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# Branchline

CANADA'S RAIL NEWS MAGAZINE



GO Transit's Cab Cars • Ottawa to Peterborough by Train in 1977

# Branchline

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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.

The next regular meeting will be held on **March 7** when Bob Meldrum will give us an illustrated talk on his recent trip to New Zealand. Please consult our website [[www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)] for additional meeting details. Refreshments will be available for a small fee.

An **informal slide and video night** is held on the third Tuesday of each month, except February, June, July and August, at the Canada Science and Technology Museum. The next informal slide and video night will be **March 21**.

**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](mailto: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.

**Additional Caption Details:** Further to the photo of CP 4-6-4 2827 on the back cover of the February **Branchline**, the excursion was organized by the Michigan Railway Club and originated in Windsor, Ontario, as Second Train 20 (hence no flags) through to Toronto on November 15, 1959. The train returned to Windsor as Second Train 37. Near Zorra they hit an automobile with 2827 suffering minor damage. After a delay, and on reaching Quebec Street in London, 2827 was replaced by 4-6-2 2332 for a high speed run to Windsor with reports of 32, 34 and 36 second miles. The passenger cars returned to Toronto on the tail end of Train 20 the next morning. Within a month, steam was essentially dead in southwestern Ontario. (George Roth, Waterloo, Ontario)

## Ten Year Ago in "Branchline":

\* CN has announced that it will eliminate 3,200 kilometres of track, equally divided between eastern and western Canada. CN is looking at twinning operations in the east with Canadian Pacific.

\* As part of its restructuring, CP Rail System has moved its Network management office to Calgary. There are 80 people in the office and they are involved in the development of day-to-day system-wide transportation scheduling, and the distribution of locomotives, trains and crews. A similar centre has been established in Toronto to handle the Eastern Operating Unit which encompasses lines between Windsor and Montreal, Quebec City and Sherbrooke, and the Delaware & Hudson.

\* Commencing April 28, VIA's tri-weekly "Skeena" between Jasper and Prince Rupert will operate during daylight hours, with an overnight stop in Prince George in each direction.

\* On January 12, 1996, the federal court decided the Cape Breton & Central Nova Scotia Railway is not bound by collective agreements signed by CN, the previous owner. The Supreme Court of Canada refused to hear a railway union's arguments as to why the agreements are still valid.

\* BC Transit officials have admitted that the bill for capital cost financing of the new "West Coast Express" will balloon to about \$360 million, about double a 1994 estimate.

**Cover Photo:** CN SD60F 5548 and Dash 8-40CM 2409 lead Train 301 at Lasha, BC (mile 97.1, CN Ashcroft Sub.) at 14:09 on Saturday, March 26, 2005. Photo by Jim Johnston.

Press date for this issue was February 13  
Deadline for the April issue is March 13

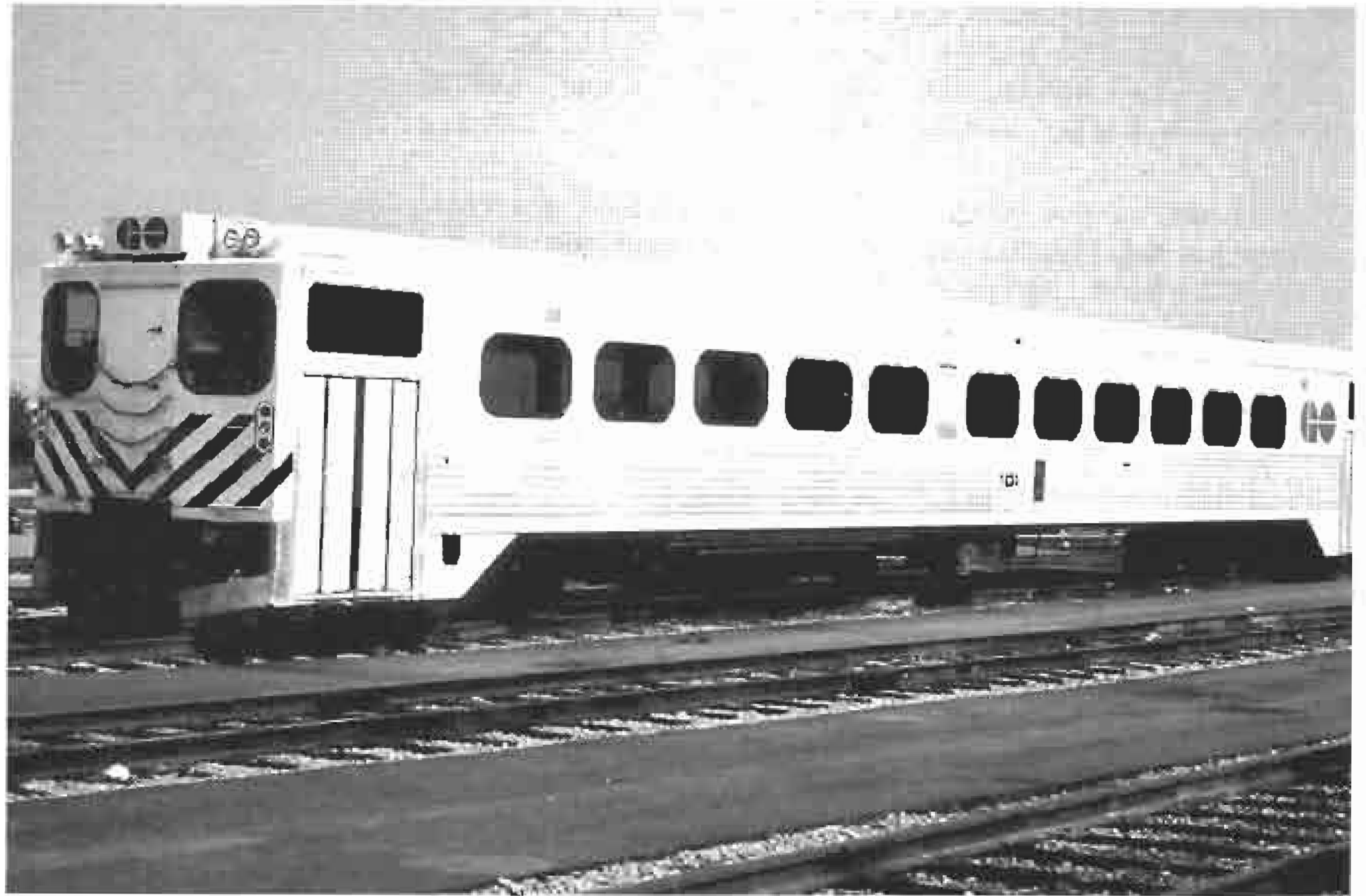
# GO Transit's Cab Cars

Article and photographs by Robert Burnet

## BACKGROUND

In 1962, the Ontario Government established the Metropolitan Toronto And Regional Transportation Study (MTARTS) to research and report on the transportation needs in and around the Toronto area. From recommendations in the Study, officials began planning a cost effective push-pull commuter rail system for the Toronto area. On 19 May 1965, Premier John Robarts announced the official formation of a commuter rail project along Toronto's Lakeshore.

A push-pull rail operation has substantial operational and practical advantages. Common to all push-pull operations in one way or another, timetable times are improved because a push-pull operation eliminates locomotive uncoupling and re-coupling at terminal ends; it eliminates a run-around track or wye and reduces associated track maintenance costs; train set up times are lowered as consists are usually maintained with the same set of cars. Push-pull trains generally follow a prescribed track routing so there is less time wasted delaying mainline freight and other passenger traffic. Further, there is less dispatcher-crew interaction with issuing or changing train orders. While a push-pull rail operation is one of the most efficient uses of motive power distribution, it also significantly reduces fuel and maintenance costs with one powered unit at one end and a controlling cab car at the opposite end. And before a new system becomes operational, the rail plant is upgraded with improved roadbeds, track, high speed switches, longer block signal districts, computerization, the winterization of switch equipment and improved track maintenance routines.



*Uni-level cab car 101, built in 1967 as C751, renumbered 9851, then 101, is seen in 1972. She was sold to the Province of Quebec in 1994 and became AMT 202. The antennae is half way back, there is no walk through door on the front, she is equipped with a two-trumpet whistle over the hogger and lacks a snowplow. She lead Series I and II bi-level consists for several years.*

## UNI-LEVEL TO BI-LEVEL

GO began testing bi-level technology in 1974. GO first operated only single or uni-level coaches and operating cab cars in 1967, however, in the mid-1970s the Toronto Area Transit Operating Authority (TATOA), GO Transit, Canadian National Railways, and the Ontario Development Corporation (ODC), found population expansion, urban sprawl, and a significant increase in commuters using GO trains in Toronto and from surrounding municipalities, demanded better equipment and more of it. For a two-week trial period in-order to study bi-level feasibility in July 1974, GO exchanged the equivalent number of coaches and cab cars for Canadian Pacific's new Montreal "Vicker's bi-level Gallery" equipment. About the same time, developmental specifications began for a new bi-level design to increase passenger seating/standee capacity to 75 percent or 162 seats with 308-crush load for standees (GO's uni-level coaches sat 94, 170-crush load (standees) per coach / cab car 93 seats, 169 standees; the Gallery cab car had 60 seats upper, 94 lower, 30 standees; coaches 72 seats upper, 96 lower, 30 standees). Officials planned that specifications be ready in March 1975 with bids by car builders to follow.

Hawker-Siddeley won the newly designed bi-level bid and signed the contract in 1976 with deliveries expected to begin in the Spring of 1977. By January 1976, because 30 new Hawker-Siddeley single level coaches were delayed and the Series I bi-level coaches were not ready, GO leased nine bi-level gallery coaches and one cab car from the Chicago and North Western (C&NW): these cars were similar to CP's Gallery cars; when the single level cars finally arrived, GO returned three coaches and cab car to CN&W in June 1976; the remaining six coaches were powered by a 500 or 700-unit at each end until December 1976 when they were all returned to the C&NW. From December 1977 to July 1978, the new GO Series I bi-level cars arrived at Willowbrook Yard.

## THE "FIRST-OF-THEIR-KIND" BI-LEVEL CAB CARS

GO Transit's initial bi-level order did not include cab cars (Ccs). Fundamentally, GO had enough uni-level cab cars and locomotive power to meet consist and time tabling needs at the time. Further, the uni-level cab cars were mechanically, electrically, and coupler compatible with the new bi-levels. In short, it was felt bi-level cab cars could wait until more funding was available.

The first Series I coaches started arriving December 1977. The following February, shakedown runs occurred with one uni-level cab car, four new bi-levels and one GP40TC locomotive. After equipment adjustments to the uni-level cab car controls and operating procedures were fine tuned, the inaugural consist went out on Train 910, 13 March 1978 (CC100, 2008, 2010, 2011, 2012, locomotive 500); the next day, the first rush hour bi-level Lakeshore service began on Train 903 with a uni-cab car, seven bi-levels, one GP40TC. By October 1978, regular rush hour trains consisted of one uni-level cab car on the west end, eight bi-levels, and one 500 or 700 Series locomotive on the east end; off peak regular service hours saw a uni-level cab car, four to seven bi-levels and one 500 or 700 Series locomotive.

Where uni-level cab cars were not utilized to balance consists and train cycling, GO operated one GMD GP40-2W (700-710) or EMD GP40-M-2 (720-726) on each end of the consist - occasionally an EMD F7B Auxiliary Power Unit (800-802) was inserted behind the

power at either end. With the acquisition and later conversion of the former ONR and MILW FP7 units to APCUs, a 900 Series could be found operating most often on the east end with one powered unit on the west end. However, single level trains were still the most common consist.

In 1983, an infusion of \$70 million from the Ontario Government for consist expansion and general corridor enhancement was received. And, the first 15 Series II bi-level cab cars, 200 to 214, and 56 bi-level cars with spares were ordered from Hawker-Siddeley. As a result of this contract, the phasing out of the uni-level cab cars and coaches began as well as the elimination of a locomotive and/or APCU unit at opposite ends.

The "bugs" found with the Series I bi-levels became upgrades, modifications, and improved technology in first-of-its-kind Series II cab cars (and coaches). Some of the cab car and coach improvements included:

- . 33 inch wheel diameter suspension system was vastly improved to reduce track noise and increase better riding comfort
- . trucks maintained the primary suspension and improved rubber chevrons while the secondary suspension used air springs
- . WABCO air brake system continued on a unique set of four treads and disc brakes on each truck for more dependable and smoother braking
- . a new light weight diaphragm was added to the end of the cab car and between the coaches for an easier walk through of the train
- . new door seals prevented rain and snow from getting into the door mechanisms
- . dual air operated doors on each side of the car (coach)
- . better coach ventilation and automatic temperature controls for Air Conditioning and heating and separate AC and heating controls for the hogger
- . levelling valves were installed to maintain a constant car height between coaches
- . repositioning of the emergency exits, tools and windows
- . smoked windows (replaced with double antiglare shortly after)
- . a new interior colour scheme (coach)
- . improved Public Address, Intercom, and radio communication
- . ash trays, however, in May 1987, smoking and smoking ads were banned in all cars (unofficially, hoggers continued to smoke as long as they were outside the cab car or with the operators' door closed and the window open)
- . lunch tables, and, push-pull out coat hooks (coach)
- . electrical components were relocated into better organized and related module panels
- . each car's battery network was maintained at the 'B' end on an improved "roll-out" platform and more easily accessible from outside the car
- . lift-up skirts, partially hiding the trucks at both side ends, had better hooks and locking latches
- . a light alloy high tensile steel body was welded in place
- . extruded aluminium side sills continued as did welded aluminium extrusions and rivetted aluminium skins on the body and roof, exterior painted with polyurethane,
- . and, many new changes and additions to the new cab car operating area (See Figure 1).

In short, more than 60 enhancements were initiated in the first-ever cab car and applied to the coaches as well.



A comparison of Cab Car 211 before and after being refurbished in 2002. Note the cast bell has been replaced with an electronic bell, changed classification lights, the additional windshield, the addition of an Electrical Warning Safety Sticker, and the front hand rails have been changed from green to white.



In February and March 1992, VIA experienced several broken axles on their LRC coaches. GO equipment was utilized on several Toronto-Windsor-Toronto trips. Cab Car 200 made four trips, powered by F59PH 545. Some trips were powered by a VIA unit with a GO APCU providing head-end power at 575 volts (VIA output is 480 volts).



The desktop control panel in Cab Car 211 after refurbishment in 2002. Changes included a combined analog-digital style larger design speedometer, the whistle cord replaced by a button, the handheld radio moved higher up on the left side panel, plus an integrated camera.

The operating area of the new Series II operating cab car controls may be divided into five sections: (A) left side panel, (B) top right side of the cab window, (C) Cab Window, (D) desktop, and (E) Electrical Distribution Panel behind the hoppers "high profile adjustable locking seat":

**FIGURE 1 - OPERATING CONTROLS - ORIGINAL BL2 BI-LEVEL  
CAB CAR FEATURES 200 TO 214 - UNMODIFIED**  
(Read chart top to bottom, left to right)

<p>(A)</p> <ul style="list-style-type: none"> <li>. UHF Radio Control Unit</li> <li>. UHF Radio Console Light</li> <li>. ICCU</li> <li>. Door Closed Lights (2)</li> <li>. Headlight Indicator</li> <li>. Windshield Heater Light</li> <li>. Cab Heater</li> <li>. Cab Light</li> <li>. Headlight Switch</li> <li>. Windshield Heater Switch</li> <li>. Console Lights</li> <li>. Speedometer</li> <li>. Key Control Switch</li> <li>. Attendant Call</li> <li>. Fuel Pump</li> <li>. Generator Field</li> <li>. Engine Run</li> <li>. Radio, PA, IC, Handset</li> <li>. Sander (activates sander on locomotive only)</li> <li>. Bell</li> <li>. Windshield Wiper</li> <li>. Door Buzzer</li> <li>. RSC Reset</li> </ul>	<p>(B)</p> <ul style="list-style-type: none"> <li>. Windshield Wiper</li> <li>. Wheel Slip</li> <li>. Main Engine Fault</li> <li>. PCS</li> <li>. Left / Right Marker Lights</li> <li>. Door Override (2)</li> <li>. Number Board Lights</li> </ul>		
	<p>(C) CAB WINDOW</p> <ul style="list-style-type: none"> <li>. Sun Visor</li> <li>. Whistle Cord</li> </ul>		
	<p>(D)</p> <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top;"> <ul style="list-style-type: none"> <li>. Brake Valve Cut-out</li> <li>. Automatic Brake Valve</li> <li>. Reverser/Brake Valve Holding Slots</li> <li>. RSC Alarm Lights</li> <li>. Two Air Gauges</li> </ul> </td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> <li>. Cup Holder</li> <li>. Run/Engine - Stop</li> <li>. Bell</li> <li>. Throttle</li> <li>. Reverser</li> </ul> </td> </tr> </table>	<ul style="list-style-type: none"> <li>. Brake Valve Cut-out</li> <li>. Automatic Brake Valve</li> <li>. Reverser/Brake Valve Holding Slots</li> <li>. RSC Alarm Lights</li> <li>. Two Air Gauges</li> </ul>	<ul style="list-style-type: none"> <li>. Cup Holder</li> <li>. Run/Engine - Stop</li> <li>. Bell</li> <li>. Throttle</li> <li>. Reverser</li> </ul>
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<p>(E)</p> <ul style="list-style-type: none"> <li>. Electrical Distribution Panel</li> </ul>			

In April 1986, GO announced the Series III bi-level purchase from Urban Transportation Development Corporation (UTDC) in Thunder Bay, Ontario. The contract for \$82.3 million included nine new cab cars (215 to 223, see Figure 2) and 54 bi-level coaches (the Ontario Government at this time considered selling UTDC to a private firm while guaranteeing no changes to GO's contractual terms for a September 1987 delivery). The order included 100 improvements with most changes being technical upgrades based on the previous eight years of bi-level use. Money from this infusion also targeted improvements to the Milton Corridor along Canadian Pacific's Galt Subdivision as well as service expansion on the Lakeshore Corridor extending from Pickering South to Pickering North, Ajax and Whitby and from Oakville to Bronte, Appleby, and Burlington. Final delivery of the cab cars and coaches began in September 1988, one year later than previously noted.



In 1988, GO ordered the Series IV cab cars and bi-level coaches from UTDC/Lavalin. This contract for \$78 million purchased 18 new cab cars (224 to 241, see Figure 2) and 42 bi-level coaches for delivery between May 1990 and April 1991. Also, with the arrival of the F59PH-1 units in 1988, the selling or scrapping the "mix'n'mashed" roster began (see *Branchline*, November 2005). Further, the Series IV delivery would complete the phasing out of the uni-level cab cars and coaches. This was the last purchase of any new cab cars until 2004. (A complete list of the uni-levels is given on my website and those refurbished by AMT in Montreal at: [http://gotransitmotive.bravehost.com/GOAMT/GOTRANSIT\\_AMT\\_Cars\\_modified.htm](http://gotransitmotive.bravehost.com/GOAMT/GOTRANSIT_AMT_Cars_modified.htm).)



*Cab Car 238, delivered in 1991, carries her original cast bell, five-chime whistle (no bug screens in the whistle) in a two-bracket whistle frame, and a full width pilot.*

**FIGURE 2 - OPERATING CONTROLS - BL3 (215-223), BL4 (224-241)  
CAB CAR FEATURES**

(Read chart top to bottom, left to right)

<p>(A)</p> <ul style="list-style-type: none"> <li>. <b>NEW:</b> Door Working Light</li> <li>. <b>MOVED:</b> Zero Speed By-Pass Switch</li> <li>. <b>MOVED:</b> Zero Speed By-Pass Indicator</li> <li>. UHF Radio Console Light</li> <li>. ICCU Unit</li> <li>. <b>NEW:</b> UHF Control Head</li> <li>. <b>NEW:</b> ICCU Operation Plate</li> <li>. Door Closed Lights (2)</li> <li>. Headlight Indicator</li> <li>. Ditchlight Indicator</li> <li>. Windshield Heater (Defroster)</li> <li>. <b>MOVED HERE:</b> Wheel Slip Indicator</li> <li>. Cab Light</li> <li>. Cab Heater</li> <li>. <b>NEW:</b> Headlight / Ditch Light Switch</li> <li>. <b>NEW:</b> Windshield Defroster Switch</li> <li>. Console Lights</li> <li>. Speedometer</li> <li>. Key Control Switch</li> <li>. Attendant Call</li> <li>. Fuel Pump</li> <li>. Generator Field</li> <li>. Engine Run</li> <li>. Radio, PA, IC, Handset</li> <li>. Sander (activates sander on locomotive only)</li> <li>. Bell</li> <li>. Windshield Wiper Dial</li> <li>. Door Buzzer</li> <li>. <b>CHANGE:</b> TMS Reset</li> </ul>	<p>(B)</p> <ul style="list-style-type: none"> <li>. Windshield Wiper</li> <li>. <b>NEW:</b> Battery Charger Fault Light</li> <li>. Main Engine Fault</li> <li>. PCS</li> <li>. <b>NEW:</b> Priority Alarm System Unit</li> <li>. Door Override Light</li> <li>. Left / Right Hand Marker Lights</li> <li>. Door Override Switch</li> <li>. Number Board Lights</li> </ul>
<p><b>Note:</b> NEW, CHANGE, MODIFIED, MOVED indicate upgrade added after original delivery</p>	<p>(C) CAB WINDOW</p> <ul style="list-style-type: none"> <li>. Sun Visor</li> <li>. Whistle Cord</li> <li>. <b>NEW:</b> Camera (2004)</li> </ul> <p>(D)</p> <ul style="list-style-type: none"> <li>. Brake Valve Cut-out</li> <li>. Automatic Brake Valve</li> <li>. <b>MODIFIED:</b> TMS Alarm Lights</li> <li>. Two Air Gauges</li> <li>. <b>NEW:</b> Ash Tray</li> <li>. Cup Holder</li> <li>. Reverser/Brake Value Holding Slots</li> <li>. Run/Engine - Stop</li> <li>. Bell</li> <li>. Throttle</li> <li>. Reverser</li> </ul> <p>(E)</p> <ul style="list-style-type: none"> <li>. Electrical Distribution Panel</li> </ul>

**Brake Note:** In February 1994, it was reported that two braking discs on two separate trains had come off. Although this did not pose a threat to passenger or train safety, GO decided to inspect all 331 cars and the studs holding the braking discs in place. There are four shoe brakes and four brake discs on each car; each disc is held on the wheel by 12 studs which meant 15,888 studs needed to be checked, replaced, tightened, or repaired. After further investigation, the apparent cause was blamed on a combination of a heat buildup during braking which caused the equipment to expand and the cold weather made the studs contract making themselves loosen.

