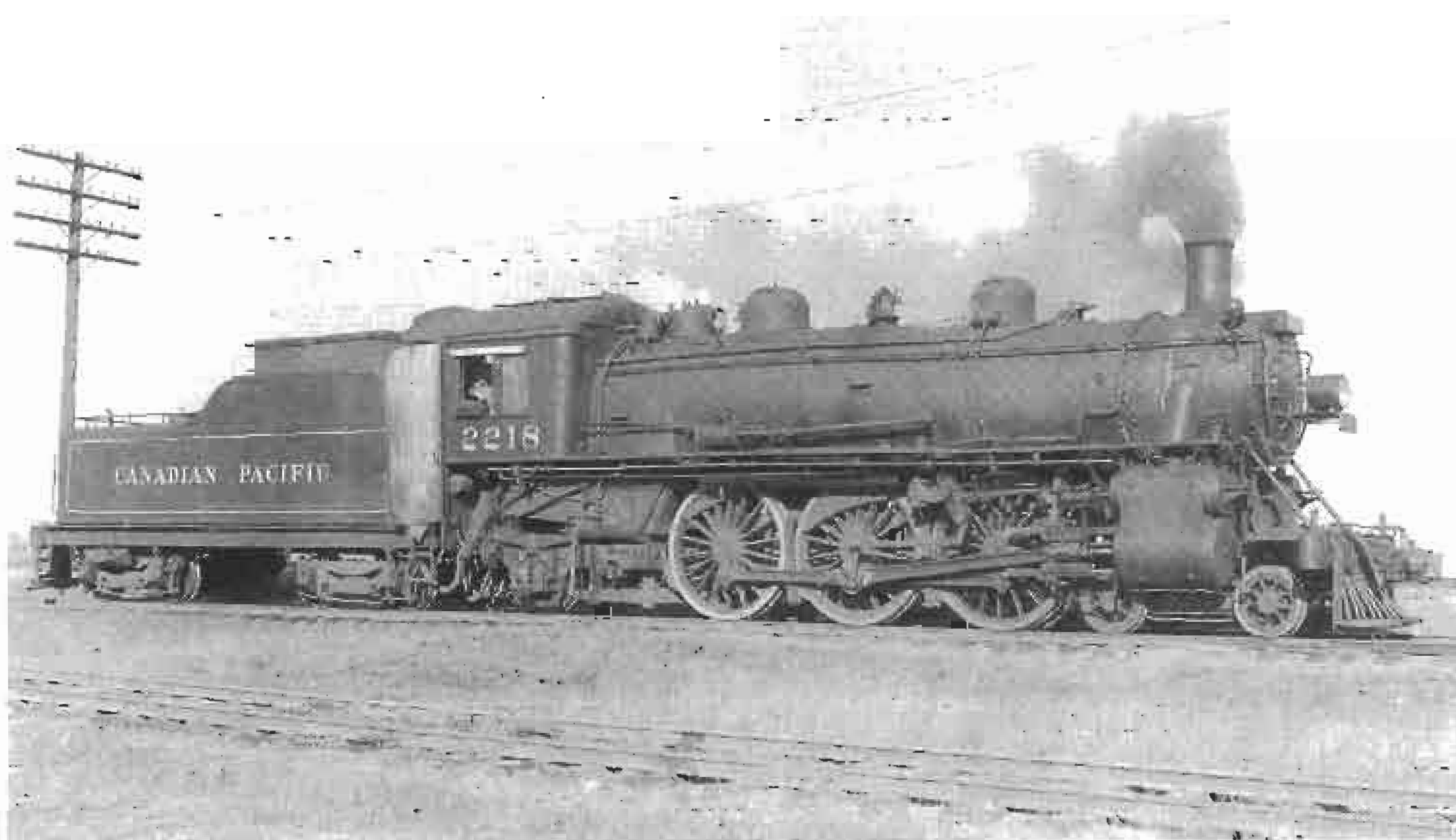
interesting railroading (and I loved it). The power and rolling stock was well maintained and everyone involved in the operation was motivated and were good railroaders. I found the work very satisfying, and the fact that these west end jobs were worked during the night hours never concerned me a bit. I always felt like I was railroading in the big leagues on the Chalk River sub. We had powerful mainline power, long distance heavy passenger trains, and we met opposite and same direction passenger and freight trains on a well dispatched, busy, single track, transcontinental main line. It was a place for "heads up railroading".

If you got called for No. 7, for example, you booked out at the Ottawa West shop and then walked through the roundhouse to No. 27 stall, went through the 'people sized' door in one half of the stall outer door and crossed over to the Ottawa West station to await No. 7's arrival from CD (downtown Ottawa Union Station). On most timebills in those years it was around or just after 11:00 PM. The outgoing fireman supervised the fire cleaning operation, done right on the main line of course, while the incoming fireman took water (filled the 12,000 Imperial Gallon water tank in the tender). Meanwhile the outgoing engineer 'oiled around' and inspected the running gear, accompanied by the shop foreman. The shop labour force greased rods and filled the mechanical lubricator, and if it was winter time, coal might have to be shovelled ahead from the back of the box. This well orchestrated operation took just 10 minutes. Train orders, brought up by the Conductor, were read, watches were compared, and we moved out. The schedule allowed 34 minutes to get over the 27.7 miles to Carleton Place, where we took water, again, and very quickly got underway again with another set of train orders to read and understand. The only stops scheduled on the Chalk River sub. were at Renfrew and Pembroke, with possible stops at Almonte, Arnprior and Pembroke to entrain sleeping car passengers only. Of course there was the stop for coal at the main line 'chute just east of the Renfrew station, followed by a water stop at the station. Timing for the 98 miles from Carleton Place to Chalk River was 2 hours and 10 minutes. Not too quick, you say? Overall, I'd have to agree, but with the size of the train (usually 14 cars), the number of stops and the topography, you really had to scat between stops.

CP's 2800 series Hudsons were good engines on these heavy trains. They had ample boiler capacity, were very good steamers, and they could run. I always enjoyed firing them, the harder they were worked, the better they steamed - the mark of a modern, well designed engine. The big, modern, G3 heavy Pacifics didn't have the boiler capacity of the 2800's but it didn't seem to hold them back - they were grand engines, and I've always regretted that not one of those later built 2400's was preserved.

## THE PEMBROKE LOCALS

Besides the West End Pool and the through trains, there was also a pair of locals. Trains 555 and 558 made a round trip from Ottawa Union to Chalk River during the daylight hours, 7 days a week. This



G1 engine No. 2218 was frequently seen on the "Pembroke" locals. Unlike many of the G1's she never got a vestibule cab. While the old "California Convertible" cab was O.K. in the summer months, those canvas side curtains did little to keep old man winter out when running along at any speed above 20 MPH. Photograph at Pembroke on October 14, 1958, by of Al Paterson.

was the No. 1 choice job out of Ottawa and the boys with the most seniority worked it, both engineers and firemen. It paid well and, obviously, had 'bankers hours'. The other job, trains 557 and 556 was similar except that it left Ottawa in the afternoon, laid overnight in Chalk River, and returned to Ottawa the following morning. It ran daily except Sunday, but there was a Sunday only schedule and the train was billed as No. 550-551. These jobs were known as the "Pembroke Locals", although they terminated at Chalk River. Or did they? One day I was called off the spare board to fire No. 555 (a pretty good catch for a young spare man!). In any event somewhere along the way we received an instruction that told us we were not going to Chalk River, but to turn the train on the wye at Campspur (mile 105.0), just west of the Petawawa station. Instead of lunch in the Chalk River bunkhouse, we had it sitting on the seat box in the cab of our G5 1200 series Pacific on the east leg of the Campspur wye. I don't know if this was done more than once or not. Needless to say, we didn't like it.

The passenger locals usually consisted of 3 or 4 cars with a head end car handling mail and express. Motive power, in my time, was generally a G5 1200 series light Pacific, but I remember G1 No. 2218 (complete with open cab) on 557 at one time, and occasionally one of the three stoker fired G1's. These were snappy little jobs and you had to keep your mind on the job to get over the road on time.

