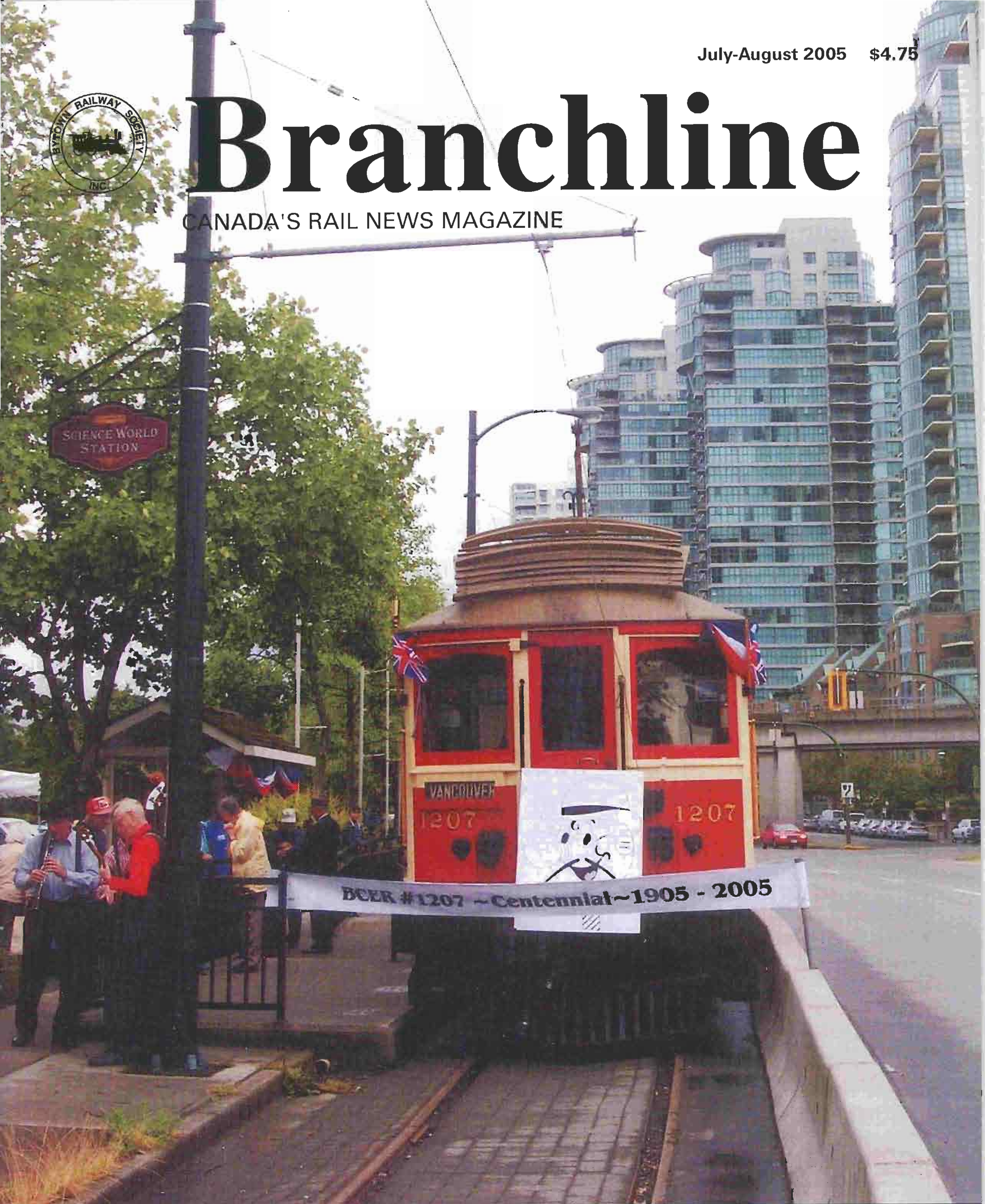




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Branchline

CANADA'S RAIL NEWS MAGAZINE



Montreal's Commuter Trains • Main Line Steam • BCER 1207 Turns 100

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. At the **September 6** meeting, Wally Weart will bring us an illustrated presentation of railroads in the eastern United States. Consult our website [www.bytownrailwaysociety.ca] for additional meeting details.

An informal slide and video night is held on the third Tuesday of each month, except July and August, at the Canada Science and Technology Museum. The next informal slide and video night will be **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 June "Branchline": Re Page 6, LE&N wooden car 959 should read 939, and line repair M-1766 replaced M-6 rather than M-5.

Ten Years Ago in Branchline:

* After 77 years of operation, CN's 2,400-volt DC (later upped to 3,000 volts) "Mount Royal Tunnel" electrification in Montreal was turned off for good on June 2, 1995. Later in 1995, 58 new electric MU's will enter service on the line.

* CN has won a major productivity enhancing agreement with its operating crews. One of the main aspects is the extension or running territories that will increase the average crew trip to 174 miles from 124 miles. On duty time increases to 12 hours from 10 hours.

* The House Transportation Railroad Sub-Committee has voted to privatize 25-year old Amtrak by phasing out subsidies over the next seven years.

Twenty Years Ago in Branchline:

* The 100th anniversary of two significant events will be celebrated in the west: 1) the driving of the last spike of CP's transcontinental line at Craigellachie, BC, and 2) the creation of the first national park.

* May 18, 1985, marked the 100th anniversary of the completion of CPR's eastern transcontinental main line between Montreal and Winnipeg. The last spike was driven on the west shore of Jackfish Bay, Ontario. The place where the rails were joined is marked by a stone cairn.

* The first of 40 CN SD50F units built by General Motors in London was placed in service in late-May.

* VIA has placed an order for 20 GMD F40PH-2 units for delivery in the summer of 1986.

Cover Photo: Former British Columbia Electric Railway Interurban 1207 poses for her 100th birthday at the Science World Station in Vancouver, BC, on June 11, 2005. Photo by Bob Webster.

Montreal's AMT Commuter Trains

Article and photographs by Brian Kimmons

With its variety of equipment, the commuter network of the Agence métropolitaine de transport (AMT) provides interesting viewing for the trackside railfan. The original, and principal diesel-powered, route is the "Lakeshore" line operating over CP tracks. Long a Dorion to Windsor Station service, some trains were last year extended to Vaudreuil on CP's M&O Subdivision. Now, all trains originate or terminate there except for one morning rush hour short-turn at Beaconsfield and the one train daily in each direction serving Hudson and Rigaud. The other major line with all-day and weekend service is the electrified route between Deux-Montagnes and Central Station. Two secondary diesel-powered routes, operating during weekday rush hours only, link Windsor Station with Delson-Candiac and with Blainville. A third runs between Central Station and Mont-Saint-Hilaire.

The network is continually expanding. When introduced in 1997, the Blainville trains travelled only between Blainville and Park Avenue. The Delson and Mont-Saint-Hilaire routes opened in the early years of this millennium with the Mont-Saint-Hilaire service originally only reaching McMasterville. Two of the four morning and evening trains on the Delson run were extended to Candiac this spring and plans were recently announced for northerly extension of the Blainville service. (It should be mentioned that only half the Blainville trains reach or originate at Windsor Station, the rest serving only the original Blainville to Park Avenue portion of the route. Also note that, although the Windsor nomenclature is still used by CP, the tracks no longer reach the historic station building and AMT now refers to the newer commuter terminal as Lucien-L'Allier).

Diesel power is presently provided by four leased former Amtrak F40PHR's and a former Amtrak/GO Transit F40PH, four former CN GP9u's (requiring the use of electrical generator units (EGU) to provide head end power), eleven F59PHI's acquired new in 2000 and 2001, and one leased VIA F40PH-2. Also seen in recent years have been other leased Amtrak locomotives and the seven former-CP FP7 units (1300-1306) which were retired after delivery of the F59PHI's. Commuter cars include 80 former-GO Transit Hawker Siddeley single-level coaches (32 modified for Central Station's high-level platforms), 9 former-CP Canadian Vickers gallery coaches, and 24 Bombardier single-level coaches acquired new by AMT's predecessor STCUM in 1989. Delivery of 22 new Bombardier bi-levels, similar to current GO and West Coast Express equipment, began late last year and this equipment



F59PHI 1324 leads 8 of the 9 Canadian Vickers gallery coaches built for CP in 1969. The train is #174 from Blainville, on Track 3 at Montreal West on May 2, 2005.

is now in use on the "Lakeshore" line, replacing former-CP 1953-vintage CC&F coaches. One set of bi-level coaches has been deployed to the Blainville line. For a while, back around 2001, there were also some leased, former-Metra, Pullman Standard gallery coaches. Twenty of these have since been purchased but so far have not been put into service. Most of these types include a number of control cab coaches for push-pull operation.

Electrified trains on the Deux-Montagnes route are made up of drawbar-linked pairs of Bombardier-built motor and trailer units, which replaced old CN equipment in 1995.

I make an annual spring "AMT trip" from Ottawa to check out changes in equipment. Naturally, I have some favourite spots to head for, the first being Montreal West station, easily reached from route 20, where the Vaudreuil, Blainville and Delson routes converge for the run into Lucien L'Allier. There is a small parking lot and ample street parking plus good visibility and signal indications in both directions. Note that AMT platforms are "proof of payment zones". Elsewhere, Mont-Saint-Hilaire trains (and VIA and Amtrak) can be watched as they cross the Lachine Canal between Wellington and Cape, one mile out of Central Station. A little-used parking lot west of the canal and north of Wellington Street permits access to a recreational/cycling trail that passes under the tracks. It is well-worth buying a ticket to ride the Deux-Montagnes route out from Central Station and back but, for trackside observation, Canora, on rue Jean-Talon ouest, is convenient. Formerly known as Portal Heights, this is where the trains enter or exit the tunnel under Mont-Royal. There are good views from the access steps at either end of the station or from the footbridge about a block to the north.

The main object of my 2005 trip, on Monday, May 2, was to spot the new bi-level coaches but, as usual, I made a day of it. I was at Montreal West in time for the first train, from Delson, at 06:28. Over the next three and a half hours, 19 scheduled trains were to be seen. Some shuttle back and forth so several of these trains consisted of the same equipment. Nevertheless, including equipment dead-heading out of Montreal, there was something to be seen,



F59PHI 1322 with Train 40 from Beaconsfield pauses at Montreal West with 7 of the 22 brand-new Bombardier bi-level coaches on May 2, 2005.



Leased VIA F40PH-2 6453 stops at Montreal West with Train #16 from Vaudreuil on May 2, 2005. The train includes 6 of the 24 Bombardier coaches built for AMT's predecessor STCUM in 1989.

on the average, about every five or six minutes for the first three hours: frequent enough to keep one on one's toes!

To give an idea of what I was watching, here are the scheduled trains observed. (In all cases, the final coach is a cab coach that leads trains westbound out of Montreal. Sometimes other cab coaches are interspersed in the consist):

AMT #80 from Delson and 84 from Candiac: GP9u 1310, EGU 606, 4 former-GO Hawker Siddeley coaches.

AMT #10, 11, 20 and 13 from and to Vaudreuil: F59PHI 1326, 6 Bombardier coaches.

AMT #12 from Vaudreuil and 41 and 40 to and from Beaconsfield: F59PHI 1322, 7 new Bombardier bi-level coaches.

AMT #172 and 175 from and to Blainville: F59PHI 1329, 10 former-GO Hawker Siddeley coaches.

AMT #82 from Candiac and 86 from Delson: F59PHI 1330, 4 former-GO Hawker Siddeley coaches.

AMT #14 from Vaudreuil: F4OPHR 243, 9 Hawker Siddeley coaches.

AMT #112 from Rigaud: F59PHI 1327, 9 Bombardier coaches.

AMT #174 from Blainville: F59PHI 1324, 8 Canadian Vickers

gallery coaches.

AMT #16 from Vaudreuil: Leased VIA F40PH-2 6453, 6 Bombardier coaches.

AMT #18 from Vaudreuil: F59PHI 1325, 4 new Bombardier bi-level coaches.

AMT #176 from Blainville: F59PHI 1321, 10 former-GO Hawker Siddeley coaches.

Later, I stopped by Canora and saw trains #934 southbound and #931 northbound, both consisting of five pairs of motor and trailer cars.



AMT MU Motor 452 is the lead car of a 10-car set leaving Canora (named for Canadian Northern Railway - builder of the Mont-Royal Tunnel) with Train #931 on May 2, 2005. Fifty-eight MU cars replaced vintage locomotives and rolling stock on the Deux-Montagnes line in 1995.

In the afternoon, between 15:40 and 17:20, there were eight scheduled VIA trains and three scheduled AMT trains to be seen at Cape. Adding in deadheading equipment (including that for the later VIA "Ocean"), it was almost as busy as Montreal West in the morning. The commuter trains were:

AMT #802 to Mont-Saint-Hilaire: F4OPHR 319, GP9u 1313, 10 former-GO Hawker Siddeley coaches.

AMT #804 to Mont-Saint-Hilaire: F4OPH 411, 7 former-GO Hawker Siddeley coaches.

AMT #806 to Mont-Saint-Hilaire: F4OPHR 287, 10 former-GO Hawker Siddeley coaches.

By 17:30 it was turning cold, wet and windy. Although AMT #808 was still to come at 18:20, I decided to call it a day. But it had been a very satisfying day with an itinerary I would recommend to any railfan interested in passenger, and particularly commuter, operations. Bonus sightings had included a Railpower Green Goat (amongst the locomotives heading an eastbound CP freight near Dorval at 05:45) and two pairs of QGRY locomotives working the Outremont Yard near Canora: an RM-1 with a GP40-3M and two SW1500's.

Although this article is as accurate and current as I could make it, those interested in seeing AMT's operations for themselves can access news bulletins, maps and downloadable schedules at www.amt.qc.ca (although, it seems, only in French). ■



F4OPHR 319 and GP9u 1313 lead 10 former-GO Hawker Siddeley coaches on Train #802 to Mont-Saint-Hilaire across the Lachine Canal at Wellington/Cape on May 2, 2005.

BCER Interurban 1207 Turns 100

Article and photographs by Bob Webster

100 Years Old and Still Rolling Along! That's what several hundred people witnessed in Vancouver, BC, on June 11, 2005, when former BC Electric Railway Interurban Car 1207 celebrated her Centennial. With Vancouver Mayor Larry Campbell at the controls, our 'Centennial Lady' burst through a ribbon at Science World Station. Then, fully loaded with passengers, she proceeded on to Granville Island Station on her Ceremonial Run. Ex-BCER Motormen Frank Horn and Vic Sharman were at the controls.

Prior to the ribbon cutting, informative talks were given by Vic Sharman (motorman), Henry Ewert (historian) and Vancouver Mayor, Larry Campbell. An interesting presentation was also given by Dale Bracewell of the "Strategic Transportation Department" describing the proposed LRT line linking Science World with Gastown - through to Stanley Park. The owner of the 1207, Byron Cole, was then given a lovely painting of the car. Five year service buttons were presented to many of the Downtown Historic Railway (DHR) volunteers. A piece of cake, commemorative buttons, brochures and special certificates were handed out and then the passengers boarded the car for the special run to Granville Island. A number of antique automobiles and some interesting Vancouver buses from The Transit Museum Society's ("TRAMS") collection were on display as well as two very old fire trucks. Members from "The Canadianna Historical Costume Society of B.C. & Western Canada" wore period costumes to add atmosphere aboard the car.

The day before, a number of DHR members had polished interurbans 1207 and younger partner 1231 inside and out. Thanks to Jerry Plante and Bill Walker (President of CHCS of B.C. and W. Canada), the 1207 was decked out in the finest of bunting and flags. This wonderful sight has not been seen in this area since the day of abandonment of the Chilliwack Line in 1950! Even though the weather didn't co-operate, Our Lady stood gleaming and brightly festooned at Science World Station - waiting for her guests to arrive.



Interurban 1207 with centennial bunting prior to the historical celebration.

Car 1207 (originally named "Steveston") was built at the BCER shops in New Westminster, BC, in 1905. She was one of three wooden cars built especially for a newly-electrified interurban line. This line had been built in 1902 by the CPR. It extended from Vancouver (passing through the forests of what would later become Kerrisdale) to Eburne (later known as Marpole), on to Lulu Island (Richmond) and out to Steveston. The CPR had been operating two trains a day pulled by steam locomotives - but after July 4, 1905, the interurban cars provided this service. In 1908, the CPR also built a line along the Fraser River from Eburne to New Westminster. The line was leased by the BCER and it was on these lines that the 1207 spent its operating life. At various times over the years, "The District II Cars" (as they were known) operated to three different terminals in Vancouver until July 18, 1952, when the Vancouver-Marpole passenger service was abandoned. On November 18, 1956, the Marpole-New



Early 20th century technology (1207 and 1231) meets early 21st century technology (SkyTrain) on June 11, 2005! In spite of many million of dollars spent, both forms of equipment do the same job - moving passengers from Point "A" to Point "B".

Westminster service ended. On February 28, 1958, the 1207 was one of four cars used on two special trains out to Steveston and back (the others were 1208, 1231 and 1222). These specials ended electric rail passenger service in the Vancouver area.

In 1958, two young railfans from Seattle bought the 1207 and she ended up at a Railway Museum in Snoqualmie Falls, Washington. Their plans fell through, however, and the car sat - boarded up and neglected in a virtual rain forest until 1989 when negotiations were concluded and the 1207 was moved to the Port Coquitlam, BC, bus garage. On March 19, 1992, after restoration was finished, she was unveiled to interested persons. In 1996, the city bought the former CPR (BCER) South Shore (freight) line and the 1207 was moved to a newly-built car barn at Moberly Street and "The Downtown Historic Railway" was formed. Manned by volunteer members of TRAMS, 1207 made her first trip under power since February 28, 1958. Since that time, she has been operating continuously on weekends during the summer months.

Seven BCER interurbans survive - but 1207 is the only "wood 1200 series car" remaining. The 1207, along with its younger partner, the 1231 (built by St. Louis Car Co. in 1913), is operated by volunteers along the South Shore of False Creek from the car barn (now located at 1st and Ontario Streets). The cars operate weekends and all statutory holidays from mid-May through to Thanksgiving weekend. Charters can be arranged at other times by contacting The Transit Museum Society at 604-325-9990 or www.trams.bc.ca. Come and join us for a ride! ■



Operated by Mayor Larry Campbell, Interurban 1207 slices through a ribbon to start its Centennial trip. Photo by Russell Savage.

Steam on the Main Line

When this story originally appeared in the April 1998 *Branchline* I wrote a rather lengthy introduction. For this re-write I'm not going to do that, but rather keep it simple. My favourite CP subdivision out of Ottawa was the M&O, running between Hurdman (Ottawa) and Vaudreuil, Quebec, (and then onto the Winchester sub. to Montreal West). My favourite jobs on the M&O were undoubtedly those "through" western Canada passenger trains, and especially trains No. 7 and 8, "The Dominion". These jobs got 2800 series Hudson steam power, the trains were heavy, and the timing was fast. Heads up railroading was the name of the game and I enjoyed it. I hope the readers now enjoy a trip on a Hudson with me from the Glen Yard in Montreal to Ottawa. You are going to be my guest as you will be riding with me on the empty brakeman's seatbox in the cab of the 2858. Enjoy!

Before I begin I think it's appropriate to mention that the high speed "Short Line" M&O sub. no longer exists between Rigaud, Quebec, and Ottawa, a distance of about 71 miles. The roadbed is still there, minus rails and ties of course, and is "banked" by VIA for future considerations, but a new railway on that old right of way will not likely occur during my lifetime, if ever. I should also add that the Prescott sub., was finally abandoned, late in 1997. The Lachute (north shore) sub., is no longer operated by CP, the Waltham sub. is history, and other than the lower 17 miles of the Maniwaki sub., which is privately owned, has gone the same way as the Waltham. The Carleton Place sub., which provided access from Ottawa to the Chalk River sub. at Carleton Place, for trains to the west and over to Smiths Falls, has long since been ripped up. Not too much left of railway rights of way around Ottawa and I haven't even mentioned what has happened to CN! Ottawa used to be quite a railway town with CN's Ottawa East roundhouse and yard, CP's similar facility at Ottawa West, and the downtown Union Station and coach yard, - all gone. Their replacements, the Walkley Yard, is quickly becoming a grave yard, and the new (1966) Ottawa (passenger) Station is down to four tracks, with a maximum of five VIA trains to/from Toronto and five trains to/from Montreal per day. What has all this to do with a high speed trip over the M&O sub. from Montreal to Ottawa? Absolutely nothing, I just thought you

might want to know that most of what was around at the time of Hudsons and transcontinental passenger trains on the M&O is not there anymore.