**REFURBISHING SERIES II CAB CARS 200 TO 214 - 2001**

The United States Federal Transportation Authority, Federal Railroad Association Tier I Regulations, and the American Association of Railroads developed many new standards and regulations to be applied to the commuter rail scene. These developments, which occurred primarily after 1996 following two serious and fatal commuter rail accidents in Northeastern United States included, in part: an enclosed full width two front-end window operating compartment where the left side is reserved for the conductor and right side for the hogger's controls as developed by the Southern California Regional Rail Authority (SCRRA) and North San Diego County Transportation (NCTD), however, it is a contentious issue because the USA is/was trying to have a one person crew where the hogger not only operates the cab car but also the doors from this area (it has failed so far but new cab cars are being manufactured in this manner); a mini cab car snowplow (developed by the NCTD in the 1980s to push aside minor track debris and obstructions); push button controls with indicator lights; flashing ditch lights (USA standard for some 15 years, also seen in British Columbia); a lower level washroom at the 'B' end was established by the SCRRA.



*Cab Car 245, one of four delivered in 2004, sports an electronic bell, only one red classification light on each side, a mini-snowplow, two pairs of door step lights, and a full length mirror on both sides of the cab.*

In 2001, the first refurbishing initiative for the original GO cab cars (200 to 214) began. The contract was awarded to Bombardier in Thunder Bay for \$38 million. It involved the complete top-to-bottom, end-to-end refurbishing of the cab cars by renewing, upgrading, repairing electrical appliances for enhanced performance, and to incorporate new technology, equipment, standards and modifications in compliance with the updated Regulations and Standards issued by Transport Canada which they adopted from the United States. Since GO had not purchased any new bi-level cab cars since 1990, these new standards would be part of the cab car refurbishing program. The majority of the work would be done between 2002 and 2004.

Figure 3 below outlines the major changes to the hogger's refurbished operating area - included, modifications on the new CC242-245 inside squared brackets [ ] :

<b>FIGURE 3 - OPERATING CONTROLS - REFURBISHED CAB CARS 200 TO 214 - 2001-2004</b> (New Ccs 242 to 245 include inside [ ] - 2004) (Read chart top to bottom, left to right)	
(A) . <b>NEW:</b> ICCU Operation Plate . Door Working . Zero Speed By-Pass Toggle . Zero Speed By-Pass Button . UHF Radio Call (yellow) Light [242-245: <b>Change:</b> white or clear] . UHF Control Head . UHF Radio Control, UHF Radio Operation Plate [242-245: <b>Improved:</b> readout, network socket] . <b>MOVED:</b> Radio, PA, IC, Handset . ICCU Unit . <b>CHANGE:</b> Door Closed (2) . <b>CHANGE:</b> Left / Right Headlight Indicator . <b>CHANGE:</b> Ditch Light Indicators . Cab Heater . Console Lights . Headlight / Ditch Light Rotary Switch . <b>NEW:</b> Left Cab Car Light . Cab Light (Right) . <b>NEW:</b> Speedometer (Analog/digital) . <b>NEW:</b> Cab Set up . Fuel Pump . Generator Field . Engine Run . Attendant Call . Windshield Defroster . <b>NEW:</b> Ditch Light Flasher . Sander (activates sander on locomotive only) . Bell . <b>NEW/CHANGE:</b> Left / Right Windshield Wiper dial knobs . TMS Reset	(B) . <b>CHANGE:</b> Battery Charger Normal . <b>RETURN:</b> Locomotive Wheel Slip . Main Engine Fail . PCS . Door Override Light . Left Hand / Right Hand Marker Lights . Number Board Lights . [242-245: <b>New:</b> Hand Brake Applied light] . Door Override Toggle . Priority Alarm System Unit
	(C) CAB WINDOW . Sun Visor . Camera
	(D) . Brake Valve Cut-out . Automatic Brake Valve . <b>MODIFIED:</b> TMS Alarm Lights . Two Air Gauges . <b>NEW:</b> Whistle push button (yellow) [242-245: <b>Change:</b> blue button] . Reverser/Brake Value Holding Slots . Cup Holder . Run/Engine - Stop left side of reverser [242-245: <b>Change:</b> to right side of throttle] . Bell . <b>MOVED:</b> Reverser (left side of throttle) . Throttle
Note: NEW, CHANGES, IMPROVED, MODIFIED, MOVED, RETURN indicate upgrade added after original delivery	(E) . Electrical Distribution Panel

### NEW CAB CARS - SERIES VII 242 TO 245 - 2004

After 11 years, GO purchased four new cab cars numbered 242 to 245 (and BL7 series coaches) from Bombardier for \$55 million dollars. Delivery was planned for 2003 but they did not appear until the Spring-Summer of 2004. Fundamentally, the new cab cars are identical to the refurbished cab cars with some interior and exterior differences.

### SUMMARY

GO Transit has led the way with modern commuter rail transportation for years. The high capacity bi-level coach, the bi-level cab car design, and the F59PH locomotive are all GO Transit firsts and created in Ontario. Major developments, enhancements, and refinements to push-pull operational methods is also a GO transportation success which is imitated by cities around North America, and in the near future by Mexico.

The cab car is an integral piece of operating and controlling equipment. It has proved to be successful for a cost-effective push-pull operation. The cab car offers the same operating controls as the locomotive and its design and concept is still the safest, most practical way to offer the highest level of commuter rail service in conjunction with the skilful hands, experience, and knowledge of the locomotive crews. And in January 2004, GO began calling for new tenders to refurbish an additional 17 cab cars (and 54 bi-levels coaches) with an option to refurbish another eight cab cars and 42 bi-levels.

"Getting On The GO" continues to be better than ever. ■

# *Ottawa to Peterborough by Train in 1977*

by John Cowan

(All photos by the author unless otherwise noted)

Ottawa to Peterborough by train in 1977, how could that be? After all, passenger service ended between these two cities in 1966 after a 3-month last-ditch effort by CP to offer a Toronto to Ottawa operation. This effort followed CP's reluctance to continue the pool train agreement with the CN that had been cancelled in October of 1965. CP already ran a daytime RDC service between Toronto and Peterborough that arrived in Peterborough at 11:25 A.M., leaving at 13:15 to return to what was Canada's second largest city at that time.

CP, utilizing two sets of RDCs, and just extended this run through to Ottawa. But, it only lasted about three months, ending service between these two locations forever.

So, how could one ride a train between Ottawa and Peterborough in 1977? Almost anything in life can be accomplished with a little ingenuity and knowing the right people. Having grown up in Port Hope, Ontario, and spending countless hours watching and riding trains in and around Peterborough while visiting my grandparents during my childhood years, I became well acquainted with the CN train crews from Lindsay (plus a yard crew in Peterborough) and the CP crews that operated on the Havelock Sub.

These men were very generous about offering me countless train rides. From my first ride in the mid-'60s with the CN Peterborough yard job, I was fortunate enough to make trips all around Peterborough including two side trips to Lakefield, one to Lindsay with the CN wayfreight (728/729) and then on to Haliburton in 1968, plus several trips with the CP job from Peterborough to Lindsay by way of Dranoel.

A lot of these men became good friends and I stayed in touch with them well into their retirement years and long after my move to British Columbia. One of these men was a conductor from Lindsay, the late Tommy Hodgson.

In 1976, I moved to Ottawa where I subsequently hired on with CP as a train order operator in Smiths Falls after an extremely short period with the maintenance of way department shovelling snow around Ottawa's Walkley Yard. I resided in the nation's capital until June 1978 when I transferred with CP into the running trades as a trainman and moved out to Revelstoke, B.C.

A year earlier, in August 1977, I had a few days off and decided to go home for a visit. Normally I would take one of the daytime CN trains from Ottawa to Cobourg, but I had this desire to go home via a completely different route that would be longer, slower and definitely more tiring.

By this time, the CN wayfreight that used to run between Lindsay and Belleville with Lindsay crews had for many years operated six days a week, departing Lindsay around 17:00, overnighing in Belleville, and returning to Lindsay early the next morning. The operation then utilized two crews, each taking a week of going to Belleville and then, on a rotational basis, running to Haliburton and Stouffville for a week so they could have every other week at home in their own beds.

By 1977, only one crew remained in Lindsay, consisting of the most senior men from that terminal. The Lindsay to Belleville job was reduced in frequency from six nights a week to just three, and was renumbered from 728/729 to 563/564. The job was still ordered for around 17:00, but only on Mondays, Wednesdays and Fridays, returning around the same time early the following morning.

The writing was on the wall that Lindsay, sometime in the future, was on its way out. This prompted me to want to make what I believed at the time to be my last possible trip on the

Campbellford Sub.

So, on the afternoon of August 24, 1977, from my residence in Ottawa, I called Tommy Hodgson at his home in Burnt River (north of Lindsay) with the knowledge that he would be working 564 to Belleville that evening. I asked Tommy that if I were to take CN No. 49, the Ottawa section of the overnight "Cavalier" from Ottawa to Belleville, could I ride No. 563 with him from Belleville to Peterborough?

Tommy had no objection although he could not understand what I would do around Belleville for two to three hours until his crew showed up for work. When this job ran six days a week with two crews, each crew still had an assigned wooden van (caboose) that was their home on wheels. While in Belleville, the crew would sleep in their assigned van until the crew caller would wake them up around 05:30 for their return trip to Lindsay.

By 1977, the wooden van had been replaced by a steel run-through one. So the Lindsay crew went to a motel for the night. I asked Tommy where they kept his van and he said in front of the Belleville station. I did not think at the time to ask him the number of his van that would cause a minor problem for me that I will get to later. I then phoned my grandmother in Peterborough to tell her that I would be taking the train to Peterborough, arriving sometime the next morning. She couldn't believe it.

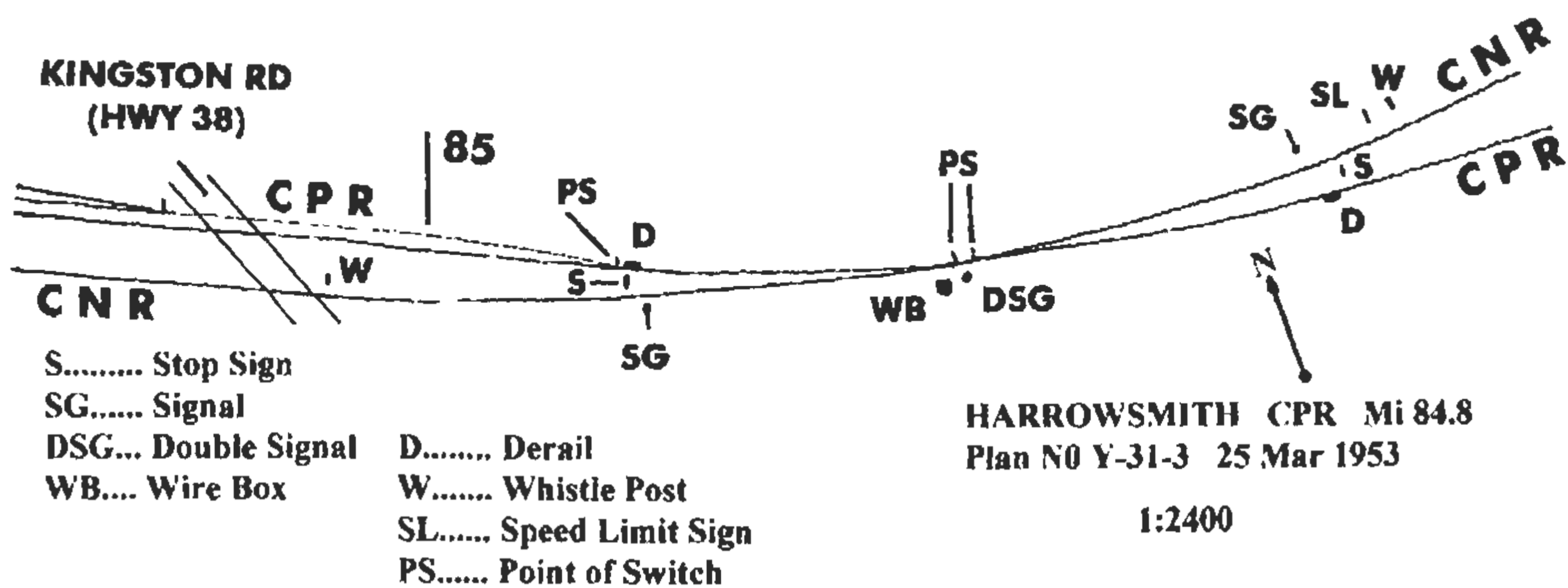
I left Ottawa that evening on No. 49. Unfortunately, I didn't record train consists back in those days, but I do recall that our train consisted of an FPA-4, a baggage car, one sleeping car and a day coach on the rear. This was contrary to CN and then VIA's practice of marshalling their sleeping cars behind the day coaches.

Shortly after the cancellation of the pool trains in the fall of 1965 and CP's brief solo passenger train operation, CN assumed all responsibility for operating passenger trains between Ottawa and Toronto, including the Ottawa to Brockville portion, previously the domain of Canadian Pacific. CN was granted running rights on the CP Brockville Sub. between Smiths Falls and Brockville which saw two CN daytime trains in each direction. For some unknown reason, the overnight Ottawa section of the "Cavalier" shunned the Brockville Sub. in favour of CN's Smiths Falls Sub., between Ottawa and Napanee, reaching Belleville via the Kingston Sub. where it was amalgamated with No. 59, its Montreal counterpart. The return trip, from Toronto, followed an identical pattern with Train 48 running from Belleville to Ottawa.

It was unfortunate that there was never any daytime service between Smiths Falls and Napanee over the CN route as it was far more scenic than the Brockville Sub. In addition to riding No. 49 on August 24, 1977, and No. 48 a year earlier, I also managed two rides on the CN wayfreight that operated between Belleville and Ottawa. This allowed me to see this one-time Canadian Northern main line in daylight. I'll leave these trips for another story.

It helped that I knew most of the CN passenger crews from Belleville that operated the trains to Ottawa. It gave me privileges that were not offered to most people. The crew on this trip had no qualms about me riding on the rear platform of the day coach for the better part of the trip. While I could not take any photos during this leg of the trip, as it was all in darkness, I still have many vivid memories of this trip, from making the station stop at the quaint CN station at Smiths Falls; to the passing of the many curves and rock cuts and the passing of the unique junction at Harrowsmith, north of Kingston, where the Smiths Falls Sub. "crossed" CP's Kingston Subdivision, the former Kingston and Pembroke Railway.





Semaphore signals guard the 'crossing' of CN's Smiths Falls Subdivision and CP's Kingston Subdivision at Harrowsmith, Ontario. According to CP Timetable 48, April 30, 1972, for the Kingston Subdivision, "Jct. with C.N.R. mileage 85.1 - Non Interlocked, switches equipped with electric locks. Rule 104C applies." The semaphores guard the CN track. Note the 'dwarf' signal guarding the CP connection as well as the rodding connected to a derail on the CP side, opposite the dwarf. Years earlier, the junction and crossing were guarded by a manned tower, another story for another issue. Photo by Keith Hansen.

As seen in the above photograph, this 'crossing at grade' was not a traditional diamond. Instead, the 'crossing' was achieved via two switches whose points were quite close to each other. Normally, the points were set for the CN line and CP trains had to stop, and line the switches, sharing a few feet of track with CN before returning to their 'home' road. The crossing was protected by semaphore signals. It was quite an experience to be out on the rear platform while passing Harrowsmith, seeing the semaphore blades lit up in red, then observing the top blades restoring themselves to green at this very lonely location in the middle of the night.

Once we arrived at Napanee and switched onto the Kingston Sub., the train still maintained an average speed of 30 mph all the way to Belleville. Why? To kill time. One didn't want the overnight trains arriving too early at their respective destinations. Indeed, Nos. 58 and 59 took eight hours to go between Toronto and Montreal.

Track speed between Belleville and Brockville was reduced to 30 mph for this purpose. Nos. 48 and 49 also observed this speed between Napanee and Belleville. While we were on the double track, we passed eastbound No. 48 and No. 58, each loping along at this very slow speed.

Upon arrival at Belleville, our train was connected to the waiting

section from Montreal. After I detrained, I was starting to feel tired, having been awake since our departure from Ottawa and out in the fresh air of the rear vestibule most of the way.

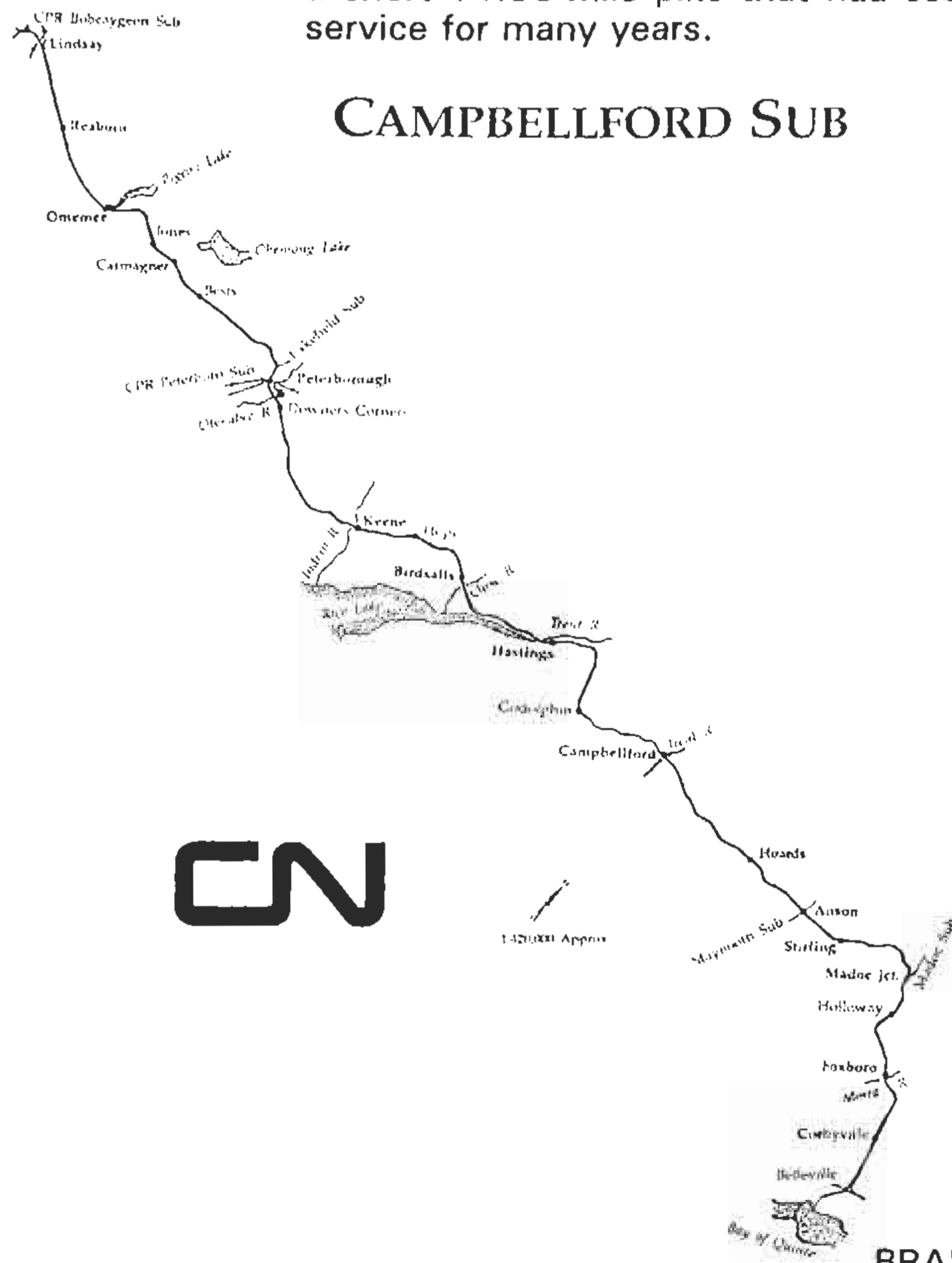
I still had a couple of hours to wait for Tommy Hodgson and his crew to arrive for work. What would I do? Not one, but two steel vans were sitting in front of the station. I wondered which one might be for the Lindsay job. I thought how nice it would be to sneak into the right van and have a snooze. I knew that Tommy would not object. But how would I find out?

I have always had a brazen side to me. From the station waiting room, I looked up the phone number for the yardmaster at Belleville East and, from a pay phone in the station, called him up trying to sound like I was a well-seasoned CN employee by simply asking: "Which van is 563 using"? Without asking me who I was, he gave me the van number. I hung up the phone and casually walked across the tracks to the van. I climbed aboard, elated to find the doors unlocked, went inside, pulled down a bunk and had a broken two hour sleep until Tommy boarded around 06:00 and kicked the bunk to wake me up.

