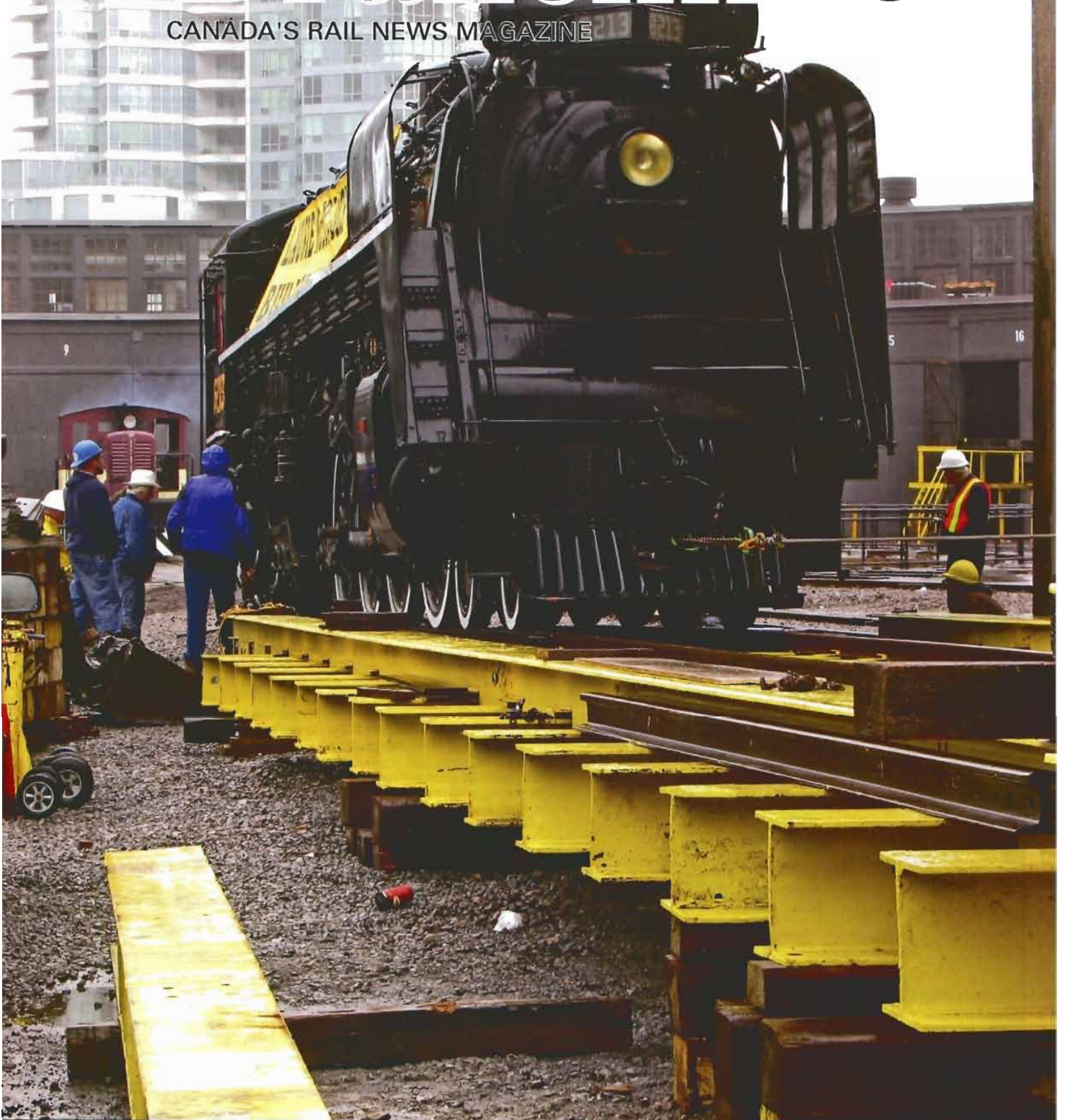


July-August 2009 \$4.95



# Branchline

CANADA'S RAIL NEWS MAGAZINE



CN 4-8-4 6213 Resettlement • BCER Interurban 1304 Comes Home



# Branchline

Published monthly (except July and August combined)  
by Bytown Railway Society  
PO Box 47076, Ottawa, ON K1B 5P9

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.

## Executive -

President	David Stremes
Vice-President	Paul Bown
Secretary	Bertram Titcomb
Treasurer	Les Goodwin
Directors	Bruce Ballantyne, John Bryant, Duncan du Fresne

Opinions expressed in **Branchline** are those of the author concerned and are not necessarily those of the Society and the editors. Information contained in **Branchline** may be copied or used in other publications provided that the author and **Branchline**/Bytown Railway Society are credited. Photographs contained in **Branchline** are not to be reproduced in any manner without written permission from the photographer.

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

**Editor:** Earl W. Roberts,  
33 Eastpark Drive, Gloucester, ON K1B 3Z6  
Internet: earl.roberts@sympatico.ca

**Features Editor:** Philip B. Jago,  
1133 Elmlea Drive, Gloucester, ON K1J 6W1  
Internet: diane.jago.is@rogers.com

**News Editor:** David P. Stremes,  
214 Belford Crescent, Ottawa, ON K1Z 7B1  
Internet: dave.stremes@sympatico.ca

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

Regarding submitting photographs, 35 mm slides and colour and b&w prints are preferred. Digital images taken on a 5 mp camera or greater are acceptable when submitted on a CD at least 300 DPI, 5 x 7 inch physical image size in TIFF or JPEG file format. We cannot utilize images sent as JPEG files over the Internet.

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

	12 months	24 months
For addresses in Canada -	\$40.00 CAD	\$79.00 CAD
	plus tax *	plus tax *
For addresses in the U.S. -	\$42.00 USD	\$83.00 USD
Foreign - surface delivery -	\$60.00 CAD	\$119.00 CAD
Foreign - air mail delivery -	\$90.00 CAD	\$179.00 CAD

\* subject to GST or HST as applicable.

Please direct all membership and distribution correspondence to: Paul Bown, **Membership Chairman**, Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9; (Internet: brspaul@rogers.com). Please make your cheque or money order payable to: **Bytown Railway Society**.

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

The expiry date of your membership appears on your mailing label (eg. 201009 = expiry with the September 2010 issue). Notice of expiry will be mailed prior to mailing the second to last issue.

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

For general information about Society activities, meeting details, or should you wish to convey information, kindly call (613) 745-1201 (message machine and FAX), or visit us at [www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)

Printed by St. Joseph Print Group, Ottawa

*Branchline* (USPS 015-381) is published 11 times per year for \$42.00 (US), also available for two years at \$83.00 (US). Periodicals postage paid at Ogdensburg, NY. US address changes should be sent to O.S. P.O. Box 1568, Ogdensburg, NY 13669. Send Canadian address changes to Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9.

## ON SHEET

A Northern Saga	3
Northern Resettlement	6
The Royal Train, May-June 1939	12
Information Line	12
The Way Ahead: The Role of Rail in Canada	19
Another Canadian Trolley Returns Home	20
South Campus LRT Extension Opens in Edmonton	22
A Selection of Passenger Consists/Samples of Diesel Unit Consists	23
Photo Corner	24
The Motive Power and Equipment Scene	26

A **regular meeting** is held on the first Tuesday of each month except July and August in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. At the **September 1** meeting, Paul Bown will give us a presentation on Polish and German steam locomotives and operations. Refreshments will be available at a small fee. Please see our website [[www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)] for further meeting details.

An **informal slide and video night** is held on the third Tuesday of each month except July and August, at the Canada Science and Technology Museum. The next informal slide and video night is **September 15**.

**Equipment Restoration** takes place every Saturday at the Canada Science and Technology Museum, located behind the Museum, year round. Members interested in joining the "Dirty Hands Club" please come out, introduce yourself and we'll get you started.

**E-mail Addresses:** Many members receive advance notice of upcoming meetings and events via e-mail. Kindly keep the Society informed of e-mail address changes at: [lvgoodwin@cyberus.ca](mailto:lvgoodwin@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.

**Correction:** On Page 11, June 2009 issue, a VIA F9B and a Steam Generator Unit trail F40PH-2 6401, not two F9B units.

**Calendar Contest:** The Southern Railway of British Columbia Limited is having a 2010 calendar contest. It is open to members of the general public. Deadline for submissions is August 1, 2009. See SRY's website ([www.sryrailink.com](http://www.sryrailink.com)) for further information.

## Ten Years Ago in Branchline:

\* CN is acquiring 200 RoadRailer Mark V highway trailers and 130 RoadRider railroad bogies for daily Toronto-Montreal service starting in August 1999. RoadRailer will replace CN's existing bimodal technology (Eco-Rail) in the Toronto-Montreal corridor.

\* CN has transferred 364 miles of rail line north of Jasper, Alberta, to North America RailNet Inc. Its subsidiary, Alberta RailNet, began operations on June 27, 1999. The line sold includes the Grande Cache Sub. from Swan Landing to Grande Prairie, the Grande Prairie Sub. from Rycroft Jct. to Hythe, and the Smoky Sub. from Tangent to Spirit River. Also on June 27, BC Rail took over the operation of the CN yard in Dawson Creek, BC.

\* VIA will operate a once-weekly tourist train, to be known as the "Bras d'Or", between Halifax and Sydney starting in 2000.

\* The federal government will not pursue ideas of privatizing various aspects of VIA Rail Canada.

\* The City of Toronto has reached an agreement to buy Union Station.

**Cover Photo:** Under a light rainfall, CNR 4-8-4 6213 hangs off a cable and chain combination as it is winched very slowly from its transport float onto the rails of its new home at the Toronto Railway Heritage Centre. Mover Laurie McCulloch (in the white Stetson) watches the progress closely, while the Heritage Centre's yard goat, 50TCLC Whitcomb No. 1, chugs in the background. It will shortly have a turn at some heavy switching. Photo on June 18, 2009 by Bob Sandusky.

Press date for this issue was July 6  
Deadline for the September issue is August 10

# A Northern Saga

by James A. Brown

As readers of these pages will know, during the past year **Branchline** has been acknowledging those sad days half a century ago when steam power worked out its last days in regular service on Canada's railways. This tale is a tad early for a fiftieth anniversary, but because of its current newsworthiness we're happy to present it here.

On the evening of 9 June 2009, Canadian National U-2-g Northern 6213 began a nocturnal trek through darkened Toronto streets from long-time outdoor display at the Canadian National Exhibition (no relation to the Railway of the same name!), to further preservation at the former Canadian Pacific John Street roundhouse. For this particular 4-8-4, the event -- described by Bob Sandusky and Richard McQuade commencing on Page 6 -- was simply the latest in a long and remarkable career.

Away back in 1942, CNR took delivery of 35 U-2-g class Northern Type locomotives, badly needed for the country's war effort. Because of constraints on new designs, these machines were essentially modernized versions of engines 6160-6189, built between 1936 and 1940. But to a great many of those associated with CNR steam, from the front lines right up to senior management, the U-2-g locomotives were considered to be the pinnacle of Canadian National's steam locomotive development. Their initial assignments found them working in express passenger and freight duties in central and eastern Canada.

But they were destined to have short careers. Gradually bumped from their premier duties by the encroaching diesels in the mid-1950s, they were all out of work and stored by 1959, and on 1 January 1960 the entire U-2-g class was officially retired from Company records. Physical scrapping began shortly thereafter, and went forward at an astonishing pace.

Very early in 1960 a number of us, bonded variously by our love of steam, our simultaneous attendance at the University of Toronto, and the Upper Canada Railway Society (UCRS), began to think about what could be done to preserve a steam locomotive in Toronto. After all, other cities and towns were doing it. Why not Toronto?

William Dennison, a City Controller (a sort of senior Alderman), offered a similar sentiment in the press of the day...and that was all it took! Seizing the bull by the horns, I drafted a letter to Controller Dennison, applauding his idea and offering to work with the City in such an endeavour. Of course at that time we felt it might be merely wishful thinking.

Happily, however, Controller Dennison swiftly replied, wondering how we might go forward. Under the aegis of UCRS, our Band of Brothers quickly constituted a "Preservation Committee", offering to assist the City by dealing with the technicalities.

For reasons lost in time, we recommended focusing on Canadian National, and the City of Toronto quickly acted on our suggestion that it approach CNR with a request for donation of a locomotive. Agreement in principle came swiftly from CNR, and Controller Dennison tasked us with determining an appropriate candidate.

While in 1960, southern Ontario held a cornucopia of doomed CN steamers of all types and condition, our first task was to reduce the candidates to a manageable number. Fortunately that part was easily done.

We all shared the high regard CN itself had for the U-2-g Northern. They had been commonly seen in the Toronto area ever since emerging from Montreal Locomotive Works in 1942. As we've said, they were well loved by the men who ran them. They were well balanced and aesthetically pleasing (better, we thought, than the later 6200s with their huge central sandbox and no feedwater heater). They were the zenith of CNR's steam locomotive technology. And -- not insignificantly -- we had a good selection of them to choose from, right here in Toronto. So a U-2-g it was to be!