GETTING A HUDSON READY

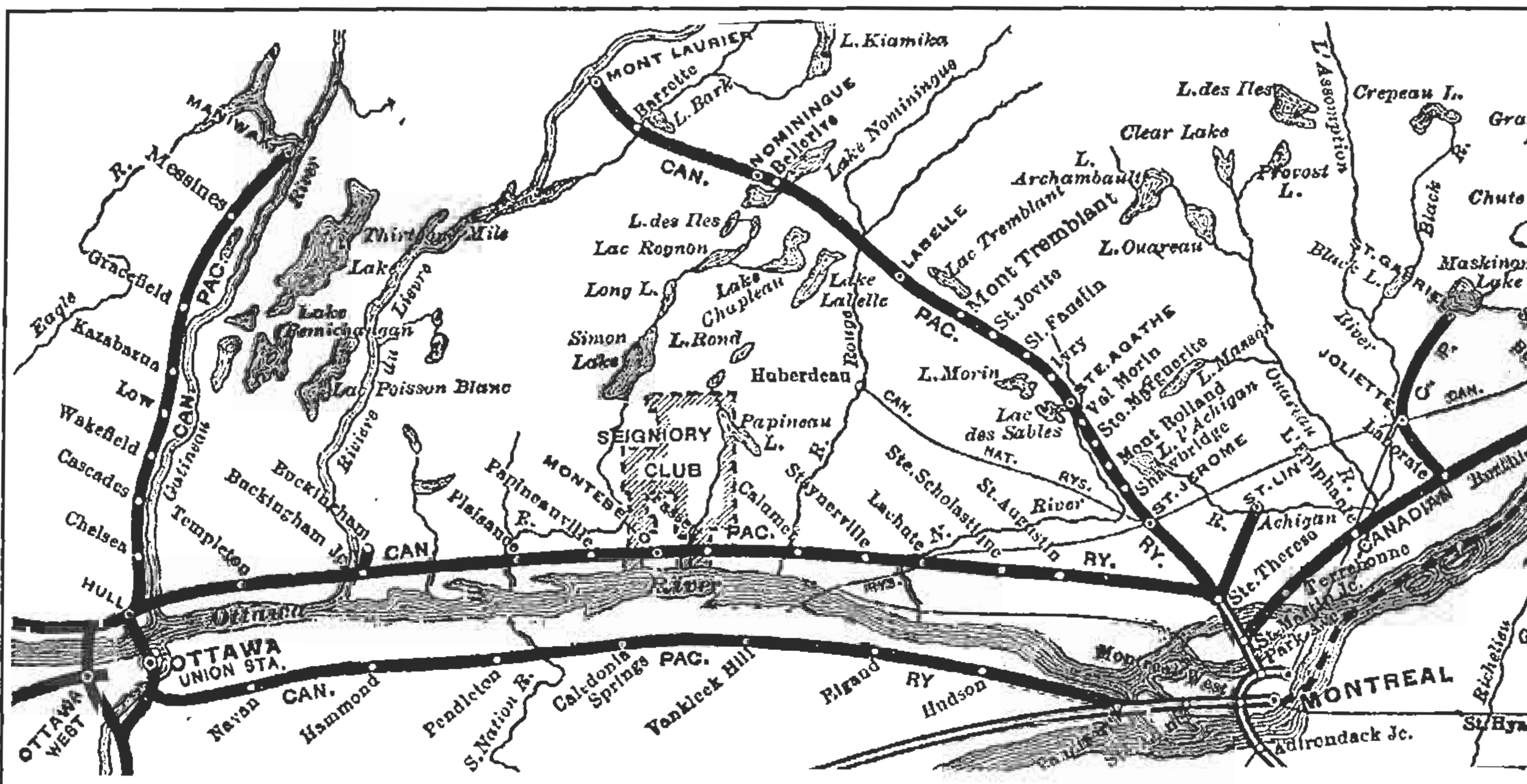
It's a cold winter night in Montreal at CP's Glen (passenger) Yard and roundhouse just across the way from Westmount Station and you are going to join me as we look for a Royal Hudson on the shop track, get aboard, and get it ready for a 2 hour and 15 minute dash with 14 cars and three intermediate stops for Ottawa Union Station (CD).

The first place we're going to visit as we walk over to the roundhouse from the bunk room, that two storey brick building on the west side of CP's extensive Glen Yard property, is the Car Shop. This modern glass and brick structure is a "palace", and it really is when you compare it to the CP facility at Ottawa West which is nothing more than a "rip track", completely exposed to the weather. We'll enter the west end of the car shop, walk through the building, and exit at the east end, thus saving the walk through the snow. Fortunately the east door is right across from the back door of the roundhouse! Upon entering the dark roundhouse the hiss of blowers from its many stabled steam locomotives dominates the place. Somewhere in that black and dimly lit cavern the roar of safety (pop) valves can be heard from some engine or other that is blowing off, evidence that the bank fireman got too ambitious. The engine off the Perth local is on the pit immediately inside the back door, she's the 1201, a regular "Glen" engine resting for the night, and a babied engine to be sure. Just beside pit number 1 is the booking in room and compared to the shop it's brightly lit and the clerk is sitting inside the office on the other side of the partition. We ask him what engine is assigned to number 7 tonight, he says without glancing up from his paperwork, "the 2858". I compare my watch with the official clock, read the work report book on the 2858 and look over the latest bulletins. As the fireman on the job I'm booking out ahead of my engineer, Erwin Cutler, a practice I usually followed.

We walk out of the room into the snow and cold, cross over a couple of tracks to the outbound shop track and there she is. The

2858 is clean and polished, complete with Edwardian Crowns on the front end of her long running boards. As a matter of interest, this engine, and all other CP Hudsons, were just "twenty-eight hundreds" to us railroaders, it took the "railfan" community to explain to me the difference between a Hudson and a "Royal" Hudson. At the time I was working on these engines I was more interested in how many miles (money) I was going to make.

The first thing I do upon arriving at the engine is to put my oversize lunch pail up into the cab, along with my overcoat. Next on my list of things to do is to check the ash pans to ensure that no ash is sitting in that narrow space along the sides of the pans above the trailing truck that could block off the very necessary air that must get in there to support combustion in the firebox and keep the grates from burning out. I also check to ensure the dampers are closed and locked. I walk around to the rear of the tender to ensure that a small "wift" of steam is coming from the steam heat line (car heater



Some of the CP lines in the Montreal-Ottawa area that the author worked on are shown on this stylized map from a CP 1948 timetable. Note the Lachute sub. on the north side of the Ottawa River between Hull and Ste-Thérèse, Quebec. In its middle is the site of the Seignior Club, the present day Chateau Montebello, where parlor car passengers would get on and off the local trains at the log station. On the south shore of the river is the M&O sub., beginning at Vaudreuil, Quebec, showing the water stop at Vankleek Hill, roughly half way between Montreal and Ottawa. North of Hull is the Maniwaki sub., and west of Hull, the Waltham sub., home of the D4 4-6-0s. Just west of Ottawa West is the Carleton Place sub., and south, the Prescott sub. The "O&Q" (Winchester sub.) is shown as two thin lines (double track) running west out of Montreal and diverging with the M&O sub. at Vaudreuil.

line) which tells me it isn't frozen up.

After climbing into the cab I check the water glass to determine the level of water in the boiler and then, following the correct procedure, blow the glass out and re-check it. Then I open up each of the three try cocks to verify they are O.K. and that the reading in the glass corresponds. All appears to be O.K. The next thing to check is the inside of the firebox, especially the crown sheet. This requires me to get down on my knees and look up inside to make sure all is normal (no leaking staybolts or distortions of the sheets). The brick arch is full of new bricks and all looks O.K. The fire bed is pretty thin except for the "bank" left in there by the bank fireman, and there is no blue flame which would indicate the beginning of a clinker. I then check to ensure that the four locks are in place in the grate shaker levers in the cab deck. I give the operating valve of the Elesco water pump a twist open and watch the gauge and the water glass to ensure it's putting water into the boiler, - it is. I open up the jet pressure manifold valve and the stoker throttle to ensure this equipment is working. About 40 PSI of jet pressure seems to be the right setting and just gets the coal up to the throat sheet, a good setting to start off with. The stoker engine rumbles away and the screw turns up some coal which falls onto the distributing plate. Steam from the jets distributes the coal around the full grate area, all 80.8 square feet of it. I won't make any adjustments to the individual jets or the "vaness" on this HT stoker until we do some work with the engine. It may or may not be necessary at all. Next on this list is to try the injector on the right hand side, - it's working fine.

I then go about the procedure of making this non-lifting Hancock injector into a heater to keep it and the hose between engine and tender from freezing. Similarly I open up the little pentagonally shaped frost valve on the water pump just a crack to keep its water supply line from freezing. I move the Electromatic blowdown system main switch into the "on" position and push the "test" toggle switch on the Foam Meter control panel - there is an immediate roar outside the cab as the automatic system begins to blowdown the boiler. This system requires both electricity and compressed air to operate and is intended to automatically lower the water level in the boiler in the event "foaming" occurs. It will also operate if the water level in the boiler is carried too high.

About this time Erwin shows up and hollers at me to hand him down the "feeder" (the long necked oil can), as he puts his lunch pail and coat up on the deck. He also asks me to put the headlight and classification lamps on so that he can verify they're in working order. He'll do his walk around inspection of the engine and tender and "spill" some oil on the running gear while he's at it. Very shortly I hear a great blast of air from the automatic brake valve as the brake goes into emergency, which is followed by a long "peep" from the communication whistle. This tells me that Erwin is at the back of the tender and has opened up the train line angle cock and communication whistle shut off valve back there to ensure we've got air, and everything works. While on the ground Erwin will also close the condensate valve under the cab from the Elesco feedwater heater, or "bundle". This valve is left open when an engine equipped with this system is left standing for long periods of time during freezing weather to ensure the line back to the tender oil skimmer doesn't freeze up. Erwin also has me turn on the bell ringer and the sanders so that he can check that they're working while he's on the ground.

Meanwhile, in the cab, I'm still running down my "mental" check list to ensure a water glass wrench is on board, along with three spare water glasses and gaskets, and, most important of all, a grate shaker bar. There must also be a monkey wrench, cold chisel, hammer, grease gun, rod grease, cans of engine oil, valve oil, kerosene, and a kerosene torch, cotton waste, and spare 15, 60 and 250 watt bulbs are in the bulb box. The flagging kit should be hanging in the locker behind the engineer's seat, - it is. I open it up to ensure it has got a handful of torpedoes in its cap, and 6 or 8 fusees, plus a red flag in its cylindrical case. There must also be two white and two green flags in the holder on the inside of the locker door, - they're all there. I then climb up the ladder onto the top of the tender to ensure that the coal box is full, and then some (piled up), 21 tons plus of coal. I shine my flashlight through the open manhole of the tank to ensure that we've got a full tank of water (12,000 Imperial gallons), and that the "tank hook" is

hanging on its brackets behind the coal box. With this done I return to the cab and do all the little things like lighting the red and clear brakeman's kerosene hand lamps, putting lubricating oil into the box in the vestibule between engine and tender that lubricates the "U" joints in the stoker engine drive shaft and check that there is a number 2 scoop hanging on the hook in the vestibule. I then close the heavy steel doors at the front of the vestibule to seal up the cab.

Other than some general cleaning up of the cab all that is left to do is to go over to the "trimmer's shack" and pick up another bail of cotton waste, there's never enough of this on board, especially on a "run through" engine, and last but hardly least, get a pail of drinking water. If it were summertime I'd also have to pick up a block of ice. The water pail is stowed in the brakeman's seat box along with the ice. The brakeman's seat in the spacious cabs of these engines is directly behind the fireman's seat and this is where you are going to sit during the trip to observe the goings on as no brakeman rides in the cab of passenger engines. The locker behind the engineer's seat also holds lunch pails, coats, oil, grease, etc.

Erwin climbs into the cab, puts the feeder into the receptacle on the boiler back head, and makes an automatic brake application with the modern pedestal mounted #8 ET brake valve. With the valve in "lap" position, he makes an independent brake "quick release", and everything works O.K. He then gives the little brass lever that operates the pneumatically controlled steam whistle a quick punch with his fist. The whistle gives a very short shrill blast, - it works. He then does what appears to be a casual visual check of the cab, but it isn't casual at all, it's really a quick study which can only be done by someone with many years of experience. We have a short conference to confirm that the engine is ready for the road, that the crown sheet and firebox have been examined and are O.K., and that the water glass and try cocks are O.K. Erwin doesn't bother repeating the tests and inspections that I've already done because he trusts me to have done everything right. From past experience he knows that I'm as conscientious and particular as he is. Neither of us have found any problems, we've got a full load of coal and water, and we confirm that we haven't forgotten anything. We compare our watches, and now we're ready to leave the shop track and back down the grade to Windsor Station to couple up to train no. 7.

LEAVING THE GLEN

Erwin turns the valve for the bell ringer, pulls back on the little brass control lever on the unique CPR air-motor reverse gear which whines loudly as the manual adjusting wheel spins rapidly counterclockwise, he then slowly opens up on the throttle. Steam hisses from the open cylinder cocks and we slowly start backing away, pass under the coal chute, and down to the end of the shop track. The switches are lined up and I can see the green dwarf signal on my side that will let us out onto the main. I holler "clear dwarf" to Erwin as he cannot see the signal from the right hand side. The leverman in the tower is on the job and we give him a wave as we pass by. In a moment or so we are on the downgrade, and after picking up a bit of speed Erwin closes the throttle and lets the engine roll. Our reverse movement speed is controlled with the independent brake. There will be no need to work steam again until we're going over the cross-over switches at the Windsor Station interlocking plant to get onto whatever track the equipment for train number 7 is standing on. The signals on the signal bridges are all green and it's an easy ride down the hill.

Erwin lets the engine slowly roll toward our train where the car inspector (car knocker) is waiting for us to couple up. As we get closer he gives us a back up signal with his lamp and stands clear as the coupling is made and the slack is taken. He then disappears behind the tender and connects the car heater metallic steam heat (car heater) connector as well as the glad hands on the signal and train lines. He walks up to the cab, tells us we've got 14 cars, and asks us for steam heat and a brake application. While Erwin makes a full service brake application for the brake test, I open up the main turret valve for steam heat and then, using the regulating valve, set the pressure at 150 PSI. In severe winter weather the Hudson will consume about 4 tons of coal just to provide steam heat to this train between Montreal and Renfrew, Ontario, 185 miles to the west, the first coaling stop of the trip where very little of the 21

tons out of Montreal will be left. Remember, the 2858 will remain on the head end of No. 7, without change, all the way to Fort William (now Thunder Bay), almost 1,000 miles from Montreal, so there will be other coaling stops along the way.

The car knocker walks back along the train inspecting each car's brakes, wheels, metallic connectors, hose bags, etc. until he reaches the tail end. Up on the engine we get four short blasts on the air communication whistle from the car inspector on the rear of the tail end car that tells us he wants us to release the brakes. Erwin puts the automatic brake valve handle into "running position", we hear the release of air and watch the train line and equalizing reservoir needles on their respective gauges slowly climb back up to 90 PSI from the 70 PSI as a result of the reduction. This also confirms that while the brake valve handle was in "lap" position, and the 70 PSI setting didn't change, there are no leaks in the train line. It isn't too long before the car knocker is back at our end of the train to inform us that all is O.K. About this time the conductor appears on the scene with the Terminal Clearance and train orders. Watches are checked all 'round, the orders have nothing exciting in them, a few pleasantries are exchanged, and the conductor goes back to get aboard.

It's about this time that I get the nine-foot long poker off the rack at the back of the cab, hit the foot pedal to open the air operated butterfly firebox doors and stick it inside to break up the remains of the "bank" left by the bank fireman at the Glen shop. While I'm at this I open up on the jet pressure manifold valve and the stoker engine operating valve, open the blower valve, and begin getting the boiler hot. Up till now I've been keeping boiler pressure down between 225 and 250 PSI, and the water pump running to keep the water in the boiler at something like a half glass, plenty for what we've been doing so far, but very soon now we're going to need a hot fire, a hot brick arch, and steam at 275 PSI on the clock to move 14 half frozen cars out of the trainshed and, as soon as we're over the interlocking plant, onto the foot of the 2 mile grade up to Westmount. If I time it right I'll have three quarters of a glass of water, 275 PSI of steam on the boiler pressure gauge and a roaring white hot fire going in the firebox at just about the time the conductor blows a "highball" with two short whistle blasts on the communication signal and Erwin opens the throttle with the gear "down in the corner".

IT'S TIME TO GET OUTTA TOWN

Departure time comes, it's 8 P.M. (20:00 hrs) exactly, the communication whistle blows, and with the gear "down in the corner" (full valve travel), Erwin cracks open the throttle, waits for the engine to ease forward, and then gives her about half throttle. There's a great roar of steam from the cylinder cocks, and then from the stack as the 2858 picks up the load, we hear her drivers begin to slip and before it gets beyond a quarter revolution Erwin has eased off on the throttle and simultaneously opened the sander valve. Slipping stops immediately and Erwin hauls out the throttle even further to get us moving. After a car length or two he gives her even more throttle, leaving the sand running for a moment or so, and then shuts it off before we reach the interlocking plant switches where sand cannot be used. In the cab of the 2858 we're beginning to feel some small amount of movement in the frames as a little bit of clearance in the driving boxes becomes evident. I've got the stoker running and the jet pressure set at 40 PSI, with the blower on hard. My balancing act is to make maximum steam, keeping it as close to 275 PSI as possible without opening the pop valves, and not make any black smoke in downtown Montreal. We're soon across the interlocking plant and onto the grade, the 2858 bellows her deep guttural exhaust bark as we charge upgrade. The half frozen consist behind the tender resists moving and will continue to do so until all those journals back there get warmed up. On up the grade to Westmount we go at a steady 20 MPH with the gear hooked up some, but Erwin can't really hook her up very much with this load, on this grade, on a cold winter night, so we plod on.

About 40 years earlier CP did a study to electrify this grade, but nothing ever came of it. Bigger steam power came along and it helped, but it was offset by cars that weighed in at more than twice the weight of those earlier all wood jobs. Those heavyweight sleeping cars behind the 2858 tonight weigh in, in operating order, at more than 90 tons apiece. After the tail end of the train gets



No picture of train No. 7 leaving Westmount Station exists, so far as I know, as that happened during the hours of darkness. However, to illustrate that event on a bitter cold winter day in the 1940s we have CP "Royal" Hudson 2822 with heavy Montreal-Quebec City CP/CN "Pool" train, No. 354 "The Frontenac". The 2822 is being worked to capacity in getting the half frozen train into motion having just come up the grade from Windsor Station. Note the amount of exhaust (behind the cab) from the stoker engine. The fireman is really pouring the coal to her! Oh how I wish I could have afforded a more expensive camera back then when I took this photograph circa 1948.

west of the Greene Avenue bridge speed begins to rise and we pass the Westmount interlocking tower at about 30 MPH before Erwin closes the throttle, drops the gear down to full forward travel and makes a brake application for the station stop. I jump off my seat as we are stopping so that I can "read" my fire and see how well I've guesstimated the jet pressure setting. I'm firing a little short of the throat sheet so I'll increase the jet pressure by 5 PSI and take another look at it at Montreal West, otherwise she's burning a real good stoker fire, light, white, bright and flat with no buildups. Back on my seat I take a quick look over at the Glen shop area, see the huge concrete coal chute with its flood lights illuminating a scene that shows the comings and goings of several steam locomotives, and passenger cars are stored and being serviced everywhere. No time for day dreaming though, we get the whistle to go and we're off again. She starts easier this time and very soon the 2858 is thundering her way west with her bellowing exhaust throwing steam, smoke and cinders into the dark winter sky. Once we get over the hump at Girouard Avenue we start to roll downgrade toward Montreal West station, our next station stop. It's not a long stop, but long enough for me to check my firing, - the increased jet pressure seems to be working out O.K. and the fire looks good. It is important to know how the firing is doing by now for once we get going it is impossible to look into the firebox with the stoker running, - you'll see nothing but a pure white inferno, not the fire bed on the grates, - you'll also be blinded and lose your night vision.

In a moment we get the whistle to go from the conductor. Now our train's journals have warmed up and it's time to move. Leaving Montreal West we curve off to the right and in a few minutes are making pretty good time toward the left hand curve in front of the Wentworth Golf Course (CP's own golf course, named for long time President, Sir Edward Wentworth Beatty). We're also passing Sortin Yard with its ancient wooden bunk room. Erwin makes a little brake application before we cross the diamond with the CN at the Ballantyne interlocking tower, which shows us a "clear order board", but he doesn't pinch her down by much and in a few moments we're passing Summerlea and heading downgrade towards Dorval at about 70 MPH. We're now running side by side with the CN's double track main on our left but we don't see any action over there. We run out along "the Lakeshore" at about 80 per and keep a sharp eye open for those damn road crossings. We pass all the suburban stations at Strathmore, Valois, Lakeside, Cedar Park, Pointe Claire, Beaconsfield, Beaurepaire, and Baie D'urfé. Approaching Ste. Anne de Bellevue's sweeping left hand curve Erwin makes a 6 or 7 pound reduction to "hold her up" before we hit the Ottawa River bridge that will take us off the Island of Montreal, across Ile Perrot, and once again across the Ottawa River on the west side of Ile Perrot as we slow right down approaching the Vaudreuil (Dorion) station and the turn-out that will take us off the Winchester sub. and put us on the M&O sub. We both note that the train order board on the Vaudreuil station is "clear".

WE'RE ON THE M&O

We go by the station at about 25 MPH so as not to hit the right hand curve just west of the station too fast. Just before the curve we pass by the bunk room used by the "boys" on the suburban trains that tie up at Vaudreuil. There's two of them over there now, both powered with G2 engines of the 2500 number series. The 2858 is performing beautifully, you expected something else from H.B. Bowen's motive power department and the Glen Shop's tender loving care? Not very damn likely! Like all these engines the harder you work them the better they steam, - a real joy to work with. The M&O sub. between Vaudreuil and Hudson Heights has several curves, including two "S's" that will keep our speed down somewhat, but we won't lose too much time. The "S" curve at Hudson Heights will be negotiated at 45 MPH where we will be right beside a wide expanse of the Ottawa River, however, it's not too scenic in the winter as it is frozen solid. Hudson Heights is also the home to many CPR officials as it's a very pleasant place to live and they can commute to their offices in Montreal, for free, on the many local trains that run between Rigaud and Montreal. Once we pass the little commuter passenger shelter at Alstonvale we're off again. Erwin grabs a few more notches of throttle and the 2858 begins to bark heavily once more. We roar through Rigaud and pass a clear order board. Operator Robillard can be seen inside the station behind the glass of his bay window waving at us, he's just a blur as we race by, but he's a friend. At Rigaud we pass by several local trains tied up for the night and the old long wooden bunk room. We also pass the end of the automatic block signal system and it's strictly train order territory from here to Hurdman (Ottawa).

The track starts rising to the west here as we climb up to the Quebec-Ontario boundary marked by an old wooden "V" shaped sign that proclaims "Ontario" on one side and "Quebec" on the other. Erwin will have to give her hell from here on in if we're to make the running time and the westbound grade is hardly noticed as we blast our way over the top and begin downgrade once again on the Ontario side towards St. Eugène. The little station at St. Eugène is passed at high speed and is buried in our "homemade" snowstorm. In the cab of the 2858, to the uninitiated, it's bedlam. Stoker jets hissing loudly, the steel doors covering the opening into the vestibule at the back of the cab are rattling and banging as are the two steel ventilators in the cab roof, even the poker in the rack at the back of the cab is banging on the occasional bad vertical jolt. Much of the other stuff in the cab is rattling and vibrating and together with the jolts and bangs of 39-foot rail joints as well as listening to the incessant blasts of 14Ls from the '58's shrill whistle, - it's quite a scene. The only light in the cab is in a triangular box high up at the back and it directs beams of light to illuminate the various gauges, and of course there's that eerie flickering glow of the white hot fire seen through the peep holes in the top of the stoker conveyor as coal from the screw builds up and

then falls onto the distributing plate inside.