Let's look at a westbound run on 555. Even the place names in some cases have become historic, like 555 itself. The engine crew used to come on duty at the Ottawa West shop at around 06:45 to book out and get the engine ready for the trip. "Getting ready" for the trip included such things as a general mechanical inspection of the engine, condition of the firebox, ensuring that there is an adequate supply of coal and water in the tender, testing the water glass reading to ensure it is accurate, that the brake and signal line test O.K., that the bell, whistle, and sanders work, that there is a complete flagging kit on board, spare grease, oils and grease gun, and don't forget to fill the drinking water pail and get a block of ice. Oh, there were many other things to do, but that could be another Tid Bit by itself. The engine left the shop track at 07:15 for the jog over to the Ottawa Union Station (CD), light. The back up move put us over the Prince of Wales bridge to Hull West and Hull, and then over the Princess Alexandra (Interprovincial) bridge to Ottawa Union. This movement was governed by the 'Electric Staff Block Signal System' (written up in **Branchline** many years ago). Our train has been marshalled for us by the CN yard engine at CD. All switching at CD was done by CN in accordance with a CP/CN joint use agreement. In any event we'd back onto our train, couple up, get a brake test from the CN 'car knocker' (car inspector), get our orders from our Conductor, compare watches, etc., and finally get out of town.

Leaving Ottawa Union at 08:15 we re-cross the Alexandra bridge to Hull Beamer (HJ), junction with the Maniwaki and Lachute subs. We make a station stop there and proceeded on to Hull West (HV), junction with the Waltham sub., make a station stop, drop off the 'staff' and pick up a new one and proceed over to Ottawa West (UY) and make the stop there, and drop off the 'staff'. We are now on the Carleton Place sub. at mile 0.0, and 3.9 miles from CD. Once underway again we ran along a right of way which was located at ground level, where the current OC Transpo bus transitway runs through a deep rock cut. Westboro (BO), 1.9 miles west is a stop. Britannia and Nepean are next but there are no stops as these locations are passing tracks only. Stittville (not Stittsville) is the next stop, then over to Ashton, which is a flag stop (a 'flag'). Carleton Place (JN), mile 27.7 is reached at 09:10 and there's likely to be quite a bit of passenger activity here. At this point, after passing the beautiful gardens that adorn this station, we swing off to the west to join the Chalk River sub. We pass the large steel water tank and the ancient, circa 1880 vintage, ex-CP roundhouse (still standing as of this date) before entering block signal territory on the Chalk River sub. Almonte (ON) is our first stop on the Chalk River sub., site of the infamous "Almonte Wreck" which took 36 lives on the evening of December 27, 1942 (see **Branchline**, Apr. 2000). Snedden is a 'flag', and we only occasionally get snagged here. Pakenham is a stop, Waba, a passing track is next, and then Arnprior, a station stop. Braeside, Sand Point, Castleford and Mayhew are all 'flags'. The next stop is Renfrew (RS),

mile 58.8. The old K & P, dubbed the Kick and Push (Kingston & Pembroke Ry.) terminates here, - not in Pembroke. The K & P was the stomping ground of CP's hateful little 400 series 4-6-0's, so with my feelings for those things, I'll say no more.

We're now 73.3 miles from downtown Ottawa, have made 10 stops, as many as 6 flags, and we're 2 hours and 13 minutes into the run. Water is taken at Renfrew while the passenger and express business transpires. The main line coal chute mentioned earlier was scooted under on our way into Renfrew - we won't need coal.

Leaving Renfrew we pass Palmer, a passing track, and Payne, the junction with the Eganville Sub. at mile 62.5 (long since a memory). Haley's is our next stop and is reached after climbing the long easy grade from Payne and past "the garden of Eden" (local railway



*The main line coal chute just east of Renfrew Station. This picture was taken in the post steam era (June 1961) and the 'chute is in the process of being dismantled. The elevated ramp track for the hopper cars has already been removed, as have the large metal chutes for filling tenders. The large sign says:*

**ENGINES MUST NOT USE BLOWER  
INJECTOR WHILE AT COAL CHUTES  
MUST MOVE AWAY WHEN LOADED BY ORDER**

*Photograph courtesy Canada Science and Technology Museum, CSTM Matt-6238.*

folklore). We've now got 7 miles of nearly straight running over to Cobden, and if we're late we're going to turn "a dusty wheel" across this section to pick up a few minutes. Leaving Cobden we've got 'flags' at Snake River and Meath and we'll run by the passing track at Kathmae before reaching Pembroke (FN). Kathmae got its name, I was told years ago, from the names of the daughters of a section foreman, "Kathleen" and "Mae" (now there's a real UBI\* for you!) After getting away from Pembroke we'll zip by the passing track at Stafford before the stop at Petawawa, the site of one of Canada's largest army camps. We'll pass Campspur (where many war time troop trains originated), scoot past Thistle's passing track and reach Chalk River at 12:20, in 4 hours and 5 minutes, if we're on time. We've also covered 130 miles and made 15 stops and starts and as many as 8 'flags' since leaving Ottawa Union.

At Chalk River the engine is taken to the shop to be turned, serviced, coaled and watered while the engine crew retires to the bunk house for lunch. This has to be done very quickly as 558 is scheduled out of Chalk River at 13:15. Ottawa Union will be reached at 17:15, and by the time the engine crew gets the light engine back to Ottawa West Shop, they'll have been on duty about 12 hours and have made the biggest day's pay possible on any regular job out of Ottawa West.

### IT WASN'T THE CHALK RIVER HILTON

About that bunkhouse in Chalk River. This large, ancient, one storey all wood structure was located right next door to the roundhouse and was bounded on its north side by highway 17. The large kitchen was dominated by an appropriately large coal burning range which, it seemed, had more grate area than a company 400 series 4-6-0. The heat it threw, winter and summer, was something else. Another feature of this old place was the enormous "walk in" ice box. I'm not kidding, the ice box was a room large enough to accommodate all the guy's railroad-sized lunch boxes on shelving and another area to hold the hundreds of pounds of ice. Local staff maintained the place and despite its advanced age, it was kept reasonably clean, bearing in mind its "unclean" location.

My most vivid memories of the place have more to do with sleeping, rather than eating, in it. On many occasions, dog tired, there were no beds in any bedroom available. A blackboard, placed outside the door to the hall that led to all the bedrooms, listed the names of all the crews who were sleeping, which room they were in, and also their assignment. Checking the board told you when a crew would be getting up for work and hopefully no one was ahead of you waiting for that room. Understand that this old place was not air conditioned, so when one sweaty crew got "out of the sheets" they sure as hell didn't get changed before you sacked out. One little ritual was always followed before getting into bed - you put your pocket watch and wallet under your pillow. I had never heard of anyone stealing but you never knew, so this precaution was followed.

The beds, by the way, were bunk beds, made out of pipes and pipe fittings. A caboose spring and mattress laid on top. Each of these little rooms (I've forgotten how many there were) was located on either side of a central hall. Each room had two bunk beds, two wooden chairs and a window with a roll-up blind, and that's it. Oh yes, I forgot, there was a single light bulb dangling on a cord hanging from the ceiling. The Chalk River Hilton it wasn't. Despite the sort of work we did in the cabs of coal burning locomotives, I don't remember any shower facilities in the bunkroom. Funny, at the time I accepted this sort of thing without question. Of course I grew up in a house that didn't have a shower either, a once-a-week bath was about as good as it got. The place had a small verandah on the front, but if you thought you might like to sit out, the mosquitoes would make short work of that ill-founded plan. I remember one North Bay hogger who even planted a small flower garden in front of the verandah in a mixture of earth, cinders and coal dust.

Enough of this! The whole area where the roundhouse, turntable, coal tower, bunkhouse, station and restaurant et al stood has been returned to nature, and so has all 27.7 miles of the Carleton Place subdivision. All the jobs associated with CP's 'plant' at Chalk River (and at similar locations across the country) are gone. Only memories live on. Unlike the "Pontiac", I have good memories of the Chalk River sub.