There was a real urgency to make our selection quickly, as CNR was

anxious to clear out the retired steamers from Spadina roundhouse as speedily as possible following their January 1<sup>st</sup> removal from Company books. So it was that on Saturday, 27 February, some of us (comprising John Mills, Bob Sandusky, Ed Jordan, Bob Johnson, Tom McIlwraith, Dave Page and myself, with John Freyseng and Bob Johns offering moral support) gathered at Spadina to examine the lifeless hulks: 6211, 6213, 6215, 6219, 6230, 6233 and 6234. Bits and pieces were missing from most of them and it was sad to commune with these old friends, all of which we had experienced in service not so many months earlier. We were seeking the locomotive that was most intact, that "looked" the best, and would most easily be transformed to display condition.

The verdict? 6213. Though grubby and forlorn, 6213 had everything we were looking for and our decision, made there on the spot, was quickly passed to the City of Toronto and CNR. Cosmetics being the main concern, we had not considered mechanical condition in our selection of 6213. The boiler was well experienced, having served for almost 364,000 miles since its last retubing. The locomotive itself had received Class 5 (minor) backshop work just 30,000 miles earlier. But its driving wheel tires were the thickest of the group, and the treads were not grooved. And happily the 6213 was considered by CNR's mechanical people to be in "good" condition at its time of retirement.

CNR immediately returned our winning candidate to a stall in Spadina shop, with "Held for display. Do not remove parts" chalked on its cylinder jackets. Outside the roundhouse, the axe fell quickly on Spadina's remaining 6200s. The 6211, 6219, 6230, 6233 and 6234 were all cut up by the end of April, and only the 6215 endured longer, until January 1961.



The Spadina roundhouse staff have chalked "HELD! DO NOT REMOVE PARTS!" on 6213's cylinder jackets in April 1960. James A. Brown photo.



Toronto's Parks Committee recommended that the locomotive be displayed at the Canadian National Exhibition grounds, adjacent to the former Stanley Barracks (then home to the City's Marine Museum of Upper Canada). UCRS offered suggestions as to fencing and display, and volunteered to "maintain 6213" on its display site. At its 8 March 1960 meeting City Council voted the necessary expenditure for the display plinth and fencing, and sanctioned the formal request for donation of the locomotive. I've said throughout this piece that things were moving swiftly!

Canadian National approved the City's request in short order, and included a cosmetic restoration of 6213 as part of its commitment. On 19 March, the locomotive was rolled outside the roundhouse for a thorough steam cleaning prior to its painting and polishing. This project was pursued with particular pride by the Spadina shop staff, most of whom had spent all or most of their careers on steam, and for whom its departure was almost as sad as it was for we enthusiasts.

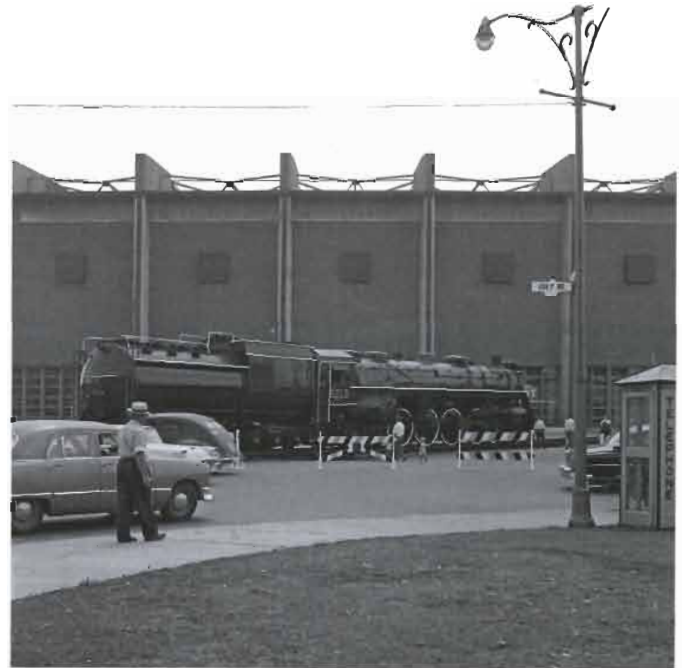
By mid May 6213 was ready for display, and CNR rolled it outside once again for photographs before tucking it away again for safekeeping. The display plinth at the CNE took longer, not being completed until mid-July.



*CNR 6213 displays her cosmetic restoration outside the Spadina Roundhouse on 14 April 1960. In four months she'll be placed on a plinth at the CNE grounds. James A. Brown photo.*

In August, CNR's Spadina crew gave 6213 a final cleaning and polishing. The UCRS Preservation Committee began its work, by replacing all glazing with plexiglass, spotwelding collectible fittings, making provision for locking the cab and, later, fitting a transformer and timer to allow the locomotive's lights to be operational once on permanent display. Moving day arrived on 10 August 1960, when CN's S-13 switcher 8513 towed the Northern mile and a quarter from Spadina roundhouse to a siding south of the Oakville Subdivision main line, immediately adjacent to the Canadian National Exhibition grounds.

Remarshalled there, with a number of reacher flatcars placed between the S-13 and its gleaming charge, 6213 was pushed beneath the then-new Gardiner Expressway and into the CNE grounds on temporary track laid by CN's section forces. Once within the CNE, over the next few days 6213 was moved on a succession of move-and-replace track panels by a front-end loader to its "final" resting place. Even with its rods in place, with the cylinder cocks open, 6213 was so free-wheeling that an industrial air compressor accompanied the locomotive to provide air for the brakes.



*CNR 6213 is on track panels north of the Grandstand at the CNE on 10 August 1960, en route to her resting place for the next 49 years. James A. Brown photo.*

(A personal footnote: When, several years later, my CN career took me to the Regional Equipment office in Toronto, one of my supervisors was Ken Moorehead. Ken had had the assignment of operating 6213's brakes during those memorable August 1960 days.)

The 6213 was officially turned over to the City on 8 September 1960, in a presentation from CN's Central Region General Manager, W.C. Bowra, to Toronto Mayor Nathan Phillips. The whole project had taken barely eight months. And little did we know then that our offer to "maintain 6213" would be unceasingly honoured by a succession of faithful volunteers for five decades.

Upper Canada Railway Society was extremely vigorous in the early 1960s, not only with the 6213 project, but also with an increasingly ambitious program of steam excursions, mostly on CNR, with 4-8-4s 6167 and later 6218. UCRS's Preservation Committee responsibilities were taken on by Dave Spaulding and Dave Stalford, and for the next two decades volunteers by the dozen toiled steadily to keep the locomotive looking fresh, and to host the annual public cab visitations during the CNE's open periods.

Notable among these volunteers was Grant Kingsland, a stationary engineer by profession, and an extremely avid rail enthusiast and collector by avocation. Grant came by his CNR interests honestly enough: His great-grandfather, W.A. Kingsland, began his long career as a railwayman for the Canadian Northern, and retired at the end of December 1938 as CNR's Central Region Vice-President. Grant joined the Preservation Committee team in 1970, initially supporting Dave Stalford, and he eventually assumed chairmanship of the Committee when Dave moved away some years later.

CNR's work in 1960 to prepare 6213 for display was done well, but



as with all railway equipment displayed in the open, weather inevitably took its toll. By the 1980s, spot repainting was not keeping up, and serious rehabilitation was called for. To make matters more difficult, UCRS's activities and CNE attendance were both waning, and Grant turned elsewhere – the Delaware & Rutland model railroad club and the Ontario Rail Association as examples – for volunteers.

Undaunted, in 1984 Grant and his team began a multi-year program of cosmetic and mechanical rehabilitation which continues to this day. To list all of these accomplishments, and the many volunteers who made them happen would be far beyond the scope of these pages, but here are some highlights:

- \* All valves, flanges, steam rings and unions were ground and/or lapped, cleaned and reassembled with anti-seize compound;

- \* All original jacketing and insulation was removed; the entire locomotive was sandblasted, then thoroughly cleaned and inspected to confirm the bearings had been adequately protected against sand penetration; finally two coats of primer followed by two finish coats were applied;

- \* Wooden spacers were strapped around the boiler to support new jacketing, and allow for water drainage;

- \* The front-end multiple throttle was overhauled (using tools borrowed from the Michigan State Trust for Railway Preservation, of Owosso, Michigan);

- \* The tender tank interior has been cleaned of all scale and deposits;

- \* The locomotive was completely rewired; new brushes were made for the dynamo which, when operated on compressed air, can power 6213's electrical systems at 32vdc;

- \* The coal conveying system was thoroughly cleaned out; the stoker engine and conveyor screw were freed up and can operate on air;

- \* All tender brake cylinders were overhauled;

- \* The mechanical lubricator was cleaned out and filled with fresh cylinder oil;

- \* All soft grease fittings (about a hundred) were inspected, and the ones not sealing were replaced; most of the fittings have been greased occasionally since then;

- \* The four rivetted air reservoirs were hydrostatically and hammer tested;

- \* Nos. 1, 3 and 4 driving box cellars and related parts were cleaned and painted; journals are kept coated with soft grease and shows only light rust that cleans up with emery cloth; grease cakes have been removed and are kept in indoor storage;

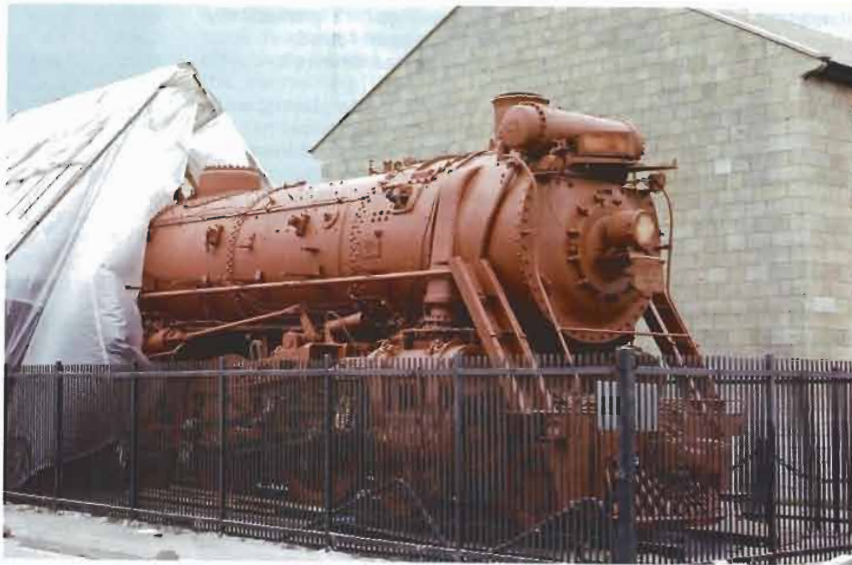
- \* Tender truck journals are sprayed frequently with light oil, and show little rusting;

**Captions**

**Top:** CNR 6213 in the 'paint booth' at the CNE on 1 December 1984. Grant Kingsland photo.

**Middle:** Wooden spacers were strapped around the boiler to support new jacketing, and allow for water drainage. Grant Kingsland photo on 20 July 1985.

**Bottom:** After sandblasting, new boiler jacketing, two coats of primer paint and two finish coats of paint, the application of smoke deflectors, and much more, CNR 6213 is resplendent outside the Marine Museum at the CNE on 10 September 1992. Grant Kingsland photo.





- \* Engine and trailing truck roller bearings are periodically checked for water contamination; none has been found;
- \* All cab windows and plexiglass glazing was renewed;
- \* A new cab floor was installed;
- \* Original-design smoke deflectors and front-end plating were applied (in 1987), restoring 6213 to as-built appearance;
- \* All rods and valve gear were cleaned of paint, polished and protected with clear varnish;
- \* Both engine brake cylinders were opened up, inspected and cleaned, but the cylinders were found to be in poor condition;
- \* All brake rigging was freed up and lubricated to the extent possible;
- \* The Elesco boiler feed pump was made operational (on air);
- \* All cab seats and armrests were completely rebuilt with new wood and vinyl;
- \* Attempt was made to make the Westinghouse air compressor operational but both steam pistons are frozen in place.

All this work and more has been accomplished in the open air, and goes far beyond what would normally be expected for a locomotive on static display, with very little expectation of ever returning to operation. 6213's exemplary appearance in 2009 – nearly half a century after first being placed on display – is the result of the dedicated work of Grant Kingsland and his Toronto Locomotive Preservation Society, volunteers all. The City of Toronto and its related agencies over the years also deserve great credit, for supporting Grant and providing the materials he's

needed to do his work. The results have been an outstanding credit to the City and to everyone involved with the locomotive for those 49 years.

It's fair to say there was no one prouder than Grant Kingsland on that night in June when Laurie McCulloch and his crew hauled the 6213 back over that mile and a quarter, to almost the exact place where its preservation journey began back in 1960.