Our train was comprised of two GP9s; 4568 and 4425 (4425 to be set off in Peterborough for yard duties) and about 20 cars, most of which were also for Peterborough. While chatting with Tommy in the van, I could see a string of cars rolling towards us. This was the crew doubling the train to the van. The crew consisted of Locomotive Engineer Al Deyell and trainmen Harvey Wallace and Jimmy McCabe.

After a brake test, we were on our way north on the Campbellford Sub. at around 06:30. I was excited when Tommy told me that I had picked a day when they had to make a side trip from Madoc Jct. to Madoc. They only went to Madoc about two or three times a month. The Madoc Sub. was a short 14.90-mile pike that had seen infrequent service for many years.

## CAMPBELLFORD SUB



# CAMPBELLFORD SUBDIVISION

WESTWARD TRAINS					Time Table No. 76 Effective Nov. 27th, 1949			EASTWARD TRAINS							
THIRD CLASS	SECOND CLASS	FIRST CLASS			Symbol	Miles from Belleville	Station Number	STATIONS	Train Order or Phone	Car Capacity		FIRST CLASS		THIRD CLASS	
873 Mixed Daily Ex. Sunday	365 Mixed Tues., Thurs. & Sat.	85 Passenger Sunday Only	95 Passenger Daily Ex. Sunday	93 Passenger Daily Ex. Sunday						Siding	Other Tracks	92 Passenger Daily Ex. Sunday	84 Passenger Sunday Only	94 Passenger Daily Ex. Sunday	364 Mixed Tues., Thurs. & Sat.
L AM 9:00				L AM 5:15	K* CWY	0.00	BELLEVILLE	T	YA	RD					
F 9:05				85:20		2.81	CORBYSVILLE	P		14				F 10:48	F 1:35
9:15				5:25		6.54	FOXBORO	P	49	20				10:41	F 1:25
A 9:35				F 5:33		12.43	MADOC JCT.	P		6				F 10:33	L 1:10
				85:44		17.57	STIRLING	T	59	17				S 10:23	
				F 5:48		19.76	ANSON	P		19				F 10:17	
				F 5:53	W	23.49	HOARDS	P	57	9				F 10:11	
				86:11		30.91	CAMPBELLFORD	T	50	Yard				S 9:55	
				86:33		41.26	HASTINGS	T	57	31				S 9:35	
				86:41		47.02	BIRDHALL'S			3				F 9:22	
				6:47		50.58	HOPE	P	19					9:16	
				86:52	W	53.84	KEENE	P	66	21				S 9:10	
						62.31	EAST STORAGE	P	24	25					
				L 5:10		63.11	JUNCTION SWITCH	P			A	PH 12:20			
L 3:00		L 7:10	A 5:12	L 7:17	K* CW	63.50	PETERBORO	T	YA	RD	L 12:18	A 6:25	L 8:50		A 5:00
A 3:03			L 5:30	L 7:27		63.76	BROOK STREET SWITCH	P			A 12:08	A 6:25	A 8:40		L 4:57
						73.26	JONES	P	57		PH				
				7:46		76.88	OMEMUN	T			8 11:45	F 6:00	S 8:14		
				87:51		77.82	OMEMUN WEST		35	43					
						81.18	REABORO	P		20	F* 11:38	F 5:54	F* 8:09		
				F 7:57		86.39	LINDSAY	T	YA	RD	L 11:30	L 5:45	L 8:00		
Daily Ex. Sunday	Tues., Thurs. & Sat.	Sunday Only	Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday	Tues., Thurs. & Sat.	Daily Ex. Sunday
373	365	85	95	93			86.39 miles Rule 42 applicable.				92	84	94	364	372

## CAMPBELLFORD SUBDIVISION FOOTNOTES

\*Belleville—Register station for trains originating and terminating. Other trains register Belleville Yard.  
 \*Peterboro—Register station for first class trains and for trains originating and terminating.  
 Trains may leave Junction Switch and Brock Street Switch without terminal clearance.  
 \*Nos. 92, 93, 94 reduce speed at Reaboro to exchange mail.  
 Lindsay.... That portion of No. 1 siding extending between East and West crossover switches, main track, Campbellford Subdivision, is designated as the siding for meeting or clearing of passenger trains.  
 Emergency Telephones—Wye switch, Belleville Yard; also at mileages 9.35, 17.60, 27.75, 34.00, 35.77, 41.97, 45.00, 47.02, 57.00, 63.11, 63.76, 66.90, 85.70.  
**RAILWAY CROSSINGS, JUNCTIONS AND DRAWBRIDGES**  
 Belleville..... Junction Oshawa and Gananoque Subdivisions.  
 Madoc Jct..... Junction Madoc Subdivision.  
 Anson..... Mileage 19.76. Junction and crossing Maynooth Subdivision, automatic interlocked. (See special instructions Page 15). (B.T.C. 70820). (Rules 501 to 513 inc. applicable.)  
 Trent River Drawbridge—Pulp Mill Spur, Campbellford, non-interlocked. No approach signals. All movements must stop at "Stop" Boards located 125 feet on both sides of drawbridge and proceed only on hand signal from member of crew after he has ascertained that the drawbridge is closed and in passable condition.  
 Trent River Drawbridge—Mileage 41.99. Interlocked. (B.T.C. 36956).  
 Otonabee River Drawbridge—Mileage 62.08 Interlocked. (B.T.C. 36957). (Rules 501 to 513 inc. applicable.)  
 Junction Switch and Brock Street Switch—Junctions Lakefield Subdivision. Before proceeding to Campbellford Subdivision Conductors must obtain permission from Dispatcher Lindsay who will record such permission in train order book as transmitted to and acknowledged by Conductor.

Peterboro (0.43 miles east)—Canadian Pacific Railway Crossing. Interlocked. Signal No. 630, upper arm governs trains to Lakeland Subdivision, lower arm governs trains to Campbellford Subdivision. No approach signal west of crossing. (B.T.C. 48031).  
 Lindsay..... Junction Midland Subdivision.  
 Lindsay (River Spur)—Junction and Crossing Canadian Pacific Ry. Interlocked. Train and Yard movements must stop and a member of crew operate signals. (B.T.C. 49967). Normal position of signals is clear for C.P.R. trains; and against C.N.R. trains. Restore signals to normal position after use. Trains switching River siding must not foul crossing until dwarf signal indicates "proceed".

### YARD LIMIT BOARDS

Belleville.....4000 feet west of station. Keene.....6400 feet east of station.  
 Campbellford.....6205 feet east of station. 4300 feet west of station.  
 6300 feet west of station. Peterboro.....8764 feet east of station.  
 Hastings.....3900 feet east of station. 6600 feet west of station.  
 6200 feet west of station. Lindsay.....7920 feet east of station.

### SPEED RESTRICTIONS

Miles per hour  
 Belleville to Peterboro—Passenger Trains..... 50  
 Freight and mixed trains, engine with caboose or light engines..... 40  
 Peterboro to Lindsay—Passenger trains..... 55  
 Freight and mixed trains..... 50  
 Engine with caboose or light engines..... 40  
 Belleville to Lindsay—Mikado and Consol engines on passenger trains.... 40  
 Run cautiously on curves.

At one time, Madoc was serviced by a wayfreight that operated to Bancroft from Belleville twice a week. This was a job that I had been invited to ride as well but never got around to it and I regret it immensely to this day. When the Bancroft train was removed, Madoc became the responsibility of the Lindsay crews.

Upon arrival at Madoc Jct., Tommy and I and one of the two trainmen, detrained from the caboose and walked up to the units. Only the two locomotives and the few cars for Madoc, marshalled on the head end, would go to Madoc. The rest of the train would remain at Madoc Jct. The trip to Madoc was slow, (average speed 10-15 mph) but scenic in some spots. A few highlights included traversing Moira Lake and the Moira Lake trestle; as well as going under a bridge that I discovered from Tommy was part of the former CP Havelock Sub., that had been abandoned between Tweed and Glen Tay by this time. I detrained at Madoc to take several photos of the train while switching.

Upon our return to Madoc Jct., we continued our way westward, passing through Stirling and Anson Jct. At the latter point, I stood on the rear platform of the caboose. For a second time in



Conductor Tommy Hodgson and Trainman Jimmy McCabe watch closely as GP9 4425 and 4568 traverse the weed grown tracks in Madoc, Ontario.



CN's former Canadian Northern Railway station at Madoc, Ontario, on August 25, 1977.

less than 24 hours, I would see semaphores in action at a railway junction.

Our next stop was the new small yard that had been built at the south end of Peterborough after CN had sold the property at their Bethune Street location where their large station and original yard had been for many years. At this new yard, 4425 and most of the cars were set out by the crew. Tommy asked me if I wanted to stay on until Lindsay. By this time, it was between 9 and 10 in the morning and I was extremely tired. Having ridden the Peterborough to Lindsay portion of the Campbellford Sub. with Tommy a few years earlier as well as in 1964 behind CN 4-8-4 No. 6167, I graciously declined.

The train made an unscheduled stop at the Charlotte Street crossing, site of the former CN station which was torn down as well as the yard to make way for a high rise apartment complex. I detrained from the van, and took one departing shot of the train as it traversed Peterborough's well-known street trackage. I then walked eight blocks to my grandparent's house and a bed.



"The train made an unscheduled stop at the Charlotte Street crossing, site of the former CN station which was torn down as well as the yard to make way for a high rise apartment complex. I detrained from the van, and took one departing shot of the train as it traversed Peterborough's well-known street trackage."

It was a long trip, being nine to ten hours. But then, looking back, a good portion of the trackage I covered on this night has long gone into the history books: the Campbellford Sub. (except for 2.5 miles in Peterborough retained to be serviced by CP and a mile or so north of Belleville), the entire 14.90-mile Madoc Sub.,

and the CN Smiths Falls Sub. between Smiths Falls and the Good Year Tire plant, just to the north east of Napanee.

Factor in being allowed to ride the rear vestibule of a passenger train on jointed rail on a branchline, as well as passing two separate railway junctions, complete with semaphores, and riding a van, all in 1977, none of which I could experience on the daytime trains to Cobourg, and I think that I made the right choice.

Indeed, I did. On March 31, 1978, No. 564 made its last run to Belleville. Upon its return trip the next morning, Lindsay was officially closed as a crew base. All of the guys that I rode with in 1977 were on this last run, and all but Harvey Wallace, who went on to finish out his few remaining years on VIA Rail Canada between Toronto and Montreal, went into retirement.

For the next few years, Lindsay would be serviced from Toronto and Peterborough from Belleville. On or about this time, a seed was planted for me to move out west. I made a trip out to B.C. in late April 1978 to see if I would like it out there. I was sold. After turning this trip into a major railfan jaunt, I had three weeks back home before the "big" move out west.

Timing is everything. During this three week period, CN offered a one-way excursion with CN 4-8-2 No. 6060 from Toronto to Belleville via Lindsay and Peterborough. The purpose of this trip was for 6060 to partake in Railway Week in Belleville with several trips to Anson Jct. and back giving the semaphores at Anson a sense of purpose again. I managed to ride this trip as well as one round trip between Belleville and Anson Jct. the following day, bringing to a close my rides on the Campbellford Subdivision.

I kept in touch with Tommy Hodgson by phone over the years. During a subsequent trip home for a visit, my grandmother accompanied me to visit Tommy at his farm in Burnt River. Tommy died a few years later. I have kept in touch with Roger Hodgson, one of Tommy's adult sons, who retired from CN after 30 years of working as a conductor out of Belleville. I visited the family farm again a few years ago with my grandmother and two of my three children to see Roger and his family.



The author on CN SW1200RS 1290, the Peterborough switcher, in the mid-1960s. Photo by CN Engineer Cleighton Hodgson.

I was back in Peterborough in September 2005 and phoned Roger Hodgson. Roger informed me that both Harvey Wallace and Jimmy McCabe had passed away within the past few years, further bringing to a close a very important era in my life. I will always be grateful to these men from the golden era of railroading for sharing with me some truly magnificent experiences that have helped me in my own career with the railway. Thanks guys. ■



**CN TO PLEAD GUILTY IN 2001 FIRE:** The trial of CN and three other rail companies over a fire in 2001 near Chisholm began in a St. Albert court with the lawyer for CN saying the company plans to plead guilty. Judge Leo Burgess of provincial court said he will hear the guilty plea after the prosecution presents its case against three other rail companies that are fighting the charge. The trial is expected to last 2½ months. This follows a \$18.6 million out-of-court settlement reached between CN and the Alberta government over a May 2001 wildfire that destroyed 10 homes in Chisholm, 150 kilometres north of Edmonton, and scorched 116,000 hectares of forest. The fire cost about \$30 million to suppress, making it among the costliest forest fires in Alberta history. CN, along with RailLink Canada Ltd., RailLink Ltd. and RailAmerica Inc., were charged under the Forest Prairie and Protection Act with "conducting an activity in a forest protection area without exercising reasonable care." The companies face a fine of \$5,000 if convicted. Investigators suspect the fire was caused by a spark from a passing locomotive.

An independent committee concluded the blaze began near a CN railway line. The locomotive believed to have been the cause was owned by RailLink Canada Ltd., a subsidiary of RailLink Ltd. and RailAmerica Inc., but was being transported at the time by a CN freight. The locomotive had originally been owned by CN Rail but was sold to RailLink. In its settlement with the province, CN agreed to pay \$10 million directly to the province and put \$8.6 million over the next 10 years into a number of community-based fire prevention programs across the province. (*Edmonton Journal*, Jan. 16)

**RAILAMERICA SELLS THREE ALBERTA SHORT LINES TO CN:** RailAmerica Inc. has halved the company's Canadian short-line holdings and sold back to CN the Central Western (CWR), Lakeland & Waterways (LWR), and Mackenzie Northern (MKNR) railways to Canadian National Railway Co. for \$22.2 million and up to \$3.4 million in future payments based on business development. CN expects to integrate the Alberta short lines into its operations in less than six months. "Operating the LWR will strengthen CN's connection to the Alberta oilsands, while the MKNR component will allow CN to participate directly in the proposed natural gas pipeline projects and give the company access to modern online grain elevators and pulp plants," the railway said in a release. The 200-kilometre LWR operates from Edmonton to O'Morrow, where it links with the Athabasca Northern Railway. CN interchanges with the 21-mile CWR in Munson; 120-mile LWR in Edmonton; and 600-mile MKNR in Smith. Last year, the short lines moved a total of 50,000 carloads and generated \$26 million in revenue. CN will spend \$40M over the next three years upgrading the system "to CN standards" to allow the movement of larger volumes of oil and gas infrastructure building materials, oilsands byproducts, minerals, and forest and grain products in northern Alberta. Most of the money will be spent on the 1,025-kilometre MNR, which runs from Smith to Hay River, NT. "While future traffic growth prospects for the railroads are good, taking advantage of them would require significant capital investment," said RailAmerica President Donald Redfearn. "We determined that the prospect for using that capital to earn returns that meet our targets are better achieved at other railroads we own." RailAmerica now owns and operates 43 regionals and short lines in the United States and Canada. The company's remaining Canadian holdings include the Goderich-Exeter, Ottawa Valley and Southern Ontario railways. (*CN release*, Jan. 19; *Edmonton Journal*, Jan. 20)

**CN AND BNSF ANNOUNCE AGREEMENT TO INCREASE NETWORK FLUIDITY AND INFRASTRUCTURE CAPACITY:** CN and BNSF have reached an agreement focussed on improving rail network fluidity and infrastructure capacity, principally in Vancouver, B.C., Chicago, and between Memphis and southern Illinois. The agreement includes track and rail infrastructure exchanges between the railroads, and CN's grant of trackage, haulage and other access rights to BNSF. Highlights are:

- In Vancouver, B.C., CN will obtain operational, dispatching and maintenance control of 12 miles of joint track between the Fraser River Bridge in New Westminster, B.C., and ocean terminals on the south shore of Burrard Inlet near downtown Vancouver. This trackage also connects CN's network with its north shore terminals, customers and the former BC Rail.

- In Chicago, BNSF will obtain operational, dispatching and

maintenance control of CN's Corwith Tower, and obtain trackage rights on CN for 30 miles between Corwith and Joliet, Ill., and on two miles of CN's 49th Street line.

- BNSF will obtain trackage rights on CN's main lines between Memphis and southern Illinois. CN will also transfer its Memphis interlocker to BNSF.

Matthew K. Rose, BNSF's chairman, president and chief executive officer, said: "These agreements provide BNSF with increased capacity and dispatching efficiencies in Chicago and Memphis. In addition, we now can tap CN's surplus capacity between Memphis and Centralia, Ill., to expand our ability to handle more traffic."

E. Hunter Harrison, CN's president and chief executive officer, said: "Our lease of the Joint Section in Vancouver will improve the fluidity of rail operations for all railroads in Vancouver, and improve key rail service to Vancouver Ports and Terminals on the South and North Shores." (*CN/BNSF release*, Jan. 19)

**CN RECONSIDERS RAIL CAR STORAGE SITE:** CN is considering changes to its plan to store up to 700 rail cars on the Kinghorn line. CN spokesman Jim Feeny spoke to upset Shuniah council members and residents, and was taken on a tour of the area in question. Feeny said the concerns raised at the meeting prompted the railway to re-examine its options. "We're looking at places where we can put (the rail cars) further down the line where they will have less effect on the surrounding population," he said. The Kinghorn line has been closed to rail traffic since May as CN attempts to find a buyer for it. Feeny agreed to talk to the "powers that be," and the company is examining the alternatives. (*Thunder Bay Chronicle-Journal*, Jan. 19)

**CN CHANGES RAIL CAR PLAN:** Residents living along Lake Superior in Shuniah township won't have to worry about idle rail cars being stored on the track in front of their homes and cottages. "We will move the cars further back," CN spokesman Jim Feeny confirmed. The railway has agreed to amend its plan to store 500 to 700 aluminum grain cars on the abandoned Kinghorn rail line. The original plan would have seen rail cars parked in sections between Ishkibibble Beach and Sunnyside Beach - a plan which neighbours and township officials described as a safety risk, as well as a potential eyesore. (*Thunder Bay Chronicle-Journal*, Jan. 26)

**CN REPORTS Q4 2005 EARNINGS:** CN reported its financial and operating results for the fourth quarter and year ended Dec. 31, 2005. Fourth-quarter 2005 financial highlights included: net income of \$430 million, up 14%; operating income of \$720M, an increase of 19%; a fourth-quarter operating ratio of 61.8%. Net income for 2005 was \$1,556M, an increase of 24%, operating income rose 21% to \$2,624M, revenues increased by 11% to \$7,240M, while operating expenses increased by 5% to \$4,616M. The company's 2005 operating ratio improved by 3.1 percentage points to 63.8%. CN's 2005 revenue performance was driven largely by: increased freight rates, an important part of which was due to a higher fuel surcharge resulting from increases in crude oil prices; the inclusion of a full year of revenues from the rail and related holdings of Great Lakes Transportation and BC Rail. CN had 21,540 employees at the end of last year, compared with 22,679 at the end of 2004. CN is budgeting \$1.5 billion in capital spending in 2006, up 9% from 2005 - a sign that the railway is committed to maintaining its infrastructure. (*CN release*, Jan 24; *Globe and Mail*, Jan. 26, thanks to John Thompson)

**CPR AND CN TO IMPLEMENT FURTHER IMPROVEMENTS AT VANCOUVER:** CN and CPR have reached an agreement that will make rail operations more fluid in the BC Lower Mainland. The operational improvements, expected to begin in March 2006, includes a series of significant operational initiatives that will improve the flow of freight to and from the port by operating direct-to-destination trains that bypass yards and eliminating railway-to-railway handoffs. It will also extend the railways' existing directional running zone in the Fraser Canyon west to the Gateway ports and terminals. Under the agreement: CPR will handle all trains of both railways from Boston Bar, 60 kilometres north of Hope, BC, and 200 kilometres from Vancouver, to Vancouver's South Shore using CPR train crews. CPR will also improve the coordination of train movements and will switch all traffic into and out of terminals on Burrard Inlet South Shore. CN will handle all trains of both railways from Boston Bar to Burrard Inlet North Shore in Vancouver using CN crews. CN will also improve the coordination of traffic switched into and out of terminals on the North Shore. CPR will also handle coal trains of both railways from Boston Bar to the Roberts Bank coal port, helping improve efficiency for coal

terminal operator, Westshore Terminals.