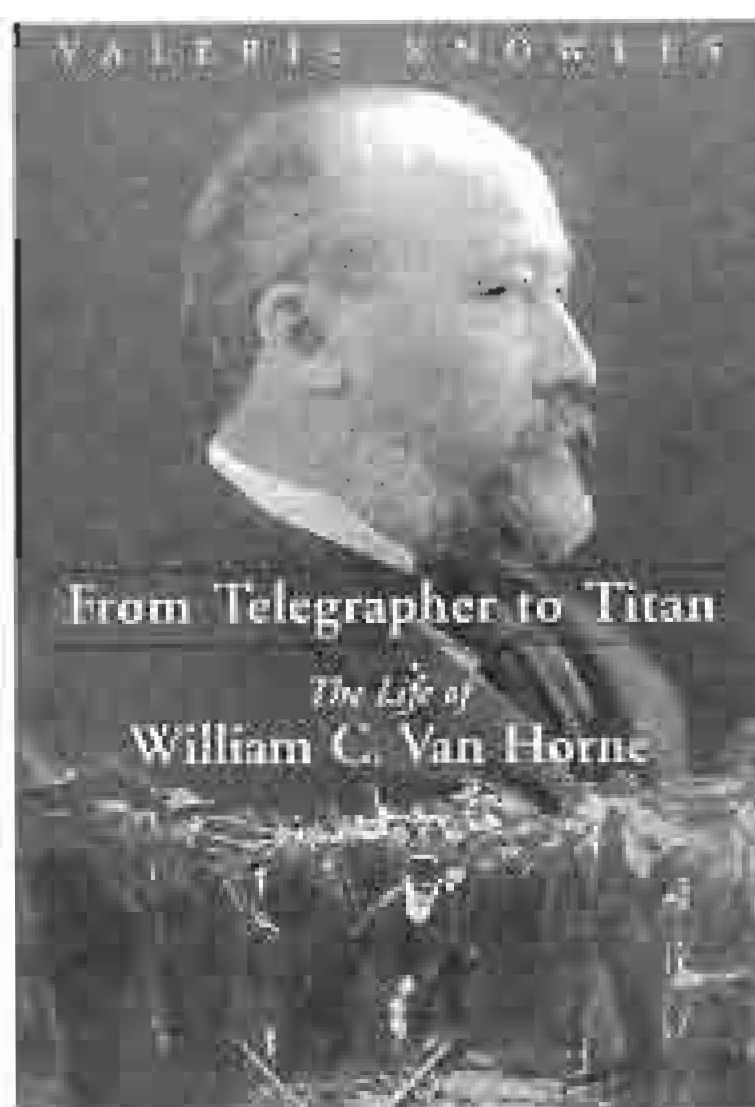
Next time I'm going to write about my favourite CP subdivision, the M & O sub (Hurdman, ON to Vaudreuil, QC). I hope the readers are enjoying this review of work we did out of Ottawa West, a lot of it on tracks that no longer exist or are no longer serviced by CP.

\* UBI useless bit of information. ■

## Book Reviews

### From Telegrapher to Titan - The Life of William C. Van Horne

by Valerie Knowles  
Dundurn Press  
8 Market Street, Suite 200  
Toronto, Ontario  
M5E 1M6  
Price: \$55.00 Cdn or \$48.00 U.S.  
www.dundurn.com



Van Horne is quite famous for the role he played in the building of the Canadian Pacific Railway but little else about this remarkable man is known by most Canadians. Finally, his story is now told thanks to author Valerie Knowles who has written the definitive biography of a very interesting man.

In her book, "From Telegrapher to Titan", Knowles portrays Van Horne as energetic, ethical, particularly for his day, and a real believer in Canada despite his country of birth (the United States) and his family's background, being from Holland. We know quite a bit about his days as general manager of Canadian Pacific during its construction in the 1880s but there have only been snippets of information about his days prior to CPR and his years following retirement as the company's president. "From Telegrapher to Titan" covers these "missing" periods thoroughly.

Ever the enthusiastic and energetic man, Van Horne could not rest on his laurels once he completed the construction of the CPR and guided the company through its early difficult years of operation. After his retirement from the railway (although he remained on the Board of Directors), he quickly got involved with the investment in and construction of a railway in Cuba, a little known fact to most Canadians. He took on the project with the same passion and effort as he had with CPR.

In "From Telegrapher to Titan", we also see the personal side of this extraordinary man. He was very close to his wife, Lucy Adeline, known as Addie and his family, daughter Adeline and son Benjamin (Bennie). Much of what is written in the book comes from personal letters which show the love and caring Van Horne had for his wife. They wrote back and forth constantly while he frequently traveled because of the nature of the business he was in. He missed his family greatly while on these trips.

Despite his fame and connections with leading business men and even the aristocracy, Van Horne was not one who enjoyed his popularity. For the most part, he stayed away from politics and avoided giving speeches as much as possible. However, he did have a second claim to fame: that of an artist and art collector. Somehow as a busy man, he found time to paint and collect art and became well known in his time for his paintings and his collection.

The book also describes some of Van Horne's more negative traits. He could be domineering with the family. He was always advising his son even in later years when Bennie was a man - an obvious sore point with Bennie which affected him for the rest of his life. It didn't stop with his family as Van Horne eagerly gave advice to others as well, even if they didn't ask. As a wealthy man, he was a bit stingy, compared to many of his contemporaries as far as donating to worthy causes. His philanthropy tended to be very selective.

For the most part however, Van Horne was a remarkable person and for Canada a real hero that helped pull Canada together and settle the west. Valerie Knowles has done an excellent job in describing the man and telling his story. The book is easy to read and, as in all good history books, includes a broad range of references. It is certainly well worth the read and is a must for anyone who wants to learn more about Van Horne. (Reviewed by Bruce Ballantyne)

### The British Columbia Railway (Volume Three)

by Timothy J. Horton.

One of two new volumes for 2005 from the BRMNA this wraps up the story of the PGE/BCR. This latest work covers operations from 1990 up to the takeover



of the railway by the CNR on July 14, 2004. This was a period of transition for the railway with changes in motive power, the creation and deletion of new passenger operations and the end of electric operations. All are covered with the high-quality photos and detailed captions that the BRMNA books are known for. The BCR was the last Canadian, in fact North American, railway running an electric operation, luxury, dining and regular passenger services, steam excursion services, steam rebuilding (with the 2816 for the CPR) and those normal everyday freights.

The photos in this volume cover all of the aforementioned activities. The freight photos cover almost the entire mix of power that could be found on the BCR. This includes MLW M-420s, M-420Bs, C-630Ms, M-630s, RS-18s (later caterpillar engined CRS-20), and C-420s. GM power consists of SD40-2s, and GF6C electrics. Towards the end of BCR's existence the railway purchased GE power, which included Dash 9-44CWL, the Dash 8-40CM, C36-7ME, B39-8E, and B36-7 units.

This 32 page volume gives an excellent synopsis of the final 15 years of the BCR. The only prime locomotive not featured is the 2860, which was given good coverage in the previous volumes. If you are a fan of Canada's regional railroads, many of which are now fallen flags, you will enjoy this fine publication. The whole BRMNA series probably gives the best all round coverage of railroading in Canada.

Find this latest work at your local hobby shop or order direct from the British Railway Modellers of North America (BRMNA), 5124-33<sup>rd</sup> Street N.W., Calgary, Alberta, T2L 1V4. Cost of this volume is \$16.00 plus shipping & handling (plus GST/HST in Canada).

For more information visit their website at [www.brmna.com](http://www.brmna.com). (Reviewed by Paul Bown)

## Coming Events

**ST. THOMAS, ONTARIO:** It's an anniversary party to celebrate 60 years of Thomas and Friends as "Thomas the Tank Engine" rolls into the Elgin County Railway Museum on **July 22-24** and **July 29-31** for a "Day Out with Thomas 2005", the Celebration Tour. This fun-filled family event offers pre-schoolers and their families an approximately 25 minute ride with Thomas the Tank Engine. Ride over the Kettle Creek Valley bridge in a vintage coach. Meet and take a photo with Sir Topham Hatt. Visit Imagination Station that features hands on arts and craft activities. There will be storytelling, video viewing, live music, and much more. For ticket information call (519) 637-6284, or check the website: <http://www.ecrm5700.org>.