What does the future hold for 6213? As one who was there in the beginning, I have a real sense of déjà vu. In its former Canadian Pacific John Street roundhouse (located centrally at the base of the CN Tower), the City of Toronto has a most significant railway heritage asset. The Toronto Railway Historical Association is working with the City toward the creation of the Toronto Railway Heritage Centre, with the roundhouse as its centrepiece. Sound familiar??

It was only logical that a City-owned locomotive should ultimately find its way to a City-owned roundhouse. Never mind that the locomotive is CNR and the roundhouse, CPR. Very soon 6213 will reside -- under cover at last -- within the confines of precisely the sort of facility that gave shelter to these beasts when they were in daily service, in Toronto and elsewhere across the land.

The future looks promising, and as an interpretive display opportunity it just doesn't get any better than this!

## ***Northern Resettlement***

by Bob Sandusky and Richard McQuade

Coming forward to 2009 we have condensed several people's observations on the move of CNR 4-8-4 6213 from its CNE home of 49 years. Its old location alongside the last remaining Stanley Barracks building had lost its public focus since closure of the Marine Museum of Upper Canada 11 years ago. This jewel of a locomotive was certainly in need of fresh company and where better than with the waiting friends at the Toronto Railway Heritage Centre.

Given that the chosen contractor, Laurie McCulloch, had already assembled his moving equipment in a temporary enclosure beside the locomotive in mid-May, let us look at the separate moves of tender and locomotive. While the move of 1960 was made entirely on railway track (both fixed and movable) there no longer exist any rail connections that would render such a thing possible today. Fortunately one roadway route was still open to the possibility as long as its height and weight restrictions could be met.

While clearly the main event was relocating 6213 itself, the tender was prepared first to serve as a "dry run" for the "main event". Moving preparations began in earnest on May 22<sup>nd</sup>. A short length of temporary track was built and the winch on McCulloch's heavy duty Kenworth tow truck pulled the disconnected tender onto the rails of the trailer. Work continued in the hope that the move might take place the following week.

As late as May 25<sup>th</sup> the city's Engineering Department was still reviewing the application to move 6213 and expressing serious reservations about its traversing of the Spadina Road overpass on Lakeshore Boulevard. As McCulloch had been asked to consult an independent structural engineer to assess the bridge's current capacity, the tentative schedule was looking less realistic. Nevertheless 6213 had to be positioned for a quick start once its move was approved.

On May 26<sup>th</sup> a wheel-less moving platform was aligned with the loading ramp and blocked into place. No. 6213 was winched up onto it, moving without complaint. That answered any concerns about bearing conditions after 49 years of inactivity. It was also a tribute to the Toronto Locomotive Preservation Society's dedicated and thoughtful care giving during that period.

If any house moving flatbed trailer can be described as typical then the one for 6213 can be termed atypical. The basic unit was an assembly of two parallel 79-foot, wheel-less beams, perforated at regular intervals by 23 rectangular openings into which had been

inserted smaller transverse I-beams. Front and back were two more, fastened across the top of the side beams. This structure had supported over 500 tons on a recent McCulloch structure relocation. Now, with rails bolted onto cross beams it was ready for the weight of 6213 which had been measured at 140 tons (after removal of its main rods and eccentric rods). After much jacking and blocking, by June 1<sup>st</sup> the loaded frame was able to receive wheel modules (composed of eight tandem-dual tires each) underneath the side beams. Ten such modules were slid into waiting receptacles and attached to an 'octopus' of hydraulic brake lines under the deck.

By May 30<sup>th</sup> a "Special to the Globe and Mail" article announced that moving night would be June 3rd-4th. It was really just referring to the tender move. On June 3rd at 23h30, after co-ordination was worked out with the police and the Toronto Transit Commission, the 60-ton tender and trailer rolled. What seemed to be relatively routine turned out not to be without its own challenges.

The big Mack tractor made its way slowly eastbound to the Princes' Gates and stopped. The move could not continue until the last streetcar was off Bathurst Street and the overhead wires de-energized. This 'intermission' at the majestic main gate provided an opportunity to photograph the unique event (an opportunity not to be available for the much wider locomotive float).

When clearance was received just after 01h30 the procession of police cars and the tender wheeled east along Lakeshore Blvd. From this point onwards it outlined the route that 6213 itself would take later. Laurie McCulloch walked at the head of the procession near Bathurst Street, measuring the height of any wires that crossed the road. A TTC line truck raised the wires at Bathurst Street as one of the mover's men rode the tender, the only man in history to ever ride a steam locomotive tender on Lakeshore Blvd. at Bathurst! As he rode and watched, the tender passed under the wires, missing them by inches. Once clear, earlier than expected at 02h06, the load proceeded eastbound on westbound Lakeshore Boulevard, across the Spadina Road overpass then turned left (north) onto Rees Street then right (east) onto Bremner Blvd. by around 02h30. Total time? About an hour. The real fun was now about to begin. Unbeknownst to all, it would take almost four hours to get the tender onto the track at the museum.

The trailer had to be off the street by 06h00. The Mack drove forward into the roundhouse track aligning the float with the rails. Then it cut off, taking the float gooseneck with it. This left a 5 foot



*After 49 years at the CNE grounds, 6213's 60-ton (dry weight) tender is the first one allowed to leave. It is poised at the Princes' Gate main entrance, waiting for the streetcar wires ahead to be de-energized and raised to allow passage. The archway width of 25 feet precluded the wider locomotive float taking this direct route out six days later. Photo at 00h58 on June 4, 2009 by Bob Sandusky.*

gap which was filled with a temporary track. The trailer was carefully aligned with it and lowered as much as possible. A light-weight, tapered steel ramp, perhaps 9 feet long, was placed on top of the short track which was dug into the gravel so that the steel ramp would properly meet the trailer rails. Preparing the ramp took longer than one might expect but the problems were not over.

A chain was attached to the roundhouse shop locomotive to pull the tender while a cable connected to the tender's coupler allowed the Kenworth tow truck at its other end to control its descent. The lead wheel of the tender rolled onto the ramp and the problems began. While sitting firmly on one rail the ramp raised up on the other side. If the move continued, it could twist, derailling or even tipping the tender. This created a dilemma – the tender could not be pulled back and it was risky continuing to move it forward. The ramp was shimmed under its raised portion and the second wheel rolled onto it but the weight from the first wheel now raised the ramp higher than the end of the trailer. Would the next wheel force the ramp down enough to allow the move to continue? This indeed happened



*With Toronto Railway Heritage Centre's 50-ton Whitcomb diesel No. 1 chained to one end and a winch cable on the other, 6213's tender is approaching to head down a short and gradual ramp to its new home in what appears to be a simple exercise. The completion of this task took longer than the road move from Exhibition Park due to unforeseen difficulties with the lightweight ramp. It's 05h29 on June 4, 2009. Richard McQuade persevered through the night to record this scene.*

but the ramp began to twist. One more wheel and the first tender truck reached the roundhouse track but by now the ramp was effectively useless. The only solution was to remove it and to raise the connecting track to form a new but steeper ramp. After considerable work this was achieved but the end of the rails now met the trailer at an odd angle, not at 90 degrees. The solution was to place a piece of wood in that gap. Each wheel would roll across wood to reach the temporary track. The other problem was that the short track now mandated a steeper drop from the trailer to the shop track than desired. Slowly the tender was inched forward under the very watchful eyes of the crew and spectators. One by one each wheel of the second 3-axle Commonwealth truck crossed over the wood, onto the incline. At one point the truck's centre wheel was just lifting clear of the rail head due to the steepness but then all rolled down onto the shop track. At last the tender was at its new home. It was now well after 06h30 – almost 4 hours after it had arrived on site. Moving the tender onto the shop track had taken almost twice as long as the drive to the museum. The "dry run" had proved to be more challenging than expected.



*Unloading 6213's truck tender was easier said than done. Getting the first truck down a shifting prefab ramp was a nerve-wracking experience. The solution of making a temporary ramp for the second truck produced a more sure-footed alternative but the middle journal box bottoming out while the outer one's was almost flattening their springs, it seems to have tested the limits of the truck design (and taken the weight off the rails). Photo on June 4, 2009 by Richard McQuade.*

Once the 60-ton tender completed its journey anticipation increased. (One of McCulloch's sons was particularly anxious to move 6213 before his imminently expectant spouse was due.) However, by Monday, June 8<sup>th</sup> the locomotive was ready to move and that same day the Engineering Department gave its approval for 6213 to roll the following evening.

Since the "working width" of the float dampened any vision of 6213 making its grand CNE departure via the impressive Princes' Gate, the default route became Newfoundland Road which required an S-turn to reach. Here it must be acknowledged that the locomotive float was not turn-friendly. Out of the five rows of wheel modules under it just one key set was manually steerable and only for a gradual turn at that. The others rotated to follow as best they could. For a severe turn the float had to be jacked up to allow wheel modules to be manually repositioned. When lowered again it would be eased sideways by a cable from the Kenworth tow truck, pivoting around the 5th wheel into alignment. Of course raising and lowering would also be required afterwards to restore wheel alignments. What works for houses also works for locomotives.

Wisely, one 180° 'learning' turn was done right away with a full complement of 80 tires. It took almost all afternoon. Realizing that only the Spadina overpass required such a tire count, the number was reduced to 48 (represented by three rows of tandem duals). Thus most subsequent turns took only about 1 hour.



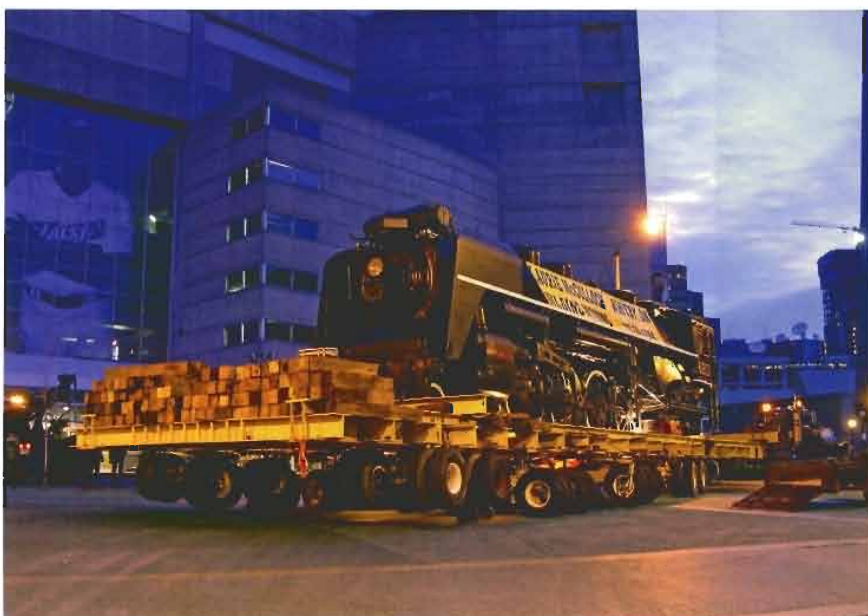


**Top Left:** Loaded and ready to go at 140 tons (dry weight) and with 64 wheels on the ground, 6213's float is put through its paces on a wide sweeping turn away from the CNE site of 49 years. This practice turn on June 8, 2009, the day before the actual move, was a familiarization exercise inasmuch as it was McCulloch's first experience at moving a locomotive. It was also one less turn to be done in a tightly-scheduled program. Photo by Richard McQuade.

**Middle Left:** Creeping along Lakeshore Boulevard, 6213 is just moving under the deactivated TTC streetcar wires at Bathurst Street. Two TTC line trucks have their platforms raised to hoist the wires sufficiently to clear but a McCulloch crew member rides the locomotive just to be sure. Photo on June 10, 2009, by Bob Sandusky.

**Bottom Left:** With only a few hundred feet to go, 6213's massive float comes up against a lane divider on Bremner Boulevard. A massive wheel positioning is in progress so the tow truck at the left can swing the load into the westbound lane of the road. The raised wheel modules at the rear are in reserve for changes to weight distribution. At 05h15 daylight is breaking between the Rogers Centre (left) and the CN Tower (right). Photo on June 10 2009, by Bob Sandusky.

**Below:** Two symbols of Canadian National Railways history meet again. No. 6213 from the setam era and the CN Tower from a later period. With the arrival of 6213 at the Toronto Railway Heritage Centre on June 10, 2009, they are now permanent neighbours. Photo by Bob Sandusky.





The big move began around 23h00 once the media interviews were completed.

Clearing streetcar wires at Bathurst Street had to be done after 01h30 and the locomotive had to be off Lakeshore Boulevard by 06h00. Also ahead were five turns enroute to the Toronto Railway Heritage Centre.

With the Mack tractor pulling, the 180° exit onto Newfoundland Road was a wheel shifter taking until 01h15. An easier left onto Lakeshore Boulevard was done by 01h40 using the steerable wheel modules. At Bathurst Street the corner ESSO gas bar got a sudden rush of coffee orders from the waiting spectators and well-wishers. The load approached at 02h25, running one hour later than anticipated. Two waiting TTC line trucks raised their platforms under the deactivated wires, lifting them as required. Towering somewhere north of 21 feet, 6213 crawled past and clear. (One wonders if the trolley overhead will require some tightening after that stretch.)