Erwin and I stare ahead into the inky blackness through the small forward cab windows on either side of the boiler barrel and then we do a quick scan of gauges in the cab, this is repeated over and over. As we pass various stations we check our time with our pocket watches against the timetable, and we're late. Erwin makes the odd change to the valve gear setting, but he never eases the throttle off. I've got my right hand on the stoker engine operating valve and make minor changes to it quite frequently to get the right amount of coal delivery onto the distributing plate inside the firebox. If the pressure on the boiler pressure gauge changes, up or down, I make small adjustments to compensate for it with the jet pressure manifold valve. I've also got my eyes on the level of water in the boiler's water glass and make small adjustments to the water pump steam valve as required. I'm following the practice of "firing-by-the-stack", which means I'm carefully watching the colour of the exhaust at the stack so as not to make any, or very little black smoke. What I'm trying to do is keep the hottest possible fire in the firebox while burning the least amount of coal. This isn't easy on a dark night as the stack is not easily seen against a black background. Now, if CP had wanted to make one valuable modification to their stoker-fired engines, they would have put a small light bulb in a protected holder, facing the cab, just in front of the stack to alleviate this problem, the FRISCO (SL&SF RR) did it!

Think about what's going on here, two men, sitting in near total darkness amid the roar of banging and jolting machinery hurtling through a cold winter night at near 90 MPH with a 1,300 ton passenger train on the first leg of a 2,800 mile plus journey to Canada's west coast. There's no need for conversation, thankfully, for it would be impossible anyway, if I wanted to say something to Erwin I'd have to cross the cab and holler in his ear for him to hear me. Nevertheless it's not as noisy as the inside of the engine room on one of those new fandangled GM FP7 "A" diesel units when they're in "run 8". It's also getting noticeably colder inside the cab despite the fact that we've got a vestibule cab. Of course we've had all the cab windows closed since leaving Montreal West but the powdery snow that's flying around everywhere outside is finding its way in and there are little drifts just inside the doors. The heat normally found inside the cabs of steam locomotives is long gone as it has been drawn into the firebox from the great suction in there which leaves Erwin and I literally sitting out in the cold.

It isn't too long before we see a "clear" searchlight signal stabbing through the darkness that protects the CP M&O/CN Hawkesbury branch diamond just east of the Vankleek Hill station. We'll be stopping at Vankleek Hill as there is some head end traffic to take care of as well as the entraining of sleeping car passengers for points west of Sudbury, Ontario. Coach passengers can also get off here on some trains, but not No. 7, and make connections for Hawkesbury on a waiting motor coach. While this is being done I'll be taking water, Remember that overcoat I threw on board at the Glen shop track? Well I'm just about ready to put it on over my overalls so that I won't freeze up on top of the tender when I get up there to take on about 5,000 gallons of water. This is a real hurry up affair for I'll only take on as much water as I can during the station stop, as soon as the conductor whistles us a "highball", that's the end of the water, but we'll get plenty. After pulling the hydrant's spout around and over the open manhole with the "tank hook" I'll be standing up there in the cold holding down the lever of the stand pipe watching the water pour into the tank and listening for the familiar "peep - peep" of the communication whistle in the cab, - "highball". As soon as I hear it I push the lever up, yank the spout out of the manhole, give it a good push sideways and ensure it locks itself into place parallel to the right of way, bang the manhole covers down, put the tank hook back on its brackets, and hustle forward past the coal box and down the ladder at the front right hand corner of the tender and back into the cab. Erwin has the '58 and train already underway as I close the cab door behind me.

THE DASH TO HURDMAN

I quickly cross the cab and get the stoker going while I'm taking off the overcoat. I reset the water pump operating valve to the setting I've been using to maintain the level in the boiler that I want. Erwin is concentrating on hooking up the gear to the setting he likes to

achieve maximum speed using the least amount of steam (and coal and water). He glances at the big brass control gauge to see how much back pressure he's got and makes several fine adjustment of the gear using the reverse gear's manual control wheel. He then looks back at the gauge and listens through his partially open cab window to the sound of the exhaust to confirm that this is what he wants. To the trained ear that roar out there says everything! We're off the schedule by a bit, but we'll get it back as we cover the 52 miles over to Hurdman in slightly more than 40 minutes. There are quite a few curves restricted to 85 MPH between Vankleek Hill and Hurdman but we figure any curve that can stand 85 can also stand 90 so we'll not be slowing down too much anywhere. As one older hogger once said to me upon leaving Vankleek Hill westbound; "the next time I use that brake valve you'll be looking at the clock in the Peace Tower" (in downtown Ottawa).

Does anyone reading this remember the "broad ties" on the M&O? Well, we'll soon be on them between Alfred and Plantagenet, mile 46.1 to mile 50.8. These ties are about three feet longer than regular length ties and are required to support the railway over an unstable sub strata that the builders of the modern Highway 417 had trouble with so many years later. Everyone has to re-invent the wheel it seems, no one learns from those who went before. Between mile 44.4 and 46.6 there is a speed restriction of 60 MPH and, I'm sure I'm not going to incriminate anyone by saying so, but all hoggers on these through trains stretched that restriction just a bit, to say the least. It isn't long before we're at the west end of the broad ties and crossing the Nation River bridge just east of the Plantagenet station. We're moving along pretty smartly here despite the long sweeping curve through the station that puts us on the M&O's ruling grade, but the ruling grade will have little effect on us as we roar up to Pendleton. At this point we enter a long 5.5 mile dip in the track over to Bourget. I used to figure that either eastbound or westbound, at this point you were going downhill, and this long dip allowed us to run as fast as you're going to run anywhere on the M&O. A good running Hudson with a good

running train will likely top 90 MPH in here and I'm sure I've experienced close to 100. A real race track! We're picking up some lost time from earlier in the trip as we pass Bourget station and continue our dash over to Hurdman. Unlike the weather to the east, it's now beginning to snow heavily and it shows up brilliantly in the Hudson's very bright headlight. In a few miles the rails cannot be seen under the snow cover, but it's of little consequence as we continue our race with the clock. After we pass Blackburn, mile 81.2, Erwin begins to ease off on the throttle just a bit for we're going to soon be at Hurdman (Jct. Sussex St. sub. and the NYC), mile 85.9, and the diamond crossing with the CN. As a matter of interest, we've passed by nine passing tracks between Vankleek Hill and Hurdman and the longest one is only 30 car lengths, definitely not designed for long freight trains! I open up on the blower, speed up the water pump to keep her from blowing off (opening the pop valves) and for a few moments stop the stoker. Erwin eases off the throttle some more before shutting off steam altogether and makes a brake reduction for the Hurdman diamond which we cross at about 25 MPH, a little on the fast side, and we observe a "clear" train order board. This order board is controlled by the operator in the Hurdman interlocking tower located nearby. We cross the Rideau River bridge after passing the "approach" signal and Erwin opens her up again for a few moments so as not to lose any time after the brake reduction but he's soon easing her off once more as we're coming up on the cross over switches at Deep Cut. The "home" signal shows "clear" and there's the CN switchman at the Deep Cut shanty waving us a highball with his lamp. We roll alongside the Rideau Canal and past the 8-track CN coach yard where both CN and CP passenger equipment is stored and serviced, and get yet another highball waved with a lamp from the CN switchman at the shanty under the Laurier Avenue bridge. Not a very state of the art system to get into Ottawa Union Station, but it works if everyone pays attention and keeps their eyes open. We roll in on track 1 and make our Ottawa Union station stop "right on the money" with the front end of the '58 right at the end of the platform.



It's September 1945 and just north of Ottawa Union Station an Ottawa bound car of the Hull Electric Railway (#50), on the left, passes a Hull bound car on the right, on the "S" curve above the road overpass between the two cities at the south end of the Alexandra bridge, or Interprovincial Bridge to the locals, (in the background). The track between them is the Canadian Pacific transcontinental (passenger) main line. The streetcars use the roadways on either side of the bridge centre spans which carry the CP main. The streetcars were gone in just a few more years and by 1966 so was the railway. Today the railway is a roadway as well. That giant size pile of logs to the west of the bridge is on the property of the E.B. Eddy Company. Photograph courtesy of Al Paterson.

After stopping we practice a ritual followed by engine crews everywhere I'm sure, for this is our chance to observe those passengers getting off and on as they walk by the cab on their way into the concourse or out along the platform. Well, that's not quite true either, we want to watch all the female passengers getting off and on. I stand in the gangway and Erwin sits on his seat for this ritual, if only they knew, - maybe they do! There aren't too many passengers getting off as No. 7 doesn't handle coach passengers between Montreal and Ottawa. Some sleeping car passengers get off to get themselves a drink or a snack in the station restaurant as there is no dining car or other food service on the train. Other through sleeping car passengers from Ottawa get on. The dining car is on train No. 3, the Toronto-Sudbury portion of "The Dominion" which will meet, and be consolidated with, train No. 7 in the early morning hours in Sudbury just in time for breakfast. We're going to be at Ottawa Union Station for 15 minutes so while all the head end traffic is being handled (mail, express and baggage) and the passengers get off and on I open up the vestibule doors at the back of the cab, grab the number 2 scoop and throw some coal into the firebox by hand so that it will burn until we're ready to leave and then I'll have something to work with when I re-start the stoker, otherwise the thin stoker fire we came in with will be pretty well burned out, - not too desirable!

OTTAWA WEST NEXT STOP

Before we can move our conductor has had to make a brief visit to the CP operator's office just off the concourse in order to get the "staff". From Ottawa Union Station to Hull,



Not a good night on "The Dominion", train number 7. The 2858 is seen here rolled over on her side in Renfrew, Ontario, on May 10, 1946. Having just left the Renfrew station westbound she was, fortunately, still not moving very fast when she went through a vandalized track switch at the spur into Lindsay's Mill and this is the result. No one was injured in this "affair" which included a rolled over baggage car. "Big Hooks" (auxiliary cranes) were called from Chalk River and Smiths Falls to get the main line open and the damaged equipment back on the rails. It will be a good lift for the "hooks", the 2858 weighs in at 355,000 (177 tons), without her tender of course. Engine, tender and baggage car were hauled to Angus Shops in Montreal for repair work and a return to service. Photograph courtesy of Newton Photographers, Ottawa.

Hull West, and Ottawa West is Electric Staff block signal system territory. Never heard of it? I'm hardly surprised for it was not used to any great extent in North America. In fact I don't believe any railway other than CP used it and CP only made use of it in a half dozen unique locations. This British-designed system was used quite extensively in those countries of the world where British engineers designed the railway systems, eg; India, South Africa, Australia, etc., but, obviously, they snuck a few systems in here as well. Once again we get a highball on the communication whistle from the conductor, observe that the dwarf signal is "clear", we move ahead and into the tunnel. This rather short tunnel runs under the streets at the east end of Confederation Square and under a corner of the Chateau Laurier Hotel (a CN Hotel [at that time]). Up until the late-1940s this tunnel was shared with the Hull Electric Railway (streetcar line). The Hull Electric had to cross the CP main in the tunnel and do a loop under the hotel for their return trip to Hull, they even had a glassed in shelter in the tunnel. We're in and out of the tunnel fairly quickly and I'm careful not to make any black smoke for there are large air circulation fans at the north end of the tunnel which supply fresh air to the hotel above. A hotel room anyone, complete with coal smoke?

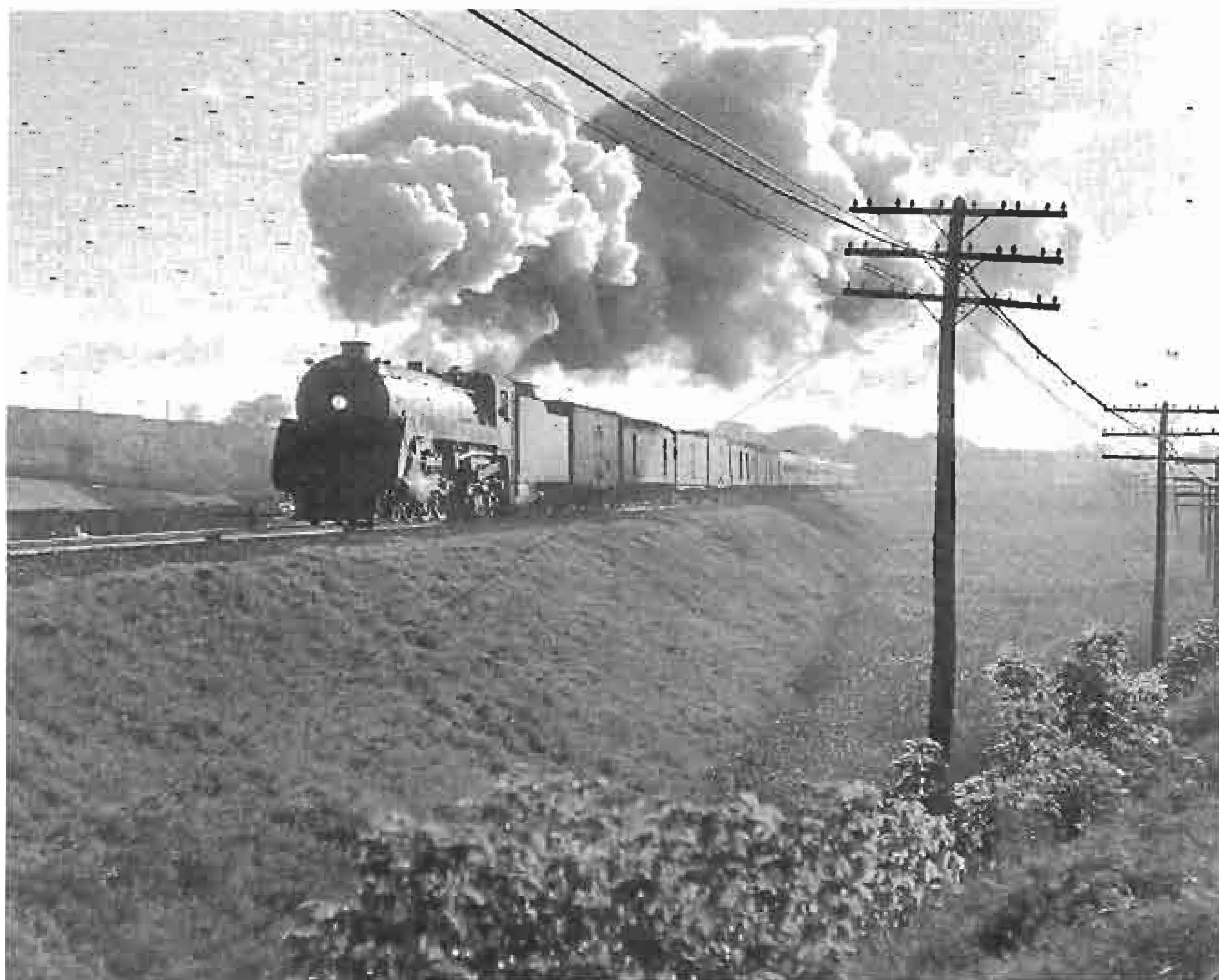
Around the "S" curve and we're on the Alexandra bridge (known locally as the "Interprovincial Bridge") and we cross the Ottawa River again, for the third time tonight. This large structure was built for the Ottawa, Gatineau Railway and the Pontiac and Pacific Junction Railway in 1900. These two outfits became subdivisions of CP soon after and they took over ownership of the bridge. Large as it may be, there is a Special Instruction in our "time bill" that prohibits doubleheading over this structure and a speed restriction

of 10 MPH is in effect. At the north end of the bridge we move out onto a high steel trestle that allows us to slowly descend to street level at St. Rédempteur St. in Hull, Quebec, near the Hull "Beamer" station (Jct. Maniwaki and Lachute subs.). We cross Brewery Creek and slowly curve left and westward toward the Hull West station (Jct. Waltham, sub.). A manually operated semaphore signal on the curve is "clear" and in a moment we are crossing Montcalm Street which is protected by a set of crossing gates operated manually by a chap up in a "birdhouse-on-a-post" crossing watchman's tower located on the southwest corner of the crossing. The train order board on the Hull West station is "clear" and we pass by slowly so that the conductor can drop off the staff and pick up another from the operator, who is standing on the platform, (how well I remember operator Jimmy Cuthbertson doing this). We cross Taché Boulevard and start around the left hand curve that will put us out onto the Prince of Wales Bridge and for the fourth and fifth times tonight we will cross the Ottawa River, first over to Lemieux Island and a moment later re-cross the remaining channel of the river and then slow right down to a crawl for the tight right hand curve at the Ottawa West Station and onto the Carleton Place sub. - yup, we're back into Ontario again.

For Erwin and I this is the end of our trip. The relieving crew is waiting for us and another ritual takes place. Erwin and the outgoing engineer, along with the Ottawa West roundhouse shop foreman, have a little conference beside the '58 before doing their walk around inspection. I go up on the tender to take water, - this time I will fill the tank. The outgoing fireman in the meantime is in the cab supervising the shop labourer who is cleaning the fire. Other labourers are on the ground flushing out the ash pans and dumping the ash onto the ground. The "trimmer" is busy with his grease gun doing all the rods and pins and filling the mechanical lubricator with valve oil. On a particularly bad winter night another labourer would be in the coal box of the tender shovelling coal ahead if it's low at the front. This is why it's so important at the Glen to ensure the box is completely full. This whole procedure takes only about 10 minutes but, let's think about this for a moment. We arrived at Ottawa Union at 10:15 P.M. and by the time the train gets moving out of Ottawa West it will have been 40 minutes since we arrived there and, at Ottawa West, we're still only a couple of miles from Ottawa Union as the crow flies! The amount of time it takes to complete the roundabout route to get through little old Ottawa and service the steam engine is incredible, it's a good thing we make good time on the M&O. Is it any wonder that the 2,881 mile trip from Montreal to Vancouver takes about 86 hours for an overall average speed of only about 33 MPH?

In any event, the relieving crew has No. 7 underway again as Erwin and I stand on the Ottawa West Station platform for a few moments waiting for the tail end of the train to pass so we can cross the tracks and walk over to the roundhouse. We hear the '58 whistling for all those grade crossings in west end Ottawa and Westboro on its way out of town and then we duck into the back door of the shop at 23 stall. It's an inside walk out of the weather again as we walk around the front of engines sleeping away the night inside so that we can reach the "booking in" room. As Erwin is a spare "A" list engineer and I am a spare fireman, we will both be examining the spare board status sheet posted by the clerk to see where we "stand" on our respective lists and what engineers and fireman are listed as "sick" or on "leave" and what "extras" may be called, so as to determine just how much rest to "book" or whether we may just book "O.K." (for further duty at any time). This is very important as it will have a bearing on just what job we might be called for next. Erwin is a senior man, that's why he's on the engineer's "A" list, so he'll only get called for passenger work. On the other hand I'm a young fireman and, even though I will book my rest to "scheme" for another passenger job, I could get called for just about anything from a snow plow to a yard engine or the Maniwaki way freight, and anything else in between.

However, now is the time for the most important thing we've done since we arrived at the booking in room at the Glen in the morning off No. 8, - we complete our "trip ticket" for No. 7 and put it in the "slot" under the wooden counter that separates the booking in room from the clerk's office. This trip ticket, and the one we put in the "slot" at the Glen, will determine the number of miles (actual miles and time converted to miles) we "made" today. Both of us will calculate what those miles mean in terms of actual dollars and



It's not number 7, it's not number 7's equipment and if it was number 7 she'd be very late. This David McQueen photograph shows either CP number 24 or 34 (Toronto-Ottawa overnight trains) hustling along the CP main between Hurdman and Deep Cut in Ottawa in the early morning hours of a day in 1955. An unidentified "Royal" Hudson provides the motive power. Take away the daylight and add a few cars and she'd just look like number 7 in exactly the same spot.

we'll record this in a special pocket size book so that we know how much our next pay cheque should amount to. It's now after 11 P.M. (23:00) and the completion of this trip up from Montreal on number 7 is also the completion of our "day", which began at Ottawa West at 4:25 A.M. when we got our two hour call for number 8, the eastbound "Dominion". We spent the day in Montreal, most of it in the bunk room at the Glen catching up on a bit of sleep, having our lunch and supper from food carried in our oversize lunch pails and cooked in the bunkroom's kitchen, and talking it up with all the other "rails" who frequent the place. It may be an odd way to make a living but to most of us railroaders we wouldn't have it any other way.

IF ONLY I'D HAVE KNOWN

I've mentioned two locomotives in the story, the 2858 and the 1201. At the time of the story I hadn't the slightest idea that within a decade there wouldn't be a single steam locomotive operating in main line service in Canada! Nor did I have the foggiest notion that both these locomotives would end up in a museum and that they would both continue to be a part of my life and that of the yet to be founded "Bytown Railway Society". Nor did I have the slightest idea that an apprentice electrician at the Glen Yard would end up being the Managing Editor of the Society's magazine **Branchline**. That apprentice was (is) Earl Roberts, who as a result of the locomotive fireman's strike in January of 1957 left the CPR and, like me, sought other employment. Throughout 1956, I had been deeply involved in the planning of the Brotherhood's case that led up to the strike as I was one of two principal witnesses for the Brotherhood of Locomotive Firemen and Enginemen and gave testimony in the Federal Court of Canada (formerly the Exchequer Court) on and off for a period of about five months. That strike was the straw that broke the camel's back for both Earl and I, and ended our careers on the railway. How could I have known back then that my Brotherhood activities would play such a role in Earl's life?

I had no idea back then that by 1967 the 2858 and the 1201 would arrive at the brand new National Museum of Science and Technology in Ottawa, amid much fanfare, to be put on public display in a brand new locomotive pavilion. I had no idea that I would become involved in the continuing restoration of these

engines while on display. I also had no idea that one of them, the 1201, would end up back in service between 1976 and 1990 and that both Earl and I would be involved in its restoration, operation and maintenance before and during that period. How could I have known that by 1989 I would be appointed by the Museum to act as their mechanical and operations manager for 1201 when it, and both BRS and Museum cars and crew, were commissioned by CP (Canadian Atlantic Railway) to be a major player in the 100th anniversary celebrations over their "short line" to Saint John, N.B. How ever could I have known! (see **Branchline**, July/August 1989)

While I saw the 1201 quite regularly in service from the end of the second world war up until the "Perth local" was withdrawn from service (she was the regular engine), I only had one "pay" trip on her as she worked on the "O&Q" and I worked on the "Ottawa". Nevertheless I now see her every day in my home "office" as she has a prominent place on my wall in a Wentworth Folkins painting. I also see her in the Museum's Restoration Shop where she stands less than 20 feet from where I work as a volunteer.