CN and CPR have a long-established directional running zone extending west of Ashcroft to Mission, BC, in the Fraser Canyon. All westbound trains of both railways operate over the CN line, and all eastbound trains of both railways operate over the CPR line, improving operational fluidity over the 240 kilometre zone. Canada's government expects container volumes at British Columbia seaports to grow to between 5 million and 7 million 20-ft. equivalent units (TEUs) by 2020, from 2 million this year. This increase in container traffic, along with rapid growth of resource exports - including coal, grain, potash and sulphur - have pushed the 15-year projected growth in BC's port and rail sector to: \$7.4 billion in annual economic output for BC, from \$2.7B, and 50,000 direct jobs in BC, from 18,000. (CPR/CN news release, Jan. 26)

**CN AND CSXT SIGN HAULAGE AGREEMENT FOR SARNIA, ON, TRAFFIC:** CN and CSXT have announced a long-term agreement for CN to haul CSXT traffic to and from Sarnia, ON, and CSXT connections in Buffalo, NY, and Toledo, OH. CSXT's important Sarnia customers will see better service and faster transit times via CN, compared with the more circuitous routing their traffic now takes via Chatham, ON, Windsor, Detroit, Plymouth, MI, and Toledo." Keith Creel, svp of CN's Eastern Canada Region, said: "CN is pleased with this haulage agreement with CSXT. The CSXT traffic will be a welcome addition to our network in Ontario, Michigan and Ohio, increasing freight densities and improving economies of scale. CN has the crews, locomotives and routes to provide solid, time-sensitive service to CSXT and its Sarnia customers. And we'll deliver on that promise." CN will also transport long-haul CSXT traffic destined for CPR to London, ON, for interchange with CPR, improving transit times for CPR. This traffic is currently interchanged between CSXT and CPR at Chatham. CSXT will retain track and continue to serve its customers in Sarnia, and maintain operations on 27 miles of its line between Sarnia and Wallaceburg, ON. CSXT plans to discontinue about 26 miles of track between Wallaceburg and Chatham in accordance with the Canada Transportation Act. CN will purchase 12.5 miles of CSXT track between Chatham and Blenheim, ON, acquiring control of trackage connecting CN's network to its Windsor classification yards and the Detroit-Windsor rail tunnel. Implementation of the agreement is scheduled for Jan. 31, 2006. (CN release, Jan. 30)

**NORTH PEACE RESIDENTS RALLY TO ENSURE RAIL SERVICE MAINTAINED:** Grimshaw, AB, residents are stepping up their lobbying to ensure rail service is not lost after rumours of CN's intention to buy back the Mackenzie Northern Railway were confirmed with the official announcement of the sale. Two community meetings were held in Grimshaw over the past month and a letter writing campaign was started to ensure no service is lost with the change in ownership. "CN retaking ownership is causing us great concerns," said Huguette Ropchan, a resident on the forefront of the lobbying. "CN has been insensitive to the needs of the communities when it has lifted rail beds in other places." Ropchan said with the sale, the community want to be sure there will be a good maintenance contract on the line and that service will remain at status quo or be improved. While it is vital to maintain service on the whole line, the community is concerned the spur from Roma Junction to Grimshaw may be the first to go if the company looks to scale back service. CN spokesman Jim Feeny said there are currently no such plans in the works. "We've made no decision on the future of any part of the line." He said the line is protected by federal legislation and there are rigorous procedures that must be followed before a line is removed. CN is looking to maximize the line's potential. (Grande Prairie Daily Herald-Tribune, Jan. 26)

**CN DENIES RAIL-TWINNING PLAN:** Despite high-ranking federal talk of a looming \$500-million railway agreement to consolidate tracks in Windsor, CN insisted it has no plans to abandon a key portion of its corridor leading into the eastern part of the city. The federal plan calls for the 90-kilometre CN rail line used mainly by VIA passenger trains between Windsor and Chatham to be abandoned. Passenger and freight service using the line would be shifted to CPR's parallel corridor. It would be twinned from two to four tracks to handle the added traffic, according to several high-ranking federal authorities. Work is expected to be completed within about five years. But CN has not participated in any discussions regarding VIA's plans to change its route between Chatham and Windsor, according to CN spokesman Mark Hallman. CN has "no intention or desire" to operate on CPR's rail corridor in Windsor, Hallman added. CN's position could be a sign high-stakes negotiations between the railways regarding the lucrative Windsor corridor have reached a critical juncture. "Any announcement of rail rationalization of the CN network in Windsor is premature at this time," Hallman said. Relocation of the VIA station

in Walkerville is said by the feds to also be part of the plan. A site near the airport and the old CPR depot near Wellington Avenue close to the entrance of the Detroit River rail tunnel are among options being discussed, sources said. CN suspects there are private discussions between CPR and VIA, Hallman said. "Ultimately it is VIA's decision to relocate its operation or not," he said. Most of what's known as the CN rail corridor from Chatham to Windsor is owned by VIA, up to a point near Tecumseh Road East in Tecumseh. The tracks and property beyond that towards the VIA station at Walker Road are still CN's, Hallman said. The railway serves Hiram Walker "about twice a week" on that line and the railway's intention is to continue to serve the customer, he said. (Windsor Star, Feb. 1)

**HALTERM FUND GETS NEW MAERSK CONTRACT:** Halifax-based Halterm has signed a new three-year service contract with Maersk which is expected to increase the firm's container volume by more than a third. Under the contract, the firm will provide container handling services in the Port of Halifax for Maersk's new Middle East container line service to the east coast of North America, via the Suez Canal. Halterm will be called on a weekly basis, beginning February 24. (Canadian Press, Jan. 31)

**CN COMMITS \$5M TO UPGRADES TO NORTHERN RAIL LINE:** CN is investing millions to prepare for the opening of a container port in Prince Rupert, slated for late 2007. This will create additional traffic, economic opportunities and direct jobs along CN's northern BC line, company spokesman Graham Dallas said. "Certainly there has been discussion about an inland container facility. Prince George is the economic centre for industry in the north," Dallas said. Dallas said he had not heard any plans for the creation of such a facility, however. CN has committed \$30 million to the port project, including \$25 million for a loading facility at the port and \$5 million in upgrades to the northern rail line, he said. In addition, CN has invested \$325,000 in 2006 for new and upgraded locomotives and rail cars, he said. Some of that investment will likely end up serving the container port in Prince Rupert, Dallas added. (Prince George Free Press, Feb. 1)

**BIGGAR WON'T LOSE CN CREWS:** CN rail crews will continue to bunk in Biggar. The rail company has abandoned plans to move train crews out of the town, says mayor Ray Sadler. CN's decision to keep the Biggar operation open is due to costs involved in moving crews from Biggar to Saskatoon, he said. Biggar has been a traditional mid-point along the main line for train crews to change while running between Melville and Edmonton. Last summer, CN said the increased speed of trains due to improvements such as additional passing sidings on the line meant it was possible for crews to take a train from Edmonton to Saskatoon within the 12-hour maximum time a crew is allowed to operate a train. By November, Saskatoon-Rosetown-Biggar Conservative MP Carol Skelton had collected more than 1,500 signatures on petitions asking the federal government to investigate whether CN's removal of crews in Biggar would compromise the safety of employees or the town's residents. Skelton was sworn in Monday as national revenue minister in the new Conservative cabinet. (Saskatoon StarPhoenix, Feb. 8)

**CN TO FUND RIVER'S RECOVERY:** CN has agreed to contribute \$1.25 million to restore a BC river system polluted by a train derailment and devastating toxic spill last summer. The announcement comes after the Vancouver Sun reported that government reports suggests it will take 50 years for salmon and other fish species in the Cheakamus River to recover after the spill of caustic soda. Paul Kariya, director of the independent Pacific Salmon Foundation, couldn't comment on the reports, but said salmon restoration is a very long process, easily taking up to 30 years depending on the kind of salmon. CN has formed a partnership with the foundation to clean up the river and work on boosting the number of fish in the entire Squamish River watershed, of which the Cheakamus is part. "Everything helps," said Kariya. "All resources are needed. Is it enough? I can't answer that. The recovery effort is a big effort. It's a positive move that CN has contributed to us." The deal will see CN fund the restoration project with donations of \$250,000 a year over five years.

CN spokesman Graham Dallas said progress has been made by a committee created to deal with the problem. The group - made up of representatives from CN, Environment Canada, Squamish First Nations and the local municipality - is working on assessing the damage and developing cleanup strategies. Dallas said some 300,000 eggs from pink salmon from the Cheakamus will be released back into the river in February as fry. About 10,000 chinook eggs from the Cheakamus are incubating in hatcheries. There is also a scheduled release for 300,000 Indian River pink salmon fry. "The committee is putting those in net pens in Howe Sound and will subsequently release them in the Cheakamus," said Dallas. "There's a significant amount of work

underway. They are making good progress." (CN, Canadian Press, Feb. 7, Vancouver Province, Feb. 8)

**ALBERTA FIRST NATION FILES \$775-MILLION SUIT OVER CN DERAILMENT:** Northern Alberta's Paul First Nation is suing CN and the federal and provincial governments for a combined \$775 million over damages resulting from last summer's train derailment near Wabamun Lake. CN faces the bulk of the claim, at \$505 million. Most of that amount is for damage and destruction of the band's land and resources. As well, the Alberta government is being sued for \$70 million, partly because it failed to warn the band of contamination, but also because it has since failed to consult and accommodate the band. The federal government faces a \$200-million claim for failing to meet their legal obligations to protect the band's aboriginal and treaty rights, failing to consult the band, and failure to enforce its own laws, to the detriment of the Paul Band and the environment. (Edmonton Journal, Feb. 8)

**TUMBLER RIDGE COAL MOVES AGAIN:** NEMI Northern Energy & Mining Inc. has shipped its first unit train of approximately 10,000 tonnes of metallurgical coal from its Trend Small Mine to the Ridley Terminals coal port, Prince Rupert, British Columbia. It represents the formal reactivation of the metallurgical coal mining tradition of the Tumbler Ridge area in northeastern British Columbia. (NEMI release, Feb. 7)



**CANADIAN  
PACIFIC  
RAILWAY**

**RICHMOND, BC, ACQUIRES CPR SPUR:** The City of Richmond, BC has completed an agreement with CPR to purchase the west leg of CPR's Van Horne Spur line. The purchase includes the railway corridor extending from No. 2 Road to Bridgeport Road in northwest Richmond and includes approximately 13 acres in land. "The acquisition of this corridor will allow us to build the next link in critically-needed new road works to service our City Centre," said mayor Malcolm Brodie. The purchase price reflects market value and includes \$14.2 million in cash payable over two years. In addition, CPR will receive a donation receipt for \$6.7M with a further donation receipt later to reflect the value of tracks and other materials covered under the agreement. As new owner of the spur line, the City has contracted CPR to continue to maintain and operate portions of the Van Horne Spur as a private siding up until 2010 in order to provide continued service for an existing rail customer. (CPR news release, Canadian Press Jan. 16, Vancouver Sun Jan. 17)

**CPR CHOPS 400 JOBS; PROFITS HIT RECORD:** Canadian Pacific confirmed it is laying off 400 managers and office staff, mostly in its Calgary headquarters, as it reported record profits. The country's second-largest railway said it has also moved to a new operating structure that shifts more control to the regions from head office, relocated to Calgary from Montreal a decade ago. CPR has named Brock Winter to the new position of vp of operations. He will have three avps reporting to him - one each in Calgary, Toronto and Minneapolis, according to an internal memo from Neal Foot, svp of operations, who says CPR is "permanently locating increased senior presence in the field, reducing our response time for decision making and for process improvement." Chief financial officer Mike Waites said 170 staff have left, many through early retirement, with the rest of the positions to be mostly eliminated by the end of March. The company is also cutting another 100 unionized crew in addition to 140 temporary layoffs announced earlier this month because of lower coal volumes and a mild winter. "As quickly as we have ramped down, we can ramp back up to meet demand," said spokesman Len Cocolicchio. The cuts follow a three-year plan by the railway to eliminate 820 jobs -- five per cent of its workforce -- that wrapped up in 2005. With the latest round of cuts, the railway's workforce will drop to about 15,370, nearly 300 positions below 2004 levels, the company said. That's down from 19,200 in 1999.

For the year, the railway earned a record \$543 million, a 32% increase from the previous year, as freight volumes soared and rates rose. "We hit every target we set for ourselves," said chief executive Rob Ritchie, who called 2005 "the most successful year in CPR's history." Operating income topped the \$1 billion mark for the first time, rising 27% from 2004. (Globe and Mail, Jan. 20; Calgary Herald, Feb. 1)

**CPR OPERATING POINT NAMED IN HONOUR OF DR. GORDON WOODMAN:** CPR has named an operating point at Mile 124.1 in the Mountain Subdivision after the late Dr. Gordon Woodman who died after being struck by a police car on the then-icy eastern overpass

leading to the city's eastern access. This is not the first time the CPR has named an operating point in someone's honour. The eastern control point for the Revelstoke terminal remains the double crossover at 123.4 of the Mountain Sub. That location is called White "after a former Revelstoke conductor, Jack White, who later became Superintendent of the CP Revelstoke Division and later General Manager of the CP Pacific Region." (Revelstoke Times Review, Jan. 26)

**CPR SEES MERGERS AHEAD:** Speculation about railway mega-mergers has crept back into the industry's boardrooms, raising the specter of two colossal companies dominating North America's train routes to handle booming Asian trade, says the chief executive officer at Canadian Pacific Railway Ltd. Amid U.S. regulatory concerns in 2000, Canadian National Railway Co. and Burlington Northern Santa Fe Corp. abandoned their proposed blockbuster merger, but Robert Ritchie said that, after a six-year hiatus, there are again "rumblings" the CN-BNSF pairing could re-emerge, or another combination involving CN. He said he personally opposes large mergers in the rail industry, and emphasized he isn't aware of any deals on the horizon. Still, Mr. Ritchie said directors and executives have a responsibility to stay on top of potential scenarios for mergers, even if such nuptials take years to materialize, if ever. "You could have different permutations and combinations." Mr. Ritchie said in an interview. "Every responsible company has a defensive plan, and a strategy that is offensive."

It may be only a matter of time before one of CPR's competitors attempts to link up with another rival, he said, and a single deal could trigger a frantic series of match-ups, reducing the number of major long-haul railways to just two from the current Big Six in North America. If Montreal-based CN were to hook up with BNSF of Fort Worth, Tex., that could force the coupling of Calgary-based CPR with Union Pacific Corp. of Omaha, Neb., observers say. Those pairings in turn would place pressure on Jacksonville, Fla.-based CSX Corp. to seek a partner, possibly the CN-BNSF entity. Meanwhile, Norfolk Southern Corp. of Norfolk, Va., is left to jump aboard the CPR-Union Pacific train.

Mr. Ritchie hopes that industry players will think long and hard before making any moves that could trigger a transcontinental domino effect of mergers. "Certainly, the philosophy of this company is that we should work as a network industry and not try to isolate ourselves into two systems, which would probably be the end result of further consolidation. That would produce too much angst on the part of customers, which would lead to negative regulation," Mr. Ritchie said. "We think there are enough opportunities for choice out there with the six major railway networks. If we work properly as a network and continue to improve interchanges, I don't think mergers are necessary. Having said that, I'm only one of the six."

It's unclear how a smaller company, Kansas City Southern Railway Co., would fit into merger mania, but a key KCS line in Louisiana and Mississippi called the Meridian Speedway is attractive to CN, which already works co-operatively with KCS on that track.

The big question is whether regulators can be persuaded that mergers would clear the way for railways to reduce freight rates and improve service. "One of the rules is that a merger has to enhance competition, and nobody really knows what that means," Mr. Ritchie said. In theory, freight rates would fall if there were more efficient networks owned by two players slashing operating costs instead of six carriers guarding their turf and contributing to gridlock, particularly at ports bursting at the seams with Asian trade, experts say. "If there are mergers, the head offices would be in the United States," said transportation consultant Greg Gormick said. "But it will be a lengthy process. It would be years away."

Many customers would be vehemently opposed to a "rail duopoly," but merger advocates could point to the prospect of greater economies of scale and streamlined networks to eliminate bottlenecks, Mr. Gormick said. As well, there are dozens of short-haul regional railways in the United States and a handful in Canada that would continue to operate separately from the long-haul carriers, he added. (Globe and Mail, Feb. 5, thanks to John Thompson)



**VIA RAIL SCOUTS WINDSOR SITE:** VIA Rail has been scouting possible sites for a new rail station in Windsor, according to a spokeswoman. "We are looking at a number of options, but no decision has been made," said Catherine Kaloutsky. "We recognize with the Windsor station there is a need to upgrade and improve. But no decisions have been made on relocation." A \$500-million federal

plan calls for the CN line between Windsor and Chatham to be abandoned. The government funds will twin a CPR line from two to four tracks and construct several road-rail grade separations to help increase speeds. Work is expected to be completed within about five years. Relocation of the VIA station is part of the plan. A site near the airport and the old CPR depot near Wellington Avenue are among options being discussed. "There are a few options out there," Kaloutsky said. "We're in a position where we are looking at the possibilities and talking to CP. We are looking for solutions that will allow us to provide downtown service to customers." A multimodal cargo facility at the airport will also become a reality under the deal.

Construction and servicing of the property off Lauzon Parkway where the CPR tracks cut through the airport's northeast corner has an estimated cost of \$30 to \$40M. The feds and the city are negotiating who will pay those costs. MP Joe Fontana, the labour and housing minister, said the railway agreement is "not a question of if, but when." He said, "There have been a lot of talks between Transport Canada, the mayor and myself on the (cargo facility) and rail consolidation. It's going well. No doubt it's an incredible opportunity for Windsor. We are going to make it happen. We need to make sure Windsor is operating effectively as it can. Rail is a very important part of that." (*Windsor Star*, Jan. 21, 23)

## OTHER PASSENGER

**PASSENGER RAILCARS: A MULTIBILLION-DOLLAR MARKET:** North American passenger rail operators--intercity, commuter/regional, heavy rail, and light rail--are expanding and modernizing their railcar fleets at an average annual cost of around \$2 billion a year. *Railway Age* magazine's exclusive annual survey shows that builders delivered 1,212 new or substantially rebuilt passenger railcars to customers in the U.S., Canada, and Mexico in 2005, and were working on an undelivered backlog of 3,002 going into 2006.

In addition, purchasing agencies expect to order up to 1,289 cars in 2006. At an estimated average cost of \$1.5 million each, the units delivered in 2005 were valued at nearly \$2 billion, and the backlog on Jan. 1, 2006, was worth more than \$4 billion. Since 2000, 8,000-plus cars were delivered. The principal suppliers of cars for the North American market are Alstom of France, Bombardier of Canada, AnsaldoBreda of Italy, CAF of Spain, Siemens of Germany, and the Japanese contractors Kawasaki, Kinkisharyo, Kinkisharyo/Mitsui, and Nippon Sharyo. (*RailwayAge.com* Jan. 4)

**ALSTOM WANTS \$1B SUBWAY CONTRACT:** ALSTOM is calling for open bids for a major transit contract that a Quebec minister has already said should go to Bombardier. A spokesman for ALSTOM Canada said the company is shocked that the government would consider bypassing an open bidding process to award a contract worth more than \$1 billion to replace Montreal subway trains. Pierre Renault said ALSTOM has the capacity to build the trains in Canada, including a plant in Calgary where it maintains locomotives for CPR, and in Sorel-Tracy, QC, where it makes rail wheelsets. "It would be rather unusual at best to circumvent the process of giving a contract without a public bid," said Renault, ALSTOM Canada's vp for human resources and communications. Claude Bechard, Quebec minister of economic development, said Bombardier should get most of the transit contract to compensate for the shelving last week of its C-Series aircraft program. Bechard, a Quebec Liberal, represents the riding that includes Bombardier's rail equipment plant at La Pocatiere. Renault said the most important factors in awarding a transit contract is not where the equipment is made, but "to get the most efficient product at the best cost."

Helene Gagnon, Bombardier Transportation spokeswoman, noted that the Ontario government has selected Bombardier to supply more than 200 new traincars for Toronto's subway, without an open bid. Gagnon said Ontario wanted to get the maximum economic benefits from the contract, since Bombardier would supply the coaches from its plant at Thunder Bay. "They decided to maximize the economic fallout, and we're the only rail manufacturer in Canada that has the capacity to manufacture wagons," she said. Isabelle Bussieres, Montreal Transit Commission spokeswoman, confirmed that the Quebec government can intervene in the choice of a supplier. She said the province has just authorized the transit commission to create an office to prepare specifications for bids.

The contract would be to replace the first fleet of 336 MR63 wagons built by Canadian Vickers when the Metro opened in 1966. An additional 423 MR73 models were built by Bombardier starting in 1973 to cover Metro expansions. At an estimated cost of \$1.2 billion, the project will require financial help from both the province and the new federal government. (*Canadian Press*, Feb. 6)

## REGIONAL / SHORTLINE NEWS

**INEQUITY HURTS BRANCH LINES:** The Ontario government needs to assist short line railway companies by providing funds for infrastructure or by supporting changes to the property tax rate system, says Wayne Ettinger, president and ceo of Trillium Railway and a member of the board of directors of the Railway Association of Canada. He is also a short line rail operator along the west side of the Welland Canal in the Niagara region. There are some 30 or 40 short line railway operators in Canada, most of which took over tracks from CN or CPR branch lines. "These branch lines were not maintained to the high standards of CN and CP main lines. The CN and CP lines are rated at 286,000 pounds, which is the weight of the cars plus the products. The short lines are rated at 263,000 pounds," said Ettinger. That means if a customer is using CN or CPR, then wants to transfer its shipment to a short line operator, the short line operator cannot take the same load of material. Ettinger said RAC has lobbied the government to provide financial assistance for infrastructure improvements and while the federal government has agreed to do just that, the province hasn't. The province of Quebec agreed to financially support its short line railway operators, which if other provinces don't jump on board, could be devastating to the short line operators. Ettinger said the seven miles of rail in Port Colborne, which started the Trillium Railway operations in 1997, need an estimated \$1.5 million in upgrades. "In order to compete and help our customers to compete, we need upgrades," he said.