**GANANOQUE, ONTARIO:** The 8<sup>th</sup> Annual Thousand Islands Model Railroad Show will be held on **August 13 and 14** (10:00 to 16:00 both days) at the Gananoque Recreation Centre, 600 King Street East. Operating layouts in six gauges plus a garden railway, plus vendors. Admission and parking free. Information from Bill Bowman at (613) 382-7575 or Rick Meggs at (613) 382-3244 or e-mail: [TIMRailRoaders@aol.com](mailto:TIMRailRoaders@aol.com).

**ST. THOMAS, ONTARIO:** The Elgin County Railway Museum will hold its annual "Heritage Days" on **August 27 and 28** in the former Michigan Central Locomotive Shop, Wellington Street just west of First Avenue. Admission by donation. Sales tables, locomotives, cabooses, artifacts, a sleeping car, model trains, train rides and more. Information from PO Box 20062, St. Thomas, ON N5P 4H4.

**FIELD, BRITISH COLUMBIA:** The Friends of Yoho are holding their annual two-day seminar on Canadian Pacific's Big Hill and the Spiral Tunnels on **August 27 and 28**. Donald Bain will spend the first day showing and explaining 300+ slides of the railway. On the second day attendees will work west from Morant's Curve back to Field, examining the interesting aspects of the railway including Lake Louise Station, the Great Divide, Divide Creek and the Upper Spiral Tunnel (there is no strenuous walking involved). For more information, contact Karla Gaffney at (250) 343-6067; e-mail: [deb\\_bancroft@pch.gc.ca](mailto:deb_bancroft@pch.gc.ca); or write to the Friends of Yoho, Box 100, Field, BC VOA 1G0.

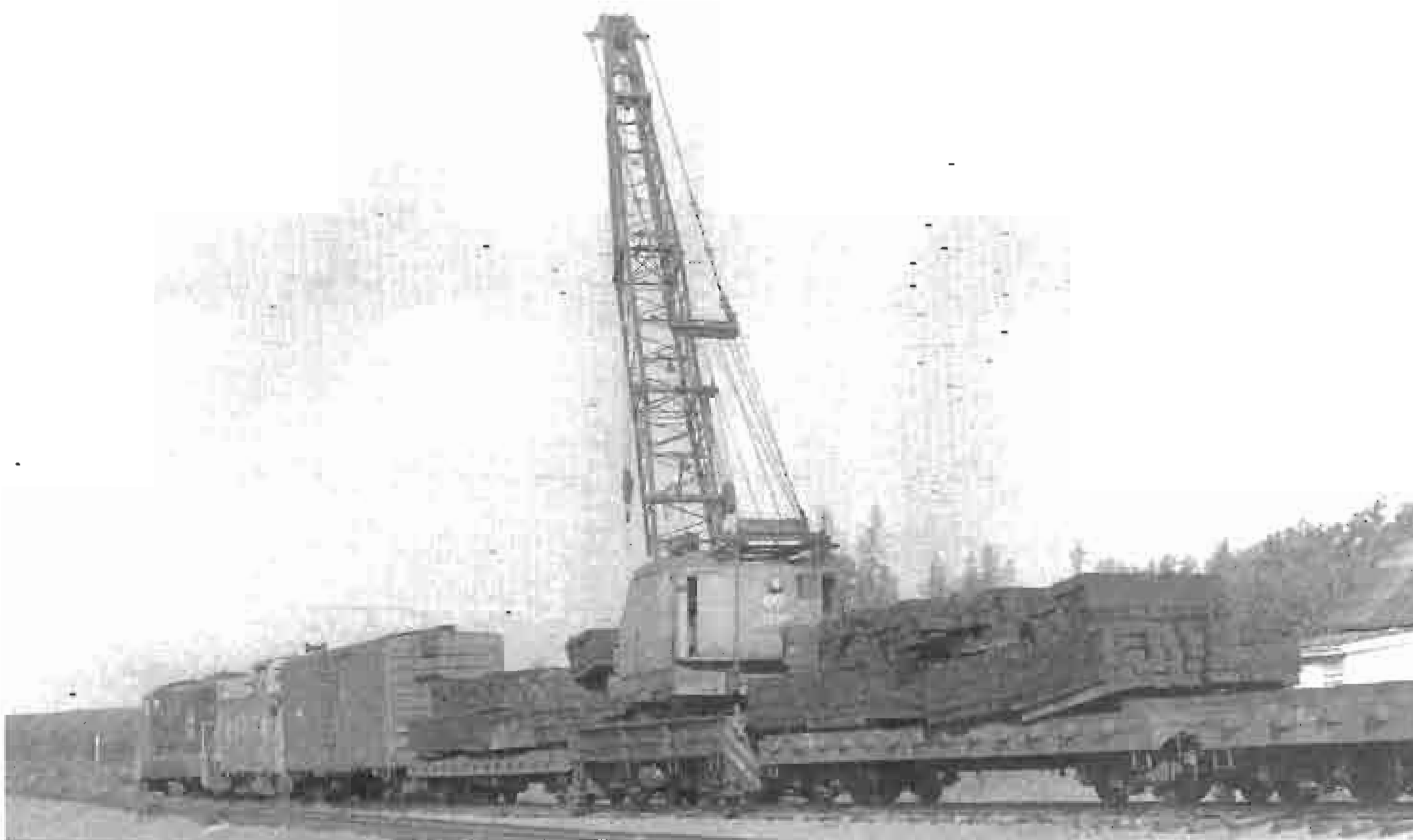
**PICTON, ONTARIO:** The Picton Model Railroaders will present their 17<sup>th</sup> Annual Train Show on **September 17** (10:00 to 17:00) and **September 18** (10:00 to 16:00) at Prince Edward Curling Club, Picton Fair Grounds, Main Street East. Model train layouts, radio controlled aircraft, model farm machinery. Adults \$4; Children \$1. Information from Jack Strachan at (613) 476-3721.