There progress halted while the jacks appeared and more wheel modules were engaged. A retracted row of 16 tires at the rear of the float was lowered to pavement level. The accompanying tow truck swung two more modules off a supply trailer, inserting them ahead of the existing wheels, bringing the tire complement up to the 80 required for the Spadina overpass.

Mention should be made too, of the accompanying fleet of Toronto Police cruisers. They swarmed about as they had during the tender move, clearing the way, allowing the load to go eastbound on westbound sections of Lakeshore Boulevard and generally kept the working area free of straying automobiles. They were quite efficient and probably enjoyed this diversion from less pleasant nighttime duties.

The Spadina passage was a non-event. Upon arrival at Rees Street the extra wheel sets were raised or removed and the turn onto Rees was easily made at 04h08 (two hours ahead of the deadline). The load proceeded uphill to Bremner Blvd. at the foot of the Rogers Centre and the nearby ex-CN Tower with its all-night light show.

A mid-road stop sign threatened the advancing right turn onto Bremner. A well-prepared worker with a circular saw quickly reduced it to a harmless stump amid a spectacular shower of sparks.

When a concrete lane divider blocked the front of the float just as the left fender of the tractor rode up over a low guard rail, the 50-ton jacks appeared again for massive wheel realignment. Next the front tires of the Mack were sprayed with WD-40 to reduce road friction and the Kenworth winched it sideways off the railing. Then it winched the float sideways as well to align with Bremner. That procedure took from 04h45 to 06h00 to complete. With the unloading entrance a few truck lengths away number 6213 completed the final turn into the TRHC by 06h15, June 10th.

Over the course of the next week the float was realigned for unloading, its wheels were removed and it was blocked and connected to an unloading ramp. On Thursday, June 18th unloading activities began around 07h00. After some last minute grinding the infamous portable ramp rails were positioned, wheel blocks and chains were removed, and at 08h05 the cable from the tow truck to the locomotive tightened and unloading began. This time-lapse operation saw 6213 resting entirely on Park rails by 08h45.



Four hours after being unloaded, No. 6213 has been reunited with its tender and temporarily positioned under the relocated coaling tower. Later it will be rolled into an empty roundhouse stall to be under cover for the first time in 49 years. Meanwhile the McCulloch float has been mostly dismantled for storage until its next assignment. The stalls at the middle left are for exhibit storage and maintenance. The entire right half of the roundhouse will soon be a furniture showroom. Out of the picture to the left are the stalls for the Steam Whistle Brewery and the rest of the Heritage Centre. Photo on June 18, 2009 by Bob Sandusky.

Roundhouse goat No. 1, a 50-ton CLC Whitcomb, had been waiting on the turntable for this moment and moved in to attach itself to the cab end of 6213. Around the time they both moved onto the turntable, the nearby Steam Whistle Brewery itself gave a long and genuine steam whistle of welcome.

By noon the locomotive and tender were properly reunited and stationed under the coaling tower to greet the curious eye. By then the McCulloch crew had almost totally disassembled their unique float. Its transverse beams were stacked on a waiting rig, leaving the two main 79-foot beams to be moved on their own. Laurie McCulloch, the house mover, said he had never moved a locomotive before. He has now done that and done it well. Welcome home 6213! ■



CNR 4-8-4 6213 departs Oakville, Ontario, with Train No. 94 on 24 September 1958. In a little more than a year, she would be retired. Dick George photo, collection of James A. Brown.

## The Royal Train - May-June 1939

by J.R. Thomas Grumley

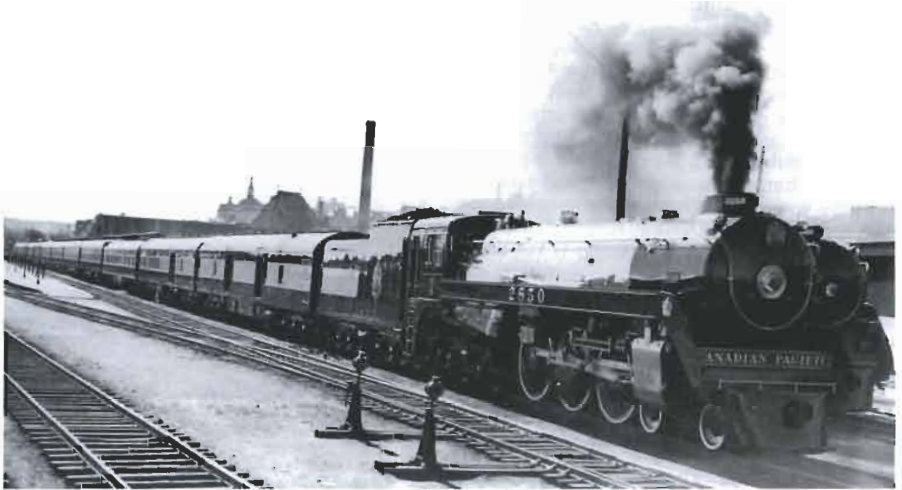
This year marks the 70<sup>th</sup> anniversary of the 12-car Royal Train which conveyed King George VI and Queen Elizabeth across Canada in 1939. In addition there was a 12-car Pilot Train which handled railway, government, media, security and other officials involved with the tour. The trains were operated from Quebec City to Vancouver mostly by Canadian Pacific and from Vancouver to Halifax, basically by Canadian National. A four day trip into the United States on the eastward trip was also included. Details of the tour, and the motive power and passenger cars utilized appeared in the June 1999 **Branchline**.

My father, Richard Lawrence Grumley, was born in Dublin, Ireland, in 1899 and he and his family immigrated to Liverpool, England, shortly thereafter. After completing High School in England his father insisted that he pursue a trade on the ships and follow the seafaring tradition of the family. He then worked on a number of ships between England and Canada as an apprentice. Shortly after turning 18 years old, he immigrated to Canada and on March 17, 1917 he applied for military service. After being accepted he returned to Europe in a combatant role. After the war, he resumed working on the ships and in 1920 joined the Grand Trunk Railway as a cook in the company's dining room department. This would be the beginning of a 44 year career ending with his retirement as Chef from the Dining Car Department of the CNR in February 1964.

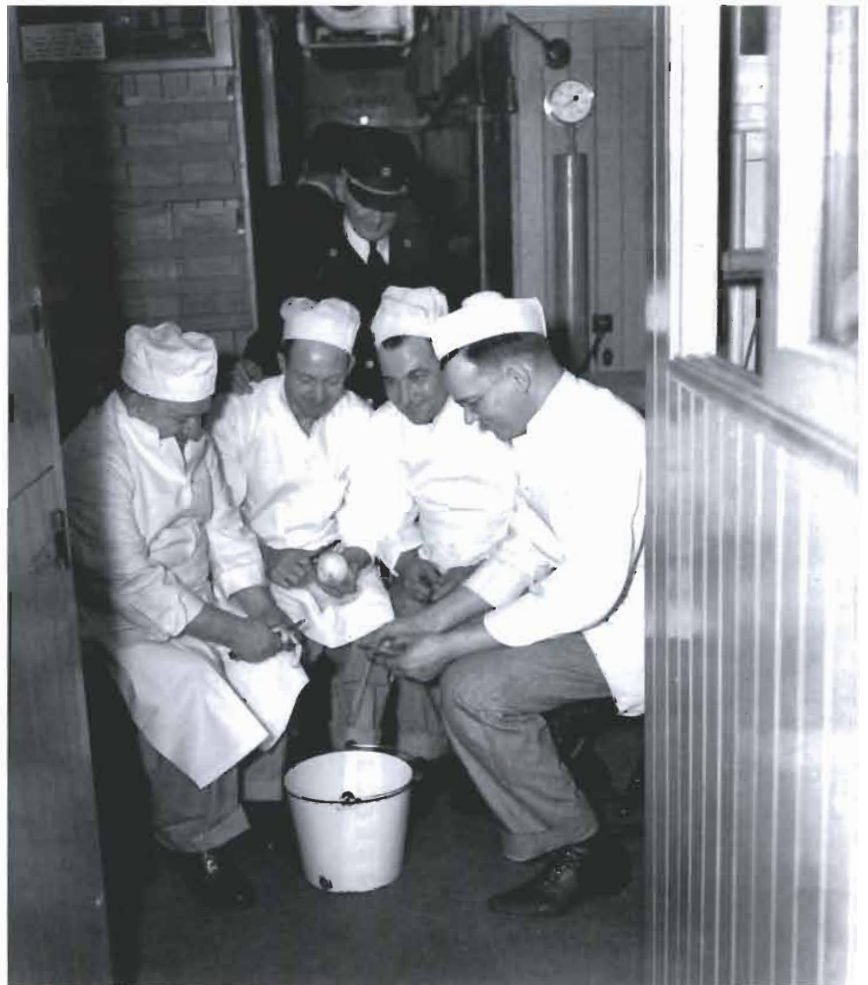
He had a number of interesting assignments over the years including a stint as Lord Beaverbrook's personal chef. But none was more interesting and rewarding than his assignment as cook on the Royal Train during King George VI and the Queen Elizabeth's visit to Canada in 1939 when the vast majority of the visit across Canada encompassed the Royal Train, a joint CNR/CPR venture. As a young 40 year old he travelled with the royal entourage across the country. He said to me that it was hard work with very little time to rest. Not only did the Royals have to be fed but so did the staff and crew working the Royal Train. In order to be identified as a bonafide member of the crew he wore a white armband with red **A180 Railway** lettering in red.

For the honour of working on the Royal Train, in addition to his regular salary at the time, he received a \$40 bonus from the CNR, a set of sterling silver cufflinks, a 12 X 10 inch souvenir 52 page booklet published by the CPR highlighting the King and Queen's visit across Canada and an 8 X 10 photo of the railway crew awaiting a handshake from the King and his entourage.

A princely sum in those days to complement the honour of working the Royal Train, but trivial by today's standards.



Canadian Pacific 4-6-4 2850 on the 12-car Royal Train and sister 2851 on the 12-car Pilot train are seen at Palais Station in Quebec City in May 1939, about to leave on the first leg of the westbound trip. CPR Photo, Duncan du Fresne collection.



The crew peeling potatoes. Richard Grumley is second from right. CNR photo X8749.



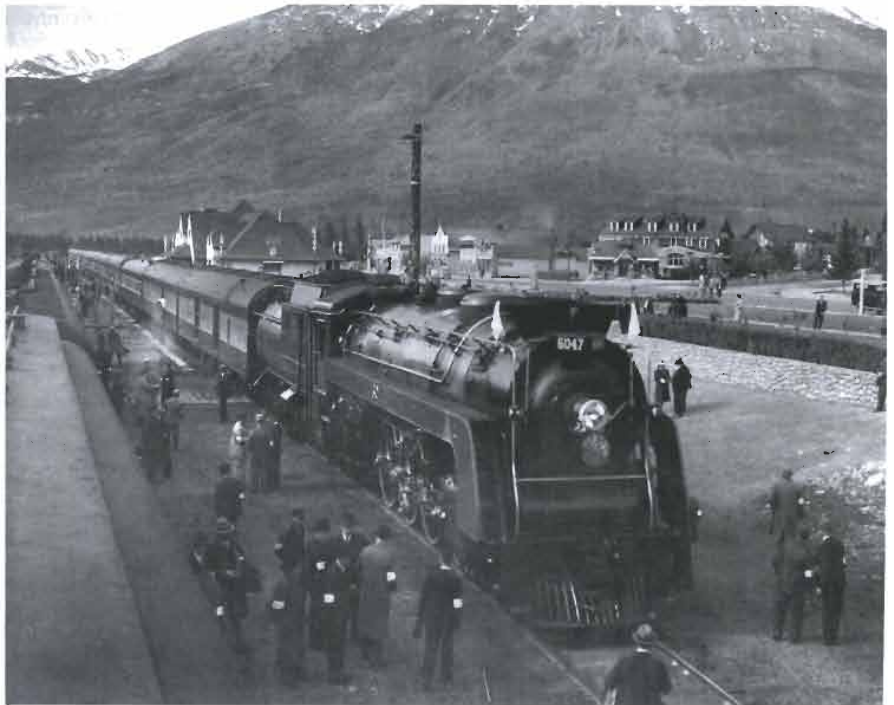
*The dining car crew in front of CN dining car 1330. Richard Grumley is behind the conductor. The Royal Train and Pilot train consisted of equipment from CN and CPR. The dining car crew was supplied by CN. Unknown location - CNR Photo X8726.*



*Richard Grumley wore a white armband with red A180 RAILWAY.*



*Canadian National 4-8-2 6047 took over the eastbound Royal Train at Jasper, Alberta, on June 2, 1939. Note the white armband worn by members of the crew. Photo - Library & Archives Canada, C37608. ■*





**INADEQUATE BRAKES CAUSED FATAL CN DERAILMENT:**

**REPORT:** A CN train derailment that killed two people near Lillooet, BC, in 2006 was caused by an inadequate braking system used in the steep mountain canyon, according to a federal report. The report from the Transportation Safety Board also found CN employees had concerns about the brakes immediately before the derailment in BC's southern Interior. The report pegged the cause of the derailment on the train's braking system and the fact that risk assessments required by the company's safety management system were not always being performed.