Property taxes paid by short line operators are another hit to the industry and RAC is also lobbying for changes to taxation for the short lines. The railways operators pay taxes differently than residential or businesses. For residences, there is an assessment agency that determines the value on the home and a municipal council which determines the tax rate, which is then paid by the homeowner. "With railway, the government has divided us into regions. Toronto has the highest rate per acre with Niagara being the second highest," he said. "When the government brought in this new system in 1996, they didn't consider how much revenue would be brought in. So CN goes through St. Catharines and pays the same rate as I do. Except that CN has 10,000 rail cars a week and my track might carry 10 cars. The revenue of CN is many times more yet I pay the same rate." This inequity, he said, is even more evident when one considers the taxes paid by Orangeville's short line operator. They pay \$400,000 per year to Orangeville in taxes. They only have 500 rail cars per year. That's nearly \$1,000 in taxes per car. For Trillium, and I think my rate is high, it costs nearly \$70 per car. It's an absolute disgrace." Ettinger said RAC made a presentation to the Finance Department of Ontario. They are currently looking at our documentation. They wanted details on the taxes. We hope the ministry can make a decision in the next few months so we can get a break in 2006." (*Welland Tribune*, Dec. 31, Jan. 3)

**DOFASCO PLANS TO SPIN OFF QUEBEC UNIT:** Dofasco plans to spin off its newly-acquired iron ore business with an initial public offering of QCM Income Fund. The fund will own most of Quebec Cartier Mining, which operates an open-pit mine on Quebec's North Shore Region. QCM has about 1,700 employees working to churn out iron ore, a critical ingredient in steelmaking. Dofasco intends to retain enough of a stake in QCM to hedge its own iron ore purchases; Dofasco buys about 60 per cent of its iron ore from Quebec Cartier. Dofasco also has an interest in Labrador's Wabush Mines. (*Canadian Press*, Nov. 12, 2005)

**SHORT-LINE RAIL OPERATORS FULFIL VITAL ROLE:** The short-line railroad industry, which has grown substantially in the last decade in Canada, is headed down a track with a lot of potential but with some major challenges along the lines. Funding track maintenance and capital maintenance programs are the biggest challenges, says Steve Gallagher, operations manager for the Barrie Collingwood Railway. "We can't do as much as we'd really love to do. Instead of upgrading the line and improving it, we keep it safe." The BCRY is a 101-km short line operated by Cando Contracting for the town of Collingwood and the city of Barrie. The municipalities bought the former CNR Meaford Subdivision from CNR and Cando has operated the line since 1998. Cando also operates the Orangeville-Brampton Railway, a 55-km short line serving industries that include a chemical company and four plastics companies in and around Orangeville and Brampton. The OBRY, like the BCRY, is a partnership between local municipalities, shippers and railway operator Cando. Cando has similar rail operations in Western Canada. Today, there are 38 freight short lines that are members of the Railway Association of Canada. Ontario is crisscrossed by about nine of them, most of which operate over lines abandoned by CPR and CN.

"The short lines have been useful in really retaining rail infrastructure and rail freight service to some communities and some

industries, where it would have disappeared if it had been left with the Class 1 railways, and that's generally accepted by everybody," says Bob Ballantyne, president of the Association of Regional Railways of Canada. But CN and CPR set pricing and because the short lines are provincially regulated and do not have the same access to capital and infrastructure funding as the federally regulated CN and CPR, they do not receive provincial support or tax breaks. Ballantyne says a lot of provinces "pretend they don't have any role in either regulation or support of railways, so they're generally not prepared to step up to the plate and provide any infrastructure funding or in some cases any reasonable tax relief." The result is that while the short lines are generally profitable, they have a hard time coming up with needed extra cash and must run lean and efficiently. The lack of cash for infrastructure improvements is a major concern for the short-line carriers, most of whom rely on the CN or CPR for car supply and interchange traffic. This is because short lines are operating on track that is going to need upgrading to handle heavier freight cars. The rail industry is shifting from 263,000-lb. cars with 33-tonne axle loads, to a new generation of 286,000-lb. cars with 36-tonne axle loads. The concern is that if short lines can not accommodate the new heavier cars, they will not be able to service their customers -- and a tight focus on flexible customer service is how short lines stay competitive and profitable.

Despite that kind of service, short-line carriers have to contend with the trucking industry. They say they often cannot compete with trucks because of pricing set by CN and CPR and because they also do not have any control over how quickly CN and CPR move cars over their rails. "The trucks have made huge inroads in the rail business and I've watched that helplessly," says Brian McKeown, president of the Essex Terminal Railway in Windsor, which has been operating since 1902. "You just can't compete with it. They've got you in terms of dollars and cents and they've got you in terms of timeliness." But McKeown points out that the trucking industry is facing driver shortages, rising fuel costs and continued "hassle" at US border crossings that will ultimately be to the advantage of the short lines. (**Business Edge Ontario**, Nov. 24, 2005)

**E&N DEAL 'DAY TO DAY':** There's no deal yet but the Island Corridor Foundation is continuing its quest to take over the E&N Railway. Jack Peake, co-chair of the foundation made up of a consortium of municipal governments and First Nations, said negotiations with CPR and RailAmerica are ongoing. "There's just a couple minor issues and some changes to the original agreement that have to be ironed out," he said, adding there is no time-line on when the deal will be sealed. "It's just day to day." The foundation wants to acquire all assets of the E&N from both rail companies, including seven heritage train stations along the rail corridor between Victoria, Courtenay and Port Alberni. RailAmerica owns 289 kilometres of track on the Island. The CPR owns the rest and has been leasing the assets to RailAmerica. Once a deal is reached, the foundation, a recognized federal charitable organization, will hire an operator to run the railway. (**Nanaimo Daily News**, Jan. 17)

**COMPANY MAKING MOST OF BARRIE COLLINGWOOD RAILWAY:** The Barrie Collingwood Railway has announced that a new rail spur will provide train service to the Carney Timber Company in Barrie, ON. In 1997, the city of Barrie, through the Allandale Community Development Corporation, partnered with the town of Collingwood to purchase the former CN lands and ensure the provision of train service to the many businesses in the region that require this service, ACDC chairman Dave Aspden explained. "Their foresight has resulted in the retention of these businesses as well as the event that we are celebrating today." For Carney Timber, the new rail spur means raw product -- plastic resin and rice -- can be imported by train from the US and across Canada, and finished products can be shipped to customers with reduced costs. (**Barrie Examiner**, Jan. 19)

**HOW THE "LITTLE ENGINE THAT COULD" SAVED THE TOWN OF ARBORFIELD:** Five years ago, the main livelihood of the townspeople of Arborfield was threatened when CN sought to abandon the 19.3 miles of the Arborfield Subdivision serving their town, as it was a financial liability. Instead of losing the crucial line, the RM of Arborfield, the Town of Arborfield and the Village of Zenon Park purchased the tracks from CN. They then sold it to Hudson Bay Rail who ran the line for them for four years. Last year HBR announced they wanted to pull out because they were losing money. Once again, residents were faced with the prospect of losing the rail line and suffering a large blow to their agricultural economy.

But farmers are a determined breed, and would not take this setback lying down. A group of local producers joined together to form Thunder Rail and bought the line. There are now 49 farmer shareholders, as well as the Arborfield Dehy and the Arborfield Grain Producers, who own the elevator. "When you're forced to do

something, you just do it," said Rodier, who is also secretary and treasurer for Thunder Rail. "We had to become a rail line and do it ourselves or there would be no Dehy or grain elevator." He explained that without the rail, the Dehy would probably have to close down, as it's just too expensive to ship the alfalfa pellets by truck. That would mean a loss of jobs for about 80 people in the summertime and 16 full-time employees. The loss of the Dehy plant would produce a domino effect, shutting down other businesses and eventually the town itself, said Mayor Randall Rusk. Rail lines are crucial to an agricultural community because the amount of product that needs to be hauled is too much for the highways to handle. For example, taking the train out with 18 grain cars is the equivalent of 54 semi loads, said Rodier. And rail is more cost effective. To truck from Arborfield to the terminal at Crooked River would cost producers \$5.45 per ton - by rail it costs \$2.75 per ton. Taking the initiative to start up their own rail company has shown how "progressive" farmers are in the area, said Thunder Rail engineer Gary Form. "We don't want to lose the rail, because when it's gone, it's gone forever," he said. "Without the rail line, there's no opportunities," added Rodier. He explained that currently there's a company looking at investing in the Dehy plant and they wouldn't have even considered it if there had been no rail in town.

The members of Thunder Rail know it's not easy to run a rail line. Starting up their railway was a long and involved process, said Rodier. The steering committee first got together last February to begin planning. During the summer they spent months cleaning up the line, changing ties and lifting track. HBR hadn't been making any money and so they hadn't put any money into the line. Rodier said it got so they couldn't even take a train down it. Along with the track, Thunder Rail also purchased an Alco 2000 horsepower engine so they could haul their own grain cars. A CN Rule Instructor came to Arborfield to do a week of classes, and members of Thunder Rail now have CN engineer and conductor cards allowing them to run on the designated rail. After months of hard work and more than \$285,000 later, Thunder Rail finally had her maiden voyage on November 1. And business has been booming. Winter is the busiest time of year for them, said Danny Edwards, manager and conductor for Thunder Rail. In January and February they will do about three runs a week. The Dehy ships about 350 cars a year, the elevator 100 cars and farmers in Zenon Park 60-80 cars. The train will stop running in the spring and resumes in summer, with about two or three runs a month, never more than 10 miles per hour.

Track abandonment is happening in other places, and is hard to stop. Rodier explained that the government created legislation where whoever abandons the line has to pay the town or RM about \$10,000 per year per mile, for three years. While that legislation was intended to deter CN from abandoning lines, it turned out to be a deterrent for towns or RMs to buy the lines. They'd often opt for the payments. In some cases, rail abandonment could destroy a small community. Thunder Rail operates about three miles along the CN Tisdale Subdivision. Right now they just pick up cars in Arborfield and Zenon Park (**Nipawin (SK) Journal**, Feb. 8)

## OTHER INDUSTRY NEWS

**TRENTON RAILCAR PLANT WORKING HARD TO GARNER NEW ORDERS:** TrentonWorks might be down, but the Pictou County railcar plant is not out. Three weeks after the company laid off 400 workers, it still hasn't won any new orders, but management is working hard to fix that, a spokesman said. "We're going full tilt on that," said Sandy Stephenson, adding there is a positive mindset at the plant and employees are determined to overcome problems that created the December 2 layoffs. TrentonWorks' parent company, Greenbrier in Oregon, cited increased production costs and the higher Canadian dollar when it transferred production to its U.S. and Mexican plants.

Eliminating one of Trenton's two production shifts would keep about 600 workers employed until spring filling the current order for centre-partition cars, the company said. Company officials said that would buy time for the facility to win bids on new orders. The plant is still finding ways to trim estimates on jobs and, for the first time, consulted hourly-paid workers on ideas for improving production, Mr. Stephenson said. The extra effort produced a strong bid for a new contract, but there is no word yet, he said. Demand for railcars is at a cyclical high, but changes in world manufacturing patterns mean North American factories have strong new competitors in places like China and India, Mr. Stephenson said. Those and other factors come into play when bidding for contracts, he said. "We'll beat this," Mr. Stephenson said. (**The Chronicle-Herald**, Dec. 22)

**SASKATCHEWAN WILLING TO SELL RAIL CARS:** Discussions could begin later this month between the Farmer Rail Car Coalition and the Saskatchewan government about future ownership of the province's



hopper cars. The coalition anticipated buying the 950 cars in its 2002 business plan, said president Sinclair Harrison, but had to put the idea aside. The federal government asked the coalition not to negotiate with the province while it was discussing the purchase of Ottawa's 12,000 cars. "One was going to complicate the other," Harrison said. But the FRCC and Ottawa reached a deal in late November and just before Christmas the coalition briefed Saskatchewan transportation minister Eldon Lautermilch. The minister said he expected negotiations to move ahead quickly. "It's fair to say that we haven't made any kind of a final decision," he said. However, the province is interested in anything that decreases farmers' costs, he said.

The government bought 1,000 covered hopper cars in 1981 at a cost of about \$55 million. About 50 have been destroyed since then. The cars are being upgraded at facilities at Ogema and Rocanville, SK. Harrison said that might push the value of each car higher. The coalition is buying the federal cars on a lease-to-purchase arrangement. Harrison said the province has supported the coalition since it began work 10 years ago and he expects that to be a factor in the negotiations. "We have no source of revenue, starting up. We expect (the province) to be fair and reasonable." Lautermilch said cabinet will have to be comfortable with whatever financing arrangements are made. He said there are at least 25 years of service left in the cars. An agreement could be made quickly, since the discussions involve a willing buyer and a willing seller. "We don't have any desire to be in the grain car business," the minister said. (*Western Producer*, Jan. 12)

**UNION PACIFIC UNVEILS \$8.5 MILLION STATE-OF-THE-ART TRACK INSPECTION VEHICLE:** Union Pacific Railroad unveiled its new \$8.5 million state-of-the-art track inspection vehicle, EC-5, that will continue to enhance track safety with technology. Union Pacific now owns two self-propelled track geometry inspection vehicles designed to perform a variety of electronic track inspections at speeds of up to 70 mph. A three-person crew operates the EC-5. It performs inspections six days a week. In a year, the two geometry vehicles will test miles of track equivalent to more than five times around the earth's equator. The EC-5 was built in Linz, Austria, by Plasser & Theurer. Ninety feet long, the vehicle has 11 computer systems that gather data from various types of lasers measuring track surface or level, rail wear and tunnel measurements. The on-board computers also use Global Positioning Satellite systems to accurately record and report the location of variances for accurate repairs. Track maintenance crews follow the inspection vehicle and make repairs as needed when a track defect is found. The real-time data recorded by the EC-5 also is used in scheduling track improvement projects. (*UP release*, Dec. 16)

**80,703 NEW FREIGHT CARS ORDERED IN 2005:** Orders were placed in last year's fourth quarter for 26,569 new freight cars, bringing total orders for the year to 80,705, compared with 70,616 in the prior year. Delivery of 17,975 new cars in the final quarter of 2005 brought deliveries for the year to 68,667, up from 46,871 in 2004. On Dec. 31, 2005, the backlog of cars on order and undelivered was 69,408, compared [to] 60,986 on Oct. 1, 2005, and 58,677 on Dec. 31, 2004. Freight car orders and deliveries are tracked by the Railway Supply Institute's American Railway Car Institute Committee. (*RailwayAge.com*, Jan. 13)

**ANNOUNCING RAILWAY OPERATIONS LIVE!:** The RAC is sponsoring the introduction of a program in Canadian railway operations for people who have a need to be aware of railway operational, regulatory and safety matters and want to learn more about the day-to-day field operations and overall role of Canada's rail industry. The two-day course will be led by industry professionals, featuring an opportunity to experience live practical railway operations. It will be held in Camrose Alberta in March, May and October, and in Ottawa in August. (*RAC*, Jan. 19)

**FEC TO PURCHASE NEW LOCOMOTIVES:** Florida East Coast Railway announced an agreement with Electro-Motive Diesel to purchase four new SD70M-2 diesel locomotives. FEC expects to take delivery of all four locomotives in the 3rd quarter of 2006. The new locomotives, which were developed by EMD to meet the needs of the North American freight market, are rated at 4,300 horsepower, meet strict Environmental Protection Agency emission standards and meet all current safety requirements. (*PR Newswire*, Jan. 31)

**CANADIAN TRAIN FATALITIES RISE IN PAST YEAR:** The number of train accidents, fatalities and mishaps involving dangerous goods leaking rose last year, according to the Transportation Safety Board. The board gave no reason for the increase but in the past cited faulty wheels, rails and trains traveling too fast as reasons for derailments

and collisions. The board found there were 1,249 train accidents in 2005, up from 1,138 in 2004 and well above the 1,055 five-year average. 104 people died -- mostly at crossings and as trespassers -- up from 101 in 2004, and above the five-year average of 93. There were 216 accidents involving dangerous goods, up from 208 in 2004 and below the five-year average of 222. "If the Transportation Safety Board has indicated those trends are happening, that is worrisome," said David Jeanes, president of the watchdog group Transport 2000. CN's reputation was hurt by seven derailments within a month in BC last fall. Spokesman Mark Hallman acknowledged the company noted "an increase in TSB-reportable" derailments and collisions in 2005 but said the company was addressing it by spending \$1.5 billion this year -- a 9% increase over last year -- to replace rails, ties and other track material. Accidents involving passenger trains were also up in 2005, to 84 from 70 in 2004 and from the five-year average of 68. VIA Rail spokeswoman Catherine Kaloutsky said all the train companies are working to promote safety awareness at crossings and along rail lines with programs such as Operation LifeSaver and Direction 2006. (*Toronto Star*, Feb. 2)

**ALL ABOARD FOR UNION STATION'S GIANT RENOVATION:** Toronto's Union Station, the transportation hub used daily by 100,000 commuters, is about to undergo the ultimate renovation job, and when it emerges from the plaster dust five years from now, travelers may not want to leave the place. Council voted to lease the historic building to a private consortium that will invest up to \$150 million in renovations, including \$26 million in repairs that have been put off since the city acquired the building from the railways in 2000. The plans, which have taken six years to complete, call for: A mix of high-end and fast-food restaurants; 130,000 square feet of retail space with brand name and independent retailers; entertainment venues; either a boutique hotel or offices in the station's west wing along York St.; and, room to fit in a future rail link from the station to Pearson airport. And while all that's being done, streams of commuters will continue to use the heritage building as their gateway in and out of Toronto. Assuming closing conditions are met by May 31, the city will sign a lease giving Union Pearson Group control of the Front St. landmark for up to 100 years, paying annual rent to the city of \$500,000 adjusted for inflation. "We believe that like Union Station in Washington, DC, this will become a very significant tourist attraction," Taylor said. "We'll have reasons for people to be there day and evening for 365 days of the year." Gary McNeil, managing director of GO Transit, says the revitalization plans dovetail with GO Transit's plans for a \$400 million reconstruction of their facilities -- including track and signal upgrades, renovated platforms, new lights and an open atrium -- at Union Station over the next 10 years. First priority once construction starts is to restore the station's street-level Great Hall. Workers will then begin to open up the west concourse to allow GO Transit to improve access for commuters and then move to the east concourse. Three north-south pedestrian routes through the station will also be opened up. (*Toronto Star*, Feb. 3, thanks to John Thompson)

**RAIL TRAFFIC UP IN JANUARY:** Canadian rail carload traffic rose 2.5% (6,943 carloads) to 289,947 carloads in the first four weeks of 2006 compared with the first four weeks of 2005, while intermodal traffic rose 6.1% (9,487 units) to 166,094 trailers and containers. (*AAR*, Feb. 2)

**170TH ANNIVERSARY OF CANADA'S FIRST RAILWAY:** Exporail will hold its first fund-raising dinner at its reception hall on Thursday, March 30 to celebrate the 170th anniversary of the opening in 1836 of Canada's first railway, the Champlain and St. Lawrence Railroad, which ran from Laprairie to St. Jean, Quebec and as a tribute to the Monteregie Region, the birthplace of Canada's railways. The honorary president of the evening will be Sean Finn, vp of CN; chairman of the board of the Railway Association of Canada, and mayor of St. Lambert. The mayors of Laprairie and St. Jean have also been invited. (*RAC*, Feb. 9)

**GRAND TRUNK RIDES THE RAILS INTO HISTORY:** Port Hope, ON is rich with railway history, says local self-described "railway nut" Ted Rafuse. The Albert Bridge over the Ganaraska River estuary was the last link in the Grand Trunk Railway between Montreal and Toronto, and it was considered a great engineering feat in its day. As well, the Port Hope, Lindsay and Beaverton railway was one of the earliest railways to function in Ontario. Port Hope's train station is also rare, for it is one of the few stations built in 1856 that remain. "We have an exciting railway history," he said. This year, the cultural advisory committee and the Port Hope Public Library will celebrate the sesquicentennial anniversary of both rail lines. The committee is looking to have April featured as Railway Days to mark the anniversary. (*Port Hope Evening Guide*, Feb. 3) ■

## The Big Three - or are they?

During the latter decades of the age of steam power on the railroads of the U.S.A., the Atchison, Topeka and Santa Fe (AT&SF), operated a fleet of three steam locomotive types which they referred to as their Big Three. Oh, they were big alright, but while I'm on this Most Significant locomotive kick, they were not, in my humble opinion, necessarily among the most significant.

Let's have a look at the Big Three. The AT&SF had the world's largest and heaviest 4-8-4s in their 2900 series Northerns. Although these Baldwin built locomotives were the largest and heaviest, and were truly brutes of machines, they were not the most powerful of Northerns. Nevertheless they were excellent locomotives and did yeoman work with fast passenger trains over long distances over some very difficult terrain. Three daily passenger runs of 1,791 miles, without engine change, were the norm at one point in time along with other runs of a slightly shorter distance. These engines weighed in at 255 tons (without tender, which, when 2/3 loaded, weighed another 185 tons). They had two 28" x 32" cylinders, ran on 80" diameter driving wheels with a boiler pressure of 300 PSI, and produced 66,000 lbs. of tractive effort. A big engine? You bet. Most significant? I'm not so sure, pretty significant anyway. By the way, the tender on these giants ran on two 8-wheel trucks, carried 24,500 gallons of water and 7,000 gallons of fuel oil (U.S.). Very much in proportion to the size and performance expectations of the locomotive!

And, you can see quite a few of these engines still around in the 21<sup>st</sup> century. One of the almost identical 3700 series engines has seen a major restoration that put it back into serviceable condition. This restoration, which began in 1986, saw the 3751 return to operation in 1992 amid much fanfare, and video tape. I have seen 2912 in Pueblo, New Mexico, where she was keeping the beautifully restored Pueblo station company. Unfortunately, when I saw the 2912 she wasn't in the best of shape. It seems some group or other were in the throes of doing restoration work

on her and had sort of left it unfinished, at least that's the impression I got. However there are five other 2900s still in existence, and two other 3700s, and they are located as follows:

- 2903 - Illinois Railroad Museum
- 2913 - Ft.. Madison, Iowa
- 2921 - Modesto, California
- 2925 - California State Railroad Museum
- 2926 - Albuquerque, New Mexico
- 3759 - Kingman, Arizona
- 3768 - Wichita, Kansas

If the sight of large, modern steam locomotives impresses you, these are definitely your tonic.

Next in the AT&SF's arsenal of "big three" steam power is their long legged 2-10-4 (Texas type). To be sure, the Santa Fe 2-10-4 makes Canadian Pacific's 2-10-4 (Selkirk) look small. They weighed in at nearly 50 tons more than CP's 5900s. Though still not the largest of 2-10-4s, the Pennsy's J-1 and J-1a class hold that title, they were big, and unusual, engines. Unusual because of driving wheel diameter and the fact that their Walschaert valve gear operates with "limited cut off". These machines were designed for fast freight service between the U.S. Midwest and the west coast. To make that possible they needed an engine that could put up 93,000 lbs of tractive effort, and RUN too! So, they put 74 inch passenger service diameter driving wheels on them, pushed 30 inch diameter pistons in 34 inch long cylinders with a boiler pressure of 310 PSI, and presto, you've got a 2-10-4 that can GO and haul too!