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

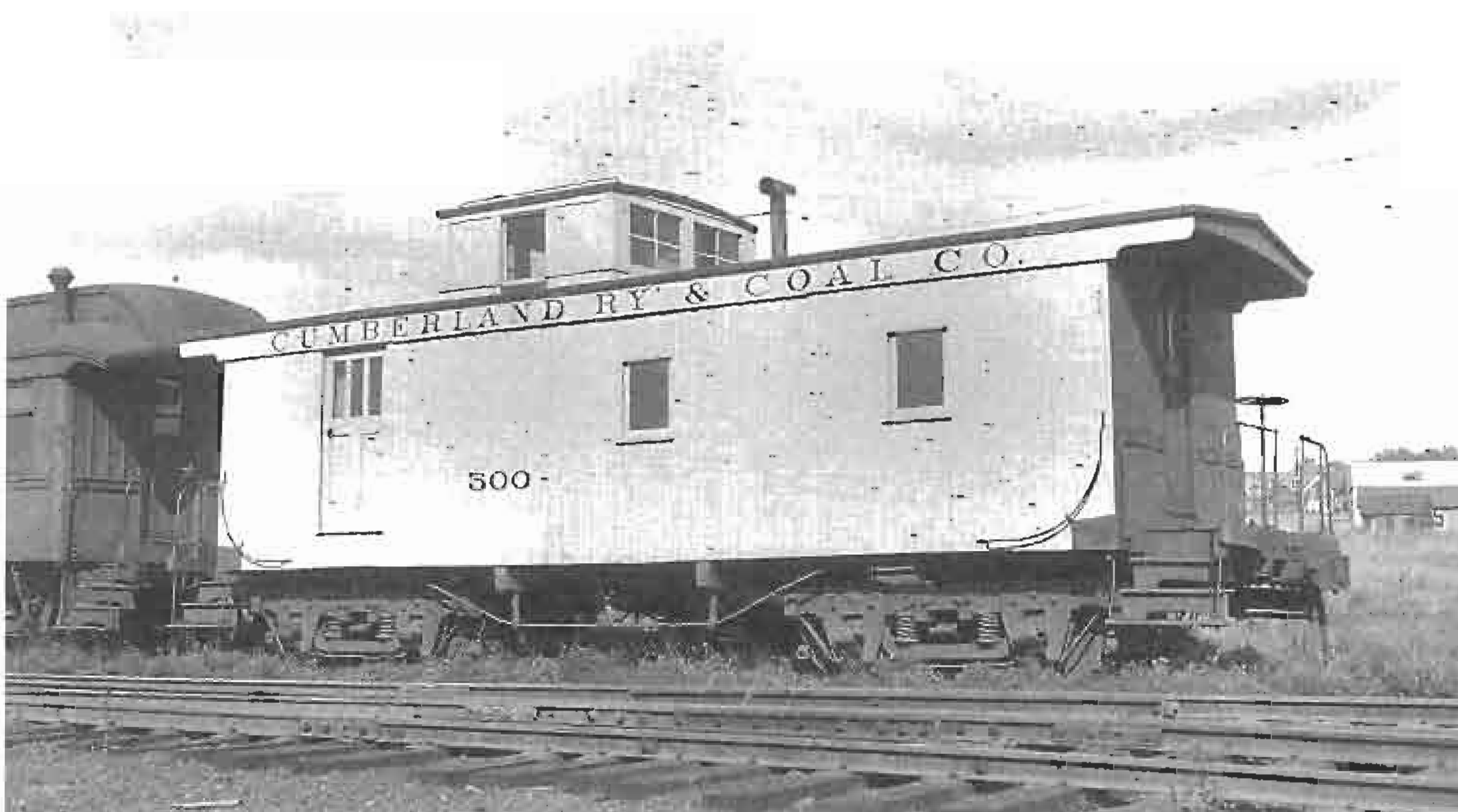
# PHOTO CORNER



*CP Mikado 5410 digs into the grade to Orrs Lake, Ontario, with a westbound freight in the late 1950s. No. 5410 was built by Montreal Locomotive Works in August 1940 and was scrapped in November 1961. Collection of Bob Layfield.*



*In August 1988, Terra Transport's railway operations in Newfoundland were operating on borrowed time. In late-August 1988 photographer Mike Shufelt visited Millertown Jct., arriving and departing by train. This work train, powered by NF210 917, spent a day there picking up bundles of new ties that were once destined for the track. The crumbling passenger platform or "stand" (as it is called on the island) is clearly visible. Railway operations ceased two months later.*



*Cumberland Railway & Coal Company side door caboose 500 is coupled to a vintage coach at Springhill, Nova Scotia, on September 3, 1955. Photo by John D. Knowles.*



Canadian Pacific GP38AC 3004 is resplendent in new paint at Alyth Yard in Calgary, Alberta, on April 15, 2005. No. 3004 was built in 1970 and in 1996 was repainted into a green and yellow livery and lettered E&N Railfreight for service on Vancouver Island, along with sister 3005. RailAmerica took over operations on Vancouver Island in 1999 and the units were reassigned to the Vancouver area. No. 3005 was relettered CP 3005 in 2000, but still retains its green and yellow livery. No. 3004 retained E&N lettering and livery until shopped this spring. Photo by Luc Lanthier.



CN Dash 9-44CW 2667 was heavily damaged in an accident at Mirror, Alberta, on March 8, 2004 and was retired in July 2004. She was rebuilt and reinstated to the roster renumbered 2727 effective April 8, 2005. She and BCOL SD40-2 763 lead an intermodal train in Winnipeg, Manitoba, on April 23, 2005. Photo by Roman Litarchuk.



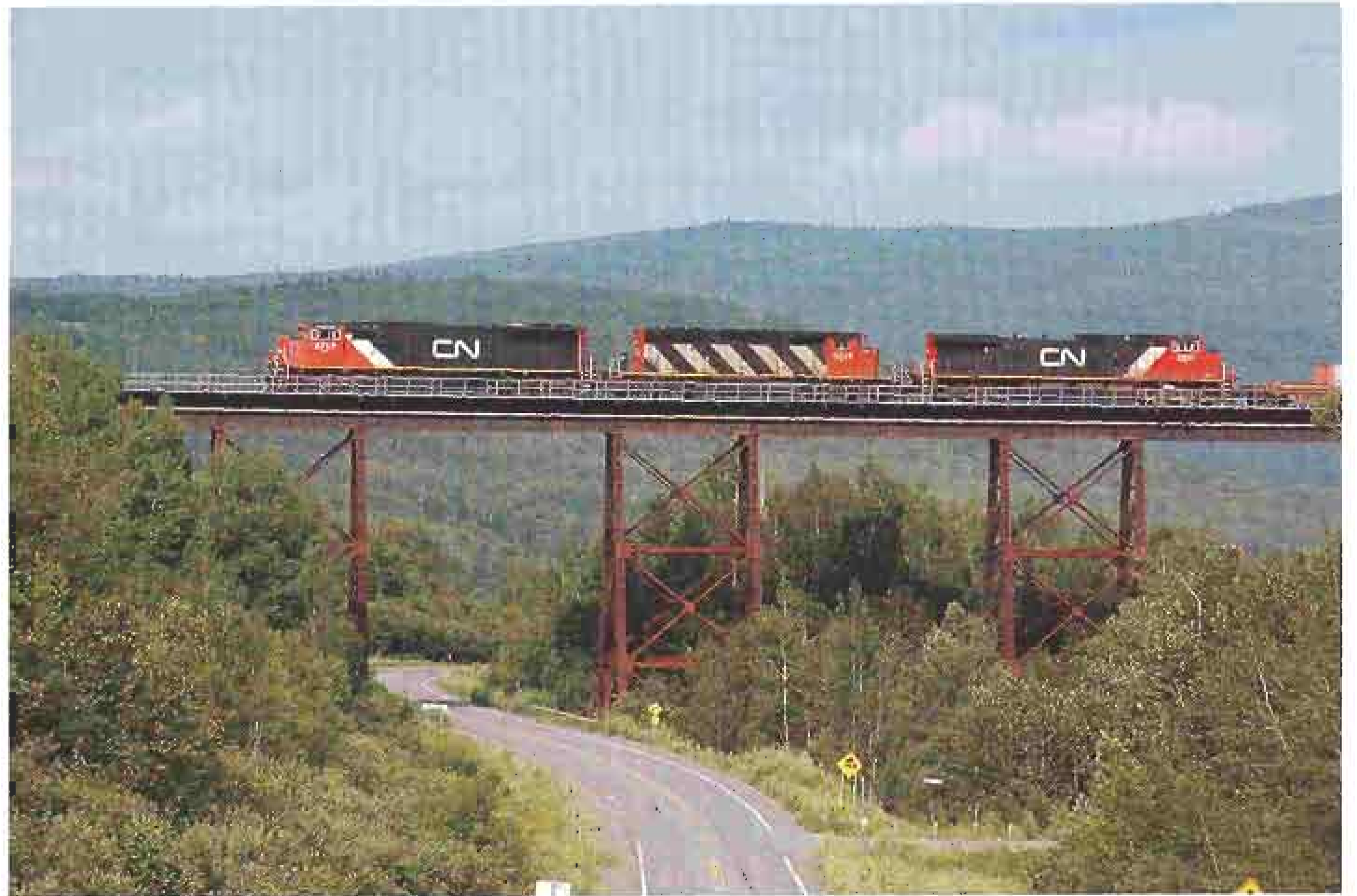
Leased Canadian National GMD1u 1430 and Windsor & Hantsport RS-23 8041 meet a Windsor & Hantsport gypsum train, powered by RS-23s 8036, 8046 and 8026, at Windsor, Nova Scotia, on February 28, 2005. Photo by David Othen.