On June 29, 2006, the brakes gave way and the train derailed on a steep descent in the Fraser Canyon heading into Lillooet, sliding hundreds of metres down a mountain. The conductor and the trainman died, while the locomotive engineer was taken to hospital with serious injuries. According to the report, the train should have been equipped with a particular type of braking system called dynamic brakes, but wasn't. The report also pointed out that when the line was operated by its previous owner, BC Rail, the Crown corporation did use locomotives equipped with dynamic brakes in the steep mountain terrain. When CN took over the line after buying BC Rail from the provincial government in 2004, it did not use the dynamic brakes. The TSB also learned that "no risk assessment was done before removing locomotives with dynamic braking from this extreme mountain territory."

The report also found employees were worried about the braking system, but that those concerns were never relayed to management, either formally or informally, and a chance to resolve the issue was lost. The report called on CN to conduct the required risk assessments. A representative of CN said the company has already made some changes in its operations and is using dynamic braking systems in all southbound trains in the area. (CBC News, May 28)

**CN FINED \$400,000 FOR CHEAKAMUS SPILL; TO PAY \$1.4 MILLION FOR 2005 ALBERTA SPILL:**

CN has been fined \$400,000 as part of a settlement in connection with a major spill into the Cheakamus River in 2005. CN faced charges under the federal Fisheries Act and the Migratory Birds Convention Act after train derailments two days apart in Wabamun, Alberta and Squamish, respectively. In the latter case a train derailed at about 7:15 a.m. on August 5, 2005, on a section of track in the Cheakamus Canyon north of Squamish. Nine cars were overturned in the derailment and one of them spilled over 40,000 litres of sodium hydroxide into the river, leaving countless dead fish and invertebrates along its banks. It's believed that the spill killed approximately 90 per cent of aquatic life in the river downstream of the crash. CN pleaded guilty in North Vancouver Provincial Court on May 25 to one count of depositing a "deleterious substance" into waters frequented by fish, under section 36(3) of the Fisheries Act. CN will pay a penalty of \$400,000 as part of a settlement; that includes a fine of \$50,000 and an order to pay \$350,000 towards projects in the Squamish River watershed, according to a news release from Environment Canada, which cast the settlement as a "conviction."

In its own news release about the settlement, CN noted that it has spent about \$5.3 million to fund the Cheakamus Ecosystem Restoration Technical Committee (CERTC), a partnership between the rail company, the District of Squamish, Fisheries and Oceans Canada, the B.C. Ministry of Environment and the Squamish First Nation. Part of that funding, CN claims, has also been put towards the Pacific Salmon Foundation and helping market the District of Squamish as the "recreation capital of Canada." The goal of the CERTC was to restore the Cheakamus as "quickly as possible" and CN notes that remediation and recovery efforts are underway. CN also noted in its news release that the company reported the spill to the Provincial Emergency Program immediately after the spill and responded "promptly and appropriately" to the incident. "These programs show that CN has lived up to the commitments it made at the time of these unfortunate incident," CN President and Chief Executive Officer Hunter Harrison said in a prepared statement. "We

said we would repair any damage done and fairly compensate those affected. We have done what we said we would do."

In a separate case, CN is being ordered to pay a total of \$1.4 million for an August 3, 2005, spill into Alberta's Wabamun Lake. The penalty includes payment of \$600,000 to the Wildlife Rehabilitation Society of Edmonton. CN will pay another \$400,000 to fund special fish habitat projects in Alberta. The spill dropped about 800,000 litres of bunker oil and wood preservatives into the lake, forcing authorities to truck drinking water into the area for 18 months. The spill killed birds and fish and brought two charges against the company - one of depositing a substance harmful to migratory birds in water frequented by birds and another of harmful alteration, disruption or destruction of fish habitat under the Fisheries Act. CN says it has spent \$132 million towards remediation effects in Wabamun Lake and to compensate stakeholders. (PiqueNewsmagazine.com, May 27)

**CN PUTS DALHOUSIE RAIL LINE UP FOR SALE:**

The economically troubled town of Dalhousie, NB, could be facing another loss after being informed by CN that the company is selling its rail line through the community. A CN spokesperson said the closure of a paper mill and chemical plant last year eliminated its only customers in Dalhousie. If the line is not purchased by 2012, the tracks that have run through the town since 1883 will be dismantled. Dalhousie Mayor Clem Tremblay is urging CN to keep the rail line in place. "It's a very important tool for diversification because we are promoting the things that we have," Tremblay said. "But if the railroads are going to be dismantled and abandoned coming into Dalhousie, that will make it very difficult to attract businesses coming in to the Port of Dalhousie as well as the town of Dalhousie." Tremblay said the rail line is part of his plan to revive Dalhousie's economy. Chris Winchester, the chairman of Port of Dalhousie, said losing the rail line would be devastating. CN has told the town that if a company sets up in Dalhousie that would use the rail line, it will reconsider its decision. (CBC, June 3)

**FRANCO-ALBERTAN VILLAGE FACES ITS DARKEST HOUR:**

Loading grain cars gave life to Girouxville, AB, but now CN plans to close the lifeline. The village, 450 kilometres northwest of Edmonton, is the final stop on the CN rail line. A month ago, the two agricultural services companies that load grain into producer cars in Girouxville received notice from CN that the rail company would discontinue the line. Merlot Agricultural Services and Wesport Agricultural Services were offered an opportunity on vacant land 10 kilometres east, in Falher, but had to sign the contract by June 5. Not enough time to study a complex contract, during the busiest season say Wesport staff. Merlot and Wesport load 1,200 rail cars per year, making Girouxville the largest volume producer car facility in Western Canada. They attract more than 3,000 grain trucks into the village every year. The village lost its elevators more than a decade ago, but the producer car business has grown to the point where they're actually sending more grain out of Girouxville today than in the 1990s. "There's enough business out here, we could do three days a week if CN was interested," said Ernest Johnson, co-owner of Merlot.

In Edmonton, CN's regional manager of public and government affairs, Kevin Franchuk, said the company saved rail service in the north in 2006 when it purchased and refurbished a number of lines that were being discontinued. "We're working diligently to accommodate our customers in Falher," he said. "We're working with the producer car companies to relocate, and we'll negotiate with them in good faith. That (10-kilometre) line needs extensive repairs, repairs that we cannot justify." Franchuk would not discuss the short timeline for Merlot and Wesport to sign the contract. "We won't discuss private commercial negotiations in the media," he said. If Merlot and Wesport sign the CN contract - and they have little choice - service to Girouxville could end as soon as August 1. (Edmonton Journal, May 31)

**TRANSPORT CANADA PUTS THE BRAKES ON ACR OPERATIONS:**

Transport Canada issued slow orders on May 22 because of safety concerns on the line between Hawk Junction and Hearst, Ontario. The order calls for all Algoma Central freight trains to run at 10



miles per hour, and for passenger trains to run at 15 miles per hour instead of the normal speed of 60 miles per hour for both. According to Paula Fairfax, regional communications advisor for Transport Canada, "On May 22, 2009, Transport Canada Ontario Region Surface issued a Notice and Order to Canadian National Railway in accordance with...the Railway Safety Act due to track conditions between mile 164.20 and 294.10 on the railway's Soo Subdivision. The regulatory action restricts freight and passenger train operations to 10 and 15 mph respectively, [instead of the normal 60 mph] between Hawk Junction and Hearst, Ontario. The Notice and Order will be in force until actions required by the railway meet the satisfaction of departmental rail safety officials and the requirements of Transport Canada's Track Safety Rules."

ACR train crews, tourist resort operators and those with camps along the line between the Sault and Hearst are a close knit family, and many that we spoke to said they have not seen Transport Canada inspectors in recent months, prompting the speculation that they were operating like mystery shoppers and not identifying themselves. In a written reply, Transport Canada denied this suggestion, saying that they have a regular inspection program and had completed three inspections of ACR infrastructure, equipment and methods of operation since April 2008. They said that all of their inspectors self identify themselves to railway staff.

An official of CN was quoted in a Sault Star report last week as saying that they hope to have the necessary repairs made to the line within a week. However, those whom we questioned, who have camps and resorts in the area, are sceptical. And they are concerned since the passenger train they depend on is now running many hours late. At one time the passenger train would arrive in the Sault around 6 p.m. The other night it arrived at 1:15 a.m.

What is the answer? There is hope from government. Dean Del Mastro, the Conservative MP for Peterborough and the chair of the House of Commons all-caucus committee on rail said there is a short line rail package being put together at Transport Canada and it will include help for short line railways like the ACR. He said they are waiting for Ontario to come on board and he is optimistic that they will. He noted that the Province of Quebec and the federal government had already worked together in 2006 to rescue a short line there. Del Mastro said that he felt that railways in Canada were going through a renaissance and that they were a very important part of the overall transportation infrastructure in Canada. For example, he said, some 25 per cent of all freight in Canada, is carried by short haul rail lines alone. Del Mastro described his job as chair of this committee as a labour of love. "I come by it honestly," he said, "my grandfather worked for CP Rail out of Britt, Ontario, for some 50 years." He has never taken a train ride on the ACR, but he hopes to do so this summer. (SaultThisWeek.com, June 3)

**CN SEEKS CONCILIATOR TO REACH DEAL:** CN has asked federal Labour Minister Rona Ambrose to appoint a conciliator to help reach a collective agreement with 1,700 locomotive engineers. The Teamsters Canada Rail Conference's previous contract expired December 31, 2008. CN CEO Hunter Harrison said in a recent message to employees that the freight carrier is trying its best to control costs during the recession. "We are restricting overtime, and we continue to cut back on all discretionary spending and unproductive costs. We've told our managers that there will not be pay increases for them in 2009," he said. In a letter to Harrison, five union leaders said they're concerned about CN's disciplinary measures. CN said that it doesn't comment on such personnel issues. (Globe and Mail, June 18)



**CANADIAN  
PACIFIC  
RAILWAY**

**ALL ABOARD FOR HIGH LEVEL BRIDGE CELEBRATION:** Lethbridge's High Level bridge is celebrating its 100<sup>th</sup> anniversary. Many projects celebrating the bridge are in the works or have already occurred, but the big, high-level event will be the In the Shadow of the Bridge festival September 5 in Indian Battle Park. Foundation work on the High Level Bridge started in 1908 and by June 1909 the steel girder bridge had replaced 22 wood-frame bridges. It provided a more direct route by eliminating 37 curves and more than five miles of track. At one mile and 47 feet long, the bridge indeed produced a high-level crossing by reducing the

gradient, thereby making an easier climb for engines and cutting operating costs in the process. "It's an ongoing project for sure. It's maintained on a daily basis," said Kevin Sali, manager of road operations for CPR. "At peak times more than a dozen trains a day will cross the viaduct." Originally built to carry coal for steam locomotives, the line now carries Canadian and American grain, fertilizer and industrial products. While the bridge will have special lighting for the celebration, no passenger train trips are possible. "Unfortunately, CP doesn't have any of its passenger cars available to coincide with any of the planned community events," Sali said. (Lethbridge Herald, June 11)



**OTTAWA CONSIDERING ASSET SALES:** No government asset is being spared scrutiny as the Harper government considers auctioning off holdings while it grapples with record deficits. Sources say while all government assets are on the table for a review first announced last fall, it's unlikely the minority Conservative government would move to spin off "highly iconic elements" such as VIA Rail in the short term. "Everything's going to be included. We're not going to exclude anything off the top," the government source said. "Everything's in." However, the source said it's hard to imagine VIA being part of a privatization.