Five of these engines have survived and are located as follows:

- 5000 - Amarillo, Texas
- 5011 - St. Louis, Missouri
- 5017 - Green Bay, Wisconsin
- 5021 - California State Railroad Museum, Sacramento, CA
- 5030 - Santa Fe, New Mexico



AT&SF 2-10-4 5004 with those 74" diameter drivers. That's a pretty lanky freight engine. That tender is big, but the one used on their massive 4-8-4 was even bigger. Photograph courtesy of the AT&SF RR.

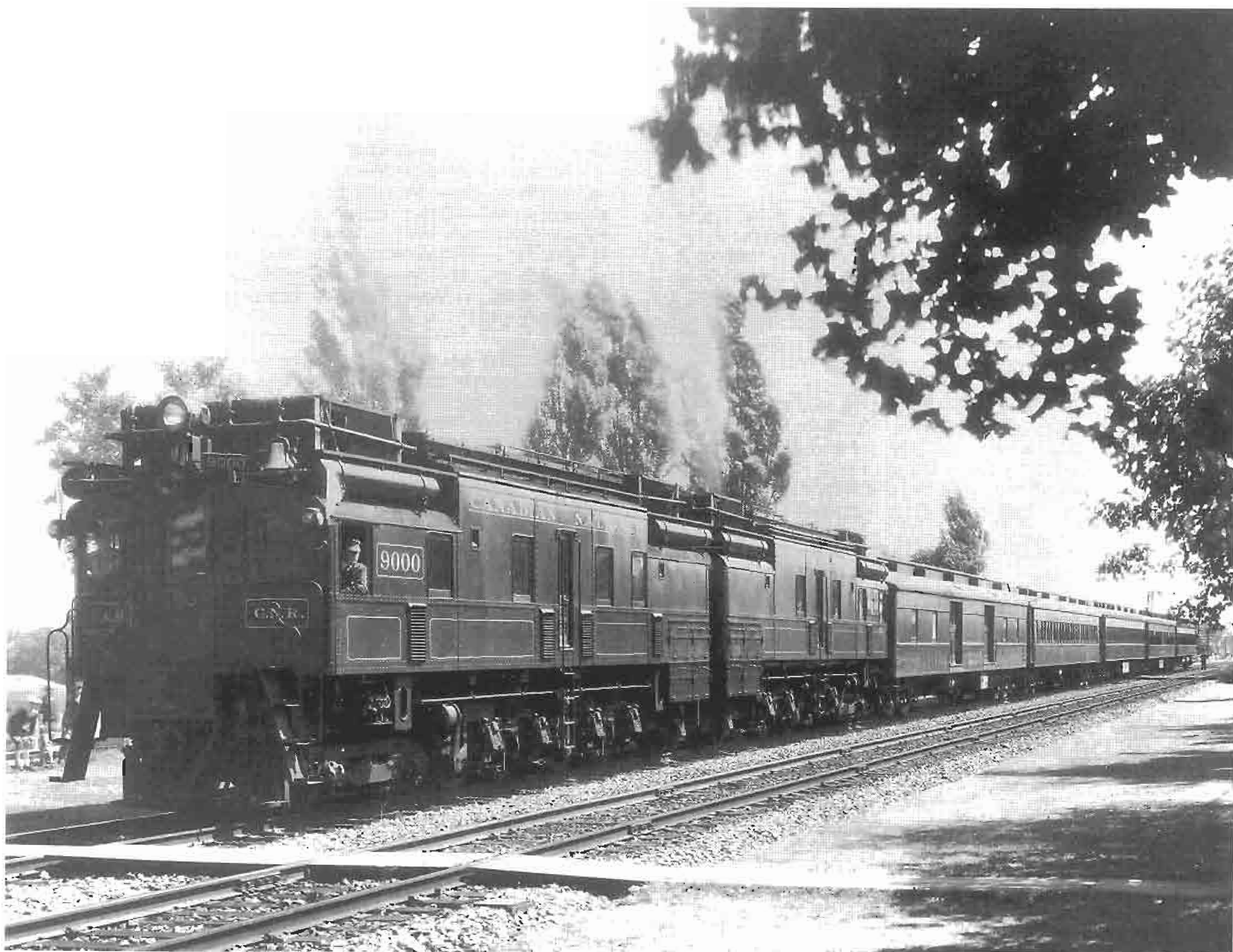
The only one I've seen is the 5017. I was at Green Bay a few years ago and they had her in a covered, but open ended, shed along with a bunch of other engines. And by the way, that museum in Green Bay is certainly worth a visit. They have the greatest, brand new, "Locomotive Hall" I've ever seen. There's a Union Pacific "Big Boy" in there that's absolutely dwarfed in that enormous glass topped structure. It is keeping company with LNER (Gresley A-4 Pacific) "Dwight D. Eisenhower" and "carriages" (cars), some contrast!

The last group of "Big Three" engines are the 4-6-4 Hudsons. Again, while not the largest (the C&O holds that title) they were really big Hudsons. The Baldwin Locomotive Works built six of them for the Santa Fe and as far as I know two still exist. One, the 3460, is located in Pomona, California, and the other, the 3463, is at Topeka, Kansas. Strictly a passenger engine, they ran on 84 inch diameter driving wheels, and no doubt they could really run! Nearly 45 tons heavier than a Canadian Pacific Hudson, they were a big locomotive. Most impressive, however, was their total boiler heating surfaces, they literally had boiler to spare. I always thought that a CP Hudson, with 80 square feet of grate area was big, but these engines had 98 square feet, 14 more than a CN 6200 series Northern! Some Hudson. As is typical with modern Santa Fe steam power, they had large capacity tenders to match. The tenders behind the Hudsons carried 21,000 U.S gallons of water and 7000 U.S. gallons of fuel oil on two large six-wheel trucks.

O.K., O.K., so what is this Big Three business really all about? Do I have an ulterior motive? You bet I do. You see, your old Tid Bitter is trying to stir the pot again. I'm leading to something else. You see, I don't think that the Santa Fe really had the big three at all, even though the Santa Fe thought they did. My choice for the Big Three lived on the other side of the U.S., down in the Appalachians, the mountains of Virginia and West Virginia - you know, corn bread country, yeah! I'm talking about the Norfolk and Western Railway, man, my favourite steam railway. You know they're different down south of the 49<sup>th</sup> when they call themselves a Railway, not a railroad!

Recently I wrote about my choices for the 10 most significant locomotives of all time. I also said that there were probably lots of others that might qualify for that honour. Wait for it, I'm about to tell you why I'm so nuts about three N&W classes and why they are candidates for top 10 most significant status. See you next time.

**CORRECTION!** I'm about to have a cataract operation in late February. If I'd have had it in late December I probably would have seen the typo I made in the caption for the UP picture on the bottom of page 10 in the February **Branchline**. The AAR test train ran in 1938, - not 1928. The 800 series FEF engines on UP didn't exist in 1928. Sorry. ■



*Re the Tid Bitter's choice of the 10 Most Significant locomotives of all time (January 2006 **Branchline**), the feed back is starting to come in and, as expected, there are as many different thoughts on this subject as there are writers! In any event, here's one of No. 5 of my 10 choices - a posed photograph of a test run of Canadian National's brand new two-unit diesel-electric, dual purpose, locomotive in August of 1929. No. 9000 is stopped at Dixie, Quebec (west-end of Lachine) with a Montreal-Toronto five-car passenger train. Photo CSTM/CN 31547.*

# Letters to the Editor

## Close Encounter with a King

Duncan du Fresne's comments about the Great Western Railway "King" class in his recent articles on the Ten Most Significant Locomotives of All Time evoked strong memories. They were "powerful, high speed main line machines in a small package" but there was a lot to clean, especially as the cleaning was all done by hand.

I was a cleaner at Reading in the summer of 1962. The diesels were already upon us and the Kings would all be withdrawn by the end of the year. Reading was about 40 miles west of London and the only Kings we saw were non-stop running through on the main line – until Wednesday, 15<sup>th</sup> of August.

I signed on at 06:00 and made my way to the cleaners room where everyone was excited because 6000, King George V, was on shed. It had failed the previous night and was being made ready to run light engine to Swindon. We ran out and stood in awe at this machine which we regarded as the pinnacle of the steam locomotive. It had a good coat of paint but had been neglected and was in need of a good clean. At that moment, Eddie, the Chargehand Foreman, came out and we asked if we could clean the King. He scowled: "Its not one of ours but Gladiator will be going out this morning and that needs a wipe down."

No. 5076, Gladiator, was one of our Castles and we always kept it in good condition. We argued with Eddie to no avail, although he did allow a couple of us to get out the Brasso and polish the King's bell. King George V had been fitted with a bell when it visited the United States shortly after it was constructed. The bell, located on the front buffer beam, had been retained as a reminder of that occasion although it was not operative.

As soon as Eddie had wandered off we got up on to the footplate (cab). The controls were almost identical to the latter Castles. One attractive feature of all former Great Western locomotives was the varnished hardwood handles on the valves. This encouraged care from the footplate crews - certainly not the rough treatment frequently meted out to locomotives from other railways where a stiff steam valve might be "helped" with the coal pick.

Of course, once in the cab I had to put on a shovelful of coal. The firebox was very narrow as it was set above the rear driving axle and between the wheels. To get coal to the front one had to throw the coal about 12 feet. My shovelful hit the front tube plate with a satisfying thunk. I said to the others: "See if you can throw the coal so hard that you can ring the bell."

Everyone had a go and, although all but one hit the tube plate, none made the bell ring. The one who couldn't get the coal to the front was Titch. This short fellow, about 17 years old, intended to join the Grenadier Guards.

"I want a bit of excitement in my life". I want to go around killing people."

I lost track of Titch but he would have needed to have grown a lot to have made the minimum height requirements for the Grenadier Guards.

There is a story that only one fireman was able to make the bell ring. He tied a thin wire to the bell, ran it back to the cab and tied it to a damper handle. When he made his swing he trod on the wire and rang the bell!

The fireman arrived while we were engaged in putting coal to the front of the firebox. He was in ecstatic as he was actually going to work on a King and his driver had promised to let him drive. He was so elated that he wasn't even upset with us for putting way too much coal up front – the normal method of firing was to build a four or five foot deep fire at the back and motion of the

engine would normally move the fire forward to the front.

At that moment Eddie came by and we all scurried back to put the final touches on Gladiator. Gladiator had one thing in common with the Kings. It also had a riveted tender. The later Castles had welded tenders which were much easier to clean. One had to clean around all of the rivets so working on the tender took much more time.

That was my only encounter with a King. I saw the fireman a couple of days later. He was still in cloud nine. At least he could say that he had driven a King. (Colin Churcher)

## Brockville Memories and More

Fellow York-Durham Heritage Railway conductor Robert Sparks loaned me his copy of the December 2005 issue of the **Branchline** thinking it might be of interest to me. It most certainly was.

My father, George E. Clark, was Locomotive and Car Foreman at the Brockville Division point on the CNR from 1944 until he took an early retirement after 45 years service in 1969. He was the man who accidentally shot himself sighting in a rifle in the Brockville Engine house, a story which I doubt any of your members would be interested in hearing. As a railway brat most of my friends were the sons of other railway men and with the railway as one of the largest employers in the town we formed a sort of informal gang. Since the railways were part of our everyday lives we did not pay too much attention to our surroundings since it was just part of everyday life to us.

The 5700 series Hudsons were rare visitors by the time my memory cells were beginning to function. Still they were a much talked about class because they were one of the few classes, the U4 streamliners being the other, designed strictly for high speed passenger runs. I heard many stories about them, revised and enhanced as the years passed. The boilers were essentially the same as the U1 Mountains but the use of chrome-nickel alloy steels in the boiler allowed the use of 275 psi pressure, the highest on CN.

According to what my father told me, it was 5700 that tried to go for a swim in the Trent Canal and 5702 that went on her side at Kingston. By 1941 the Boxpok drive wheel had been adopted by CN for new construction and when 5700 was rebuilt following the Trenton wreck she received a new set of Boxpok drivers.

Another time I was going to Montreal with Dad behind a 5700. We were late and a lady in the next seat was complaining about the poor service. Dad had a Wittner pilots chronograph, which is sitting in front of me as I write this. After explaining to her how there was a mile board on every 40<sup>th</sup> telegraph pole, he timed a mile. We were doing a mile in 32.5 seconds which works out about 110 mph. Now the lady was frightened and was sure we would all be killed when the train jumped the tracks.

Every railfan knows how and when the CPR Jubilee set the world's record for steam. Dad told me that the day before he was riding to Montreal on a 5700. They were late and as they approached the Ottawa River, he could see a biplane circling the CP track as the two lines converged for their parallel run into St Anne. On the CP track was a Jubilee. This was a challenge no self respecting former Grand Trunk men could resist. On arrival in Turcot the crew was told to report to headquarters. There they were given a royal chewing out. Apparently the biplane had a camera crew filming the record run but the film was spoiled by having a CN train pass and pull ahead. The official speed breaking run was the following day. It was said during the early 1930s that the Government owned the CNR, and that the CPR owned the Bennett Government.

One 5700 pulling 32 cars?. With only a 43% traction rating a single K5 would never have made the grade at Trenton. If,

however, this equipment was a consolidated Extra on May 29, 1944 and double headed by two 5700's, then it makes sense, and what a photograph that would have been.

Mike Shufelt's article and photos show many places I knew in the 1950s and later. During the late-1960s I worked on the spare board for the summers at the Brockville engine and car repair track. When the Pool trains were running, a carman would uncouple and re-couple the Ottawa cars. Train crews did not normally handle the train heating steam lines, used even in the summer to provide hot water for washrooms and diners or snack counters. The main reason was that the drains from the toilets and sinks discharged under the cars and the wind of motion would spread black water, bits of tissue, and sometimes other matter under the passenger cars. Occasionally if the Carmen were busy at a wreck, the hostler (me) would get this privilege. I regret to say sometimes passengers would ignore "Do not Flush while Train is in Station" notices. Mother always insisted I take my work clothes to the Laundromat.

Philip Jago has explained the confusing ownership of the Loop line in the west end of Town. Phillips Cables had about five spurs off the old "Bad Wages and Seldom See Money" line at the west end of the WYE and there was also a storage track east of Cedar Street. East of Beecher Street was a feed warehouse and south of the King Street Bridge was a siding for a Texaco tank farm, then the Propane siding which was originally for the Brockville Gas works. East of Paul Street was a siding for Imperial Oil just east of the Wrightway Laundry which originally led onto a pier for the Train ferry to Morristown, N.Y. The line then crossed Butlers Creek to Central Canada Coal (now the location of the Brockville Museum), and finally into the James Smart Foundry (now Hardy Park). When the Brockville Yacht Club bought the Wrightway Laundry in 1972 for a few years we had to make sure we kept stored boats far enough from the track to allow snow plow clearance. Herman Moulton & Co. sometimes parked at the yacht club for lunch.

Generally there was a good natured level of rivalry and co-operation between switch engine crews. If we were the Civil Service line (CN), then they were the China Pacific (CP). Both used the loop line. If the other line had a couple of cars to shift then often the rival's crew would grab them and bring them back. The semaphore shown on Page 3, 6, and 8 was used to indicate that the loop line was occupied.

As businesses disappeared from the waterfront, new ones such as Procter & Gamble and the Shell Lubricants plant appeared at the north end of town along the CP line. When I worked at P&G, the plant was usually switched in the late afternoon. Later I became the Chief of the powerhouse at Phillips Cables and watched the last rail move from the plant, almost 100 years after the first train went over the same tracks to Westport.

The Ted Jackson photo on Page 6 was at a time when CP was actively trying to discourage passengers. For the mid-day Ottawa section of the Pool Train, instead of switching cars CP ran a Rail Diesel Car to connect with the Montreal section. This forced Ottawa passengers to carry their luggage around the station and onto the CN train. The situation became even more ridiculous when the Budd car was scheduled between the Toronto and Montreal trains.

Finally, CN took over the passenger service to Ottawa. The run was actually improved because the old Canadian Northern line through Smith Falls and Richmond was used to enter Ottawa rather than CP's line to Carleton Place, Ottawa West, then across to Hull and into Ottawa Union Station from the north. This is essentially the route used by VIA Rail today. In the background is the staging for the William Street overpass which eliminated all but four of the 13 tracks which used to cross this street. RS-18 3118 would have its rear truck over the ash pit which would be filled in later in the year when the standpipes for filling steam locomotive tenders would also be removed leaving only the hoses for filling the water tanks of diesels equipped with steam generators. The CPR tower is empty since the last G5 pacific left the previous year and soon it will also vanish. Red Jackson's

Black Dodge taxi is blocking a Plymouth who has the nerve to park in his usual spot. A brief moment in time which I did not appreciate then. (James Clark)

## Those CN 5700 Series Hudsons

Regarding the December 2005 issue, a correction regarding the two sections of Train 16 being split up at Kingston. In fact, both sections terminated at Kingston and became two extras back to Belleville and were consolidated to go to Toronto. They did not split up the trains at Kingston, nor did they go to Montreal as stated. These sections were mainly for Air Force personnel returning to Trenton Jct. and Army returning to Kingston.

Train No 495 could not clear at Trenton Jct. as there are no sidings or passing tracks there. Brighton has the first siding big enough for No 495 to clear. Had No 495 not blown a cylinder head, he would have remained ahead of No 19 all the way to Toronto, as No 19 loaded white fish at Brighton, taking 35 to 45 minutes each day. Where have all the fish gone? (George Horner) ■

## Coming Events

**KINGSTON, ONTARIO:** The 17<sup>th</sup> Kingston Rail-O-Rama Model Train Show will be held on **March 18 and 19** (10:00 to 16:00) at the Ambassador Conference Resort, 1550 Princess Street (close to Highway 401 and VIA station). Model train layouts, railroadiana, Thomas Play Centre, historic displays, and railway vendors of all types. Adults \$5, Seniors \$4, Children \$2. Information from Peter Macdonald at (613) 548-8427, or machobby@hotmail.com. Please visit the Bytown Railway Society booth.

**KEMPTVILLE, ONTARIO:** Capital Promotions, DHT will present the 18<sup>th</sup> Train & Toy Show on **April 1** (10:00 to 17:00) and **April 2** (10:00 to 16:00) at the W.B. George Centre, Kemptville College (Exit 34 West off Highway 416. Follow the signs to the Hospital). Operating layouts, Meccano display, Jim Davis' Garden Railway on a trailer, hand car, museum exhibits, military miniatures, educational toys, train and toy vendors, food services. Free parking. Adults \$4, Seniors and Teens \$3, Children 12 and under \$1.50. Information from Frank Steele at (613) 634-8225; e-mail: fsteale@cogeco.ca. Please visit the Bytown Railway Society booth.

**CAMPBELLVILLE (MILTON), ONTARIO:** The Forest City Railway Society will hold its Annual Slide & Photo Sale & Swap on **April 22** (11:30 to 15:30) at the Campbellville Lions Club, 42 Guelph Line (Guelph Line at the CPR Galt Sub. crossing). Admission \$5. Information from tempo.jr@sympatico.ca

**OTTAWA, ONTARIO:** The Ottawa Central Railway will hold an open house at Walkley Yard on **April 29** from 09:00 to 15:00. Cab rides in a former CP RS-18u unit; static equipment and various safety and historical displays; and operation of the Bytown Railway Society's 50-ton steam crane.

**SHERBROOKE, QUEBEC:** TRAQ (Transportation by rail across Quebec) will hold its 10<sup>th</sup> Railway Symposium and 5<sup>th</sup> Railway Exposition in Sherbrooke on **May 2 and 3** at the Delta Sherbrooke Hotel and Conference Centre. The Railway Exposition is free of charge to visitors. For information contact Louis-François Garceau at (418) 832-1502; Cell (418) 955-2466; fax (418) 832-2466 or visit the website at: www.groupetraq.com

**LINDSAY, ONTARIO:** The Lindsay and District Model Railroaders and the Lindsay Model Shipwrights will present 2006 Model Transportation Expo on **May 6** (10:00 to 17:00) and **May 7** (10:00 to 16:30) at Victoria Park Armoury, 210 Kent Street West. Plastic, Die-Cast and Radio Controlled Model Trains, Boats, Planes and Automobiles. Enquiries: [ldmrclub@hotmail.com](mailto:ldmrclub@hotmail.com)

**FIELD, BRITISH COLUMBIA:** The Friends of Yoho are holding their annual two-day course on Canadian Pacific's Big Hill and the Spiral Tunnels on **August 19 and 20**. Unfortunately, this is the last year that Donald Bain will be holding the course due to continuing poor health.

The first day is spent in the Field Community Centre and consists of about six hours of talk, discussion and the viewing of 300+ slides. On the second day attendees will meet at Morant's Curve (on the 1A Highway, three miles east of Lake Louise) and work west stopping at various points of interest including Lake Louise Station, the Great Divide and Divide Creek, as well as the Upper Spiral Tunnel. There is no strenuous walking involved!

There are plenty of guest houses in Field and meals can be enjoyed in the hotel or the tea room. The meetings are held under the auspices of the Friends of Yoho National Park as part of their Summer Institute. Registration information can be obtained from the Friends at: PO Box 100, Field, BC V0A 1G0; tel: (250) 343 6393; fax: (250) 343 6394; e-mail: [info@friendsofyoho.ca](mailto:info@friendsofyoho.ca); Web: [www.friendsofyoho.ca](http://www.friendsofyoho.ca)

# Potpourri

## The Second Trick

by Tim Ball

Further to the January 2006 **Branchline**, I got up off the chair and let the regular operator finish off the rest of the orders for the train.