The 2858 I see less often. She's still in the Museum pavilion and while I worked on "beautifying" her for many years, I don't go over there all that much any more as the Restoration Shop is in another building at the back of the museum. I always got a funny feeling when working on the '58s cosmetic restoration. A flood of memories would come back to me of working on her when she was alive under steam on the M&O and Chalk River subs. in transcontinental passenger train service, the work she was designed for. Great memories to be sure but perhaps the greatest thing of all is that she was spared the cutter's torch. That she stands in a heated

building on public display might well be considered a tribute to Henry Blaine Bowen, the Canadian Pacific Railway Company's Chief of Motive Power and Rolling Stock (1928-1949), and his staff, along with Montreal Locomotive Works, who were responsible for her creation. It's also a tribute to the staff at the company's Angus and Glen shops in Montreal who maintained her and, I suppose, to all those people like Erwin Cutler and me who ran and fired her over an all too short working life of just over 20 years. ■



The 2858, class H1d, built by the Montreal Locomotive Works in August of 1938, looks just about brand new in this photograph taken at Canadian Pacific's Angus Shops in Montreal, but she's not. In fact she's long since made her last trip under steam as the year of the photograph is 1966 and the '58 has been given a "cosmetic overhaul" just prior to being moved dead to Ottawa to become a display in the yet to be opened National Museum of Science and Technology where she rests to this day. Photograph courtesy of Canadian Pacific Railway.

Down by the Shop

By Philip B. Jago

"Promoting the Big Picture on Rail Preservation"

In this month's installment, let us take leave of the activities of Bytown's "Dirty Hands Club" and instead examine rail preservation efforts further afield. Our journey takes us to Western Canada and the Western Region Committee of the Canadian Council for Railway Heritage (CCRH). This group is a "voluntary coalition of railway preservation organizations and individuals dedicated to fostering co-operative, collaborative and sustainable railway preservation activities among its member organizations and individuals," (see "Canadian Council for Railway Heritage", *Branchline*, March 2001, pp.18-19).

Founded in June 1992 based upon a concept initially launched in 1979 and revived by David Monaghan in his article "Reflections on the Canadian Railway Preservation Movement" (*Branchline*, February 1990, pp.16-18), CCRH membership now includes 27 assorted rail preservation organizations throughout the western provinces. The CCRH has also endeavoured to establish regional committees in Central and Eastern Canada but attempts to date have not fully taken hold.

The CCRH's key goals include improving communication and co-operation among rail preservation groups and upgrading the standard of Canadian railway preservation. The Council meets twice per year at rail museums throughout Western Canada, and in October 2001, a special meeting of the CCRH was hosted by the Canada Science and Technology Museum in Ottawa with the objective of encouraging the movement and additional committees of the Council east of Manitoba.

The CCRH focuses on both the technical and policy implications of rail preservation. Indeed, the CCRH has worked to establish a national policy on the preservation of Canada's railway history. A discussion paper on this issue is now under preparation.

The paper notes the absence of a railway museum of National status in Canada – similar to the National Aviation Museum – and laments the fact that rail preservation in Canada has by and large taken place on an *ad hoc* basis. Acknowledging this, the paper then calls for the establishment of a "Decentralized National Railway Collection". A key tenet of this approach is the establishment of a "coordinated effort to identify components in regional museums' collections to represent the national story and interest, by identifying and featuring nationally or regionally unique, distinctive or otherwise important artifacts within their respective holdings...." The items so identified could then be earmarked for enhanced conservation, interpretation and publicity efforts as well as long term public funding to ensure their long-term survival.

The CCRH has recommended three key steps in the development of a Decentralized National Railway Collection.

* The first step is the development of a National Railway Heritage Registry. This involves a systematic identification and inventorying of preserved structures, locomotives and rolling stock in accordance with an evaluation process. The CCRH has put together a draft procedure modelled after a precedent developed for the evaluation of heritage architectural resources, created several years ago by Dr. Harold Kalman, noted heritage preservationist and a principal of Commonwealth Historic Resource Management Limited in Vancouver. The procedure has been given a dry run in the evaluation of ex-CPR T1c 2-10-4 No. 5931, on display at Heritage Park in Calgary. Like all good prototypes, it has some bugs that need to be worked out, but the outlook is optimistic.

* The second step will be to review the registry and to identify artifacts of the greatest regional and national significance. A second wave evaluation will then take place that will determine the best possible course of action to ensure their long-term preservation and interpretation in their current local/regional context.

* The final step would be lobbying for and assigning resources to that equipment most in need of ongoing care and maintenance. The plan suggests that "financial resources would include funding for ongoing conservation efforts, as well as interpretive programs and undertakings which would support the national story of Canada's railways, along with a reserve for dealing with unanticipated areas of critical need." At the moment, the plan is unclear as to where these resources would come from. However, possibilities include funding facilitated by Canada's Historic Sites and Monuments Board, or perhaps something analogous to Parks Canada's "National Historic Sites Cost-Sharing Program".

In a telephone interview, CCRH Chairman Jim Cullen stated that the proposal is still very much in a draft stage. From this writer's perspective, it makes sense to begin to articulate a unified national approach to heritage railway preservation in Canada. Many of us have laboured long and hard over the years to preserve Canada's rail history. It is amazing what has been accomplished in the absence of a formal policy. It will be nothing short of tragic if all of our work is in vain but for the entrenchment of some form of plan to remind future generations about Canada's railway past. ■

Stratford (Ontario) Doings

by Ian Taylor

Back in 1989, the local heritage committee persuaded the provincial government to designate the Grand Trunk station as a heritage building (it was then 75 years old) and thus a plaque was struck under the Ontario Heritage Act of 1972. Then the plaque disappeared.

A few weeks ago, I got a call from VIA's Ken Rose (director of Real Estate, SW Ontario) with whom I had been dealing regarding our railway heritage show set for June 4. He had heard from a Stratford city employee about a plaque located in a drawer at City Hall, and what could we do about it. This was the missing plaque! We eventually arranged for its mounting on the platform side of the GT station, just three days before the show.

Why did the plaque go missing? Well, the feds and provincial governments were arguing about VIA cutbacks in those days, and service to Stratford was particularly cut, so it may not have been just a case of federal/provincial peek, but city animosity too. We'll likely never know.

The same day the plaque was mounted, a ReMax real estate representative placed a number of brochures in a slot at the station advertising the station building for lease. VIA has been desultorily advertising space for lease for a long time now. The Goderich-Exeter Railway moved into the west ground floor many moons ago, but not until this Spring was there any more success when a young lady set up a pottery business in the former baggage room. She's done a good job too (and gave our show a nice door prize) so maybe Ken Rose figured that ReMax might be the way to go. A simple ReMax sign went up in May saying not too much, but the brochure really set off the alarm bells. The local press has only just got onto the story, but it was page 3 headlines in the *Beacon Herald* dated June 6, which was supposed to be about our very successful 4th annual show. Oh, we did get some lines, but the article picture was myself and the vice-president of Heritage Stratford officially unveiling the plaque, and the headline all about the station's future.

The station will obviously survive (two VIA reps came down to look at the plaque on June 3, as the building now has more cachet), but I guess we will eventually get VIA's equivalent of the Amshack, such as now exists at Grimsby. ■



JUNE CONTRACT VOTE FOR CN'S CANADIAN ENGINEERS:

Canadian National and Teamsters Canada Rail Conference reached a last-minute agreement averting a strike by the 1,700 locomotive engineers that would have disrupted freight and commuter rail service. For the union, the two main points of contention were offsetting losses caused by the 1998 elimination of a profit-sharing program, and gaining provisions on work hours in western Canada.

The proposed five-year deal provides wage increases and a signing bonus that exceeds the losses from the elimination of the profit-sharing, said union president Halle. The agreement will be retroactive to the end of 2003 when the last contract expired. The agreement with the engineers was the final deal in a series of national labour agreements that Montreal-based CN needed to negotiate with its employees in Canada. The disputes did not involve CN's U.S.-based workers. (*Canadian Press*, May 18; *Reuters*, May 19)

CN FILES TO ABANDON CASO LINE: CN has filed notice under the Canada Transportation Act it plans to abandon the former Canada Southern rail line it operates in partnership with CPR from St. Thomas (mile 117.49 just west of the Kettle Creek bridge) to Fargo, (mile 168.68), Ontario. "We are starting the process for that," confirmed Ian Thomson, CN director of communications. "The serviceable customers aren't there anymore." The line sees limited service to its sole customer, Thompsons Ltd. in Rodney. To the west of St. Thomas, the CASO line passes through Shedden, Dutton, West Lorne and Rodney and then to Fargo.

Thomson indicated CN would like to sell the line intact but will look at other options. With only one customer and little prospect of new business, Thomson conceded the CASO would be of little appeal to a short line railway operation. For the time being, CN will maintain the CASO yard in the vicinity of the Elgin County Railway Museum, although Thomson said the railway has no use for the trackage. "We're talking to the railway museum and obviously the city to see what they want to do as well. We've been in discussion with them for some time". If there is no interest in acquiring any portion of the line west of the city the rails will be lifted, stressed Thomson. "If we have no interest or there's no buyer then we're going to recover the steel because it has significant value to us." (*St. Thomas Times-Journal*, May 18; *Globe and Mail*, May 16, thanks to John Thompson)

CN'S IBEW EMPLOYEES RATIFY FOUR-YEAR COLLECTIVE AGREEMENT:

Members of the International Brotherhood of Electrical Workers have ratified a four-year collective agreement with CN. The IBEW represents 644 union members who maintain and repair CN's signals and communications systems across Canada. The new contract, retroactive to January 1, 2004, provides improvements in IBEW members' salaries and benefits. (*Business Wire*, May 26)

HYTHE TO DAWSON CREEK RAIL LINE WILL BENEFIT ENTIRE PROVINCE:

The reopening of the only rail line between northwestern Alberta and British Columbia will benefit the entire province, says the County of Grande Prairie economic development officer, Walter Paszkowski. CN's decision to invest \$4 million to reopen 74 kilometres of rail line between Hythe and Dawson Creek, has not only been welcomed by local municipalities, but communities across all of Alberta, who stand to benefit from the new access to the Port of Prince Rupert.

The Port of Prince Rupert will allow Alberta producers to avoid growing congestion and delays at the Port of Vancouver, use a sailing route that is 1 ½ days quicker to Asian markets and offers a shorter shipping distance from some Alberta locations. Paszkowski also hopes the rail line reopening will convince the provincial and federal governments to fund a new \$3.8-million satellite container depot he wants built in or near Grande Prairie. The proposed depot - which may also be built in Peace River, Fairview, Dawson Creek

or Prince George - is expected to help spur a much-needed containerization movement. Paszkowski says nearly 84% of Canadian malt and barley, and more than 60% of all bulk transport now move by the means of containerization. Grass seed, pony oats, specialized wood products, sulphur and peas are among many provincial products that are expected to see enhanced exports once the container port is built in Prince Rupert. (*Grande Prairie Daily Herald-Tribune*, May 31, June 6)

CN'S KINGHORN SUBDIVISION FOR SALE: CN is trying to sell its 313-kilometre Kinghorn subdivision which stretches from Thunder Bay to Longlac, Ontario. Graham Dallas, a CN spokesman, said any potential buyer would have until February 6, 2006, to express their interest in buying the line. On May 15, the Kinghorn was closed to all railway traffic. Before it was shut down, two trains would travel on it each day: one from Thunder Bay to Longlac; and one in the other direction. At least a dozen employees were affected by the track closure. Two crews -- each consisting of a conductor, engineer and trainman -- worked regularly between Thunder Bay and Jellicoe. Another two crews worked between Jellicoe and Hornepayne. Six of the employees were given early retirement packages and the other six were reassigned to other CN routes.

The line was closed because CN had to repair the track and several bridges, including a major trestle at Pass Lake. The two trains using the Kinghorn weren't very busy, but they were important because they serviced Longlac, Geraldton, Beardmore and Red Rock. Both carried as many as 70 cars a day. CN isn't aware of any potential buyers yet, and said the company is required by law to offer the line for sale as a railway. If no other company or the government is interested in buying it, only then can the track be removed, Feeny said. (*Thunder Bay Chronicle-Journal*, June 1)

ANGUS HIRED TO CHECK INTO VIABILITY OF SHORTLINE RAILWAY:

Iain Angus has been hired by the Municipality of Greenstone to determine if CN's Kinghorn line can be used as a shortline railway. Angus, a political consultant, said his work started last December. An application has been sent to FedNor, a federal agency, to hire a railway costing consultant firm, he said. One phase of the project will look at how much cargo can be hauled on the line and how much money a shortline company can make. Another phase will involve an inspection of the infrastructure. CN has verbally agreed to provide Greenstone with engineering reports of the rail lines, Angus said. CN's asking price for the Kinghorn line is \$15 million, Angus said. (*Thunder Bay Chronicle-Journal*, June 8)



**CANADIAN
PACIFIC
RAILWAY**

CP LOOKING TO SELL LATA LINE: CPR's 92.3-mile stretch of tracks running from just north of Terre Haute south to Bedford, Indiana, with adjoining CSX tracks, create a link between Chicago and Louisville. It has been a profitable route, hauling mostly coal, coke, potash and granular fertilizer - 67,835 loaded cars in 2004. But because the line is an island among CPR's 14,000 miles of track in Canada and the midwestern and northeastern US, the railroad company has put it on the market. CPR has declined to disclose the asking price for the line, which employs about 90 people between terminals in Terre Haute and Jasonville, Indiana. Two Class 1 railroads -- CSX and Norfolk Southern -- and four short-line railroad companies -- Louisville-Indiana Railroad, Indiana Rail Road, Indiana Southern Railroad and Paducah & Louisville Railway -- have tracks that intersect with CPR's Indiana track. At least one of the companies, Paducah & Louisville, has expressed interest in purchasing the CPR line or developing an operating agreement to run it. (*Louisville Business First*, May 6)

CPR NAMES KAMLOOPS' INTERCHANGE IN HONOUR OF CHINESE RAIL WORKER:

CPR has named a railway interchange in Kamloops in honour of Cheng Ging Butt, a railway labourer who represented

the dedication of those who came forward to work on the CPR transcontinental line in the BC interior. Thousands of Chinese railway workers helped build the CPR from the West Coast to Eagle Pass in the Monashee Mountains of Western Canada and many perished. "The Cheng Interchange also symbolizes the important role Chinese railway workers made in the development of the entire railway industry in Canada. In recognizing all Chinese workers for their sacrifices, CPR is paying our deepest respects and gratitude" said CPR vp, Paul Clark. (CPR news release, May 27)

CPR BRINGS WIND POWER TO THE PRAIRIES: An 84-structure wind farm is being constructed at Rush Lake, Saskatchewan, and Canadian Pacific Logistics Solutions is assisting by bringing the European-manufactured equipment needed for the project to the prairies. Over the next six months, CPLS will facilitate the move of seven trains, each filled with dozens of blades and generators, called nacelles, from the Port of Houston to Hak, Saskatchewan. Travelling over rail, each 67-car train will carry the equipment to build 12 wind turbines.

CPLS business development manager, David Walker says moving the wind turbine equipment required careful planning. "If you've ever seen a wind turbine, you can appreciate the magnitude of the task we are faced with - each blade alone is 125 feet long." The first train departed the Port of Houston on May 23rd, en route to the Minneapolis/St. Paul CPR interchange. It then travelled northwest, entered Canada at Noyes/Emerson and continued through southern Manitoba before it entered Saskatchewan. The wind turbine equipment will be combined with Saskatoon-manufactured towers and erected to create an 84-structure wind farm at Rush Lake, Saskatchewan. Six other trains will follow in three-week intervals until all the equipment has arrived at its destination. (CPR news release, June 1)

COALITION LOOKING AT BUYING CPR RAIL LINE: The White Fox Subdivision Rail Committee was established in early May to save the CPR line and bridge of the same name that runs from Nipawin to Choiceland, Saskatchewan. CPR put the line on its discontinuance list August 19, 2004 and as of this August it will be formally up for sale.

Ed Greenberg, a spokesperson for CPR, said the line was added to the discontinuance list because traffic on it has declined significantly in the past few years. Ron Shymanski, chairman of the rail committee, said the line is a benefit to the area and to local farmers, as it allows them to ship producer cars, so one thing the committee is considering is buying or leasing the line themselves. They have approached the provincial government about having the government assume possession and liability of the bridge. Greenberg said the line discontinuance process usually takes about sixteen to twenty-four months. At this stage in the process, CPR is waiting to hear expressions of interests from local groups. (Nipawin Journal, June 1)

CPR COMPLETES FIRST PROJECT IN WESTERN CAPACITY EXPANSION PROGRAM: CPR has completed the first of 25 projects under a \$160-million program to increase train capacity on the railway's network between the Prairies and the Port of Vancouver. An 8,500-foot-long track has been built at CPR's Coquitlam yard near Vancouver for trains of Canadian bulk commodities destined for ocean-going ships calling at Vancouver. The new track enables CPR to stage trains close to the port until the designated ship arrives. Previously, trains awaiting ship arrival would be staged in sidings, which are passing lanes built alongside the mainline. The new staging track will leave sidings open for moving trains, improve locomotive utilization, enhance overall fluidity in this area and improve service to the Port of Vancouver. The staging track took five weeks to construct and required 285 tons of steel rail, 4,250 crossties and 5,640 tons of rock ballast. CPR also said almost all of the 25 capacity expansion projects are now under way. (CPR news release, June 6)

NORFOLK COUNTY BUYS RAIL CORRIDOR: Norfolk County has secured a key rail corridor for the county's growing network of hiking trails, approving the purchase of the former Toronto, Hamilton and Brantford rail right-of-way from Waterford to Brant County. The county will pay CPR \$90,300. (Simcoe Reformer, June 29)



VIA SHUTTING CALL CENTRE, CANCELLING OVERNIGHT TRAIN: VIA Rail will close its Toronto call centre in September, eliminating 39 local jobs. The company says more than half of the employees will be eligible for early retirement or offered transfers to call centre jobs in Montreal and Moncton.

VIA also announced the cancellation of its overnight train ("Enterprise") between Toronto and Montreal because of a low numbers of travellers. (CBC News, June 15)

OTHER PASSENGER

GO WILL ADD TRAINS TO HAMILTON IN \$35M PLAN: Twelve commuter trains will roll in and out of Hamilton's core on weekdays as part of a \$35-million track improvement plan approved by GO Transit. The increase in peak-hour service won't happen until mid-2010 and depends on completion of several other projects. But the added service will go a long way toward making Hamilton more attractive to people looking to live downtown and work beyond the city limits. The GO Transit board approved a multi-year plan that will see a third rail line built between Hamilton and Burlington, as well as a new bridge over Plains Road East. Construction of the rail line is expected to be finished by spring 2007. The improvements will allow for all-day train service to Aldershot and more peak-hour train service to Hamilton. Right now, GO Transit runs seven trains on weekdays between Hamilton and Toronto. Service will gradually increase to 12 trains a day. The addition of a third line between Hamilton and Burlington will eliminate the nine-kilometre bottleneck of CN, CPR and GO trains that clogs the line and slows commuter times. (Hamilton Spectator, May 14, 16)

PUSH FOR NEW O-TRAIN ROUTE: An Ottawa transit advocacy group wants the city to consider a limited east-west light-rail service as soon as the expanded north-south O-Train is opened in 2009. David Jeanes, of Transport 2000, says the city should look at a plan to run the O-Train on existing east-west tracks. With the city planning to purchase new electric vehicles for the north-south O-Train route, the diesel multiple-unit cars currently in use could be put on the east-west line, he said. "It's a simple technology and we own the trains," said Jeanes. "You just use the existing track."

Jeanes said there's a demand for light-rail service in the east and west ends and that a train route could relieve pressure on existing transportation systems and provide a faster link between the east end and Kanata. It would be an especially important link if the Department of National Defence relocates to the west end, he said. The idea has already been discussed by city staff and the mayor and a new environmental assessment on the east-west line would consider the plan, said deputy city manager Ned Lathrop. Lathrop said it remains to be seen whether the city could use the tracks to run light-rail vehicles and whether it could get co-operation from other companies already using the tracks. The tracks would also likely need upgrading with train stations and double tracking in some areas. The east-west line would offer a similar limited service as the current O-Train did when it was launched in 2001.

Coun. Rainer Bloess said he likes the idea of more transit service but worries such a line may not be the answer. "If you can run something and get some people off the roads, obviously it's good but you have to serve the population, you can't say 'we've got a track here, let's run a train,' " said Bloess. "We have got guys who want to run trains, they don't care (if) there are any people on them." (Ottawa Sun, May 18)

EIGHT PARTIES LOOK TO BOARD THE O-TRAIN: Hundreds of millions of dollars are on the line for eight companies and partnerships vying for a piece of Ottawa's O-Train expansion project. The group of eight joined a year-long bidding process for some of those rail dollars in May when they responded to a request for qualifications from the city. "The number of responders gives us the basis to feel comfortable we are going to have a competitive process," said city manager Kent Kirkpatrick. When it's all over, the winners of the bid will share the estimated \$675-million cost of the three-year project.