*New Brunswick Southern GP38-2s 2319 and 2318 (nee Devco 219 and 216) work Montreal, Maine & Atlantic Train 777 at Sherbrooke, Quebec, on March 20, 2005. Photo by George Matheson.*

*A westbound CN freight train, powered by SD75I 5717, SD40-2(W) 5241 and Dash 9-44CW 2611, crosses over the Rivière Boucanée in eastern Québec on July 26, 2004. Photo by Pat Scrimgeour.*



*BNSF on CN with NS. Norfolk Southern train 328 passes the former CN station in Hamilton, Ontario, on April 5, 2005. In charge of this St. Thomas (Ontario) to Buffalo (New York) train are BNSF C44-9W units 5191 and 4569, making for lots of power on this eight-car train. The station is now a convention centre, and has retained most of its railway era charm and atmosphere. Photo by Bryan Barbour.*

## SELECTION OF PASSENGER CONSISTS

<p>15 April 2005 VIA #14 - "Ocean" at Truro, Nova Scotia</p> <p>F40PH-2 6424 (Spiderman) F40PH-2 6425 Baggage 8618 Coach 8139 Coach 8141 Skyline 8506 Dining Car 8413 - Louise Sleeper 8220 - <i>Chateau Papineau</i> Sleeper 8229 - <i>Chateau Viger</i> Sleeper 8221 - <i>Chateau Radisson</i> Sleeper 8211 - <i>Chateau Lasalle</i> Dome-Sleeper-Observation 8711 - <i>Revelstoke Park</i></p> <p>-----</p> <p>16 April 2005 VIA #6 - "Skeena" at Prince George, BC</p> <p>F40PH-2 6401 (Spiderman) Coach 8113 Dome-Sleeper-Observation 8703 - <i>Banff Park</i></p> <p>-----</p> <p>29 April 2005 VIA #68 at Toronto, Ontario</p> <p>P42DC 908 LRC Club 3456 Lounge 1750 ("Glenfraser") LRC Coaches 3322, 3316, 3338</p>	<p>23 April 2005 VIA #1 - "Canadian" at Toronto, Ontario</p> <p>F40PH-2 6401 (Spiderman) F40PH-2 6440 Baggage 8606 Coach 8137 Coach 8129 Skyline 8516 Sleeper 8325 - <i>Elgin Manor</i> Sleeper 8336 - <i>Monck Manor</i> Sleeper 8312 - <i>Butler Manor</i> Skyline 8512 Dining Car 8409 - <i>Fairholme</i> Sleeper 8308 - <i>Bliss Manor</i> Sleeper 8333 - <i>Lorne Manor</i> Sleeper 8303 - <i>Amherst Manor</i> Sleeper 8301 - <i>Abbot Manor</i> Skyline 8507 Dining Car 8414 - <i>Palliser</i> Sleeper 8324 - <i>Dunsmuir Manor</i> Sleeper 8331 - <i>Jarvis Manor</i> Sleeper 8339 - <i>Sherwood Manor</i> Dome-Sleeper-Observation 8702 - <i>Assiniboine Park</i> (50<sup>th</sup> anniversary train, less a day)</p> <p>-----</p> <p>2 May 2005 AMT #80 at Montreal West, QC</p> <p>GP9u 1301 EGU 606 Coaches 1054, 1058, 1039 Cab-Coach 109</p>	<p>15 April 2005 VIA #60 at Cobourg, Ontario</p> <p>F40PH-2 6456 Baggage 8622 Club Cars 4005, 4003 Coaches 4117, 4122, 4102, 4103</p> <p>-----</p> <p>27 April 2005 VIA #198 - "Malahat" at Nanaimo, British Columbia</p> <p>RDC-1 6135 RDC-1 6148</p> <p>-----</p> <p>29 April 2005 ONT #698 - "Northlander" at Washago, Ontario</p> <p>GP38-2 1804 EGU 202 Coach 612 Coach 609 Snack Car 703</p> <p>-----</p> <p>2 May 2005 AMT #174 at Montreal West, QC</p> <p>F59PHI 1324 Gallery Coaches 924, 921, 926, 923, 925, 920 Gallery Cab-Coaches 900, 901</p>	<p>2 May 2005 AMT #802 at Montreal, Quebec</p> <p>F40PHR 319 GP9u 1313 Coaches 1247, 1248, 1251, 1249, 1257, 1209, 1258, 1255, 1254 Cab-Coach 201</p> <p>-----</p> <p>5 May 2005 VIA #600/604 - "Saguenay/Abitibi" at Ahuntsic (Montreal), Quebec</p> <p>F40PH-2 6403 (CBC livery) F40PH-2 6431 Baggage 8608 Coach 8145 Baggage 8612 Coach 8146</p> <p>-----</p> <p>11 May 2005 CP "Royal Canadian Pacific" at Environ, British Columbia</p> <p>GP38-2 3084 FP9 1401 Generator/Baggage 95 Business Car 71 - <i>Killarney</i> Stateroom Car 79 - <i>N.R. Crump</i> Stateroom Car 84 - <i>Banffshire</i> Business Car 78 - <i>Royal Wentworth</i> Dining Car 85 - <i>Craigellachie</i> Business Car 74 - <i>Mount Stephen</i></p>	<p>10 May 2005 VIA #2 - "Canadian" at Vancouver, BC</p> <p>F40PH-2 6448 F40PH-2 6427 F40PH-2 6440 Baggage 8609 * Club Car 4001 * Glass-Roofed Coach 1722 * Club Car 4004 * Baggage 8606 Coach 8137 Coach 8129 Skyline 8516 Sleeper 8325 - <i>Elgin Manor</i> Sleeper 8336 - <i>Monck Manor</i> Sleeper 8312 - <i>Butler Manor</i> Skyline 8512 Dining Car 8412 - <i>Fairholme</i> Sleeper 8308 - <i>Bliss Manor</i> Sleeper 8333 - <i>Lorne Manor</i> Sleeper 8303 - <i>Amherst Manor</i> ** Sleeper 8337 - <i>Oster Manor</i> ** Sleeper 8317 - <i>Cornwall Manor</i> ** Sleeper 8341 - <i>Thompson Manor</i> ** Skyline 8507 Diner 8414 - <i>Palliser</i> Sleeper 8324 - <i>Dunsmuir Manor</i> Sleeper 8331 - <i>Jarvis Manor</i> Sleeper 8339 - <i>Sherwood Manor</i> Dome-Sleeper-Observation 8702 - <i>Assiniboine Park</i></p> <p>* deadhead to Jasper ** deadhead to Toronto</p>
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(Thanks to Martin Boston, Tom Box, Doug Cameron, Milne Hall, Brian Kimmons, Terry Muirhead, Stan Smith, Doug Thorne and Lorence Toutant)