With my ego thoroughly deflated, I spent the rest of that day and part of the next just listening and trying to write the orders as fast as the dispatcher could put them out. That afternoon, my mentor, asked me if I wanted another chance to repeat an order. I thought, if I don't get the hang of this soon,

I'll be back at the diesel shop fuelling units. Given that thought, I figured that I had better suck it up and do it right. The old microphone looked very intimidating when I sat down in front of it. The dispatcher gave me a simple two line meet order. I copied it as quickly and as clearly as I could. Now it was time to repeat it. Looking straight into that black mic, I pushed the pedal down and started repeating slowly and methodically. I spelled only what I had to and when the dispatcher gave me the complete time, I knew that I had done it right. My mentor, sounding like Professor Henry Higgins, cried out, "By jove, I think he's got it". Boy, was that a weight off my shoulders.

The smell of diesel fuel started to fade into memory. I spent another week or so, putting more and more time in the chair. Even a few of my meagre typing skills were coming back to me. I was doing the job of an operator. All this play-acting was well and good, but, the time had come to start working. When I came in the next morning, there was a message from the Chief. I was to report to Capreol in a couple of days and go to the Rule Car. I had been so busy trying to learn how to talk like an operator that I had been neglecting my rule studies. Now I had a day or two to learn as much as I could from "the little red book". That is, the "Uniform Code of Operating Rules 1962 Edition".

When I got back into Capreol, I stopped at the dispatching office. The Chief, not wanting to add to the pressure of course, told me that after I got my rule card I was to report to Foleyet the next day and start as the midnight operator. Boy, did they have confidence in me! Wish I had felt the same way that they did. I trudged down to the Rule Car with the weight of the world on my shoulders. I climbed up the stairs and entered the car. The rule instructor was waiting for me. I was to be his only customer that day. After writing the test, he spent A LOT of time with me correcting my mistakes and making sure that I understood everything. After about three hours, I walked out with a rule card and a shiny new operator was unleashed on the railway.

The next morning I jumped on the passenger train and headed for Foleyet. Foleyet is a crew change location approximately half way between Capreol and Hornepayne. The operator cleared trains, called crews, handled baggage and sold tickets, most of which I had done at Brent. The BIG difference now was that I was on my own, no one to ask for help if I thought I was doing it wrong. Another big difference at Foleyet was that the method of control operation for trains is CTC. That means a lot less orders for an operator to copy.

When I arrived at Foleyet, I sat in with the day operator for a few hours just to find out where everything went. At 1600 he pronounced me ready to accept my duties as midnight operator. I wish I shared his optimism. I went to the small room, in the station, that was reserved for the spare operators and tried to sleep. After a few hours of fitful sleep, it was show time. I walked into the office and took my first transfer as an operator. The afternoon guy stayed with me for a while and once he was sure that I had everything under control, he left. I was now on my own. I organized the desk to my liking, looked at the line-up

and waited. I stared at the speaker and listened to the low static that came out of it. I was wound up tight, REAL tight, and when the ringer went off for the Hornepayne dispatcher, my bottom cleared the chair. In Foleyet, you worked with two dispatchers and I had been listening to the Capreol dispatcher. I flipped the knife switch and performed my first duty as a real operator. The clearance for that train had my signature on it. Now I knew I wasn't going back to the shops.

I spent about three months in Foleyet, learning my craft. I was starting to enjoy the regular hours and working with the same people. I made some mistakes, nothing of any consequence, just more life lessons. All this was about to change when I got the message from the Chief's office. It was time to take my show on the road and discover what being a spare operator really meant.

Next port of call, back to Brent.

"Dispatcher out"

\* \* \* \* \*

## Recollections of a Tragic Disaster

by Russ Nicholls

Although I was just a 14 year old child at the time, and a real train buff, I have vivid recollections of a terrible accident that happened on the Wabash Railway (CNR) about four miles east of Moulton Station in Southern Ontario in around 1940. Being a child at the time, I have no knowledge of what make or class of steam locomotives were involved in this accident, in fact that information is irrelevant in this case. The one thing that I have never forgotten is the engine numbers involved.

The series of events that led up to this disaster go something like this. The train dispatcher in St. Thomas had arranged a meet at Moulton Station for three freight trains, two westbound and one eastbound. The operator had set the signal to red for the eastbound train, engine 1681. One westbound was already in Track 1, and the second westbound, pulled by 2262, was to pull into Track 2 on arrival. This happened in the very early hours of the morning, with extensive fog conditions prevailing at the time.

As the details of the disaster unfolded, it was determined that the engineer on 1681 missed seeing the red board, but ultimately discovered while passing there was a train on Track 1. He apparently thought that both westbound trains were in at Moulton and continued on his way, only to discover his mistake a short time later as the two trains met head-on in the fog. What I do remember was that the 2262 was the larger of the two engines and after the fog and steam had cleared and daylight arrived, the smokebox of 1681 was telescoped inside that of the larger engine. Both locomotives ended up on their sides, with box cars strewn about on both sides and on top.

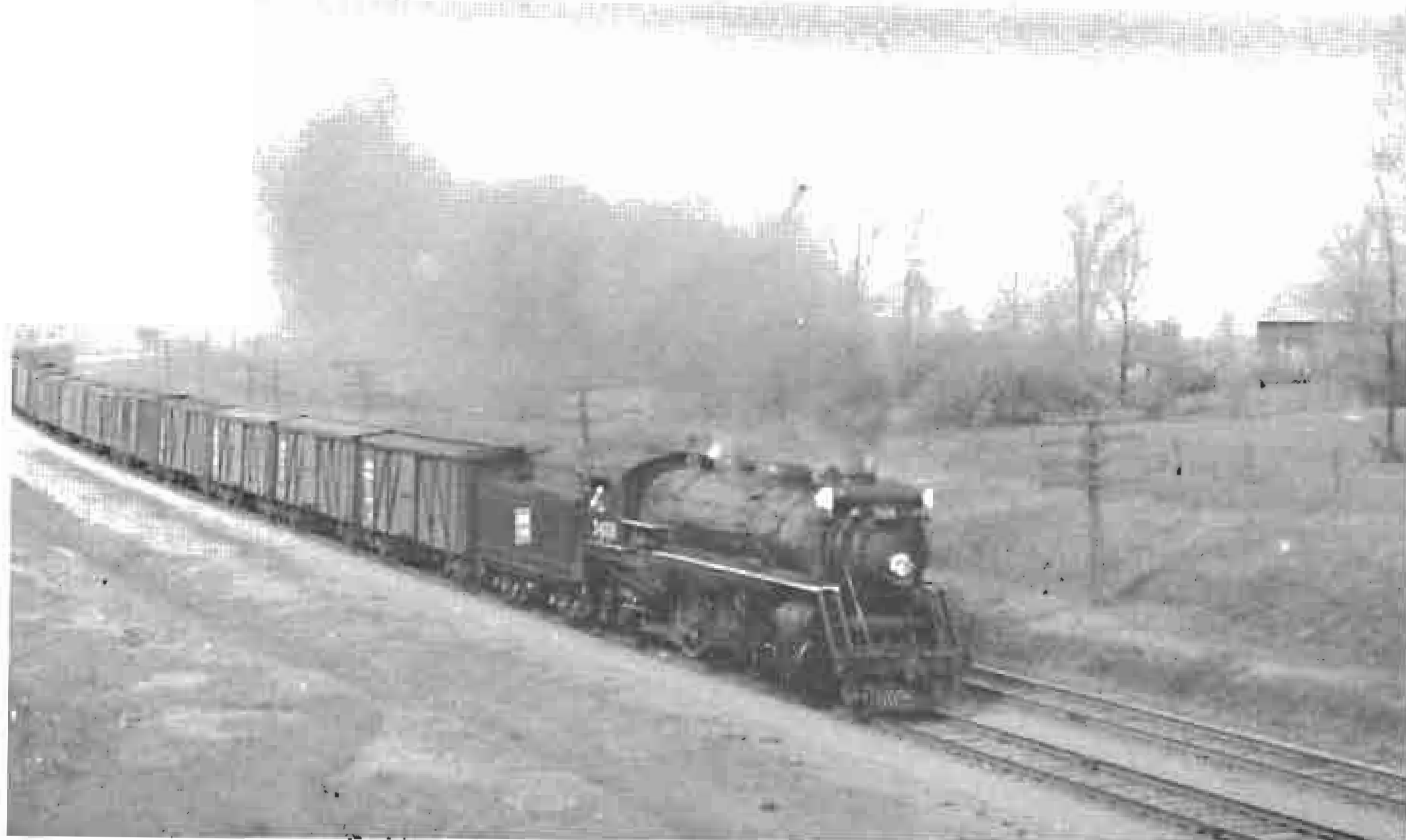
I believe there were at least four lives taken in this tragic accident, possibly more. I can vividly remember that among the many broken up box cars, there was a tank car of banana oil split wide open, with its contents running down into the ditches on both sides of the track. The smell of the oil was absolutely overpowering. I think back to that event and wonder how this type of situation would be handled today under the watchful eye of the Ministry of the Environment.

Again, these are recollections as a teenager, and I wonder if any readers may have additional information on this accident.

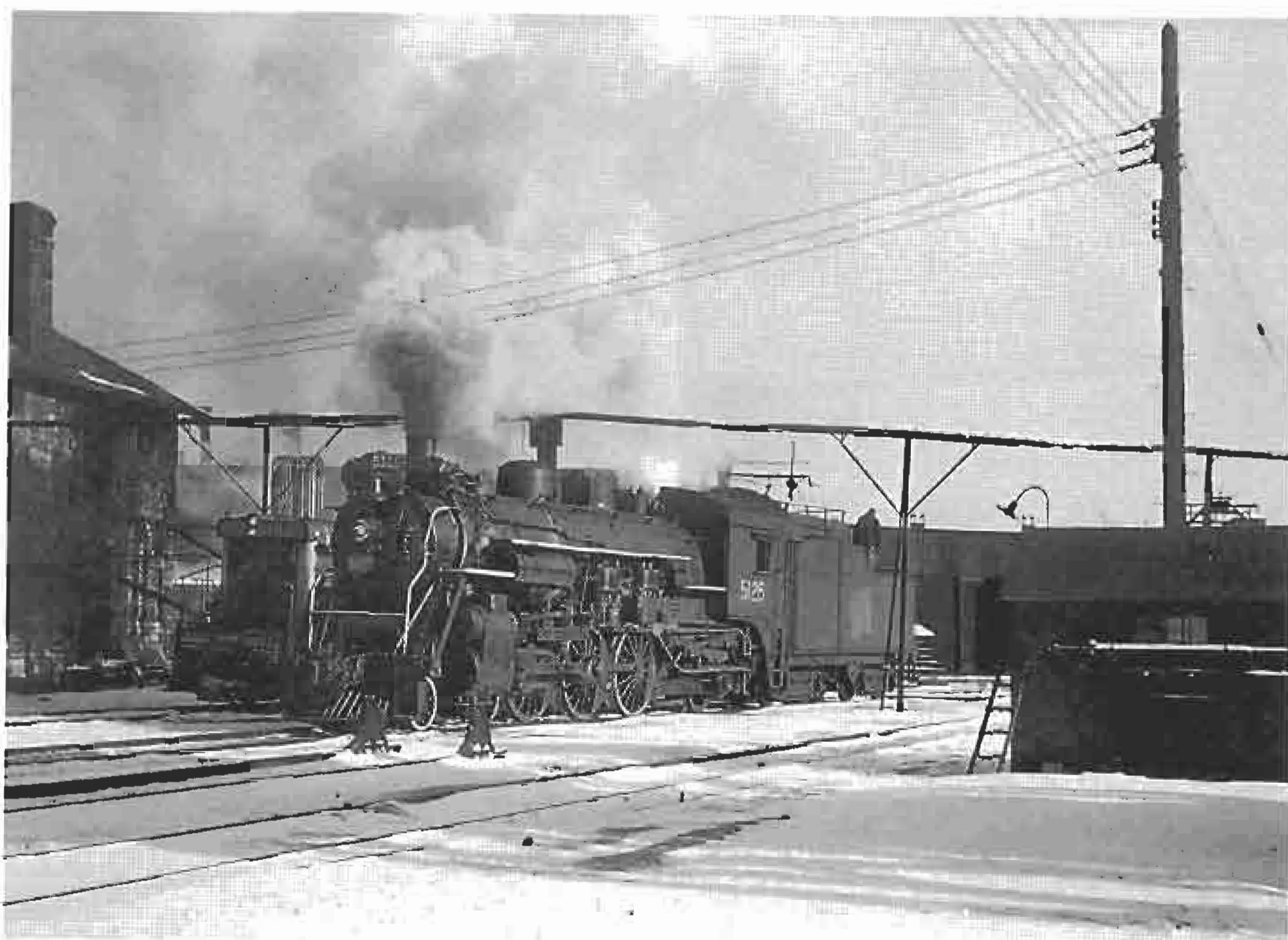
[Ed note: Locomotive 1681 was built in 1906-07 as a 2-6-2 and rebuilt by Wabash to a 4-6-2 in 1916-17; Locomotive 2262 was a 2-8-2 built by ALCO in 1923] ■

# PHOTO CORNER

*Grand Trunk Railway 2-8-2 3408 rolls a string of outside-braced boxcars at St. Bruno, Quebec, in the 1940s. No. 3408 was built by ALCO in 1913 as Grand Trunk Railway 503 and was retired in September 1953. Photo courtesy Canada Science and Technology Museum, Mattingly Collection - Matt-0507.*

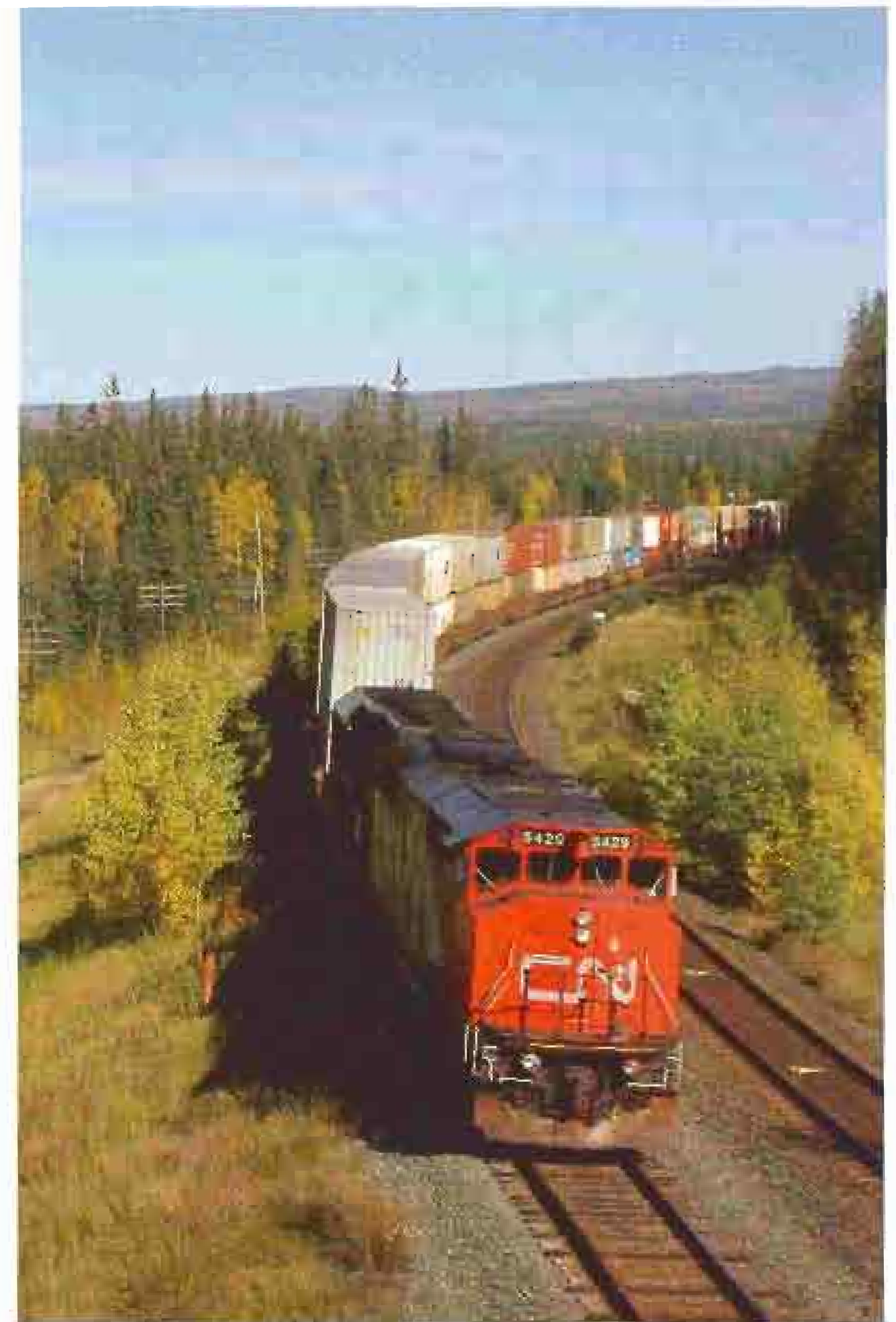


*Old meets new. Canadian National 4-6-2 5126 rubs shoulders with almost new SW1200RS 1229 outside the Hamilton, Ontario, roundhouse on Christmas Day, 1958. No. 5126 was retired in February 1960, just shy of her 40<sup>th</sup> birthday. No. 1229 was retired in 1992 at age 36. Photo by David Page.*



*Kettle Valley Railway 2-8-0 3716 is at Prairie Valley Station in Summerland, BC, with a Santa Train on December 17, 2005. No. 3716, built as CP 3916 in 1912, served as a back-up engine to the BC Government's Royal Hudson 2860, mainly on BC Rail in excursion service between North Vancouver and Squamish, BC, for many years, and came to Summerland in 2003 on several highway floats. Photo by George Bergson.*





**Above:** CN SD50F 5429 and GCFX SD40-3 6061 head Train 111 and its consist of 118 double stacks into the hole at Entrance, Alberta, for a meet with VIA's eastbound "Canadian" on September 17, 2005. Photo by Gordon Allsopp.



**Top Left:** Norfolk Southern SD60 6592 and a former Conrail SD50 on Buffalo-Talbotville Train 327 are passed by a CP local at Hamilton West (CN)/Desjardins (CP) on June 30, 2005. Photo by David Graham.

**Middle Left:** Ontario Northland GP38-2 1805, 1801 and a sister are at Kapuskasing, Ontario, in 2005. No. 1805, built in 1982, is the last GP38-2 in the "Chevron" livery. Photo by Rick Harris.



**Bottom Left:** Almost new CP ES44AC 8711 is operating remotely on the rear of Train 105 at Mile 56.4 of the Mactier Sub. approaching Utopia, Ontario, on December 6, 2005. Photo by James A. Brown.





**Above:** CP GP9u 8218 leads the Canadian Pacific Track Evaluation Car train south past MP 24 of Orangeville-Brampton Railway's Owen Sound Spur on a frosty February 1, 2005. Photo by Steve Bradley.



**Top Right:** Canadian Pacific (Dominion Atlantic) SW1200RS 8133 and 8137 leave Halifax Ocean Terminal in January 1973 and will travel over CN's Bedford Subdivision en route to Windsor Junction, Nova Scotia, to gain Dominion Atlantic rails. Photo by David Othen.



**Middle Right:** Estrada de Ferrovias Carajas SD70M 703 is swung onto a boat at Halifax, Nova Scotia, in November 2005, en route to Brazil. Electro-Motive Canada Company in London, Ontario, built 27 of the broad-gauge units (701-727) late in 2005 and into 2006. Photo by Mac MacKay.



**Bottom Right:** CN Train 363 is split over two tracks at Garneau, Quebec, on September 24, 2005. Dash 9-44CW/DPU 2203 and 2205 are on the headend of the train (left), while mid-train sister 2200 is on the right. Photo by Bruce Humphries.