It costs about \$3M to \$5M to put a bid together but the best the unsuccessful bidders can hope for is a maximum \$1M consolation prize being offered by the city. The money could be paid out by the city to qualified finalists in return for acquiring the data and designs developed by the companies, said Rejean Chartrand, the city's director of economic development and strategic projects. In its initial stages, the bidding process has been broken into two parts, one focusing on the light rail vehicles and the other on the engineering, construction and design. Siemens, Kinkisharyo International and Bombardier are in the running for the vehicle contract valued at more than \$100M. The remaining portion focuses on engineering, including design of the rail system. The groups bidding for the second portion are a partnership named Rideau Rail made up of Aecon, Balfour Beatty and the Washington Group, engineering and construction firms Kiewit and EllisDon, a team made up of Siemens, PCL Constructors and Dufferin Construction and SNC Lavalin Engineers and Constructors. Another proposal was received from National Capital Light Rail Group, a group of companies that includes Necso. City staff will pass the responses to a six-member panel including Mayor Bob Chiarelli and three senior bureaucrats. That panel will review the responses and decide later this summer which companies will be shortlisted for the project. A final decision is not expected until May 2006. (Ottawa Sun, May 26)

ONTARIO NORTHLAND UNVEILS THE DREAM CATCHER EXPRESS:

Ontario Northland and its community partners unveiled the Near North's newest tourist attraction, the "Dream Catcher Express", an exciting train excursion between North Bay and Temagami. Operated by Ontario Northland as a special 100th anniversary of rail initiative, the "Dream Catcher Express" will enjoy a limited run of 9 days - September 22 to 25 and September 28 to October 2, 2005. In partnership with local hospitality operators, the "Dream Catcher Express" will offer passengers a variety of unique experiences including the romance of rail travel, vibrant fall colours and a sampling of aboriginal culture. "We think that this is a fantastic way for Ontario Northland to commemorate its 100th anniversary of offering rail services and as well, demonstrates our commitment to working with community partners towards the economic development and prosperity of the North." said Steve Carmichael, president and ceo of Ontario Northland. Passengers may book one-day tours aboard the "Dream Catcher Express", or multi-day packages. (Canada NewsWire, May 27)

KVR UNVEILS STEAM LOCOMOTIVE: A newly refurbished steam locomotive will pull the Kettle Valley Railway's steam train this year. On Sunday, May 22, the former BC Rail (nee CP) 2-8-0 3716 was officially launched at a special ceremony at the railway station. Rick Valenti, president of the railway board, says restoring the 144-tonne locomotive took more than 8,000 hours of volunteer work. (Penticton Western, May 27)

STEAM TRAIN ROLLS INTO ARMSTRONG, BC: It's been more than 50 years since the last steam train pulled out of Armstrong, BC, but that changed on May 21 when the inaugural 2141 Steam Train powered its way into the heart of the city from Kamloops. Howard Grieve, operations manager for the Kamloops Heritage Railway, said Saturday's trip was the result of some extremely hard work over the past four-plus years. "We've completely sold out our five runs for 2005," said Grieve. While the five trips are sold out, Grieve said there may be individual seats that come open and there is the strong possibility of adding another trip in early October. (Vernon Morning Star, May 27)

FEDS ANNOUNCE ADDITIONAL SUPPORT FOR PUBLIC TRANSIT:

Minister of State (Infrastructure and Communities) John Godfrey announced that he has started negotiations with the provinces and territories to invest up to \$800 million, over two years, in public transit. While these negotiations will be part of the New Deal for Cities and Communities, these funds are separate from, and in addition to, the \$5 billion over five years in federal gas tax money announced in February for environmentally sustainable municipal infrastructure. This investment in public transit will support environmental objectives such as reducing air pollution and limiting emissions that contribute to climate change. People who travel by public transit create far fewer greenhouse gas emissions than if they were to travel by car. In addition, by reducing traffic

congestion and supporting the mobility of people and businesses, public transit is a major factor in keeping Canada's cities liveable, attractive and more competitive.

The investment of up to \$800M will be allocated to provinces and territories on a per capita basis. Consistent with the intent of this initiative, it is proposed that the agreements stipulate that funds be distributed within each province and territory to municipalities and transit agencies based largely on transit ridership. Transit funding will also go to two jurisdictions - PEI and Nunavut - which currently do not have public transit systems in place, for investment in capacity building and developing new transportation options. The funding is provided under Bill C-48 for the environment, including for public transit, currently being considered by Parliament. The total amount of support available for transit will depend on the available surplus in the current fiscal year and in 2006-07. Funds will be used to refurbish and replace fleets, upgrade and refurbish terminals and garages, invest in new light rail, subway and bus rapid transit systems, replace and rehabilitate tunnels, stations and other structures, and utilize new intelligent transportation systems designed to improve services for both passengers and operators. These are the core priorities of the transit systems, which provide services to 70% of Canadians.

The president of the Canada Urban Transit Association, Michael Roschlau, says the money will be well spent. "This is an excellent shot in the arm for transit. Eight hundred million over two years admittedly is only part of the \$21-billion need that transit has in this country over the next five years. But it's a huge first step," (CBC News, Canada NewsWire, Toronto Star, June 1)

LRT TO RUN TO HERITAGE BY 2009: The LRT will be extended to Heritage in the next four years, after Edmonton city council agreed to fast-track the \$600-million project. Councillors approved funding to get the line put in by 2009, even though the administration raised concerns about federal funding running out before city loans can be paid off. And another \$500 million was approved for high speed buses, new overpasses and neighbourhood road repairs. "We have just approved things we have been whining and complaining about for years," Coun. Janice Melnychuk said.

The federal government and the province are both contributing to the LRT project, and city staff had warned that if that funding dries up, Edmonton could be left with a large debt. But Mayor Stephen Mandel says in voting to approve the project, council is only taking a small risk, because he believes the other levels of government will continue their funding commitments. "The federal government and the provincial government are listening to the cities. They know we are the engines of growth," Mandel said. (CBC News, June 1)

BOMBARDIER PUTS THE BRAKES ON NA HIGH-SPEED TRAIN PLANS:

Bombardier has put on ice its plans for high-speed train travel in North America. André Navarri, president of Bombardier Transportation, said that there is little appetite for high-speed rail in North America, unlike in Europe and Asia. Asked about the potential for its once highly touted JetTrain technology in North America, he said, "As there is no high-speed corridor for the time being, there is no JetTrain." Bombardier spokeswoman Hélène Gagnon said later that Bombardier is no longer in discussions with any government bodies anywhere in North America regarding the funding of high-speed train travel. "There is no project of any kind in Canada or the United States that is the subject of discussions," she said. A high-profile attempt to win approval in Florida for its JetTrain failed last November after taxpayers voted it down. And Bombardier, along with partner ALSTOM, has been plagued by technical and other problems with their Acela Express train operated by Amtrak in the Washington-New York-Boston corridor, the only existing high-speed train in North America.

"Is there a market in North America for a very high-speed train? It's a difficult issue," Navarri said. While high-speed trains have staked out a place in the popular, well-established rail system of Europe, "it's a little more difficult to find the right [rail] corridors in North America," he said. In Canada, Bombardier had high hopes for its JetTrain, particularly in the Quebec City-Windsor corridor, and had been lobbying the federal government for financial assistance to upgrade the corridor. Other city-to-city links that Bombardier had identified included Calgary-Edmonton, Chicago-St. Louis, Los Angeles-San Francisco and Orlando-Miami. (Globe and Mail, National Post, Montreal Gazette, June 3)

BIDDERS FOR O-TRAIN DEAL FINDING WAYS AROUND STRICT LOBBYING RULES: The companies bidding on the Ottawa's O-Train expansion may not be able to lobby city hall, but that doesn't mean they can't bring their message - and their trains - to the people. Bombardier is currently in negotiations with Ottawa Bluesfest to help sponsor this summer's event, complete with a possible mock-up of a light rail vehicle. Bombardier would be only one of the sponsors for the event which will take place on the grounds of City Hall, said Bluesfest director Mark Monahan. Bombardier is currently considering the possibility of bringing a light rail vehicle from Minneapolis and showing it off in Ottawa as an example of what city transit users could ride if the Canadian company wins the O-Train bid. The company has cleared the sponsorship idea with city officials, who say sponsorship of events do not violate rules. On June 3, the city amended bidding documents further restricting contact between the bidding companies and the media by barring the companies from sending out news releases. That restriction is minor compared to other amendments which may force some bidding companies out of the contest for the project if they had previous involvement with the O-Train. (**Canadian Press**, June 5)

NEW GO STATION AT KENNEDY: GO Transit has opened a new train station in Toronto's east end. The new Kennedy GO station connects directly to the city's Bloor-Danforth subway line and the Scarborough Rapid Transit system. GO Transit carries more than 45 million riders (**Broadcast News**, June 2)

ROCKY MOUNTAINEER TOUR SNUBS PRINCE GEORGE, BC: Rocky Mountaineer Vacations has announced it has decided to use Quesnel, BC, as its overnight stopover and not Prince George, as planned. "It's been a very hard decision for us to make," said Rocky Mountaineer president and ceo Peter Armstrong. "We worked with CN to reduce the schedule (travel time between Whistler and Prince George) but it still came in around 15 hours, and that's too long for the guests we attract." Rocky Mountaineer has instead chosen to go with two 11-hour stretches, one from Whistler to Quesnel and another from Quesnel to Jasper.

Rocky Mountaineer still expects there to be economic benefits to Prince George because of its close proximity to Quesnel. Rocky Mountaineer intends to utilize CN's wheel shop in Prince George, said Armstrong. It plans to start service on May 2, 2006, running until mid-October. Prince George had been Rocky Mountaineer's first choice as a stopover, and the company had already touted the benefits in terms of hotel room accommodations and other services. In April, Rocky Mountaineer showed off its high-end service and spectacular views from its dome car on its inaugural run from Whistler to Prince George. The company had said it expected Prince George would fill a role similar to that of Kamloops. Rocky Mountaineer has a maintenance shop in Kamloops employing 45 people and is responsible for 40,000 overnight hotel room stays each year. (**Prince George Citizen**, June 8)

GTA TO UNVEIL LINKED TRANSIT CARD BY '07: The Ontario government is planning to bring in a single pass system for public transit in the Greater Toronto Area. The unified-fare card will be good on GO Transit and seven local systems in the region. The card, announced by Transportation Minister Harinder Takhar, will likely be available in early 2007. Takhar says riders won't have to search for exact change, buy tickets or carry different passes to travel on the different transit systems. Brampton, Burlington, Hamilton, Mississauga, Oakville, Toronto and York Region have all signed on to develop the integrated-fare system. The plan is expected to be fully in place from Hamilton to Whitby by 2010. "Creating a transit culture in this province means using the latest technology to improve transit service," Takhar said. "The possibilities for this card are endless. In Hong Kong, for example, transit-fare cards can also be used at parking facilities, fast food outlets and vending machines." (**Canadian Press**, June 14)

RAIL USER'S NETWORK TO HOST INTERNATIONAL CONFERENCE IN TORONTO: Later this year, rail advisory and advocacy groups will convene in Toronto to discuss ways to better represent transit-rail passengers' interests. On November 12 and 13, Rail User's Network, a non-profit organization that promotes North American passenger-rail interests, will hold its 4th international conference at the Hotel Novotel-Toronto Centre. Officials from intercity, suburban and metropolitan rail-transit agencies, public

agencies and customer advocacy groups will attend the conference, which will feature workshops about such topics as the future of intercity rail, customer service practices and media relations. Invited speakers include Amtrak president and ceo David Gunn, VIA Rail president Paul Coté, GO Transit managing director Gary McNeil, Toronto Transit Commission chief gm Richard Ducharme and Federal Railroad Administrator Joseph Boardman. (**Progressive Railroading**, June 15)

BOMBARDIER TO SET UP RAIL MOCKUP IN OTTAWA: Bombardier plans to park a mockup of its commuter rail vehicle on Ottawa's Laurier Avenue in front of City Hall during the 11 days of Bluesfest in July, says the festival's executive director, Mark Monahan. Bombardier, which is bidding for part of the \$675 million in contracts for the city's giant rail project, gained that right by becoming an official partner for the festival beginning July 7, Monahan said. The train mockup will be plopped in the middle of Laurier Avenue, which a council committee last week grudgingly voted to close during the festival. The festival had asked for more space to comply with Ontario liquor regulations, and to accommodate crowds of up to 30,000.

Monahan said he had received approval for the Bombardier display from a city official, "whom he would not name. He also refused to reveal how much Bombardier paid for the site. He would only say: "They are a substantial partner." The company approached him in late February or early March about the deal, he said. "Anyone who contributes a fee to be there certainly helps the festival out," adding that he would welcome other train contract bidders but none have approached him. Fairness commissioner Howard Grant, who oversees the ethics of decisions regarding the train deal, said he was asked to rule on the Bombardier deal with Bluesfest and found no problem. "Will it help Bombardier win? Definitely not." (**Ottawa Citizen**, June 22)

TTC TO REBUILD STREETCARS, BUY NEW ONES: The Toronto Transit Commission has approved plans to rebuild half of its aging streetcars while it aggressively searches for replacements. The \$130-million plan will pay for repairs to 100 of the 196 Canadian Light Rail Vehicles that the TTC currently has on the road. The refurbishing project will begin in 2008, and is expected to extend the useful life of the cars by 10 to 15 years. The majority of the TTC's streetcars are currently nearing the end of their expected 30-year life span. Fixing up the old streetcars will buy the TTC time to find a supplier for replacements. TTC deputy general manager Robert Boutilier said it could take five to six years to source customized new cars that can handle Toronto's steep grades and sharp turns, adding up to 242 streetcars to the fleet.

Toronto is considering adding a dozen new streetcar lines by 2026, including one along Don Mills between Pape Station and Steeles Avenue, along Kingston Road between Victoria Park and Lawrence Avenue and on Eglinton Avenue West between Black Creek Drive and Renforth. Plans to develop the waterfront will also lead to new lines, staff said, including streetcars running to planned communities in the West Don Lands, the East Bayfront and along Bremner Boulevard. (**CBC News, National Post**, June 23)

LEGAL ACTION COULD DERAIL TRANSIT PLANS: The city's plan to extend commuter rail to Ottawa's downtown by 2009 is in jeopardy after a group of business owners threatened a court challenge to block it. The Albert-Slater Coalition, a group of 24 downtown businesses, said on June 28 that the city's plan to put cars, trains and buses on Albert and Slater streets is so flawed the group has no alternative but to fight it in court, if necessary. The group has long demanded changes to the city's plan, but this is the first time it has threatened a legal challenge that could delay or disrupt the project.

David Jeanes, president of the public transportation advocacy group Transport 2000, warned that if a challenge goes ahead, the ensuing delay could cripple the entire \$675-million north-south commuter rail project. Work would be frozen until all the appeals were exhausted, making it impossible for the city to go ahead with a request for proposals in time for construction to begin next year, as scheduled. More critically, Jeanes said, a delay would undermine the city's ability to attract federal and provincial funding for future light-rail projects.

The business owners accused the city of trying to ram its plan through without the kind of thorough examination of alternatives

required by law. If the city refuses to seriously consider other options, the coalition will tie up the process in legal challenges, they said. In a memo to councillors in mid-June, city planners said they've revised the original plan to meet the concerns of downtown businesses and residents, many of whom have responded well to the revised proposal. But John Toth Jr. of Toth Equity said the changes are cosmetic. The environmental assessment report is expected to go to the transportation committee and council in July. If approved by council, it will then go to the minister of environment for approval in the fall. Toth said that's when the group will launch its first salvo against the city plan if it finds it lacking. (Ottawa Citizen, June 29)

REGIONAL / SHORTLINE NEWS

IRON ORE COMPANY OF CANADA INVESTING \$25 MILLION IN RAIL TRANSPORT EQUIPMENT: The Iron Ore Company of Canada (IOC), the largest producer of iron ore pellets in Canada, is investing over \$25 million in its rail transport equipment to purchase seven new locomotives. This investment will considerably increase IOC's transport capacity and increase the profitability of its production operations. The new AC4400 locomotives from General Electric, at US\$2.4 million each, have superior traction to the Dash-9 models in the existing IOC fleet. More reliable and requiring less maintenance, the AC model can also haul more cars. The locomotives should be shipped to Sept-Iles by mid-September and in operation no later than December.

IOC's trains are used mainly to move iron ore pellets and concentrate to the port in Sept-Iles. The trains also transport merchandise, materials and employees and provide a link between the Wabush mine and Sept-Iles. Normally there are three locomotives in a train composed of 210 to 240 cars, each with a capacity of 100 tons. IOC's fleet currently consists of 36 locomotives and roughly 1,150 cars. The IOC railway is 418 km long, with six or seven trains on the line at any given time. It takes an average of 48 hours to make the round trip.

IOC is the largest manufacturer of iron ore pellets in Canada and generates over \$600m revenue. It operates a mine, concentrator and a pelletizing plant in Labrador City, Newfoundland and Labrador, as well as port facilities located in Sept-Iles (Quebec). The Company also operates a 418 kilometre railroad that links the mine to the port. The customer base covers North American, European and Asian steel producers. IOC has about 1,700 employees and celebrates its 50 years of operations in 2005. IOC's major shareholder and operator is Rio Tinto, the world's third largest mining company. (CCNMatthews, May 19)

ONR REACHES LABOUR AGREEMENT WITH UNION: The Ontario Northland Transportation Commission and the United Steelworkers of America have reached a three-year contract agreement, with members voting 84% in favour of the new contract. The deal provides for wage increases of 3% each year for three years, retroactive to January 1, 2005, as well as an improvement to benefits. Steelworkers Local 1976 represents Ontario Northland's rail traffic control, customer service and sales employees throughout northeastern Ontario. With the ratification of this agreement, all of Ontario Northland's labour agreements are now current. (Canadian Press, May 16)

MONTREAL, MAINE & ATLANTIC WORKERS TO JOIN MOW UNION'S RANKS: A majority of Montreal, Maine & Atlantic Railway signalmen and maintenance-of-way workers voted in favour of being represented by the Brotherhood of Maintenance of Way Employees Division of the Teamsters Rail Conference. The workers previously weren't represented. The 745-mile MMA operates lines in Maine, Vermont, New Brunswick and Quebec. (Progressive Railroading, May 18)

CANCELLATION OF CERTIFICATE OF FITNESS - PAFF: The Canadian Transportation Agency has cancelled Certificate of Fitness No. 03001 that authorized Prairie Alliance for the Future to operate a railway in the province of Saskatchewan through a lease agreement with CN, due to a failure to maintain adequate third party liability insurance coverage. The Agency notes, in a letter dated February 16, 2005, CN's confirmation that in accordance with the agreement entered into between CN and PAFF, any default

by PAFF will cause the railway lines to revert back to CN. (CTA, May 20)

DOFASCO BUYING QUEBEC CARTIER MINING: Dofasco is paying \$306 million for the two-thirds of iron ore producer Quebec Cartier Mining that it doesn't already own. The sellers are CAEMI of Brazil and provincial government-owned Investissement Quebec. QCM operates an open-pit mine, a crusher/concentrator, pellet plant, deep-water harbour and a railway linking the mine to the harbour on Quebec's North Shore region. The purchase agreement, subject to regulatory approvals, is expected to close early in the third quarter. The recent strike was settled June 3, with 6-year agreement reached with its unions. QCM's current management team is expected to remain in place. (Canadian Press, June 8)

TAX DEAL WILL SAVE ISLAND RAILWAY: Patrick Hind, historian and transportation analyst, says rail commuting on Vancouver Island can happen after the E&N reinvents itself with sufficient income from freight service. Hind says the Island's railway revival must go through three action stages: 1) safeguard the right-of-way, so nobody can sell off pieces of it to build houses. The Island Corridor Foundation (ICF), a partnership of five regional districts with 13 First Nations groups, is close to locking the safeguard in place, 2) bring in a new operating railroad company, and 3) revive the E&N's depleted freight business.

Hind believes all three steps are manageable. Protecting the E&N right-of-way means amicably replacing today's split ownership. The CPR owns the line from Victoria to Nanaimo and Parksville to Courtenay. RailAmerica owns most of the line from Port Alberni to Nanaimo. It operates Victoria-Courtenay passenger service for VIA Rail, and runs the remnant of freight service that continued after Norske's Port Alberni paper mill switched from rail to trucks in 2001.

ICF became the hero of the railway revival after strong public feeling surged into the headlines because of worry the E&N would close. Its directors, headed by Lake Cowichan mayor Jack Peake, and his co-chair, chief Harvey Alphonse of Cowichan Tribes, engineered a political near-miracle: CPR's and RailAmerica's agreement to trade an underused railway to ICF for a multi-million-dollar tax writeoff. As the talks move toward that possible settlement, it looks like a win-win deal for all players, including both BC's major political parties. ICF is requesting exemption from provincial sales tax and from the provincial Railway Belt Tax, which aims to protect the railway by levying 25% of value on the sale of railway lands. The province is researching the application. By saying Yes, it will do the documentary equivalent of driving the last spike. Hind says freight revenue is there for smart marketers to bring in. But Hind says governments need to top up that income by investing in commuter rail, which complements roads and gives a better return on the dollar. (Goldstream News Gazette BC, June 22)

OTHER INDUSTRY NEWS

TRANSPORTATION CRISIS COMING: Western Canada "desperately" needs more than \$15 billion in additional transportation funding or it will suffer diminished economic growth, a report from the Western Transportation Ministers Council says. "There is broad agreement that our transportation system [including highway, rail, sea and airports] will not be capable of meeting the needs of citizens, communities and business in future unless significant changes are made," says the report. It details specific projects, such as replacement of the 100-year-old New Westminster railway bridge and expansion of Fraser Port and Deltaport.

The ministers' council was struck in 2002 with the intent of presenting a single voice to Ottawa on the need to recognize transportation systems as a linchpin in the west. The report notes that transportation spending by all levels of government in Canada has fallen to 1.7% of gross domestic product compared to 2.9% in 1991. Federal contributions have fallen the most - 46% - even though federal revenues exceeded real gross spending by \$14 billion between 1991 and 2001. Provincial and local government spending has not increased to meet requirements. The ministers are also asking Ottawa to work with railways to address capacity shortfalls, allow Canadian ports more leeway in obtaining financing for expansions, and cut the amount of money they collect from airports as "rent." (Vancouver Sun, May 25)

NS LAST CLASS 1 TO TRIAL GREEN GOAT: RailPower Technologies has announced that Norfolk Southern will commence a 30-day trial with a Green Goat® Series hybrid locomotive at the beginning of August. RailPower president and ceo Jim Maier, said, "What is significant about this event is the fact that with Norfolk Southern demonstrating the Green Goat locomotive, all of North America's Class 1's will have trialed our technology. It's taken over three years to trial all the Class 1 railroads. The industry has always been very enthusiastic to conduct trials but with only one trial unit in the early days, it was a question of one trial at a time. Now we have five demonstration locomotives, which include two currently being extensively trialed with CSX" Maier pointed out RailPower's demonstration program for its yard locomotives will continue with regional and short-line railroads as well as with industrial operators. (Canada NewsWire, May 26)

CTA'S 2004 CENTENNIAL-YEAR ANNUAL REPORT RELEASED: The Canadian Transportation Agency has released its latest annual report to Parliament describing its various activities, including its 3,500 rulings made during 2004, which was the organization's centennial year. The past year saw the Agency focus on the serious shortfall in Western rail and port capacity, the acquisition of BC Rail by Canadian National Railway (CN) and grain handling and transportation issues on the Prairies.