## SAMPLES OF DIESEL UNIT CONSISTS

<p>Apr 8 - CN eastbound at Prince George, BC: CN SD751s 5651 and 5799 and DRGW SD40T-2 5401. Apr 8 - CN westbound at Prince George, BC: CN Dash 9-44CW 2685 and NS C40-9W 9309. Apr 10 - NBEC 402 at Campbellton, NB: CFMG SD40 6906, SFEX C-424 4204, NBEC C-424 4214 and NBEC SD40 6904. Apr 10 - CN 398 at Speyside, ON: CN Dash 8-40CM 2403 and WC SD45u 7589. Apr 10 - GEXR 432 at Stratford, ON: RLK GP35 2210, GEXR GP40s 4046 and 4019, GEXR GP38 3856, GEXR GP38AC 3835 and LLPX GP38AC 2210. Apr 12 - CN westbound at Englefield, SK: CN SD751 5641 and CN SD40 5233. Apr 13 - CBNS 306 at Havre Boucher, NS: HATX SD45-2 907, CN SD40-2 5366, HATX SD45-2 910, GEXR GP40 4022 and HATX SD45-2 912. Apr 14 - CN 451 at North Bay, ON: CN SD751 5791, CN SD40 5230, CN SD40-2 5383 and BNSF B40-8W 566. Apr 14 - CP 241 at St-Lazare, QC: SOO SD60s 6034, 6022, 6043, 6049 and 6057. Apr 15 - CP TG11 at Hagey, ON: CP GP9u's 8233 and 1646.</p> <p>Apr 15 - GEXR 432 at Kitchener, ON: RLK GP35 2210, GEXR GP40s 4046 and 4019 and RLK GP9-4 4001. Apr 15 - CP 138 at London, ON: CP AC4400CW 8512, SOO SD60 6013, CP AC4400CWs 9619 and 9517, CP SD40-2s 5776 and 5722, CEFX AC4400CW 1021 and CP SD40-2 5800. Apr 16 - CP 257 at Orrs Lake, ON: STLH GP9u 8223, CP GP9u 8203 and CP AC4400CW 9551. Apr 16 - QGRY 727 at Devault, QC: QGRY GP40-2L(W) 3014, HCRY SD45 461, HLCX SD38-2 2001 and QGRY SW1500 1505. Apr 16 - CN 512 at Beamer Jct., AB: CN GP40-2L(W) 9486, CN SD40-2(W) 5310, CN GP38-2(W) 4765 and CN SD40 5000. Apr 17 - CN eastbound at Woodstock, ON: CN Dash 9-44CWs 2545 and 2602, CN SD751 5681, WC SD45 6503 and CN Dash 8-40CM 2422. Apr 17 - NECR 323 at St-Lambert, QC: CN GP40-2L(W)s 9411, 9606 and 9493. Apr 18 - CN southbound empty grain hoppers at Lucky Lake, SK: CN SD40-2 5391 and CN GP38-2(W) 4795. Apr 19 - ONT 111 at Widdifield, ON: ONT SD40-2s 1734 and 1733, CN SD40u 6015 and ONT GP9 1601. Apr 19 - CN 399 at London, ON: CN GP40-2L(W) 9410, NREX SD40-2 5703 (nee CP 5703) and UP SD70ACe 8317.</p> <p>Apr 20 - CP (Kootenay Central) northbound at Environ, BC: CP SD40-2 5793, CP SD40-2F 9018 and CP SD40-2 6022. Apr 23 - CN 336 at Thunder Bay, ON: CN SD60F 5513 and IC SD40-3 6202. Apr 24 - CP 119 at Thunder Bay, ON: CP AC4400CWs 9521 and 8507, with CFMG SD40 6910 dead-in-transit. Apr 26 - GEXR 431 at Kitchener, ON: GEXR GP38AC 3835, CEFX GP38-3 6537, LLPX GP38AC 2210, GEXR GP40s 4046 and 4019, and LLPX GP38-2 2236. Apr 26 - CN 369 at Port Hope, ON: CN Dash 9-44CW 2576, CN SD751 5637, CN Dash 8-40CM 2441, CN SD751 5754, IC SD40A-2R 6008, CN GP9-Slug 227 and CN GP9RM 7232. Apr 27 - CN 450 at North Bay, ON: CN Dash 9-44CW 2685, WC SD45 7520 and IC SD40-3 6265. Apr 28 - CP 241 at Perth, ON: CP SD40-2 6024, CEFX AC4400CW 1044, OSRX RS-23 505 and CP SD40-2 6080. Apr 28 - CP (Ottawa Valley) 119 at North Bay, ON: CP SD90MAC 9134, CP GP9u 1688, CP SD90MACs 9123 and 9102 and CP SD40-2 5908. Apr 30 - QGRY eastbound at Montreal, QC: QGRY GP40-3M 3800, QGRY RM-1 (Slug) 800, HCRY SD45 460, QGRY GP40 3105 and HLCX SD38-2 2002. May 1 - CP (Ottawa Valley) 120 at North Bay, ON: CP AC4400CW 9501, CP SD40-2s 5691 and 5567, and RPRX GG20B ("Green Goat") 2404.</p> <p>May 4 - CP (Kootenay Central) northbound sulphur at Environ, BC: CP AC4400CWs 9828, 9666 and 9752, with CP AC4400CW 9541 mid train remote. May 5 - CN westbound at Drumheller, AB: CN Dash 9-44CW 2602, BCOL SD40-2 764 and CN SD751 5653. May 6 - GEXR 432 at Kitchener, ON: CN GP40-2L(W) 9540, GEXR GP40 4046 and LLPX GP38AC 2210. May 6 - CP 428 at Brighton, ON: CP SD40-2s 5802, 5792 and 5762, CP GP9u 8220 and CP GP38-2 3043. May 7 - CP 251 at Lachine, QC: CP AC4400CWs 9555 and 9679, CP SD40-2s 5818, 5741 and 5570, CEFX SD40-2 2798, CP SD40-2 5674 and CEFX SD40-2 2794. May 7 - CN 313 at Clover Bar, AB: CN SD40-2(W) 5349, CN GP40-2L(W) 9454 and IC SD40-2 6071. May 8 - GEXR 581 at Stratford, ON: SOR GP35 2210, RLK FP9u's 1400 and 1401 and RLK GP9-4 4001. May 9 - CP 241 at Smiths Falls, ON: CEFX AC4400CW 1046, CEFX SD40-2 2787 and CEFX AC4400CW 1040. May 12 - CP (Kootenay Central) southbound at Environ, BC: CP SD40-2s 5673, 5977 and 6017, and UP AC6000CW 7526. May 12 - CN at near Dunblane, SK: CN SD40-2 5377 and CN GP38-2(W) 4795.</p> <p>May 14 - CN 328 at Montreal, QC: CN Dash 9-44CW 2555, CSXT SD50 8663 and NS C40-9 8826. May 15 - CN 306 at Edmonton, AB: CN Dash 8-40CM 2430, BCOL B39-8E 3904 and CN SD40 5230.</p>	
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(Thanks to Jessica Bagshaw, Terry Bilson, Chris Boon, Martin Boston, Keith Bowler, Doug Cameron, Milne Hall, Brian Kimmons, James Lalande, Harm Landsman, Bryan Martyniuk, Don McQueen, Steven Middleton, Jason Noe, Pierre Alain Patenaude, Bill Rood, Bill Sanderson, Jon Snook, Stan Smith, Geoff Sockett, Tim Stevens, Doug Thorne and Lorence Toutant)

LEGEND: **AMT** = Agence métropolitaine de transport; **BCOL** = BC Rail (CN); **BLE** = Bessemer & Lake Erie (CN); **BNSF** = BNSF Railway Co.; **CBNS** = Cape Breton & Central Nova Scotia; **CEFX** = CIT Group; **CFMG** = Chemin de fer Matapédia et du Golfe; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **DRGW** = Denver & Rio Grande (UP); **GCFX** = Connell Finance (lettered GEC-Alstom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HATX/HLCX** = Helm Financial; **HCRY** = Huron Central; **IC** = Illinois Central (CN); **LLPX** = Locomotive Leasing Partners; **NBEC** = New Brunswick East Coast; **NECR** = New England Central; **NREX** = National Railway Equipment; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **OSRX** = Ontario Southland; **QGRY** = Quebec-Gatineau; **RLK** = RailLink (RailAmerica); **RPRX** = Railpower Technologies; **SFEX** = Eastern Rail Services; **SOO** = Soo Line (CPR); **SOR** = Southern Ontario Railway; **STLH** = St. Lawrence & Hudson (CPR); **UP** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■

# The Motive Power and Equipment Scene



## RETIRED:

- DMIR SD38 216 [nee BLE 863] on April 12.
- CN S-3 Slug 267 [nee S-3 8491] on May 11.
- BCOL RS-18m (CRS-20) 606 [nee PGE 592] on May 11.
- CN GP40-2L(W) 9423, 9425 and 9508 on May 11.

**RENUMBERED:** GCFX SD40-3 6034 to WC 6904 in April; GCFX 6038 to WC 6908 in April; GCFX 6044 to WC 6914 in May; GCFX 6074 to WC 6944 in April; and GCFX 6078 to WC 6943 in May. [Note: GCFX 6078 should have been renumbered WC 6948, but GCFX 6073 was previously renumbered out of order to WC 6948].



**CANADIAN  
PACIFIC  
RAILWAY**

**RELETTERED:** Coincident with an overhaul in Calgary, E&N Railfreight GP38AC 3004 was relettered CP 3004 and repainted in CP red with beaver livery, effective April 14. (CP 3004 and 3005 were repainted in a green and yellow livery and lettered E&N Railfreight in 1996 for service on Vancouver Island. The 3005 was restencilled CP 3005 in 2000, but retains much of her green and yellow livery).