## A SELECTION OF PASSENGER CONSISTS

<p>17 January 2006 VIA #1 - "Canadian" at Winnipeg, Manitoba</p> <p>F40PH-2 6435 F40PH-2 6438 Baggage 8601 Coach 8104 Skyline 8502 Dining Car 8407 - <i>Emerald</i> Sleeper 8307 - <i>Osler Manor</i> Sleeper 8317 - <i>Cornwall Manor</i> Sleeper 8302 - <i>Allan Manor</i> Dome-Sleeper-Observation 8716 - <i>Tweedsmuir Park</i></p> <p>-----</p> <p>21 January 2006 VIA #2 - "Canadian" at Jasper, Alberta</p> <p>F40PH-2 6449 F40PH-2 6442 Sleeper 8203 - <i>Chateau Brule</i> * Sleeper 8204 - <i>Chateau Cadillac</i> * Sleeper 8307 - <i>Blair Manor</i> * Sleeper 8321 - <i>Draper Manor</i> * Baggage 8613 Coach 8124 Skyline 8517 Dining Car 8414 - <i>Palliser</i> Sleeper 8325 - <i>Elgin Manor</i> Sleeper 8319 - <i>Dawson Manor</i> Sleeper 8328 - <i>Grant Manor</i> Dome-Sleeper-Observation 8710 - <i>Prince Albert Park</i> * Deadhead</p>	<p>20 January 2006 VIA #16/14 - "Chaleur/Ocean" at Montreal, Quebec</p> <p>F40PH-2 6420 F40PH-2 6415 F40PH-2 6403 (CBC livery) Baggage 8619 Coach 8139 Skyline 8505 Sleeper 8224 - <i>Chateau Roberval</i> Sleeper 8205 - <i>Chateau Closse</i> Ren. Baggage 7011 Ren. Coaches 7223, 7208 Ren. Service Car 7316 Ren. Sleepers 7523, 7513, 7504 Ren. Service Car 7309 Ren. Dining Car 7400 Ren. Service Car 7313 Ren. Sleepers 7500, 7517, 7512</p> <p>-----</p> <p>15 January 2006 VIA #693 - "Hudson Bay" at Winnipeg, Manitoba</p> <p>F40PH-2 6458 F40PH-2 6445 Baggage 8600 Coach 8105 Coach 8113 Dining Car 8404 - <i>Annapolis</i> Sleeper 8216 - <i>Chateau Levis</i></p>	<p>20 January 2006 VIA #5 - Skeena" at Jasper, Alberta</p> <p>F40PH-2 6434 (Spiderman) Coach 8116 Dome-Sleeper-Observation 8702 - <i>Assiniboine Park</i></p> <p>-----</p> <p>31 January 2006 ONT #698 - "Northlander" at Gravenhurst, Ontario</p> <p>GP40-2 2202 GP38-2 1808 Electric Generator Unit 202 Coach 602 Coach 609 Snack Car 702</p> <p>-----</p> <p>1 February 2006 AMT 801 at St-Lambert, Quebec</p> <p>Cab-Coach 203 Coaches 1249, 1248, 1243, 1254, 1206, 1246, 1202, 1250, 1208 F40PHR 319 GP9RM 1313</p> <p>-----</p> <p>1 February 2006 AMT 111 at Dorval, Quebec</p> <p>Cab-Coaches 706, 705 Coaches 726, 720, 723, 730, 729, 727, 725, 731 F59PHI 1320</p>	<p>1 February 2006 VIA #21 at St-Lambert, Quebec</p> <p>P42DC 914 Ren. Baggage 7008 Ren. Coach 7216 Ren. Service Car 7307 Ren. Club 7107 Ren. Coach 7213 Ren. Coach 7209 Ren. Club 7104</p> <p>-----</p> <p>1 February 2006 VIA #603 - "Abitibi" at Hervey Junction, Quebec</p> <p>F40PH-2 6414 Baggage 8606 Coach 8145</p> <p>-----</p> <p>5 February 2006 VIA #677 - "Super Bowl Express" at Windsor, Ontario</p> <p>F40PH-2 6424 (Budweiser) LRC Coaches 3367, 3341, 3356, 3301, 3324 LRC Club Cars 3462, 3469 LRC Coaches 3329, 3323, 3300, 3317, 3351 F40PH-2 6425</p>	<p>4 February 2006 VIA #1 - "Canadian" at Edmonton, Alberta</p> <p>F40PH-2 6440 F40PH-2 6436 Baggage 8601 Coach 8131 Skyline 8507 Sleeper 8341 - <i>Thompson Manor</i> Dining Car 8411 - <i>Imperial</i> Sleeper 8339 - <i>Sherwood Manor</i> Sleeper 8337 - <i>Osler Manor</i> Sleeper 8318 - <i>Craig Manor</i> Dome-Sleeper-Observation 8716 - <i>Tweedsmuir Park</i></p> <p>-----</p> <p>28 January 2006 VIA #16/14 - "Chaleur/Ocean" at Matapédia, Quebec</p> <p>F40PH-2 6420 F40PH-2 6435 F40PH-2 6415 * F40PH-2 6424 (Budweiser) * Baggage 8619 * Coaches 8139, 8118, 8106, 8140 * Skyline 8505 * Sleeper 8224 - <i>Chateau Roberval</i> * Sleeper 8205 - <i>Chateau Closse</i> * Ren. Baggage 7011 Ren. Coaches 7223, 7208 Ren. Service Car 7309 Ren. Dining Car 7400 Ren. Service Car 7313 Ren. Sleepers 7500, 7517, 7512, 7504 * #16 to Gaspé</p>
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(Thanks to Gord Allsopp, Tim Bruno, Jason Jongen, Harm Landsman, Terry Muirhead, André St-Amant and Lorence Toutant)

## SAMPLES OF DIESEL UNIT CONSISTS

Jan 11 - CP 119 at Thunder Bay, ON: CP SD90MACs 9121 and 9133, CP SD40-2s 5960 and 6010 and CP AC4400CW 8641.  
 Jan 14 - CBNS 306 at Stellarton, NS: HATX SD45-2s 907 and 910, LLPX GP38-2 2269 and GEXR GP40u 4022.  
 Jan 15 - QGRY 727 at Trois-Rivières, QC: CP SD40-2s 5988 and 5669, QGRY GP40-3M 3801, QGRY RM-1 (Slug) 801 and QGRY GP38 2005.  
 Jan 16 - CN 451 at Gravenhurst, ON: CN Dash 8-40CM 2428, BNSF C44-9W 1099, BNSF SD40-2 8089 and CN SD40-2(W) 5305.  
 Jan 18 - CN eastbound at Prince George, BC: CN SD70M-2 8005, CN SD50F 5440 and CN SD75I 5643.  
 Jan 19 - CN at Ingersoll, ON: CN SD75I 5684 and LTEX SD45T-2 4912.  
 Jan 19 - GEXR 433 at Baden, ON: CEFX GP38-3 6537, GEXR GP40 4046 and RLK GP35 2210.  
 Jan 21 - CN 301/526 at North Edmonton, AB: CN SD70M-2 8004, GP40-2(W)s 9670, 9672 and 9671 and GMD1u 1407.  
 Jan 21 - ONT 208 at North Bay, ON: ONT SD75I 2103, ONT GP9 1603 and ONT SD40-2s 1730 and 1734.  
 Jan 21 - CN 309 at Brighton, ON: CN SD70I 5610, CN Dash 9-44CW 2663, NS SD40-2 6188 and HCRY SD45 461.  
 Jan 21 - GEXR 432 at Acton, ON: CN SD70M-2 8014, RLK GP40 4096 and GEXR GP40 4019.

Jan 21 - CN 303 at Hinton, AB: CN Dash 9-44CW 2653 and CP SD40-2 5664.  
 Jan 21 - CN 377 at Toronto, ON: WC SD40-3 6909, CN Dash 8-40CM 2451, CN SD60F 5511 and CN GP9RMs 7003 and 7076.  
 Jan 22 - CN 390 at Paris, ON: BNSF SD40-2s 7846 and 8060, and CN Dash 9-44CW 2590.  
 Jan 22 - CN 148 at Bayview Jct., ON: CN SD75I 5779, NS B40-8 4803 and GCFX SD40-3 6077.  
 Jan 22 - CP 244 at Guelph Jct., ON: CP ES44AC 8744, SOO SD40-2 6614, CEFX SD40-2 2799, SOO SD60 6007, CP AC4400CW 9551, CP SD40-2 6010 and SOO SD60 6011.  
 Jan 23 - CP southbound at Environ, BC: CP SD40-2s 5717, 5390, 5841 and 5765.  
 Jan 24 - CP 374 at Lethbridge, AB: CP ES44AC 8742, CP AC4400CW 9568, UP AC4400CW 5569, UP SD90MACs 8148 and 8006, and CEFX SD90MACs 108, 122 and 123.  
 Jan 24 - CN 835 at Surrey, BC: CN SD40-2 5381 and BNSF GP60B 328.  
 Jan 26 - GEXR 434 at Baden, ON: RLK GP35 2211 (ex-2210), GEXR GP40 4046 and CEFX GP38-3 6537.  
 Jan 26 - CN 451 at Washago, ON: CN Dash 9-44CW 2524, NS C40-9W 9290, CN SD75I 5675, ONT SD40-2 1733 and ONT SD75I 2105.  
 Jan 26 - CN 473 at Bridge, BC: BCOL Dash 8-40CMu's 4603 and 4615, BNSF SD40-2 6793, CN GP40-2L(W) 9527 and BCOL B39-8E 3911.

Jan 27 - GEXR 518 at Baden, ON: LLPX GP38AC 2210, RLK FP9u 1401 and GEXR GP38 3821.  
 Jan 28 - CN 450 at North Bay, ON: ONT SD75I 2102, SP AC4400CW 352 and CN SD75I 5644.  
 Jan 28 - CP 441 at Thunder Bay, ON: CP AC4400CW 8524, CP SD40-2s 5943, 5910 and 5947, and GP9u 8251.  
 Jan 28 - CP (Ottawa Valley) 119 at North Bay, ON: CP ES44AC 8700 and CEFX SD90MAC 139.  
 Jan 28 - CN 471 at West Vancouver, BC: BCOL Dash 8-40CMu 4625, BCOL B39-8E 3908, BCOL Dash 8-40CMu 4617, BCOL SD40-2 759, BCOL Dash 9-44CWL 4642, BCOL Dash 8-40CMu 4610 and CN GMD1u 1440 (Squamish switcher).  
 Jan 29 - CN 305 at Dorval, QC: CN Dash 9-44CW 2610, CN SD60F 5549, CN SD50F 5423, CN SD60F 5545 and CN GP38-2 4711.  
 Jan 30 - CN 471 at West Vancouver, BC: BCOL Dash 8-40CMu 4605, BCOL C36-8 3624 (retired on February 2), BCOL Dash 8-40CMu 4621, CN Dash 9-44CWL 2522 and BCOL Dash 8-40CMu 4603, with BCOL Dash 8-40CMu 4622 remote.  
 Jan 31 - CN westbound at Grand Falls, NB: CN Dash 9-44CW 2727, CN SD40-2 5384 and CN Dash 9-44CW 2528.  
 Jan 31 - CN westbound at Drumheller, AB: CN SD75I 5736, BCOL Dash 8-40CMu 4607 and CSXT AC4400CW 5105.  
 Feb 1 - CP eastbound at Chatham, ON: CP SD40-2 6007, CP SD40-2F 9019, CP AC4400CWs 9608 and 9617 and CP SD40-2 5821.  
 Feb 1 - CN 369 at Hervey Jct., QC: CN Dash 9-44CW/DPU 2200 and CSXT AC4400CW 578, with CN SD75I 5755 and CN Dash 9-44CW/DPU 2204 mid-train.

Feb 1 - CP 931 at Dorval, QC: NS C40-8W 8402 and NS C40-9W 9140.  
 Feb 2 - CP 477 at Lethbridge, AB: CP SD40-2s 5992, 5999, 5871, 5977 and 5702, CP SD40-2F 9021, and CP SD40-2 5945.  
 Feb 2 - CN 392 at Beachville, ON: CSXT C40-8Ws 7793 and 7353.  
 Feb 3 - CTRW southbound at Prince Albert, SK: HBRY GP35 2504, OMLX GP9E 3372 and OMLX GP40-2L(W) 9570.  
 Feb 3 - CN 327 at Dorval, QC: CSXT SD40u 8467, CSXT SD70MAC 769, and CSXT SD50s 8667 and 8666.  
 Feb 4 - CP (Ottawa Valley) 120 at North Bay, ON: CP AC4400CWs 9530, 9548, 9521, 9588 and 9522.  
 Feb 5 - CN 450 at North Bay, ON: CN SD75I 5646, CN SD40-2(W) 5265 and BCOL Dash 8-40CMu 4624.  
 Feb 7 - CN 452 at Humboldt, SK: CN SD70M-2s 8017 and 8013.  
 Feb 9 - CP 246 at Perth, ON: SOO SD60s 6057 and 6027, and UPY GG20B 2300.

(Thanks to Gord Allsopp, Terry Bilson, Bruce Blackadder, Keith Bowler, Doug Cameron, Corwin Doeksen, Rob Eull, Jason Jongen, James Lalande, Harm Landsman, Bryan Martyniuk, Jim Mason, Jim McPherson, Steven Middleton, Michael Pitzel, John Richard, Bill Rood, André St-Amant, Bill Sanderson, Ted Sayer, Stan Smith, Jon Snook, Geoff Sockett, David Stalford, Tim Stevens, Paul Tatham, Adrian Telizyn, Doug Thorne and Lorence Toutant)

LEGEND: **AMT** = Agence métropolitaine de transport; **BCOL** = BC Rail (CN); **BNSF** = BNSF Railway Co.; **CBNS** = Cape Breton & Central Nova Scotia; **CEFX** = CIT Group; **CFMG** = Chemin de fer de Matapédia et du Golfe; **CN** = Canadian National; **CP** = Canadian Pacific; **CSXT** = CSX Transportation; **CTRW** = Carlton Trail; **DWP** = Duluth, Winnipeg & Pacific (CN); **GCFX** = Connell Finance (lettered GEC-Alstom); **GEXR** = Goderich-Exeter; **GTW** = Grand Trunk Western (CN); **HBRY** = Hudson Bay; **HCRY** = Huron Central; **HLCX** = Helm Financial Corp.; **IC** = Illinois Central (CN); **LLPX** = Locomotive Leasing Partners; **LTEX** = Larry's Truck Electric; **NBEC** = New Brunswick East Coast; **NREX** = National Railway Equipment; **NS** = Norfolk Southern; **OCRR** = Ottawa Central; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau; **RLK** = RailLink; **SFEX** = Eastern Rail Services; **SLQ** = St. Lawrence & Atlantic (Quebec); **SLR** = St. Lawrence & Atlantic; **SOO** = Soo Line (CPR); **STLH** = St. Lawrence & Hudson (CPR); **UP/UPY** = Union Pacific; **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■

# The Motive Power and Equipment Scene



**ADDED TO ROSTER:** ES44DC (DPU) 2220-2226 and 2228 were delivered by General Electric in January; 2227, 2229-2240, 2243 and 2244 were delivered in February up to press time [2241, 2242 and 2245-2254 to follow].

**RETIRED:**

- January 17: BCOL RS-3-Slug S-409; GTW SD40 5922; WC SD45u 7520.
- January 20: GTW SD40 5912.
- January 23: WC SD45u 7509, 7518 and 7528.
- January 24: DWP SD40 5908; WC SD45u 7508.
- January 26: GTW SD40 5900; WC SD45u 7511 and 7513.
- January 27: DWP SD40 5904; WC SD45 6503, 6556 and 6591.
- January 30: BCOL B36-7 3604; DWP SD40 5905 (last Duluth Winnipeg & Pacific unit); GTW SD40 5913.
- February 2: BCOL RS-18 CAT 608; BCOL C36-8 3624 (last one of six).
- February 3: BCOL RS-18 CAT 627.
- February 8: WC SD45 6583 and 6614.

**SOLD:** Retired BCOL B36-7 3601, 3608, 3613 and 3616, and C36-8 3621, 3622, 3623, 3625 and 3626, stored in Prince George, BC, have been purchased by Progress Rail.

**SCRAPPED:** Retired SD40 5229, and GP9RM 7005 and 7011 were scrapped in Toronto in February.

**COACH RETIRED:** Former Algoma Central, exx-VIA Café-Coach 3228 was struck by a logging truck at a grade crossing on Highway 101 south of Hawk Junction, Ontario, and flipped on her side on February 3. She was cut up for scrap on site.



**CANADIAN  
PACIFIC  
RAILWAY**

**RELETTERED:** SOO SD40-2 6601 was relettered CP 6601 on January 20; SOO SD40-2 6615 was relettered CP 6615 on January 26.

**STORED SERVICEABLE:** (\* added since last issue)

- SOO SD40-2 786\*.
- CP Hump Controller 1151.
- CP MP15DC 1440, 1441, 1442\*, 1443, 1444.
- CP GP9u 1558\*, 1618\*, 1639\*.
- CP F9B 1900.
- CP SD40-2 5419, 5421, 5576, 5585, 5602, 5604, 5616\*, 5662, 5667, 5676, 5679, 5684, 5692, 5699\*, 5716\*, 5720\*, 5727, 5759, 5797, 5813\*, 5830, 5834, 5836, 5844, 5847, 5963, 6079\*, 6603\*, 6607\*, 6608, 6610.
- SOO SD40-2 6612, 6617.
- CP SW1200RS 8111.
- CP SD90MAC 9119\*, 9157\*.
- CP SD90MAC-H 9300, 9301, 9302, 9303.

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

- CP SW8-Slug 1011.
- CP FP7u 1400.
- STLH GP7u 1502.
- CP GP9u 1544.
- CP GP9u 1552, 1600, 1635 (being converted to CP GG20B "Green Goat" 1702, 1700 and 1701 respectively).
- SOO GP9R 4200 (being converted to CP GG20B "Green Goat" 1703).
- SOO GP9R 4203.
- CP SD40-2 5565, 5569, 5575, 5577, 5603\*, 5606, 5617, 5626, 5630, 5695\*, 5722\*, 5737, 5751, 5767\*, 5800, 5815, 5818, 5819\*, 5831.
- SOO SD40-2 6602.
- CP SW1200RS 8131, 8155.
- CP AC4400CW 9674.

**79 UNITS LEASED:**

- CEFX SD90MAC 120-139.
- CEFX AC4400CW 1001-1059.



**VIA Rail Canada**

**OUT OF SERVICE:** FP9u 6300 at Vancouver (occasionally utilized as shop switcher); F40PH-2 6400 and 6452 are being refurbished/overhauled in Montreal; F40PH-2 6443, 6454 and 6457 are stored in Montreal.

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

## ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

**SOUTHERN RAILWAY OF BRITISH COLUMBIA:** SRY Caboose A4 and A7 were shipped to Missoula, Montana, on a flat car, minus trucks, in early-February. Caboose A2, A3, A5 and A6 remain in service.

**HURON CENTRAL RAILWAY:** HCRY SD45 461 (nee SP 8825), operated on the Quebec-Gatineau Railway for several years, was moved to the Buffalo & Pittsburgh Railroad in Butler, Pennsylvania, in late-January.

**GODERICH-EXETER RAILWAY:** RLK GP35 2210 (sublettered Southern Ontario Railway, ex-CP 5010, nee CP 8210), was renumbered RLK 2211 in late-January, to avoid conflict with leased LLPX GP38AC 2210.

## ON THE PRESERVED SCENE

**NEW HOME:** The City of Dauphin (Manitoba) former CN wood caboose 78615 has sat on the old turntable in Dauphin for many years, numbered 78654. She has been purchased by a private individual and in early-February was moved by road to private property some 6 km from town.

**SCRAPPED:** In January, the South Simcoe Railway in Tottenham, Ontario, scrapped their former CP H44A3 No. 17, acquired 10 years ago as a parts source to support sister No. 22. Also scrapped were heavyweight Coaches 201 (built in 1928 as CP Coach 976, and renumbered CP 1479 in 1938) and 652 (built in 1929 as CP Buffet-Parlor 6680, and converted to CP Coach 1345 in 1959).

## ELECTRO-MOTIVE CANADA COMPANY - LONDON

**ORDER COMPLETE:** The last 15 units (713-727) of the order for 27 broad-gauge SD70M units (order 20046630) for Estrada de Ferrovia Carajas in Brazil were shipped via Halifax, Nova Scotia, in January and February.

**UNDER CONSTRUCTION:**

- All but the last of 30 SD70ACe units for Kansas City Southern (order 20046620), numbered 4000-4029, had been shipped by January. No. 4029 was held back for evaluation.
- Several of the additional 78 SD70M-2 units for Norfolk Southern (order 20046650), numbered 2701-2778, were shipped in January and February. The painting for most of the units has been contracted to shops in the U.S.
- Nineteen (8000-8013, 8015-8019) of the 25 SD70M-2 units for Canadian National (order 20046624) were delivered in December and January. (8014 was held back for evaluation; 8020-8024 will follow in March).
- JT-1, the first of 10 JT42CWR-M2 units (order 20048653) for NedRail (Netherlands) was completed at London. The other nine units have been contracted to ITSRail for assembly in St. Catharines, Ontario from kits from LaGrange and London - four were completed in January, temporarily numbered JT-2 to JT-5, and shipped to Halifax for overseas shipment. The units have black sides and yellow ends; lettering and proper numbers will be applied in Europe.
- Several of 5 JT42CWR-T1 units (order 20048652) and 10 more (order 20058700) for GB RailFreight were under construction at press time.
- The first of 30 SD70ACe units for BNSF (order 20056729), were under construction at press time.

**ON ORDER:**

- Florida East Coast - 4 SD70M-2 units (800-803) for third quarter 2006.
- Union Pacific - 100 SD70ACe units (8424-8523).
- Algeria SNTF - 16 passenger GT36CW and 14 freight GT36HCW units.
- Euro - 7 additional JT42CWR-M2 units.
- Billiton Iron Ore Proprietary Ltd. (Australia) - an additional 10 SD70ACe units (4314-4323) for delivery in early 2007.

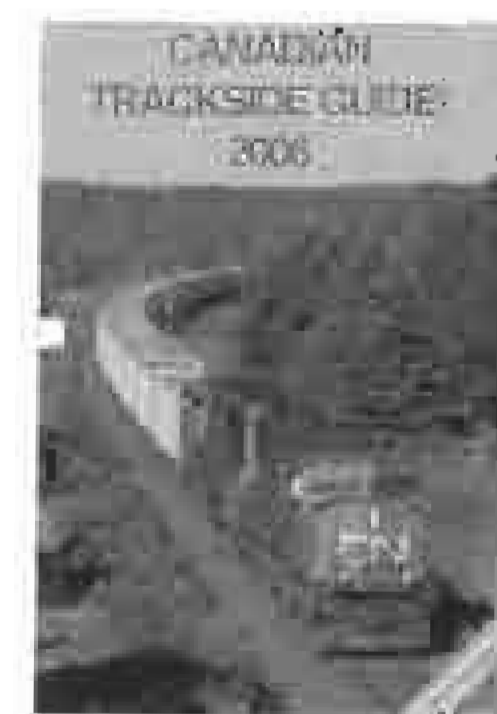
Thanks to James Brown, Ross Harrison, Don McQueen, Mark Perry, Ian Smith, "NY 4" and "Engine 4466". ■

## Coming in late-March Canadian Trackage Guide® 2006

The updated 2006 edition of the Canadian Trackage Guide® will be available in late-March. This, our 25<sup>th</sup> edition, will contain approximately 800 updated and expanded 5½" x 8½" pages, current to February 2006.

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*The engineer oils around Canadian Pacific 4-6-0 477 as she awaits departure with Train No. 606 at Lindsay, Ontario, on August 6, 1951. No. 477 was built by Montreal Locomotive Works in April 1912 as CP 2477, renumbered 477 in December 1913 and retired in June 1955. Photo by John D. Knowles.*

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