With respect to the proposed transfer of the Government of Canada's hopper car fleet, the Agency prepared a report assessing its potential impact on the Western grain revenue caps imposed on CN and the Canadian Pacific Railway. The report, tabled in Parliament by transport minister Jean Lapierre, is available on the Agency's Web site at www.cta.gc.ca. (CTA, May 31)

RAIL CARLOADS, INTERMODAL DOWN IN MAY: Canadian rail carload traffic was down 5,316 carloads (1.8%) in May 2005 to 282,350 carloads from May 2004, and up 3,925 carloads (0.3%) for the year to date to 1,475,948 carloads. Carloads of coal in Canada were up 4,348 carloads (13.2%) in May 2005 to 37,179 carloads and up 942 carloads (0.5%) for the first five months of the year to 178,613 carloads. Canadian intermodal traffic was down 1,475 units (0.8%) in May 2005 compared with May 2004 to 173,403 units, and up 25,711 units (3.0%) for the first five months of 2005 to 887,059 units. (AAR, June 2)

PORT OF HALIFAX SECURES NEW RETAIL CARGO FROM ASIA: A group of major Canadian retailers has selected the Port of Halifax to route growing volumes of import products from Southeast Asia and the Indian Sub-continent via all-water services over the Suez Canal. Beginning July 1, Halifax will be the east coast hub for sorting and distribution activities of Sears Canada, Sony of Canada, Reitmans (Canada) and other member companies of the Canadian Retail Shippers' Association. CRSA retailers will soon begin shipping 4,000 TEU's (twenty-foot equivalent units) per year through Halifax. Through CN and Armour Transportation Systems, imports will be distributed directly to warehouses in Central Canada. (PR Newswire, June 14)

2005 NOMINEES SOUGHT FOR RAILWAY HALL OF FAME: The Canadian Railway Hall of Fame is seeking public nominations for leaders, heroes, communities and technologies that helped make freight and passenger railways the backbone of the Canadian economy. Deadline for entries is August 12. Those selected will be announced in September. "The inductions are part of a series of annual events and activities that showcase the role that freight and passenger rail plays in Canada's economy," said Bruce R. Burrows, Acting President and CEO of the Railway Association of Canada. The virtual, web-based industry Hall of Fame was created with the support of the RAC's 60 freight and passenger railways, communities, museums, corporate sponsors and the public at large. To submit a name for consideration, use the form available on the Railway Hall of Fame web site at <http://railfame.ca> and give your reasons why you believe your nominee, invention or community deserves recognition. Additional information on the industry is available on the RAC's website at www.railcan.ca.

Former Prime Minister Sir. John A. MacDonald and Ron E. Lawless of Montreal, former President and CEO of Canadian National Railway were 2004 inductees to the Canadian Railway Hall of Fame. Other 2004 inductees included Airchime of Langley, B.C. in the technology category for developing railway locomotive and

other sound-signal safety products for world markets since its founding in 1929. Hall of Fame 2004 inductees in the Heroes category included Intercolonial Railway telegrapher Vince Coleman of Halifax, and retired railroader James J. Sirois of Sept-Iles, Quebec. Edmonton, Alberta was recognized for its role in planning this year's 100th Anniversary of the Province and the centennial of the arrival of the Canadian Northern Railway. McAdam, New Brunswick, was inducted as the historical CPR eastern transcontinental divisional point. (Canada NewsWire, June 21)

INQUEST JURY RECOMMENDS IMPROVED RAIL CROSSINGS: A coroner's jury into the death of a 12-year-old girl is recommending significant improvements be made to dual-track railway crossings within Brockville's (Ontario) city limits. Sabrina Latimer was on her way home from school last February when she died instantly after stepping into the path of a train. One train had just passed. Latimer and her friend, who escaped with only a broken arm, had no idea a second train was approaching the crossing. In all, the jury returned with 19 recommendations after hearing summations the day before.

The first jury recommendation calls for the City of Brockville, Transport Canada and CN to work together to put up pedestrian gates and fencing at all five of the dual-track crossings in the city by the end of August, including the one where Sabrina was killed. The verdict also requests that crossing guards be placed at three of the crossings for at least a year so students become familiar with the new crossings.

The jury also recommends:

- Train speeds be reduced immediately to 80 kilometres per hour, until the safer crossings are in place. They currently range between 105 and 129 kilometres per hour.
- Brockville amend its 1999 bylaw that forbids trains from blowing their whistles inside city limits.
- CN move a signal bungalow that blocks the view of oncoming trains at the crossing where Latimer died.

Ten years ago there was a tragedy very similar to Sabrina Latimer's. On April 20, 1995, two high school girls were killed on their way to school at a crossing just down the tracks. As with Sabrina Latimer, the high school girls waited for a first train to pass, and walked into the path of a second train they didn't realize was there. In its report on the 1995 accident, the Transportation Safety Board urged Transport Canada to implement a program to upgrade a pedestrian protection system. That didn't happen. (CBC News, June 15)

SAULT COLLEGE INDEFINITELY SUSPENDS RAIL PROGRAM: Sault College has indefinitely suspended a program for which industry claims a high demand. Not enough students are interested in the rail signals and communication technician program to run it, says college spokesman Rick McGee. On this year's batch of college applications, only three students out of a total of 12 applicants for the program put it down as their first choice. A late start was blamed for dismal turnout the previous year, when the second year of the program was first suspended. A string of information sessions held in Toronto, Mississauga, Timmins, Sudbury and Thunder Bay drew fewer than 10 students combined, said McGee. Two skilled trades sessions in the Sault turned up no one at all who was interested in the program.

A combined 40 first- and second-year students would be needed to make the course viable. John Carstairs, director of the Institute of Railway Technology, says demand for trained workers certainly isn't the problem: CPR alone needs at least 50 signals and communications people a year. It comes down to lack of enrolment. Calgary's Southern Alberta Institute of Technology, the only other college to offer the program, has put its courses on hold as well. Carstairs, who has been involved in developing the new course with the Rail Association of Canada, said he thinks students at both schools questioned why they should take a two-year program focused on one industry when they could take a more general electronics course "which enables them to go work in a broad scope of industries."

This summer, Carstairs and other key people who have been involved with the program will look at creating a one-year program that would not directly compete with a two-year electronics diploma, but would still qualify graduates to work in the same well-paying field. (Sault Star, June 28) ■

Twenty-five Years Since CN 4-8-2 6060 Left Eastern Canada

by John D. Thompson

It is hard to believe, but July 17, 2005, was the 25th anniversary of the departure of CNR Mountain type 6060 from excursion service in Quebec and Ontario. The locomotive's last passenger assignment was powering a Buffalo Chapter, National Railway Historical Society excursion around Lake Simcoe on an appropriately gloomy Sunday, July 17, 1980.

Following this operation, the sleek green and black Mountain was transferred to Alberta, leaving Toronto under steam behind three diesels on a freight train - CN had sold 6060 to the Province of Alberta. Ownership was transferred to the Rocky Mountain Rail Society in 1992, and in 2005 the 6060 operates out of Warden, Alberta, mainly on lines operated by Alberta Prairie Railway Excursions.

A second career that had begun with great promise in the Fall of 1973 was cut short, seemingly a victim of changing priorities on the part of railway management. If ever one needed proof of this, one has only to note that CN made no attempt to operate 6060 during its 75th anniversary in 1998. Meanwhile, arch rival CPR has been reaping all kinds of good publicity, thanks to its roving ambassador, H1b 4-6-4 2816.

The rebirth of 6060 was rumoured, then confirmed, about the time famed excursion Northern 6218 was being retired in mid-1971. The locomotive was removed from display beside Jasper (Alberta) station where it had been displayed since 1962, towed east, and overhauled in CN's Pointe St. Charles Shops in Montreal. At that time, enough steam era employees remained on the payroll, 13 years after dieselization, that the work could be done "in house".



CNR 4-8-2 6060 awaiting departure from MacMillan Yard on August 2, 1980. Soon three diesels will couple ahead of her for her transfer to Edmonton. Photo by John D. Thompson.

The restoration was helped by the fact that 6060 was a youngster, built in 1944, the class engine of CN's final order of 20 steam locomotives. Lady luck smiled on the classic Mountain type, as it not only cheated the scrap merchant, but came out of retirement to thrill thousands of people who rode behind her and watched "one of the last and one of the best".

Her return to service began with a break-in run on a 45-car freight train from Montreal to Coteau, Quebec (two diesels were idled) in September 1973. Residents along the Lakeshore must of questioned their eyesight as they glanced over towards the CN tracks at the sound of a distant whistle and a plume of smoke in the distance, then watched in awe as this phantom from the past raced by.

And so it was seven wonderful years, as the bullet-nosed Mountain visited Montreal and Midland, Ottawa and Omemee, St-Hyacinthe and St. Marys, and countless other towns and cities in Ontario and Quebec. For a couple of years in the late-1970s, 6060 pulled a regularly scheduled passenger train between Toronto and Niagara Falls.

We should be grateful that 6060 still sees periodic excursion service in Alberta, albeit at restricted speeds on secondary lines. Many, I wager, would prefer to see this great locomotive racing down the high iron of the Dundas or Kingston Subdivision, effortlessly doing 80 miles per hour, pulling a matched consist.

Au revoir, 6060, wish you were here (in Toronto). ■



CN 6060 is southbound at Shanty Bay, Ontario, with a NRHS fantrip on July 17, 1980. Photo by John D. Thompson.

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>.

BIG VALLEY, ALBERTA: The Village of Big Valley welcomes the public to attend its "Big Valley Railway Day" from 11:00 to 17:00 on **August 6**. Learn about central Alberta's railway heritage; experience first hand the operation of a diesel-electric locomotive and other railway equipment; guided tours of the former CNoR depot and roundhouse, and former Alberta Wheat Pool grain elevator; model railway display and more. Information from Harry Stuber at (403) 740-9356.

GANANOQUE, ONTARIO: The 8th 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.

ORANGEVILLE, ONTARIO: Enjoy a day discovering the length of the Orangeville-Brampton Railway aboard the Credit Valley Explorer on **August 14**. The day starts at Orangeville at 09:00. A number of stops will be made en route. Lunch stop at the General Store in Inglewood (individual settlement). Return to Orangeville expected at 16:30. Non-refundable tickets at \$75.00 available at www.creditvalleyexplorer.com, or 1-866-708-6279. Additional information from: semaphor@ican.net.

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.

SMITHS FALLS, ONTARIO: Capital Promotions DHT will present "Railfest 2005" at the Smiths Falls Railway Museum of Eastern Ontario, 90 Williams Street West, on **August 27 and 28** from 10:00 to 16:30. Operating layouts, handcar and trackless train rides, vendors of toy and model train accessories, railroad collectibles, books, videos, DVDs, locomotive and caboose visits, and more. Adults \$6; Seniors and Teens \$3; Under 12 \$1.50, family admission rates. Information from Hugh Laing at (613) 592-9402 (days) or Frank Steele at (613) 634-8225.

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 **September 3 and 4 (changed from 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; or write to the Friends of Yoho, Box 100, Field, BC V0A 1G0.

PICTON, ONTARIO: The Picton Model Railroaders will present their 17th 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.

NORWOOD, NEW YORK: -The Norwood Model Railroad Club will hold its 23rd Annual Toy, Train, and Collectible Show on **October 1** (10:00 to 17:00) and **October 2** (10:00 to 16:00) at the Norwood-Norfolk Central School Gymnasium, Route 56, north of Norwood and south of Massena. Operating layouts in HO, O, and G. Dealer and manufacturer tables offering trains and collectibles. Admission: Adults US\$ 3; Students, Seniors (62+) US\$ 2. Information from Tom Jarvis, 2 South Main Street, Norwood, NY 13668; (315) 353-6621.

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>

Superior Colours of Ontario Rail Tour

Ottawa's Bytown Railway Society and Winnipeg's Rail Travel Tours have organized the Superior Colours of Ontario Rail tour, from Thursday, September 29, to Monday, October 3, 2005, which begins and ends in Sudbury, to view Canadian Shield fall colours scenery from one of Canada's last Budd Car services - VIA Rail's "Lake Superior" (operating between Sudbury and White River). The tour has limited space and costs \$595 CDN (per person based on double occupancy) and includes round trip rail journey from Sudbury to White River, three nights in Sudbury, one night in White River, a group potluck supper arranged by the White River seniors club, tours of the Dynamic Earth-Nickel Mine tour and the Northern Ontario Railway Museum & Heritage Centre, and more. For further details and/or reservations, contact Rail Travel Tours toll free at 1-866-704-3528 before the August 5, 2005, booking deadline.

The trip begins on Thursday, September 29 by travelling independently to Sudbury, and checking into a Sudbury downtown hotel that overlooks the railway station where the remainder of the day can be spent railfanning the CPR mainline or enjoying the pool, hot tub or other amenities of the hotel. Next morning the group will board buses and tour the Dynamic Earth nickel mine attraction and take part in the Nickel City Stories presentation. Then we will board the bus and travel directly north to the community of Capreol to witness some action on the CN Mainline and visit the Northern Ontario Railway Museum for a guided museum tour before returning to downtown Sudbury. On Saturday, the group will board VIA Rail's "Lake Superior" service and travel on the CPR mainline past some fantastic Canadian Shield scenery viewed from inside the restored Budd Car, with the group enjoying snacks and route interpretation. Arriving in White River the group will enjoy a welcoming dinner (included) and overnight there. On Sunday the group will board the train and do the route in reverse, switching sides in the warm train to view more of Ontario's scenery, arriving in Sudbury later the same day to again overnight. The tour ends the next morning. Rail transportation to and from Toronto can also be arranged.

For further details and/or reservations, contact Rail Travel Tours toll free 1-866-704-3528. (Rail Travel Tours, Box 44, 123 Main St., Winnipeg, MB R3C 1A3).



VIA RDC-2s 6205 and 6215, and RDC-4 6250 are westbound at Cartier, Ontario, in October 2004. Photo by Daryl Adair.

Fifty Years Ago

by Doug Phillips

The Mountaineer - "The Mountaineer" made its first trip for the 1955 season on Friday, July 1, departing westward from St. Paul, Minnesota, and arrived in Vancouver on Monday, July 4th. The day before was the last departure for the 1954/1955 season of the equipment for the "SOO-Dominion" from St. Paul and connection at Moose Jaw, Saskatchewan.

The 1955 operation of the westbound "Mountaineer", train No. 13, would continue until August 23. "The Mountaineer" followed the same route as "The SOO-Dominion" except it was a through train to Vancouver. "The SOO-Dominion" was specific cars handled in the St. Paul-Moose Jaw train, which then connected with "The Dominion", thus the name "SOO-Dominion" west of Moose Jaw.

The first eastbound departure of train No. 14 was from Vancouver on the evening of Monday, July 4th and would continue until August 26, at which time the 1955/1956 season for the "SOO-Dominion" would begin.

The July 4th Vancouver arrival of train No 13, "The Mountaineer", consisted of 8 cars and arrived one hour late at 08:35:

- CP Baggage 4308 (St. Paul to Vancouver)
- CP Coach 2121 (St. Paul to Vancouver)
- CP 8-1-2 Sleeper *Centalpina** (St. Paul to Vancouver)
- Pullman CP car 1303
- CP 10 Roomette-6 DBR Sleeper *Balsom Grove* (St. Paul to Vancouver) CP car 1301
- CP 10 Compartment Sleeper *Glendun* (St. Paul to Vancouver) CP car 1302
- CP Dining Car *Woodstock* (Medicine Hat to Vancouver)
- CP 4 DBR, 1 Compartment, Observation & Solarium *Cape Scott* (St. Paul to Vancouver) CP car 1300
- Mountain Observation Car 7912 (Calgary to Vancouver)

Car 1303 was required to be a Pullman car. On this day it was CPR *Centalpina*. *Centalpina*, along with four other Pullman sleepers, were purchased by the CPR in 1948 from the Pullman Company and were leased back to Pullman for use on the "The Mountaineer" and "The SOO-Dominion" service. The five cars kept their original Pullman names and had the same floor plan as the CPR "R" series sleepers. The cars were built in 1928-1929 to Pullman plan #3979-A. Their interior walls were made of metal and painted over; the CPR "R" series had wood for interiors adding to the insulation for winter operation.

The lease with Pullman would end in 1955 and four of the five cars (*Centalpina*, *Explorer*, *Mountaineer*, *Rancher*, and *Trapper*) would be removed from service in 1959. Trains 13/14 would make their last run at the end of the 1960 season. Sleeping car *Mountaineer* would be removed from service in 1960 and scrapped in 1961. "The SOO-Dominion" service would continue until the end of the summer season in 1965, except in the last years it would operate only in the summer and via Winnipeg to connect with "The Dominion".

Although not recorded, locomotive power on the first train of the season was likely two diesels west of Moose Jaw, certainly west of Calgary. Steam was still used between Portal and Moose Jaw on trains 13/14 at this time.

Did anyone record the power for this train or for any of these dates between July 1 to 4?

The Canadian - CPR's first stainless steel "The Canadian" (No. 1, 8 cars) departed Montreal at 13:00 on April 24, 1955:

- FP9 1409
- F9B 1907
- Baggage-Dormitory 3008

- Tourist Sleeper *Udall*
- Skyline 514
- Dining Car *Empress*
- Sleepers *Wolfe Manor*, *Chateau Rigaud* and *Chateau Varennes*
- Dome-Sleeper-Observation *Yoho Park*

At 16:15, an 11-car "The Canadian" (No. 11) departed Toronto:

- FP7 1421
- FP7 1423
- Baggage-Dormitory 3006
- Tourist Sleepers *Unity* and *Underwood*
- Skyline 517
- Coach 102
- Dining Car *Kent*
- Sleepers *Bliss Manor*, *Christie Manor*, *Dawson Manor* and *Chateau Lauzon*
- Dome-Sleeper-Observation *Tremblant Park*

Trains 1 and 11 were merged at Sudbury - the first westbound (No. 1) departed at 23:35 as follows (15 cars):

- FP9 1409
- F9B 1907
- FP7 1423
- Baggage-Dormitory 3006
- Tourist Sleepers *Unity*, *Underwood* and *Udall*
- Skyline 514
- Coach 102
- Dining Car *Kent*
- Sleepers *Bliss Manor*, *Christie Manor*, *Dawson Manor*, *Chateau Lauzon*, *Wolfe Manor*, *Chateau Rigaud* and *Chateau Varennes*
- Dome-Sleeper-Observation *Yoho Park*

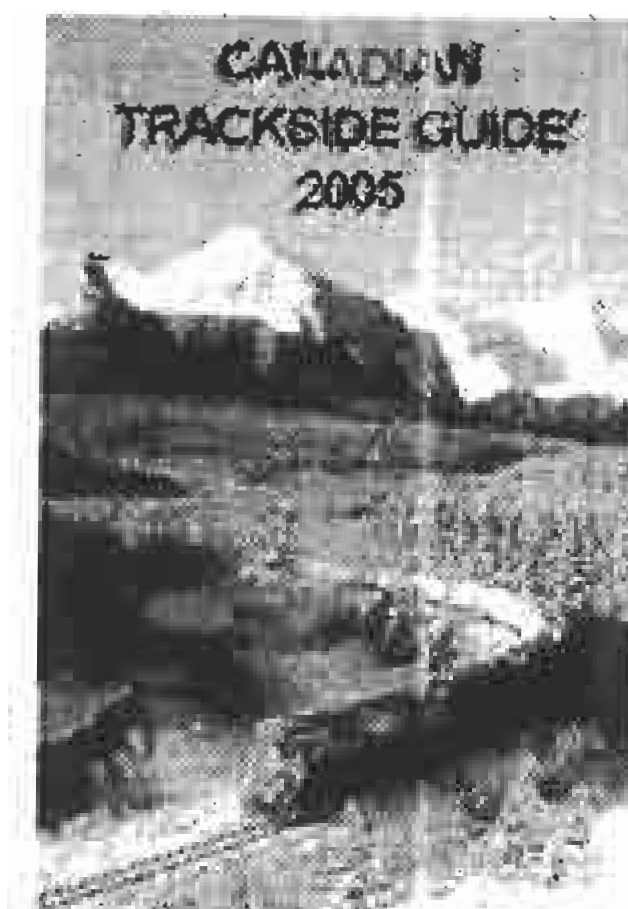
Of the 19 cars included in the first westbound departures 50 years ago, all but the three tourist sleepers (withdrawn in 1966) were sold to VIA Rail Canada in September 1978. All are in VIA service except Skyline 514 (now VIA 8514) which suffered a fire in 1997. FP9 1409 is preserved at the Canadian Museum of Rail Travel in Cranbrook, BC. ■

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The Staynerville Branch by Ian Walker

Reading Duncan du Fresne's Tid-bit about the Lachute Subdivision and the Staynerville Branch (May 2005 **Branchline**) brought back memories for me. I grew up in Brownsburg, Quebec, in the 1960s and early 1970s. The Canadian Industries Limited plant there produced ammunition for small arms, blasting caps and blasting fuse. They also used the blasting caps to make Track Torpedoes and therein lies my story.

Track torpedoes are a device mounted over the head of the rail and are held in place by a metal spring. When the wheels of the train strike the device, the powder compresses and explodes. The amount of powder is very small so the rail or wheel isn't damaged but the explosion causes one huge Bang! It can be clearly heard up to several miles (kilometres) from the explosion.

First, a short history of the line. It was built before the turn of the 20th century, possibly as early as 1880, to provide an outlet for the stone being cut from Burnett's Quarry in Brownsburg. This was located southwest of and below the town.

The stone was used for cobblestones on the streets of Montreal and also for building material. One of the major builders it supplied stone for was the exterior of CPR's Windsor Station in Montreal.

Around 1890, the Dominion Cartridge Company (a predecessor of CIL) needed a railroad outlet for their products. They contacted the CPR. However, due to the grades and the solid rock involved, the easiest and cheapest way to build into Brownsburg was to use the existing line, then install a switch and blast a route the remainder of the way. Hence a switchback was built. A train would back from the mainline until clearing the switch, then reverse direction and proceed on into Brownsburg.