**DECLARED SURPLUS ON MAY 13:** SD40-2 5389, 5477, 5478, 5661.

**TO THE SCRAPPER:** The following cannibalized units were delivered to Mandak Metals in Selkirk, Manitoba, for scrapping:

- CP SD40 5515 and 5547 on April 10.
- SOO SD40-2 788 and CP SD40 5541 on April 20.
- SOO SD40-2 789 and CP SD40-2 5594 on May 1.
- SOO SD40-2 767 and CP SD40-2 5689 on May 4.

## TRANSFERRED:

- Toronto to Winnipeg: CP SD40-2 5817.
- Calgary to Moose Jaw: CP SD40-2 5844, 5864.

## STORED SERVICEABLE:

- CP 4-6-4 2816 - "Empress".
- CP SW1200RS 8111.

## STORED UNSERVICEABLE: (\* added since last issue)

- CP SW8-Slug 1011.
- UP SW10 1212, 1213, 1217, 1222, 1231 (leased).
- CP SW10 1283, 1284, 1287 (leased).
- CP FP7u 1400.
- CP MP15AC 1446, 1447 (nee KCC 120, 121).
- STLH GP7u 1502.
- CP GP9u 1544, 1552, 1600, 1635.
- SOO GP40 2011, 2041.
- CP GP38-2 3116.
- CP SD40-2 5431, 5582\*, 5592\*, 5644\*, 5658\*, 5769, 5771\*.
- CP SW1200RS 8131, 8155.
- CP AC4400CW 9570, 9818.

## 104 UNITS LEASED:

- CEFX SD90MAC 120-139.
- CEFX AC4400CW 1001-1059.
- CEFX SD40-2 2784 (ex-UP 2784; exx-UP 4734; nee DRGW SD45 5323)
- CEFX SD40-2 2785 (ex-UP 2785; exx-UP 4735; nee SP SD45 9128)
- CEFX SD40-2 2786 (ex-UP 2786; exx-UP 4736; nee SP SD45 9137)
- CEFX SD40-2 2787 (ex-UP 2787; exx-UP 4737; nee DRGW SD45 5325)
- CEFX SD40-2 2788 (ex-UP 2788; exx-UP 4738; exxx-CSXT 8911; exxxx-SBD 8911; exxxxx-SCL 8911; nee SCL SD45 2011)
- CEFX SD40-2 2789 (ex-UP 2789; exx-UP 4739; exxx-TMPR 3300; exx-NS 3141; nee SOU 3141)
- CEFX SD40-2 2790 (ex-UP 2790; exx-UP 4740; exxx-UP 41; exxxx-UP 37; nee UP SD40-2 3641)
- CEFX SD40-2 2791 (ex-UP 2791; exx-UP 4741; nee DRGW SD45 5328)
- CEFX SD40-2 2792 (ex-UP 2792; exx-UP 4742; exxx-UP 65; exxxx-UP 37; nee UP SD40-2 3637)
- CEFX SD40-2 2794 (ex-UP 2794; exx-UP 4744; nee DRGW SD45 5335)
- CEFX SD40-2 2795 (ex-UP 2795; exx-UP 4745; nee SP SD45 8840)
- CEFX SD40-2 2797 (ex-UP 2795; exx-UP 4747; nee SP SD45 9097)
- CEFX SD40-2 2798 (ex-UP 2798; exx-UP 4748; exxx-ATSF 5318; exxxx-ATSF 5552; nee ATSF SD45 1852)
- CEFX SD40-2 2799 (ex-UP 2799; exx-UP 4749; exxx-UP 64; exxxx-UP 8; nee UP SD40-2 3608)
- CEFX SD40-2 2800 (ex-UP 2800; exx-UP 4750; nee CN SD40 5005)
- CEFX SD40-2 2801 (ex-UP 2801; exx-UP 4751; nee SP SD39 5302)
- CEFX SD40-2 2802 (ex-UP 2802; exx-UP 4752; nee CN SD40 5046)
- CEFX SD40-2 2803 (ex-UP 2803; exx-UP 4753; exxx-UP 61; exxxx-UP 14; nee UP SD40-2 3614)
- CEFX SD40-2 2804 (ex-UP 2804; exx-UP 4754; nee SP SD39 5314)
- CEFX SD40-2 2805 (ex-UP 2805; exx-UP 4755; nee SP SD45 8844)
- CEFX SD40-2 2806 (ex-UP 2806; exx-UP 4756; exxx-UP 62; exxxx-UP 15; nee UP SD40-2 3615)
- CEFX SD40-2 2810 (ex-UP 2810; exx-UP 4760; nee SP SD39 5308)
- CEFX SD40-2 2812 (ex-UP 2812; exx-UP 4762; nee CN SD40 5071)
- CEFX SD40-2 2813 (ex-UP 2813; exx-UP 4763; nee SP SD39 5304)
- CEFX SD40-2 2814 (ex-UP 2814; exx-UP 4764; nee CN SD40 5196)



VIA Rail Canada

**STORED:** F40PH-2 6400, 6443, 6446, 6452, 6454 and 6457 at Montreal; FP9u 6300 at Vancouver (occasionally utilized as shop switcher); and RDC-1 6133 at Victoria.

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

## ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

**CARLTON TRAIL RAILWAY:** Western Rail's former CN GP40-2L(W) 9469 and HLCX (nee CN) GP40-2(W) 9634 were transferred from the Kettle Falls International Railway to the Carlton Trail Railway in May.

**ONTARIO NORTHLAND RAILWAY:** Coach/Lunch Car 1405 (nee CP Coach 2243) has been sold to Piché & Sons scrap yard in North Bay, Ontario.

**AGENCE METROPOLITAIN DE TRANSPORT:** The morning of April 15, 2005, marked the last time that AMT operated a train that included former CP 52-year-old 800-series commuter cars. Making the last trip, in order, were 826, 818, 838, 803, 814, 808, 830, 822 and 827, trailed by control cab coach 703. Of the 36 remaining cars, long stored 811, 823, 825, 832, 833 and 839 have been scrapped by Entrepôt 2-20 Inc. (affiliated with CAD Railway Services) in Lachine (Montreal), Quebec; 827 has been donated to the Canadian Railway Museum; and the remaining 29 are for sale by Entrepôt 2-20 Inc. In early-May, 802 and 805 departed Montreal en route to the Rarus Railway in Anaconda, Montana.

## ELECTRO-MOTIVE DIESEL INC. - LONDON

### DELIVERIES UNDERWAY:

- Additional units of the order for 115 SD70ACe units for Union Pacific (order 20046610), to be numbered 8309-8423, were shipped in March and April. Several were shipped to VMV in Paducah, Kentucky, for painting and final testing, some painted units were shipped to VMV for final testing, while several 'cocooned' units were shipped to International Technologies Services at the VMV plant for final completion.
- C.V.G. Ferrominera Orinoco C.A. (Venezuela) SD70ACe 1060-1063 (order 20058717) were shipped in late-April with temporary numbers EMDX 2001-2004.

### OTHER ORDERS IN PROGRESS:

- Eight Saudi Government Railways SD50L units (order 20038550), to be numbered 3523-3530.
- Sixteen Montana RailLink SD70ACe units (order 20046621), to be numbered 4300-4315.

**ORDER INCREASED:** BHP Billiton Iron Ore Pty. Co.'s order for 13 SD70ACe units for delivery in 2005 has been increased to 14 units. The units, to be numbered 4300-4313, will be utilized in mining operations in northwest Australia.

**CORRECTION:** Norfolk Southern's order for 52 SD70M-2 units for delivery in 2005 has NOT been increased to 102 as stated in the May issue.

Thanks to Doug Cummings, Ross Harrison, Roman Hawryluk, James Lalande, Don McQueen, "NY 4" and "Engine 4466". ■

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*Canadian Pacific AC4400CWs 8644 and 8546 are heading north a few miles south of Spences Bridge, BC, on August 22, 2003. Photo by Wayne Hope.*

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