The review includes all government assets including Crown corporations as well as billions of dollars in federal land and building properties. Ottawa aims to generate up to \$4-billion through privatizations or sales in this fiscal year. The Tories are under pressure to generate cash as Ottawa struggles with shortfalls that could stretch for half a decade. Facing criticisms that it would be foolish to sell assets in a depressed market, Prime Minister Stephen Harper has pledged that this process will not lead to a "fire sale" of holdings. It's expected the asset review could take four to five years - with perhaps 20 to 25 per cent of holdings reviewed each year. (Globe and Mail, June 2)

**SITE CONFIRMED FOR NEW VIA STATION:** A proposal to build the new VIA Rail station on the northern outskirts of Smiths Falls, Ontario, will require road closures on Union and Beckwith streets. Staff has no concern with conveying the 5,050 square feet of land on an unopened road allowance of Beckwith Street to VIA for this purpose, but voiced some concern with the 3,700 sq. ft. of land along Union. Elaine Mallory, director of administrative and planning services, recommended that a portion of these lands be retained by the town in case a road widening is required in the future. VIA is proposing to purchase the combined property on Union and Beckwith streets for \$4,500 (based on an appraisal by Rivington that was commissioned by VIA). Another critical element of this proposal is the 4,100 sq. ft. of land provided to VIA from Stanley Greer free of charge. This land made it possible for a station to be built at the site. VIA is asking the town to consider providing another lot of town-owned land, located nearby, to Greer free of charge as a sign of good faith with the project. The town has been working for about a year-and-a-half with VIA to retain the station itself within town limits. That would not be possible without the conveyance of Greer's property. It is understood that the station itself will be built on town property with the parking lot built on Township of Montague property. (Smiths Falls EMC, June 4)

**VIA READY FOR HIGH-SPEED RAIL PROJECT:** VIA Rail Canada president and CEO Paul Cote says the Crown corporation is ready to make a fast start on high-speed rail service and is prepared to be a key player in any new project introduced by the federal government. Cote said ridership and operations have improved consistently over the past two decades, creating a base for a more advanced system. In the meantime, he said, new capital investments of almost \$1-billion announced in 2007 are opening the door to faster service. "The current investment of \$900-million that the government has allowed us to do will help to continue to build that foundation, because that is the key, when the high-speed systems comes into play, if the government goes ahead," said Cote, who appeared last week at parliamentary hearings about high-speed rail. "The ridership of the franchise needs to be built to achieve that." Cote told the House of Commons transport committee that

the corporation has increased its ridership by 33% and its revenue by 110% since 1990 because of improvements to service and infrastructure. "I can assure you that the people at VIA Rail have the competence, the expertise and the motivation [to become a partner in a high-speed rail project]," said Cote. "If we are allowed to do this and if the context permits, VIA Rail will be able to show its expertise, quality and experience developed over all the years."

VIA Rail had developed a \$3 to \$4 billion plan several years ago to introduce an improved service with trains going at up to 200 km/h in the Quebec City-Windsor corridor. The plan could have been implemented following an announcement of new infrastructure spending in the fall of 2003 by former prime minister Jean Chretien's Liberal government. But former prime minister Paul Martin cancelled the spending, closing the door on a project which already had support from other partners such as CN and CPR. Under its current plan, VIA Rail will continue to use trains that can go up to 160 km/h on the Quebec City-Windsor corridor but which often face delays since they share tracks with freight trains that have priority. An Alberta-based research institute said that a high-speed train between Calgary and Edmonton also could have a profound impact in that region. (National Post, June 8)

**VIA RAIL MODIFYING RENAISSANCE CARS:** As a result of two Agency Decisions and rulings by the Federal Court of Appeal and the Supreme Court of Canada, VIA Rail must make a number of modifications to its Renaissance passenger cars to accommodate persons with disabilities. VIA has been working on a final design plan to, for example, widen doors, provide an adequate-sized wheelchair tie-down, add wheelchair-accessible bedrooms, and provide adequate seating for attendants and space for service animals. The Agency has given preliminary approval for modifications to three accessible sleeper cars and nine accessible coaches. Some of the main modifications to the sleepers:

- will contain a suite with a bedroom and adjoining washroom accessible to persons using personal wheelchairs and to accommodate their attendants and/or service animals;
- access to the car will be through one of two 810-millimetre-wide (32-inch) exterior doors on an adjoining service car;
- entrance to the suite will be through a power-operated door of similar width, which will lead to a 1550-millimetre by 1677-millimetre (61-inch by 66-inch) washroom with CSA-standard accessories; and
- the suite's 1310-millimetre by 2000-millimetre (51-inch by 78-inch) bedroom will have a turning radius of 1500 millimetres (59 inches).

"Personal wheelchair" means a passenger-owned wheelchair that requires a minimum clear floor space of 750 millimetres by 1200 millimetres (30 inches by 47 inches) to accommodate the wheelchair, its occupant, and a minimum clear turning space of 1500 millimetres (59 inches) in diameter.

The main modifications to the coach are:

- an accessible seating area, composed of a wheelchair tie-down with independent access to an accessible washroom, that will have clearances similar to the above;
- a lowered row of double seats will face the tie-down to provide space for two travel companions or attendants;
- space will also be provided for a service animal at the tie-down and a service animal and/or attendant within the washroom; and
- two rows of double seats facing each other will be reserved exclusively for two individuals travelling with two service animals, upon receipt of the standard 48-hour advance notice and subject to availability.

In addition, VIA will be adding liftable armrests and lowering some seats in 38 coaches. VIA is required to submit its detailed plans for modifying the cars, including a final implementation schedule, to the Agency in September 2009 in order to obtain the Agency's final approval prior to implementation of the modifications. For more information on the VIA Rail Decision No. 620-AT-R-2003, please visit the Agency's Web site [cta-otc.gc.ca](http://cta-otc.gc.ca). (Moving Ahead [Spring 2009], Canadian Transportation Agency)

**TORONTO-NIAGARA BIKE TRAIN RETURNS FOR A THIRD YEAR:** On select departures between June 26 and October 18, passengers can travel in comfort while their bikes are safely secured in a baggage car complete with bike racks. The Toronto-Niagara Greenbelt Express can accommodate up to 56 bicycles per trip, making it an excellent option for groups looking to travel and bike together. Full fare and schedule information is available at

[www.biketrain.ca](http://www.biketrain.ca). In addition, from June 25 to September 21 VIA will operate three departures in total. (CNW, June 26)

## OTHER PASSENGER

**THE "ORFORD EXPRESS" GETS GRANT FOR THIRD CAR:** The tourist train, Orford Express, has announced the acquisition of a third 85-foot car, which will now allow 212 passengers a chance to take majestic jaunts through the spectacular Townships countryside. The new panoramic dome car is equipped with lounges, a bar and a dining room located in the elevated portion in the centre of the car and offers an additional 48 seats. At a press conference, Nicole Menard, the Minister of Tourism and Minister responsible for the Monteregion region, announced a financial grant of \$200,000 provided by the ministry for the purchase of the car. "The Orford Express tourist train has earned a place in the tourist offerings of the region," said Minister Menard in a recent press release. "Adding the dome car will offer even more comprehensive services and quality to visitors." (SherbrookeRecord.com, May 27)

**GO PROMISES TO CUT NOISE DURING WEST-END CONSTRUCTION:** After months of complaints about noisy construction, people living near Toronto's Dupont Street and Dundas Street West are celebrating a partial victory against GO Transit. Since January, GO has been driving massive piles into the ground alongside the tracks in the west end, as part of a project to build new railway tracks. GO has agreed to put into place measures to make that construction about 50% less noisy. Provincial MPP Cheri DiNovo has been meeting with GO officials trying to reach a compromise. "I want to emphasize that this is not anti-transit by any stretch of the imagination - I mean everybody is in favour of more community and public transit - the problem is that people here have been subjected to this pile driving noise that would be illegal in most jurisdictions. And that is literally causing their houses to fall apart and their businesses to fall apart," said DiNovo. One of the measures to mitigate noise levels includes noise shrouds on the pile driving machines. GO Transit has agreed to have the new measures in place by June 8. "This does sound like a concrete promise, like a concrete date to look forward to," said DiNovo. "So we'll simply hold them to it and we'll make sure that what they're saying is accurate: that the sound is at least 50% less than it is right now." (CBC, May 28)

**COUNCIL PUSHES TRANSIT PLAN AHEAD:** The estimated \$1.4-billion first phase of the light-rail rapid-transit plan in Ottawa is rolling forward after city council ordered staff to proceed to a more detailed study. If funding can be found for the project, it would see a 12.5-kilometre light-rail line running on the current bus transitway from Tunney's Pasture in the west, across downtown in a 3.2-kilometre subway, to Blair Station in the east. The plans call for 13 stations with four in the tunnel. Council's decision was made despite a heavy lobby against the route of the downtown tunnel by business groups who don't like the route or what it could mean for their operations, and opposition from some councillors who have a number of concerns. These councillors cite the lack of clarity on costs, problems with where the line should end, and how the system would work in conjunction with bus service as reasons to slow down the process until more answers are found.

The line and subway are the first stage in a planned rapid-transit network that would eventually stretch east and west across the city inside the greenbelt and south to Riverside South. It is to be built as soon as funding becomes available. The plan also includes improved bus service to the eastern and western suburbs until target densities are reached. The price tag is a big external political challenge as the city is asking the provincial and federal governments to each pay a third of the project. Political leaders from both levels of government have expressed interest, but haven't committed funds. Detailed cost estimates on the project aren't done yet, but planning officials are confident of their estimate, and say they will have more detailed costs worked out by October. The studies, including detailed geological testing, and the costing projections on the tunnel are expected to be completed by early next year. The construction could begin as early as 2012, and residents could be actually be travelling through the downtown in a subway by 2016. (Ottawa Citizen, May 28)

**ELECTRIC TRAINS WAY OF THE FUTURE: GO TRANSIT:** According to GO Transit's managing director Gary McNeil going to



electric trains is "inevitable." He says "It is not a question of if, it is a question of when," adding the cost to convert from diesel engines would be in the billions of dollars over a 10-to 20-year period. He said GO has been eyeing electric trains for several years. "In the past, a relatively low number of trains and cheap fuel have made it difficult to justify electrification's high capital cost," McNeil said. "Today, we are looking at a gradually shrinking fuel supply, a doubling of train service in 10 years, and much more expensive fuel." All portions of the GO rail system are expected to see increases in volume, but McNeil said some areas will more than double in the coming years. It's those factors that have led to electrification being officially investigated. Metrolinx, which merged with GO Transit in May, says it will study the possibility of electrifying the entire GO rail network as a future alternative to the diesel trains in service. The study could commence as early as this summer and be completed by the winter of 2010. (**Barrie Examiner**, June 8)

#### **GO TRAINS SET TO ROLL INTO NIAGARA FALLS THIS SUMMER:**

Visitors to Niagara Falls will have another way to get there this summer - by GO Train. For the first time, GO Transit will run seasonal weekend and holiday train service to Niagara Region starting Saturday, June 27. The excursion service will offer four train trips daily in each direction on Saturdays, Sundays, and holidays from June 27 through to Thanksgiving weekend, October 12. The two-hour trip will run between Union Station in downtown Toronto, Port Credit GO Station, Oakville GO Station, Burlington GO Station, St. Catharines VIA station, and Niagara Falls VIA station. An adult single ride fare from Union Station to Niagara Falls will be \$15.90. Train departures from Union are at 06:30, 09:40, 16:15, and 20:05; from Niagara Falls at 08:50, 12:20, 19:20 and 22:25. (**CNW**, June 9)

**TRAIN PLANS ZAPPED:** The Union-Pearson rail link has to be electric from the start, Toronto Public Health says. The city's health board urged the province and its regional transit authority, Metrolinx, to electrify the long-awaited link to reduce the effect on residents of diesel trains along the Georgetown rail corridor. When up and running, the \$1-billion-plus rail link alone will see 140 trains on the tracks daily, and GO Transit will increase its service from 39 trains a day to 308 by 2031. Now only 49 trains pass through the Georgetown corridor, which runs from Weston in the north parallel to Weston Road to the Junction, then crosses through Brockton and Liberty Village to the Lakeshore line. If all those additional trains are diesel, the health of the people who live along the rail corridor will suffer, said Dr. David McKeown, the city's medical officer of health. "There's no question that the increased diesel emissions from this proposal will affect air quality in those neighbourhoods and will lead to some increase in ill health. The question is exactly how much," he said, noting he wants Metrolinx to undertake a detailed health impact study of the increased rail traffic.