Around the 1920s, stone had lost much of its popularity as a building material, and Burnett's Quarry closed. But the line wasn't removed. It was used to store old wooden railway equipment for many years until the beginning of World War II when all the cars were burned and scrapped.

The actual line consisted of a run-around track off mile 48.7 of the Lachute Subdivision, a wye off the run-around then approximately three miles of trackage. A wooden pile trestle over a gully was located at mile 1, the switchback was at mile 2, followed by a mile of tight "s" curves and many rock cuts into Brownsburg proper. The last mile was built on a 1% grade. The entire line was torn up in the fall of 1980.

The Testing Department of CIL wanted to test the track torpedoes before they were shipped out. What better way than to attach a torpedo or two to that branch line. The next trip of the way freight turned into quite an event. EVERYONE in Brownsburg heard the way freight hit the torpedo! The freight's crew (after the initial shock!) immediately dumped the air and scrambled down to see what had happened. The Test Crew had quite a good laugh at the freight crew's expense but no harm was done and so everything quickly returned to normal.

The Test Crew, however, thought that this was a great way to do some practical testing of their product. The branch was laid with 80 pound rail, while rail elsewhere was (is) 100 pounds, some 115, and more. The Test Crew developed a special wire spring so that torpedoes for different size rail could still be tested on the branch. Thereafter, with each trip of the freight, more and more torpedoes were being tested - sometimes as many as 15 over a short stretch of track on both rails! Needless to say no one had to ask if the freight was in town! This went on for several months - the freight ran into town almost everyday. It became a game to see where to hide the torpedoes and scare the freight's crew. Then one day it wasn't the freight which showed up but the Section Foreman on a track speeder! The torpedoes blew the speeder clear off the track and down an embankment! That was THE END of torpedo testing on the Staynerville Branch.

TKO in the Dome Car by Bill Cole

This was an incident that happened on VIA "Canadian" in the winter of 1991-92 and I chuckle about it every time I get to thinking about

it. We were due out of Toronto Union station at 2330 every Tuesday, Thursday and Saturday, heading north to Capreol, about 300 miles away. Weather conditions in the winter on the Newmarket and Bala Subdivisions could be very nasty at times, and snow conditions from Barrie northward were never predictable.

At any rate on this particular night, it was clear and cold leaving Toronto, and by the time we were leaving Orillia, we were aware that a CN freight train had departed Toronto ahead of our schedule and would likely be running ahead of us all the way at least to the yard at South Parry, where we would likely go ahead of him to Capreol. With these lengthy freight trains, it was a difficult task to get around one if it was to have a breakdown on its journey. It could mean long delays for any unfortunate train that happened to be on its rear.

Leaving Washago and the Newmarket Sub, and entering CTC territory on the Bala Sub, all was going well until we were nearing the siding at Burton, where we received an "approach" signal (yellow). The home signal here was of the peek-a-boo variety, meaning that it was situated around a fairly sharp curve, and you were on it before you knew it if you weren't aware of it. A "stop" signal (double red) was staring us in the face and my partner Bill Bean, who was at the controls, brought us to his usual smooth stop.

The dispatcher's voice came on the radio phone, advising us that the CN freight ahead of us was stopped because a hot box detector had advised him of a problem on their train. It would have to be visually inspected by the train crew (one conductor), and of course it being over a mile long with deep snow and total darkness, it looked like a delay to us of at least two hours. Oh joy, oh ecstasy! All of this in the wee hours of the morning and still around two hours running time to Capreol ahead of us. Some of my time and distance estimations may be out of whack, because it was a few years ago, but I think I'm close.

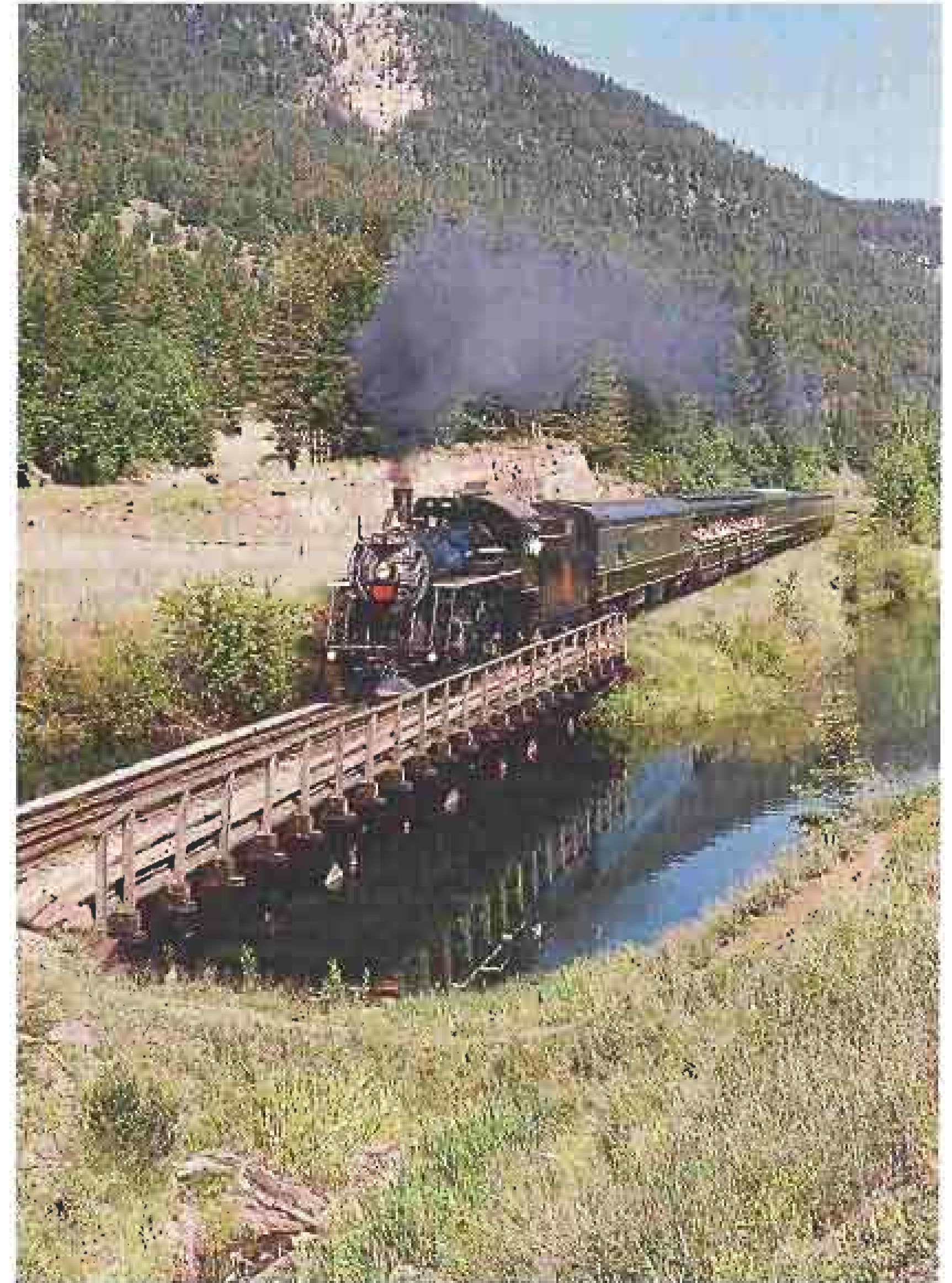
Since we were going to be there for a couple of hours, and we let our tail end crew know the situation, we were told the coffee was on in the dome car, only a few cars back, so it sounded like a great moment. We hoofed it back and climbed aboard into the subdued darkness of the snack section of the dome car and enjoyed the coffee and the conversation with our conductor and brakeman. Upon finishing my brew I thought it would be a great moment to enjoy the quiet and darkness of the dome, and maybe grab a few winks of shuteye. What appeared to be a wonderful idea turned sour in a short time.

The dome was totally quiet with only about a half dozen people here and there in peaceful slumber. I chose a seat, took off my parka and rolled it into a pillow shape, placing it on the windowsill, and laid out on the seat, relaxing in the eerie quiet and soothing warmth. My cap was pulled down over my eyes, but within maybe 15 minutes I sensed that someone was staring at me in the darkness. I tipped my hat back just enough to spot a person standing in the aisle, alongside my seat staring at me. This standoff lasted a few minutes with no movement on the part of the dark stranger, so I figured it was my move. I sat up quickly and said "what the heck do you want?" In the wink of an eye, the stranger belted me on the forehead with his fist, knocking me back on my seat. Now I jumped up quick letting a roar out of me, lunging at my friend in the dark, with a bit of profanity added to add to the scene. He got me this time with his fist on the side of the head and back in the sack I go.

By this time my cohorts in the crew heard this turmoil and rushed up the stairs to my rescue. This guy turned out to be a disturbed teenager on his way to Winnipeg, accompanied by his mother who was in the dome car at the time snuggled up with a friend. They too entered into the excitement and all was restored to normal within minutes. I think they had sleeping car accommodation and were taken there by our conductor who straightened everything out in a hurry. I wasn't hurt but my sleep was indeed interrupted. So it was back to the coffee pot for the next half hour and a lot of laughs and joking in the snack bar with my crew members.

Finally after the two hour delay and a little more, we got the good word from the train dispatcher that a "clear" signal (green) was coming up within minutes and the faulty freight train was once again on his way. No more problems were in the cards for either the CN freight or the VIA "Canadian" that hectic night and I survived the whole fracas with only wounded pride. It was a memorable moment in my railroad career, and something that was better left alone. I still laugh about it whenever I tell the tale and it was an experience. ■

PHOTO CORNER



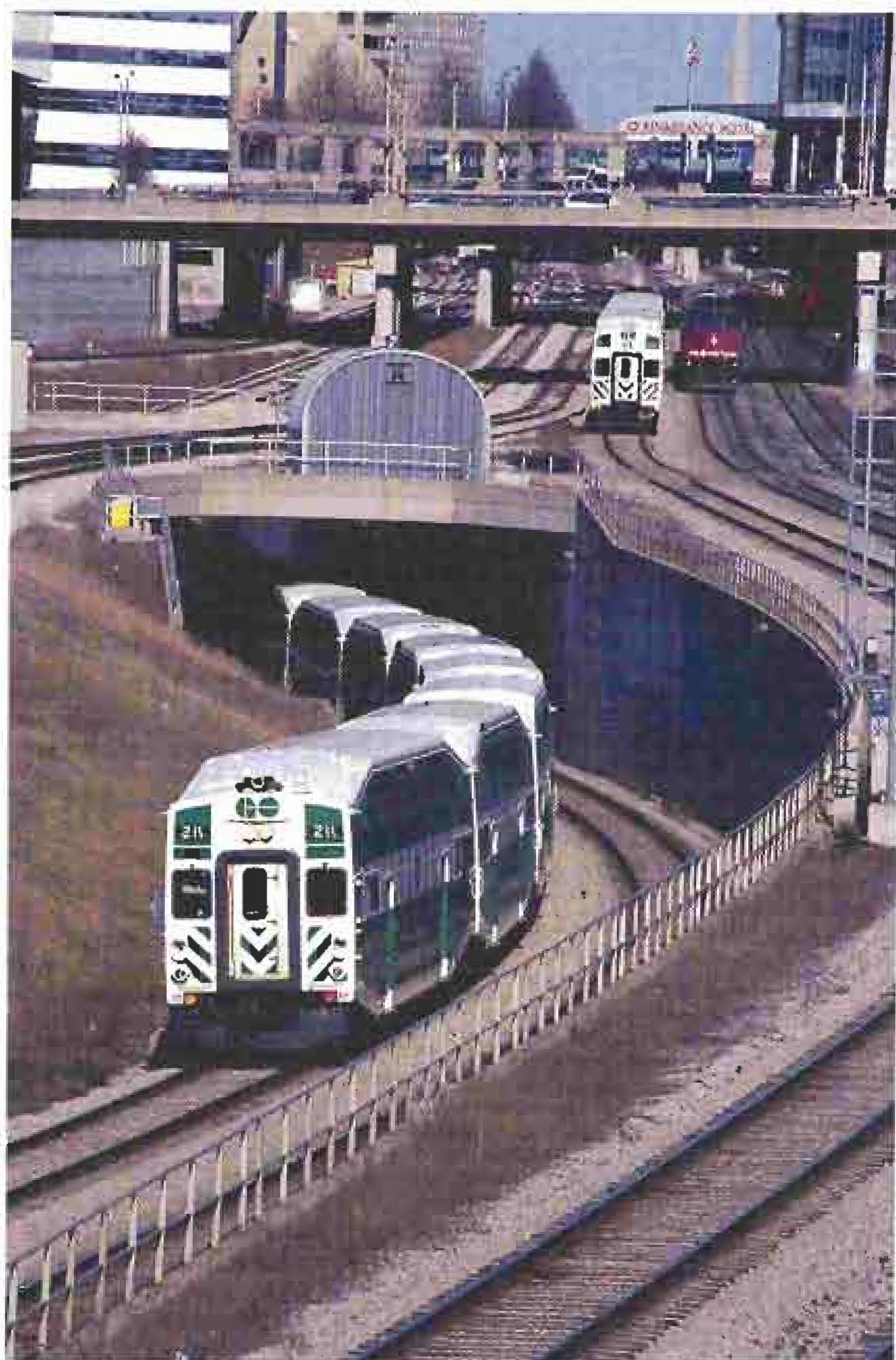
Above: Kamloops Heritage Railway 2-8-0 2141 leads a six car "Armstrong Explorer" special across a small wooden bridge at Monte Lake, BC, en route to Armstrong on May 28, 2005. Photo by Rick Bennett.

Top Left: The "North Coast Explorer", jointly operated by Rocky Mountaineer Vacations and the West Coast Railway Association, awaits passengers in front of the station in Prince Rupert, BC, on May 14, 2005. At the request of CN, all lettering and the beaver herald on WCRA's former CP FP7 4069 have been removed. Kodachrome slide by Tom Higgins.



Middle Left: On May 24, 2005, CN's 100 year old station in Burlington, Ontario, was moved to a temporary location near the city's Central Fire Station. Built in 1905 as a Grand Trunk station, then named Freeman, the station saw locomotives from CN, CPR, TH&B, NYC, GO Transit and VIA. A GO Transit/CN project to triple track CN's Oakville Subdivision from Port Credit to Hamilton's Bayview Junction meant the station had to be moved. At press time, no specific future for the station had been identified. Photo by Bryce Lee.

Bottom Left: CP SD40-2 5879, SOO SD40-2 6613 and CP SD40-2 6060 lead Train 564 across a bridge near Trail, BC, on May 12, 2005. Photo by Allan Grossert.



Above: GO Cab-Coach 211 leads a westbound train under the fly over just west of Toronto Union Station on April 15, 2005. An eastbound GO train and a VIA train powered by CBC-painted F40PH-2 6403 wait to enter Union Station in the background. Photo by J.T. Robbie.



Top Right: Kettle Valley Steam Railway 2-8-0 3716 approaches Trout Creek Bridge at Summerland, BC, on May 21, 2005. Last utilized on BC Rail, mainly in a back-up roll for ex-CP 4-6-4 2860 on the North Vancouver-Squamish run, No. 3716 was disassembled and moved on four flatbed trucks to Summerland in 2003. After some 8,000 hours of volunteer labour, she's back in steam. Kodachrome slide by George Bergson.



Middle Right: CN Gas-Electric 15832 with Coach-RPO Trailer 15767 from Train 603 at Foxmead, between Orillia and Midland, Ontario, on May 24, 1958. In 1961, No. 15832 was converted to CN work service car 60026, a cable and hook car for the Belleville auxiliary. In 1960, No. 15767 was sold to the Lakeshore Model Railroad Association, and in 1978 was moved to the Canadian Railway Museum in St-Constant, Quebec. Photo by John D. Knowles.

Bottom Right: CP Control Cab 1153 is parked at the Westfort yard track in Thunder Bay, Ontario, on February 21, 2005. Formerly CP SW1200RSu 1247 (nee CP 8152), she was converted into a control cab for remote control operation in December 2004 and assigned to Thunder Bay. Photo by Bryan Martyniuk.



SELECTION OF PASSENGER CONSISTS

28 May 2005 VIA #1 - "Canadian" at Edmonton, Alberta	20 May 2005 VIA #68 at Oshawa, Ontario	28 May 2005 VIA #15/17 - "Ocean/Chaleur" at Matapédia, Québec	8 June 2005 AMT #87 at Montreal, Quebec	23 June 2005 CN Business Train at Squamish, British Columbia
F40PH-2 6433 F40PH-2 6434 (Spider Man livery) F40PH-2 6438 Baggage 8600 Coach 8116 Skyline 8517 Sleeper 8305 - <i>Bayfield Manor</i> Sleeper 8316 - <i>Christie Manor</i> Sleeper 8327 - <i>Fraser Manor</i> Skyline 8515 Dining Car 8411 - <i>Imperial</i> Sleeper 8338 - <i>Rogers Manor</i> Sleeper 8311 - <i>Burton Manor</i> Sleeper 8330 - <i>Hunter Manor</i> Sleeper 8332 - <i>Laird Manor</i> Sleeper 8310 - <i>Brock Manor</i> Sleeper 8342 - <i>Wolfe Manor</i> Skyline 8510 Dining Car 8408 - <i>Empress</i> Sleeper 8215 - <i>Chateau Lemoyne</i> Sleeper 8228 - <i>Chateau Vercheres</i> Sleeper 8210 - <i>Chateau Jolliet</i> Sleeper 8220 - <i>Chateau Papineau</i> Sleeper 8222 - <i>Chateau Richelieu</i> Sleeper 8225 - <i>Chateau Rouville</i> Sleeper 8208 - <i>Chateau Dollier</i> Sleeper 8320 - <i>Douglas Manor</i> Skyline 8500 Dining Car 8410 - <i>Frontenac</i> Sleeper 8328 - <i>Grant Manor</i> Sleeper 8309 - <i>Brant Manor</i> Sleeper 8329 - <i>Hearne Manor</i> Dome-Sleeper-Observation 8716 - <i>Tweedsmuir Park</i> (30 cars) -----	F40PH-2 6411 (Lifesaver livery) LRC Club 3469 Lounge 1750 ("Glenfraser") LRC Coaches 3336, 3357, 3309 HEP-I Coaches 8106, 8140 ----- 28 May 2005 VIA #50 - "Enterprise" at Oshawa, Ontario F40PH-2 6432 HEP-II Coach 4116 HEP-I Coach 8142 Sleeper 8202 - <i>Chateau Bienville</i> Dome-Sleeper-Observation 8718 - <i>Yoho Park</i> ----- 3 June 2005 VIA #15 - "Ocean" at Moncton, New Brunswick F40PH-2 6420 F40PH-2 6415 F40PH-2 6413 Renaissance Baggage 7009 Renaissance Coaches 7228, 7225, 7232, 7231 Renaissance Service Car 7311 Renaissance Diner 7402 Renaissance Service Car 7314 Renaissance Sleepers 7526, 7521, 7520, 7501, 7518, 7503 Renaissance Transition Car 7602 Dome-Sleeper-Observation 8717 - <i>Waterton Park</i> Renaissance Baggage 7004 * Renaissance Coach 7218 * Renaissance Service Car 7302 * Renaissance Clubs 7105, 7101 * Renaissance Coach 7207 * Renaissance Club 7100 * (* deadhead Moncton-Montreal)	F40PH-2 6409 * F40PH-2 6420 F40PH-2 6417 Baggage 8618 Baggage 8619 * Coach 8143 * Skyline 8505 * Sleeper 8218 - <i>Chateau Marquette</i> * Sleeper 8214 - <i>Chateau Laval</i> * Coach 8118 Coach 8106 Coach 8141 Skyline 8506 Dining Car 8413 - <i>Louise</i> Sleeper 8221 - <i>Chateau Radisson</i> Sleeper 8229 - <i>Chateau Viger</i> Sleeper 8211 - <i>Chateau Lasalle</i> Sleeper 8209 - <i>Chateau Iberville</i> Sleeper 8207 - <i>Chateau Dollard</i> Dome-Sleeper-Observation 8711 - <i>Revelstoke Park</i> (* from Train #17 from Gaspé) ----- 29 June 2005 CP Special at Lake Louise, Alberta 4-6-4 2816 ("Empress") Auxiliary Tender 35508 F9B 1900 Tool Car 29114 Power Car 96 Coach 102 - <i>Ernest "Smoky"</i> <i>Smith, VC</i> Club Car 101 - <i>Dominion</i> Crew Sleeper 110 - <i>H.B. Bowen</i> NSRX Baggage 9107 NSRX Business Car 800702 - <i>Lamberts Point</i> ----- 29 June 2005 VIA #199 - "Malahat" at Victoria, BC RDC-1 6148, 6135	Cab-Coach 109 Coaches 1039, 1041, 1054 Electric Generator Unit 603 GP9RM 1311 ----- 15 June 2005 Inspection Train (Montreal-Albany) at St-Jean, Quebec DH GP38-2 7312 CN Reception-Marketing 1059 - <i>Tawaw</i> CN Track Inspection Car 1060 - <i>Sandford Fleming</i> ----- 18 May 2005 VIA #5 - "Skeena" at Endako, British Columbia F40PH-2 6433 Baggage 8609 Coach 8112 Glass-Roofed Coach 1722 Club Car 4004 Dome-Sleeper-Observation 8710 - <i>Prince Albert Park</i> ----- 16 June 2005 ONT #697 at Washago, Ontario GP38-2 1808 Electric Generator Unit 204 Coach 601 Coach 615 Snack Car 702 ----- 4 June 2005 NBSR Special at Saint John, NB GP38-2 2317 Coaches 5471, 5448, 5537 Caboose 422990	E9Ar 102 E9Ar 103 Service 1061 - <i>Coureur des Bois</i> Business Car 100 - <i>Pacific Spirit</i> Reception-Marketing 1059 - <i>Tawaw</i> Track Inspection Car 1060 - <i>Sandford Fleming</i> ----- 25 June 2005 KHR "Armstrong Explorer" special at Westwold, BC 2-8-0 2141 Café-Lounge 402 - <i>Monte Lake</i> Open Coach 301 Open Coach 302 Coach 406 - <i>Pioneer Park</i> Coach 403 (leased RMR 5446) Coach 404 (leased RMR 5440) ----- 20 May 2005 WCRA/RMR "North Coast Explorer" at Prince Rupert, BC WCRX FP7 4069 RMR Coaches 5715, 5713 WCRX Open Car 598 - <i>Henry Pickering</i> RMR Coaches 5722, 5717 WCRX Baggage-Generator 9622 - <i>MacDonald Creek</i> IFE Leasing FP9u 6311 ----- Correction: AMT #80 on May 2, 2005, in the June Branchline , GP9u 1301 should read 1310

(Thanks to Tom Box, Tim Bruno, Doug Cameron, Bruce Chapman, John Godfrey, Tom Higgins, Rick Howey, Claude Léger, Terry Muirhead, Tim Stevens and Len Thompson)

SAMPLES OF DIESEL UNIT CONSISTS

May 12 - Kettle Falls International at Waneta, BC: HLCX GP40-2L(W)s (nee CN) 9522 and 9414 and OMLX GP35 6568.
May 14 - CN eastbound at Grand Falls, NB: CN SD751 5732, CP SD40-2 5966, CN SD40u 6008 and CN GP38-2 4725.
May 16 - CN 337 at Current River, ON: CN SD751 5702 (last train on the Kinghorn Sub.)
May 17 - CP 274 at Thunder Bay, ON: CP AC4400CW 9595, CP SD40-2s 5865, 6028 and 5911 and SOO SD60 6034.
May 18 - CP southbound at Environ, BC: CEFX AC4400CW 1026, UP AC4400CW 5976 and CEFX SD90MAC 101, with CEFX AC4400CW 1030 remote on the rear.
May 20 - CP 674 at Lethbridge, AB: CEFX SD90MAC 137, UP AC4400CW 5990, CEFX SD90MAC 103 and UP AC6000CW 7575.
May 20 - CN 475 at Fort St. John, BC: BCOL Dash 8-40CMu's 4612 and 4606, NS SD70 2642, BCOL Dash 8-40CMu 4602 and BCOL SD40-2 767.
May 21 - CP 424 at Chatham, ON: CP SD40-2s 5666, 6018 and 6043, and SOO GP40 2010.
May 23 - CN eastbound at Grand Falls, NB: CN SD40-2 5371, BCOL B39-8E 1700 ("Whister Northwind" livery) and GCFX SD40-3 6033.
May 24 - ONT 111 at Widdifield, ON: ONT SD751 2103, ONT SD40-2 1735 and ONT GP9u 1603.

May 28 - CP 241 at Belleville, ON: CP AC4400CW 8517, CEFX SD40-2 2805, SOO SD60 6010, CEFX SD40-2 2791 and CP AC4400CW 9593.
May 28 - CN 394 at Paris, ON: WC SD40-3 6928, BNSF C44-9Ws 1100 and 4001, IC SD70 1012, CN SD40-2(W)s 5337 and 5354, and GTW SD40-3 5947.
May 29 - CN 590 at Belleville, ON: GP9RMs 4139, 4107, 7079 and 4012.
May 30 - CN 472 at Fort St. John, BC: CN Dash 9-44CWs 2548 and 2537, CN SD50F 5445 and BCOL Dash 8-40CMu 4625.
Jun 1 - CN 470 at Williams Lake, BC: BCOL Dash 9-44CWs 4649 and 4651, BCOL SD40-2 747, CN Dash 9-44CW 2599 and BCOL Dash 9-44CW 4650.
Jun 3 - CN 833 at Prince Rupert, BC: SD40s 5000, 5068 and 5230.
Jun 4 - CN eastbound at Winnipeg, MB: CN SD40-2(W) 5325, CN GP40-2L(W)s 9433 and 9551, and IC SD40-3 6256.
Jun 4 - CN 363 at Dorval, QC: CN SD701 5610, CN SD60F 5537, CN SD40-2(W) 5279 and CN GP38-2(W) 4800.
Jun 5 - CN 411 at Paris, ON: CN SD40-2(W)s 5256 and 5351, and IC SD40-3 6201.
Jun 7 - CN 402 at Edmonton, AB: CN Dash 9-44CW 2563 and DRGW SD40T-2 5401.

Jun 9 - CN westbound at Brighton, ON: CN SD751 5759, WC SD40-3 6914, ONT SD751 2105 and QGRY SW1500 1501(1501 en route to Huron Central Railway).
Jun 10 - CN westbound at Drumheller, AB: CN SD751 5740, BCOL B39-8E 3911 and CN SD40-2(W) 5317.
Jun 10 - CN 309 at Belleville, ON: CN Dash 9-44CW 2594, CSXT SD50 8663 and CN SD40-2 5387.
Jun 10 - CN 369 at Hervey Jct., QC: CN Dash 9-44CW-DPUs 2202 and 2200 with CN Dash 9-44CW-DPU 2202 mid-train.
Jun 11 - CN westbound at Winnipeg, MB: CN SD60F 5530 and BCOL SD40-2 762.
Jun 12 - CP (Ottawa Valley) 117 at North Bay, ON: CP AC4400CW 8632, CEFX AC4400CW 1011, CP SD40-2F 9000 and CP AC4400CWs 9581 and 9598.
Jun 14 - CN 451 at North Bay, ON: CN SD751 5793, CN Dash 9-44CW 2617, BNSF SD40-2 6856 and CN SD751 5737.
Jun 15 - R&S westbound at La Baie, QC: GP38-3s 66, 65 and 61, and B23-S7s 51 and 50.
Jun 18 - CN 300 at Washago, ON: CN Dash 9-44CW 2572, CN SD40-2 5369, CN SD751 5678 and CN GMD1u 1423.
Jun 18 - MMA 902 at Sherbrooke, QC: CDAC F40PHRm 451, MMA C30-7s 5017, 3603 and 3609, and MMA B39-8E 8539.

Jun 18 - GEXR 433 at Kitchener, ON: CEFX GP38-3 6537, GEXR GP38AC 3835, LLPX GP38AC 2210 and LLPX GP38-2 2236.
Jun 19 - CN westbound at Winnipeg, MB: CN SD50F 5456 and BCOL SD40-2 766 (also CN Reception-Marketing 1059 - *Tawaw* and CN Track Inspection 1060 - *Sandford Fleming*)
Jun 20 - ONT 111 at Widdifield, ON: ONT SD751 2104, ONT SD40-2s 1735 and 1734, ONT GP40-2 2200, CN SD751 5649 and CN Dash 9-44CW 2617.
Jun 22 - CN westbound at Brighton, ON: CN Dash 8-40CM 2419, CN SD40-2(W) 5271 and NS SD40-2 3329 (lettered Maersk Sealand).
Jun 23 - CN 369 at Belleville, ON: CN SD751 5639, CSXT C40-8W 7702, WC GP40 3000 and CN GP9RM 4125.
Jun 24 - CN 303 at Peterbell, ON: CN Dash 8-40CM 2414, CN SD50F 5455, CN SD40-2(W) 5344, NREX SD40-2 4294 and NREX SD40-1 5413.
Jul 2 - CP 523 at Chatham, ON: CP SD40-2 6018, SOO SD60 6041, CSXT SD50s 8580 and 8567, and CSXT SD40-2 8830.

(Thanks to Terry Bilson, Doug Cameron, Patrick De Larue, Allan Grossert, Torben Hawksbridge, Milne Hall, James Lalande, Bill Linley, Roman Litarchuk, Bryan Martyniuk, Jim Mason, George Matheson, Steven Middleton, Jason Noe, Bruce Redman, John Richard, Bill Sanderson, Doug Seymour, Jon Snook, Geoff Sockett, David Stalford, Tim Stevens, Adrian Telizyn and Doug Thorne)

LEGEND: **AMT** = Agence métropolitaine de transport; **BCOL** = BC Rail (CN); **BNSF** = BNSF Railway Co.; **CEFX** = CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific; **CSXT** = CSX Transportation; **DH** = Delaware & Hudson (CPR); **DRGW** = Denver & Rio Grande (UP); **GCFX** = Connell Finance (lettered GEC-Alsthom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HATX/HLCX** = Helm Financial; **IC** = Illinois Central (CN); **KHR** = Kamloops Heritage Railway; **LLPX** = Locomotive Leasing Partners; **MMA** = Montreal, Maine & Atlantic; **NBSR** = New Brunswick Southern; **NREX** = National Railway Equipment; **NS** = Norfolk Southern; **NSRX** = Northstar Rail; **OMLX** = OmniTRAX; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau; **RMR** = Rocky Mountaineer; **R&S** = Roberval & Saguenay; **SOO** = Soo Line (CPR); **STLH** = St. Lawrence & Hudson (CPR); **UP** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN); **WCRA/WCRX** = West Coast Railway Association. ■

The Motive Power and Equipment Scene



RETIRED:

- CN GP9-Slug 237 on June 1.
- CN GP9RM 4036 on June 6.
- CN SD40 5051 on June 2 [only 8 of 241 remain as built].
- GTW SD40 5916 on June 7.
- WC SD45 6602 on May 30.
- CN GP40-2L(W) 9445 on June 27.

RENUMBERED:

- GCFX SD40-3 6035 to WC 6905 in late-May.
- GCFX SD40-3 6046 to WC 6916 in mid-May.

SOLD: Retired GP40-2L(W) 9439, 9440, 9444, 9462, 9467, 9489, 9501, 9539 and 9622, and GP40-2(W) 9668 (nee GO 9808), previously sold to Houston Locomotive Group and to be scrapped in Toronto, have been acquired by Progress Rail Services. The 10 units were shipped to Progress Rail in Bridgeport, Nebraska, during June.

NEW HOME: Ohio Central Railroad purchased CN M-420(W) 3553, 3554 and 3567, and HR412(W) 3588 in the late-1990s. All four have been sold to the Arkansas & Missouri Railroad in Springdale, Arkansas, for service - they were delivered to the A&M in late-June.



**CANADIAN
PACIFIC
RAILWAY**

UNITS ORDERED: CP has placed orders for 60 GE ES44AC units. They will be numbered 8700-8759 and be delivery late in 2005.

ADDITIONS TO FLEET: The March issue reported that CP would be acquiring five GP38-2 units from National Railway Equipment in 2005. The former numbers have been switched and two more units have been added:

- CP 4520 (ex-NS GP50 7075; nee SOU 7075) - added to roster on June 2 [was to be CP 4524].
- CP 4521 (ex-UP GP40X 9999; nee SP 7231) - added to roster on June 11 [was to be 4523].
- CP 4522 (ex-UP GP40X 957; exx-UP 93; nee UP 9003) - added to roster on June 9.
- CP 4523 (ex-UP GP40X 954; exx-UP 90; nee UP 9000) - added to roster on June 9 [was to be CP 4520].
- CP 4524 (ex-UP GP40X 955; exx-UP 91; nee UP 9001) - added to roster on June 9 [was to be CP 4521].
- CP 4525 (ex-NS GP38 2773; nee SOU 2773) - to follow.
- CP 4526 (ex-NS GP38 2779; nee SOU 2779) - to follow.

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

- CP SD40-1 5409 (nee QNSL 213) and STLH SD40-2 5448 (nee Texas & Pacific 831) on May 17.
- SOO SD40 755 and SOO SD40-2 757 on May 29.

SOLD TO NATIONAL RAILWAY EQUIPMENT:

- CP SD40-2 5582, 5592 and 5658 (all retired on May 20, 2005) and 5668 (retired on February 3, 2005).
- leased UP SW10 1212, 1213, 1217, 1222 and 1231 (were to have been renumbered CP 1280-1282, 1285 and 1286).
- leased CP SW10 1283, 1284 and 1287 (ex-UP 1220, 1221 and 1240).

TRANSFERRED:

- From Calgary to St. Paul: CP MP15DC 1442 and 1444.
- From Montreal to Toronto: CP SD40-2 5420, 5421, 5431, 5567, 5576, 5581, 5583, 5587, 5595, 5603, 5606, 5607, 5711, 5721, 5749, 5755, 5762, 5763, 5767, 6057, 6077 and 6613.
- From Toronto to Montreal: CP GP38-2 3024, 3025, 3047, 3072 and 3121; CP SD40-2 5629, 5630, 5641, 5664, 5666 and 5676; CP GP9u 8228, 8229, 8241 and 8247.

STORED SERVICEABLE: CP SW1200RS 8111.

STORED UNSERVICEABLE: (* added since last issue)

- CP SW8-Slug 1011.
- CP FP7u 1400.
- CP MP15AC 1446, 1447 (nee KCC 120, 121).
- STLH GP7u 1502.
- CP GP9u 1544, 1552, 1600, 1635 (being converted to CP GG20B "Green Goat" 1703, 1702, 1700 and 1701 respectively - the first is expected in August).
- CP GP9u 1630*.
- SOO GP40 2011, 2041.
- CP GP38-2 3116, 4523*.
- CP SD40-2 5431, 5583*, 5590*, 5644, 5769, 5771, 5803*.
- SOO SD40-2 6601*, 6617*.
- CP SW1200RS 8131, 8155.

104 UNITS LEASED:

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

LEASED PASSENGER EQUIPMENT: Northstar Rail Baggage Car 9107 (nee New York Central 9107), and Northstar Rail Business Car NSRX 800702-Lamberts Point (of Norfolk & Western ancestry) have been leased and are being handled in CP 4-6-4 2816's consist for 2005. The baggage car, in Milwaukee Road livery, is being utilized as a concession car; Lamberts Point is being utilized as a crew car.



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.

RESOLD: Dome-Sleeper-Observation *Riding Mountain Park*, purchased by Harry Purnell in 2004, has been resold to the Adrian & Blissfield Railroad in Michigan.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

KELOWNA PACIFIC RAILWAY: Leased EMDX GP40 182 and 183 were shipped to Paducah, Kentucky, in June.

SAVAGE ALBERTA RAILWAY (formerly Alberta Railnet): Former CSXT C39-8 7480-7488 (nee Conrail 6001, 6002, 6005, 6008, 6009, 6013 and 6018-6020) have been leased from National Railway Equipment (all 9 have been shipped to NRE in Capreol, Ontario, for servicing); ARN B23-7 1011 has been sold to the Utah Central Railroad; former Union Pacific C30-7 2451, acquired for parts in 2004, has been scrapped.

ONTARIO NORTHLAND RAILWAY: FP7 1520, wrecked SD40-2 1732, and steam generator unit 210 (ex-VIA 15482) were sent to Piché & Sons scrap yard in North Bay, Ontario, in May for scrapping.

ORANGEVILLE-BRAMPTON RAILWAY: Privately-owned former CN Work Service Coach 40114 (ex-VIA Café-Coach 3247, built by CC&F in 1954 as CN Coach 5491), moved to Orangeville, Ontario, in mid-June for excursion service. As well, Cando Contracting Coach 1978 (ex-BCOL *Sunset Beach*, built by CC&F in 1954 as CN 5628), was delivered to Orangeville in early-July.

QUEBEC-GATINEAU RAILWAY: SW1500 1501 was reassigned to sister railway Huron Central in June.

QUEBEC NORTH SHORE & LABRADOR RAILWAY: General Electric will be constructing seven AC4400CW units for delivery in the fall of 2005. While the AC4400CW model does not meet new U.S. Tier II emission standards, it is still available to companies that do not operate in the United States. These will be the first units on QNSL equipped with AC traction motors.

WINDSOR & HANTSPOUR RAILWAY: WHRC has leased Central Manitoba (Cando Contracting) GP9RM 4012 and 4014 (ex-CN 4008 and 4001).

ON THE INDUSTRIAL SCENE

PURCHASED: Railpower Technologies GK10B (Green Kid) demonstrator 002, leased to Agrium Inc. in Redwater, Alberta, in 2004, has been purchased by Agrium Inc.

RELOCATED: In May, former Sysco SW9 14 (nee P&LE 8934) and SW8 15 (nee DOSCO 11) moved from Sydney, Nova Scotia, to the A. Merrilees [dealer] facility in Lachine (Montreal), Quebec.

ALSTOM OGDEN SHOPS- CALGARY

RELEASED: Railserve GP9 106 has been converted to GG20B ("Green Goat") 106 and was shipped in mid-May to Chevron's facility in El Segundo, California, as RSSX 106. Kansas City Southern GG20B 1868 and 1869, converted from KCS's former MidSouth GP10 1067 and 1069, were released in June.

NEWLY ARRIVED: BNSF GP7u 1370 and 1373, and GP10 1438 arrived in late-May for conversion to remote controlled GG20B units for service in Texas. BNSF GP10 1406 arrived in late-June for conversion. BNSF was awarded clean-air grants in July 2004 by the Texas Emissions Reduction Program for implementation of the hybrid technology.

ELECTRO-MOTIVE DIESEL INC. - LONDON

DELIVERIES UNDERWAY: Additional units of the order for 115 SD70ACe units for Union Pacific (order 20046610), numbered 8309-8423, were shipped in May and June. Several were delivered directly to Union Pacific, others were shipped to VMV in Paducah, Kentucky, for painting and final testing, and some painted units were shipped to VMV for final testing.

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.

ORDERED: Kansas City Southern has ordered 30 SD70ACe units, to be numbered 8600-8629.

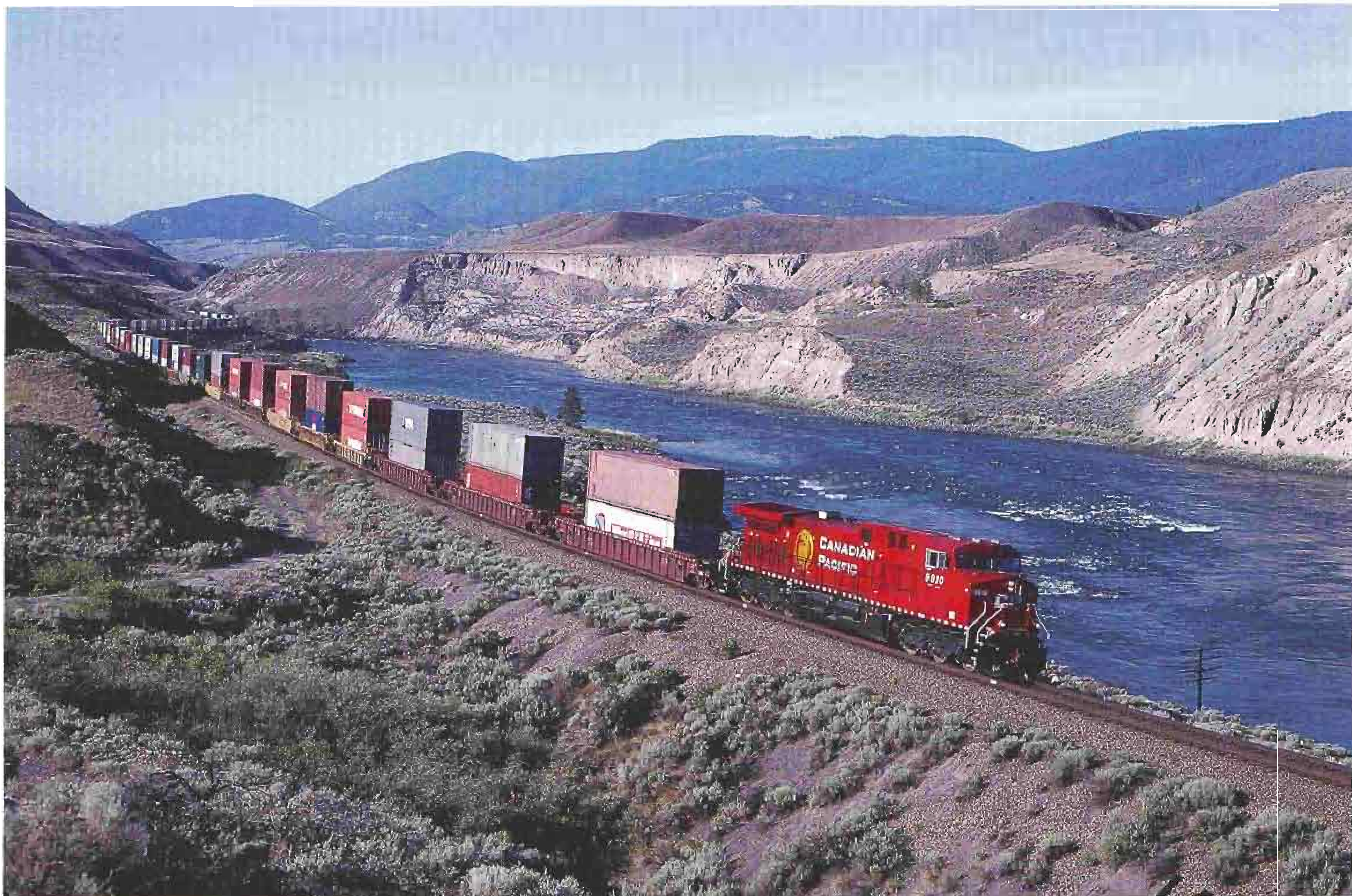
ON THE PRESERVED SCENE

SAVED: ADM Agri Industries (Lloydminster, Alberta) S-11 6619 (nee CP 6619) has been placed on display at the Barr Colony Heritage Museum on 44th Avenue (Highway 16) in Lloydminster, Saskatchewan.

CABOOSE PRESERVED: CP Work Service caboose 422997 (nee CP caboose 434587) has been donated to Bonfield, Ontario (20 miles east of North Bay - the site of the driving of the first spike).

MOTOR RELOCATED: In mid-May, former Cornwall Street Railway steeple-cab electric locomotive 17 (ex-Grand River Railway 230, nee Salt Lake & Utah 106), located in front of the water purification plant on Second Street West in Cornwall, Ontario, for many years, was relocated to the north side of the Ontario Travel Bureau at Brookdale Ave. and Ninth Street West in Cornwall.

Thanks to Chris Granger, John Godfrey, James Lalande, Paul Levan, Miguel Lewerenz, Don McQueen, Doug Phillips, Trevor Sokolan, Jim Spurway, "NY 4" and "Engine 4466". ■



Canadian Pacific AC4400CW 9810 leads an eastbound stack train at Basque, BC, at 07:48 on July 5, 2004. The train is about to plunge into a tunnel. Kodachrome slide by Fred Clark.

Visit our website at: www.bytownrailwaysociety.ca

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