Diesel exhaust causes increased incidents of asthma and other respiratory illnesses, cancer, adverse birth outcomes, and contributes to the air pollution of the city which causes 600 premature deaths a year, McKeown said. "Clearly it's good to shift people out of cars and onto public transit," he said. "However, that public transit should be as clean as possible and electrification ... won't affect the local neighbourhoods right next to the rail line in the same way." The Union-Pearson rail link and some of the additional GO trains are expected start by 2014. (**Toronto Sun**, June 16)

**MILTON GO CUSTOMERS GET TWO NEW TRAIN TRIPS:** Starting Monday, June 29, GO Transit customers using the Milton line will have two new weekday train trips to choose from - the first new rail service on this line since 2002. A new weekday eastbound morning train will depart Milton GO Station at 08:08, making all stops to Union Station. A new weekday westbound afternoon train will depart Union Station at 17:40, making all stops to Milton GO Station. Adjustments have been made to the departure times of two trips: the 07:58 weekday morning train from Milton will now depart five minutes earlier at 07:53 and the 17:30 weekday afternoon train from Union Station will now depart five minutes earlier at 17:25. (**Canada Newswire**, June 17)

**STEAM TRAIN FUELS UP ON CASH HANDOUT FROM QUEBEC:** The Hull-Chelsea-Wakefield steam train is getting a \$264,465 boost

from Quebec's tourism ministry. The popular tourist attraction was shut down last May when landslides threatened parts of the 64-km line it runs along. The cash injection goes to the Compagnie de Chemin de Fer de l'Outaouais, which operates the train (*owns the track, Ed.*), to help rehabilitate the section of the rail corridor between Gatineau and La Pêche. All three levels of government stepped in after the owner, who was saddled with the costs of fixing the line, threatened to close and sell the train last spring. In January, the City of Gatineau announced it was kicking in \$1.2 million to help fix up the line, and the federal and provincial governments pledged \$1.9M each. The steam train resumed service this spring. About 50,000 people ride the train each year. (**Ottawa Sun**, June 26)

**RAILWAY IS FULL STEAM THIS WEEKEND:** Along with the other jewels in the Alberni Valley Heritage Network, the Alberni Pacific Railway steam train kicks off officially on June 27. Two trips are offered Thursday through Monday from the Argyle Street station at 10:00 and 14:00. Alberni Pacific Railway continues its relationship with Chase & Warren Estate Winery, dropping passengers off there for tastings on the way to the mill. "It's the only place in Canada where you can do that," said Western Vancouver Island Industrial Heritage Society president Kevin Hunter. Visit [www.alberniheritage.com](http://www.alberniheritage.com) and the steam train links for a complete list of fares and schedules or call 250-723-1376 for more information. (**Alberni Valley Times**, June 26)

#### **REGION CAUGHT OFF GUARD BY FEDS' \$160M RAIL FUNDING:**

Regional Chair Ken Seiling is puzzled by a statement from Cambridge, Ontario, MP Gary Goodyear that commits the federal government to supplying \$160 million for light rail transit and rapid buses in the area. "I am pleased that the Government of Canada made a commitment to the people ... to support rapid transit with funding of \$160M," Goodyear, the minister of state for science and technology, said in a statement. Seiling was not aware the federal government had already decided on how much money it would provide for the project. Regional councillors had voted in favour of a \$790M light rail system, running from Conestoga Mall in north Waterloo to Fairview Park mall in South Kitchener. Fast buses will carry passengers from Fairview into Cambridge.

Both the federal and provincial governments have said they would each provide up to one third of the funds. The entire project depends on substantial funding from Queen's Park and Ottawa. "We made the assumption that the feds and province would discuss this between the two of them before any announcement was made," Seiling said. Until the federal and provincial governments have both announced how much money they will provide, the region will not know how much local taxpayers will have to pay for the construction of the light rail tracks and routes for express buses. (**Waterloo Region Record**, June 26)

**CITY PLANNING ROUTE FOR FIRST TRAMWAY:** Within two weeks, Montrealers will know the route and projected ridership of the city's proposed new downtown tramway, which Mayor Gérald Tremblay wants rolling by 2013. Before that, the city's executive committee will review a study of a tramway's economic benefits and ridership, said André Lavallée, city executive committee member responsible for transportation. The study, which has not been made public, "is really convincing," Lavallée said.

Montreal's transportation plan, adopted in 2008, calls for the creation of a tramway network. It says the first line (price tag: \$260 million) would be a six-kilometre loop along René-Lévesque Blvd., and Berri, de La Commune and Peel Streets. Based on the findings of the study, the city says it may change the route slightly to maximize ridership. But the target area would be the same, serving downtown, the Old Port, the Quartier des Spectacles and the new Université de Montréal superhospital. The transportation plan calls for two more tramway lines to be built later, on Park Avenue and Côte des Neiges Road. (**Montreal Gazette**, June 26)

**CITY WILL SPEND \$834M TO SAVE STREETCAR DEAL:** A \$1.2-billion deal to replace Toronto's fleet of aging streetcars is a go after city council voted 36 to 6 at a day-long special meeting to put up \$834-million - twice its original commitment - to keep the project on track for 2012. This was after Toronto Mayor David Miller failed to bring the federal government on board to pay for one-third of the project. Immediately after the vote, chief general manager of the Toronto Transit Commission, Gary Webster,

presented a contract award letter to a representative of Montreal-based Bombardier. "We are thrilled," Bombardier VP Michael Hardt said later. "We start work on Monday to bring new streetcars to Toronto." Despite the skepticism of others, both the mayor and city officials contend that Toronto can shoulder a bigger share of the streetcar bill without borrowing more money. That's because the TTC has decided to defer several projects on the books for 2014-2018 and redirect the capital dollars to the streetcars. One of the most significant deferrals is a mid-life bus rebuild program for vehicles now about six years old, although the TTC still has \$120M in the kitty for that program. "If we find more money is required, we will identify and take it to the budget process," Webster said. With council's green light, the TTC will gradually replace its often-unreliable streetcar fleet, which carries about one million riders a week, with low-floor, accessible, air-conditioned cars that carry twice as many passengers.

A report commissioned by Bombardier, making the economic case for awarding the company the contract claims the project to build at least 25% of 204 new low-floor streetcars in Canada would generate 5,700 direct jobs and 14,800 indirect jobs - mostly in Ontario, but also in Quebec and Manitoba - and pay out \$1.1B in wages, salaries and benefits. As a result, it says the contract could generate \$240-million in revenue to Ontario from sales and income tax and \$244M to Ottawa. The new vehicles are based on FLEXITY 100% low-floor, light rail technology modified to TTC specifications and special requirements of Toronto's streetcar network. (*National Post*, June 17; *Globe and Mail*, June 27, thanks to John Thompson)

#### **EXTRA VANCOUVER-SEATTLE AMTRAK TRAIN TO START RUN NEXT MONTH:**

An additional Amtrak train originally scheduled to run between the two cities during the Olympics in February 2010 is now scheduled to begin in August and continue after the Games as a pilot project, say spokespeople for Amtrak and the Canada's minister of public safety. "Amtrak is very excited to participate in this, and truly is looking forward to the startup of the second frequency to Vancouver in preparation for the Olympics," spokeswoman Vernae Graham said. "We've always been in favour of that second frequency. We were just waiting for Washington and the B.C. government to iron out all the various issues." Amtrak, the State of Washington and the Canada Border Services Agency had been negotiating the new service for months. The border services agency had been insisting that Amtrak cover the costs of border service agents required to check passengers. But the agency has agreed to waive those fees, said Chris McCluskey, spokesman for the public safety minister, who oversees the border services agency. The service would be a test to evaluate if the level of traffic would be high enough to justify the customs services required, the public safety minister said in a release.

An Amtrak train now leaves Vancouver at 17:45 and arrives in Seattle at 22:05. The return train departs Seattle at 07:40 and arrives in Vancouver at 11:35. The original proposal had called for an extra train to run just during the Olympics, with a train leaving Vancouver at 07:30 to Seattle and a train arriving in Vancouver at 22:45 from Seattle. Graham said she couldn't confirm the schedule for the extended pilot but said the schedule would be convenient for people attending Olympic events. Washington state owns the trains and subsidizes \$11 million of the annual costs for the portion of the Amtrak Cascades line that goes between Vancouver and Portland, Ore., and B.C. and Amtrak also subsidize the costs, Wood said. (*Vancouver Sun*, July 3)

#### **TRANSLINK'S WEST COAST EXPRESS TO GET NEW BILEVELS:**

The South Coast British Columbia Transportation Authority (TransLink) has order seven Bombardier BiLevel commuter rail vehicles. The order, with an estimated value of \$21 million, will add to the West Coast Express existing fleet of 37 BiLevel cars, with deliveries expected to begin in July 2010 and extend through September 2010. More than 950 Bombardier BiLevel cars are in operation or on order with transit authorities in 13 cities across Canada and the United States. The new vehicles will be built in Thunder Bay, Ontario. (*Marketwire*, July 3)

**US RAILCAR ACQUIRES DESIGN RIGHTS TO DMU:** US Railcar Co., formed by the Value Recovery Group, has acquired the rights to build diesel multiple-unit trains based on the designs of Colorado Railcar Corp., which sought to establish itself as a primary source for DMU production in North America. Colorado Railcar closed its doors December 23 and terminated all operations December 31.

Assets acquired include the former Colorado Railcar DMU proprietary rights and information, manufacturing documentation, inventory, and other equipment necessary for production. US Railcar already is touting its newly acquired DMU design, complete with retouched photographs, on its website, [usrailcar.com](http://usrailcar.com). It will resume manufacturing both single- and bi-level Diesel Multiple Units (DMUs) in a new manufacturing facility to be established later this year pending state/local incentives and final round investments. Both DMUs are fully compliant with existing Federal Railroad Administration (FRA) safety standards for crashworthiness as established by Department of Transportation and approved for immediate use on the national rail system. (*Railway Age*, June 12; *PRNewswire*, July 1)

## **REGIONAL / SHORTLINE NEWS**

**BLAZE DESTROYS RAIL TRESTLE:** Rail traffic between Clinton and Centralia has been halted indefinitely after a "suspicious" fire destroyed a trestle between the two communities, causing an estimated \$1-million damage. Huron OPP said Central Huron firefighters were called to the blaze three kilometres south of Clinton. Half of the wood-and-steel structure, owned by the Goderich-Exeter Railway, and spanning a deep gully over the Bayfield River, was destroyed. One train per week travels the line, transporting goods such as fertilizer, beans, soy meal and wheat for five customers. [*The line reopened in late-June - ed.*] (*London Free Press*, May 27)

#### **NORTHERN QUEBEC AND MANITOBA RAILS SERVICES GET FUNDING:**

Federal funding for two passenger and freight rail companies owned and operated by three First Nations communities has been announced. Tshuettin Rail Transportation will get \$5.8 million to be used for capital improvements to improve the rail line and the passenger rail service between Sept-Iles and Schefferville. Of the total \$5.8M funding, \$2M comes from existing capital funding and \$3.8M comes from funding under the Economic Action Plan made available in Budget 2009. The projects funded under the Economic Action Plan will include track replacements and repairs, the construction of two sheds and a turning track, improvements to electrical and telecommunications systems, and the acquisition of maintenance equipment. It is expected that Tshuettin Rail will spend \$2.3M on these stimulus projects in 2009-2010 and \$1.5M in 2010-2011. The remaining \$2M will be used to purchase two service vehicles and safety equipment, update the passenger cars, as well as replace railway ties, rails and culverts in 2009.

The federal government also announced \$5.2M in federal funding to Keewatin Railway Company for capital improvements to the passenger rail service between The Pas and Pukatawagan in northern Manitoba. Of the total \$5.2M funding, \$1.M comes from existing capital funding and \$4.1M comes from funding under the Economic Action Plan made available in Budget 2009. The projects funded under the Economic Action Plan will include railway track rehabilitation, the acquisition of a locomotive and other rail equipment, construction of a locomotive repair facility in The Pas, as well as a new station in Pukatawagan. It is expected that Keewatin Railway will spend \$2.2M on these projects in 2009-2010 and \$1.9M in 2010-2011. The remaining \$1.1M will be used to replace railway ties and culverts in 2009. Keewatin Railway will also be getting closer to takeover of full operations. (*Canada News-Wire*, June 5)

**GW TO DISCONTINUE HCRY OPERATIONS:** Genesee & Wyoming has announced that its subsidiary Huron Central Railway intends to discontinue operations. The downturn in the economy has caused the Huron Central's traffic to decline substantially over the last 12 months, to the point that the railroad is not economically viable to operate for the long term. GWI expects to record charges in the second quarter of up to approximately US\$5.3 million after tax, reflecting the non-cash write-down of non-current assets of approximately \$7.1M and cash costs associated with the cessation of HCRY operations ranging from \$0.4M to \$1.9M, which GWI expects to be partially offset by cash tax benefits of approximately \$3.7M. In the year ended December 31, 2008, HCRY handled approximately 16,000 carloads, generated revenues of \$7.4M and incurred a \$2.1M operating loss. HCRY has operated the 173-mile railroad from Sudbury to Sault Ste. Marie, Ontario, under a lease agreement with CP since 1997. The companies are working closely together and with customers for an orderly cessation of operations.

In April, Mario Brault, the president of Huron Central Railway,



warned provincial officials the line would be shut down by the end of the year unless Ontario spent money fixing up the track. He said the line needed \$33 million. The federal government said it would match any money put up by the provincial government, but no such commitment was made. Brault said Huron Central could foot part, but not all, of the bill.

The railway operates one train in each direction seven days per week. Coil steel manufactured by Essar Steel Algoma in Sault Ste. Marie constitutes the majority of freight traffic, although pulpwood, chemicals used by the steel industry, slab steel, paper, and miscellaneous goods are also carried. The railway also serves a Domtar paper mill at Espanola. HCRY will cease operations between McKerrow and Sault Ste. Marie on August 15, 2009, and continue operation of the eastern segment of the railroad from Sudbury to McKerrow and Espanola until October 31, 2009. The closure will ultimately eliminate 45 jobs at HCRY. (GWI, North Bay Nuggett, June 15)

**TEAMSTERS SUPPORT SHORT LINE PARTNERSHIP:** Teamsters Canada is urging the Ontario government to join the Ontario Short Line Railway Infrastructure Partnership. William Brehl, President of the Teamsters Canada Rail Conference, Maintenance of Way Employees Division, says that Ontario's smaller railways require a \$29 million investment from the Ontario government to create 1,000 jobs and improve safety. The Railway Association of Canada sponsored initiative is a viable plan that creates jobs, protects public safety and the environment, and keeps vital links open to rural areas, particularly in Northern Ontario. Ontario's short line railways connect to the CP and CN main lines and provide essential rail service to underserved areas of the province from Moosonee in the north to Amherstburg south of Windsor.

But the infrastructure on many of the 14 Ontario short lines is in disrepair and needs to be fixed. Some track restricts trains to less than 20 kilometres per hour and there is a real possibility some of these short lines will close down as early as this summer due to safety concerns and operating inefficiencies. Mr. Brehl says "We cannot ignore the fact that no other form of transportation can move all of the commodities that trains do. The people of Ontario need less pollution, less congested highways and a re-energized economy. A safe railway system is the only form of transportation that can contribute in a meaningful way to the realization of all three of these goals." Teamsters Canada Rail Conference Maintenance of Way Employees Division (TCRC-MWED), represents more than 4,000 maintenance of way workers at CP Rail and almost two dozen short line railroads across Canada. Its members are involved in inspecting, monitoring and repairing the tracks, bridges and structures on the network. TCRC-MWED's mission is to make sure that the railway is safe, in spite of any economic, managerial or other obstacles. (Canada Newswire, June 17)

**SK ANNOUNCES SHORTLINE INFRASTRUCTURE GRANTS:** The Saskatchewan Ministry of Highways and Infrastructure has announced infrastructure grants worth \$500,000 for shortline railways in the province. With the province's grants and shortline rail companies' matching contributions, this sector will see a total infrastructure investment this year of \$1 million. In 2008, Saskatchewan was the first to start offering annual provincial shortline infrastructure grants. This year's recipients and their grant amounts are Great Western Railway, \$217,756; Carlton Trail Railway, \$75,073; Red Coat Road and Rail, \$50,488; Fife Lake Railway, \$42,585; Wheatland Rail, \$32,488; Southern Rails Co-operative, \$31,610; Thunder Rail, \$25,000; along with Torch River Rail, \$25,000. (Yorkton This Week & Enterprise, June 17)

**HUSBAY EXPECTS TO CLOSE FLIN FLON COPPER SMELTER:** HudBay Minerals Inc. expects to close its copper smelter in Flin Flon, Man., before July 1, 2010, with an expected job loss of 225 employees. The copper smelter processes copper concentrates into anodes which are then sent by rail to their White Pine, Michigan, copper refinery (which is expected to close shortly after the Flin Flon smelter) where they are refined into copper cathodes. Flin Flon is served by a 90-mile Hudson Bay Railway (ex-CN) branch from The Pas, Manitoba, while the White Pine facility is served by a 77-mile, CN (ex-Wisconsin Central) branch line from Marengo Junction, Wisconsin. The line would likely be shut down if the refinery closes. The 14-mile portion of CN's White Pine Subdivision branch from Bergland, Wisconsin, to White Pine was among the last rail lines constructed in the Midwest. It was built in 1953 by the Duluth, South Shore & Atlantic to serve the Copper Range Mining

Co. at White Pine. Bergland, 63 miles east of Marengo Junction, is on what once was the DSS&A main line. (Marketwire, June 18; Trains.com June 19)

**MILL HAS NEW OWNER:** A new business has moved into the former Horizon mill in Port Colborne. The building, purchased by Riverland Holdings, is undergoing improvements to convert it to a grain storage terminal. Initially the building will serve as a loading facility for Ontario-grown wheat destined by rail car or ship to other domestic and international destinations. "The mill's strategic location between the Welland Canal and the Port Colborne Harbour Railway was an important part in our decision to purchase the facility," said John Stich, president of Riverland Holdings. "The renewed operation brings this facility back into production and bolsters Port Colborne's bio-food cluster," Mayor Vance Badawey said. Horizon Milling, formerly Robin Hood Multifoods, was closed last year after parent company Cargill locked out United Food and Commercial workers Local 416P in a labour dispute that lasted more than a year. The plant has been shut down since last October. "Activities at the site will enable Trillium Railway to expand the frequency of our service on the line, thereby benefiting other businesses that rely on Trillium Railways to deliver freight locally or to CN and CP main lines which are adjacent to Port Colborne," said Trillium Railway president Karen Tubman. (Welland Tribune, June 18) thanks to Doug Wilson

## OTHER INDUSTRY NEWS

**CN STATION SOLD:** An historic building in Kelowna is getting a new look. The former CN station on Ellis Street and Clement Avenue has been purchased by a Calgary-based company that is planning to do some renovations. Managing director for Colliers International Realty for the BC Interior, Perry Freeman, says the company which purchased the station, Steelhead Investments, is planning to make the site into a restaurant pub. "The whole site will be developed, part of the development plan is a fairly extensive renovation of the original, CN station building. Part of the consideration when the property was offered for sale was that it is subject to an existing heritage revitalization agreement. So what that means is it is a registered heritage property," says Freeman. He says that limits what can be done with the structure. "Essentially it does dictate that the exterior does need to be renovated in accordance with the way it was originally constructed in the 1920s" (Castanet.com, Apr 15)

**OMERS PRIVATE EQUITY ACQUIRES NORDCO INC:** Nordco Inc. has been acquired by OMERS Private Equity of Toronto, Ontario, a private equity investment firm in Canada. Nordco was purchased from The Riverside Company; terms of the sale were not disclosed. The Nordco family includes Nordco Rail Services, Shuttlewagon, Dapco Industries and J.E.R. Overhaul. The company's product line includes in-house and on-site machinery inspection and repair; reconditioned machinery rental; rail car movers; ultrasonic testing equipment and services for railroads and other industries and machine replacement parts. (RT&S.com, June 1)

**TRANSPORT CANADA HIRES CONSULTANT:** Transport Canada recently contracted NRG Research Group to conduct a stakeholder survey as part of its freight-rail service review. The survey, which will examine Canada's rail-based logistics chain, including shippers, terminal operators, ports and vessels, will focus on rail service provided to Canadian shippers and customers. To be completed by September's end, the survey will help to ensure there is a good understanding of issues related to the rail-based logistics system, said Minister of State (Transport) Rob Merrifield in a prepared statement. Transport Canada is conducting a freight-rail service review in two phases. Currently under way, phase one calls for completing analytical work to achieve a better understanding of the state of the rail service. Under phase two, Transport Canada will appoint a panel to develop recommendations in consultation with stakeholders and submit a final report to the minister of transport and infrastructure. The report is expected in spring 2010. (Progressive Railroading, June 3)

**CITY COMMITTEE APPROVES UNION STATION RENOVATION:** Toronto's executive committee has signed off on the \$640-million renovation of Union Station, which could begin as early as January once design and funding details are finalized. This comes nine years after the city acquired the building from the Toronto Terminals

Railway Company. The city spent six years attempting to broker a deal with a private partner to invest \$150-million in the ageing structure, including about \$20-million for repairs and \$130-million on a new retail concourse with new shops and restaurants. But the deal with the consortium crumbled in 2006, as the tab for the basic repairs grew to \$100-million. In 2007, council revived a \$388-million plan, including \$137-million for a retail mall that requires excavating under the station and \$27-million in repairs, heritage upgrades and improvements for transit users. In December the city agreed to sell GO Transit approximately 102,000 square feet of office space including a portion of the first floor, and the north side of the second, third and fourth floors of the centre block. The arrangement would require GO to carry out extensive renovations to the currently vacant portion of the building, but the purchase also signalled a new partnership to spur the complete overhaul of Union Station. (**NationalPost.com**, May 29 and June 3)

**CITY, MUSEUM BUY RAIL LANDS:** The future of St. Thomas, ON's railway heritage brightened considerably with the announcement the Elgin County Railway Museum purchased its building from CN and the city acquired rail connections to the former L&PS nearby, now city-owned. If the deal is finalized in approximately 90 days, it paves the way for St. Thomas residents to hear the sound of rolling stock moving along portions of the former Canada Southern line. "The opportunity is here to give us back railway history," Ron Bareham, president of the Elgin County Railway Museum said. While the city paid \$75,000 for the four acres of connective lands, Bareham said the museum cannot disclose what it paid for the museum until the deal is finalized. Bareham said the long-term vision for the building would be to add tracks to the west side of the property and eventually welcome Port Stanley Terminal Rail tourist trains coming north to St. Thomas. Bareham said the museum will concentrate first on fixing the roof in the building, then the windows. With a new roof, visitors can walk closer to the repair bays, an area currently taped off for safety reasons. Structurally, Bareham said, the museum is sound although some roof and brickwork is needed. Barwick said he believes there is a commercial potential for the railway lands. "In time, the commercial importance of railways will be recognized," Barwick said. He predicted a scenario where the yard around the museum could be a viable operation with shortline railways using the space for storage. (**St. Thomas Times-Journal** June 17, thanks to John Thompson and Julian Bernard)

**PLAN TO REFURBISH TOURIST ATTRACTION GAINS STEAM:** Kingston, will spend \$70,000 to refurbish a major tourist attraction in Confederation Basin - the Spirit of Sir John A. locomotive. The money will be spent on shoring up some parts of the locomotive to make it safe and create detailed drawings for a permanent shelter around the old locomotive. City commissioner Cynthia Beach said the locomotive will eventually become unsafe in its current position and work needs to be done to ensure that eventuality doesn't come to fruition. The jet-black locomotive, No. 1095, has been a fixture in Confederation Basin for more than four decades. The locomotive came to life in 1913, built in Kingston at the site of the former Canadian Locomotive Company. The Canadian Junior Chamber of Commerce paid \$10,000 for the locomotive as a gift to the city in 1966. But over its four decades in the park across from City Hall, little if any work has been done to keep it in decent condition. A group of volunteers came forward to restore the locomotive, aiming for the work to be completed by 2013, in time for the 100th birthday of No. 1095. The overall cost of the project is estimated to be nearly \$500,000, the majority of which will be covered through donations. (**Kingston Whig-Standard** June 19)

**CITY, CP AGREE TO STUDY MOVE OF DOWNTOWN YARD:** CP and CN have reached an agreement in principle to move railcar switching out of downtown Saskatoon. The move, which would still see trains running through the city, could finally make it possible for the city to extend 25th Street to Idylwyld Drive, city manager Murray Totland told council. Totland was commenting on a memorandum of understanding between the City of Saskatoon and Canadian Pacific Railway, which was approved by council. The moving of switching operations would be accomplished by installing a new rail connection between the CP and CN lines near 11th Street and Dundonald Avenue as part of the Circle Drive South project and would render the downtown switching operations unnecessary. Under the agreement, CN would run railcars through the city along CP Rail's main line into CP's yard in Sutherland, he

said. CP would run cars across the city to CN's Chappell Yards south of Montgomery. (**The StarPhoenix**, June 23)

**OPERATION LIFESAVER LAUNCHES NEW SITE:** Operation Lifesaver has re-launched its website with a brand new look and feel. The new site incorporates new material, videos and resources formatted for all ages to help reduce deaths and injuries around freight and passenger trains. The site, at [www.operationlifesaver.ca](http://www.operationlifesaver.ca), is "user friendly" and much easier to navigate, said Dan Di Tota, national director of the program. "It will promote awareness and make it easier for people to find what they're looking for. Year-to-date and longer term statistics and graphs are easy to find. A new resources section, organized by intended audience, will help teachers, parents and others, find everything they need," said Mr. Di Tota. A new events page will highlight upcoming events and recognize individuals and groups, including event stakeholders. As well, the Home page will include a regular public opinion poll for participants. The former site attracted an average of 240,000 visitors a month. The Operation Lifesaver program was formed in Canada in 1981 by Transport Canada, the Railway Association of Canada and their partners. It has reduced highway-railway collisions by 74 per cent and trespassing incidents by 58 per cent since then. (**CNW**, July 1)

**NEW RULES RESPECTING QUALIFICATION STANDARDS FOR RAILWAY EMPLOYEES:** The Canadian Minister of Transport has recently approved the new Employee Qualification Rule, which applies to any occupational category and any railway position directly engaged in the movement or control of equipment in yard service or on main track. It also applies to railway employees authorized to operate cranes or other machines moving equipment. This rule will eventually replace the Railway Employee Qualification Standard Regulations, CTC 1987-3 (SOR/87-150) once it has been repealed. The official name of the new rule will be Rules Respecting Minimum Qualification Standards for Railway Employees, and is available at [http://www.railcan.ca/documents/rules/1947/2009\\_07\\_29\\_TCO\\_0\\_102\\_en.pdf](http://www.railcan.ca/documents/rules/1947/2009_07_29_TCO_0_102_en.pdf) (**RAC**, June 29)

**NATIONAL STEEL CAR WORKERS FACING LAYOFFS:** Just days after ending a bitter strike, National Steel Car workers in Hamilton, Ontario, now face the spectre of layoffs. The rail car maker said it will cut up to 600 workers over the coming weeks as it reaches the end of its existing order book. The layoff could be relatively short, however, if National Steel Car is successful in landing a sizable new order. "It's a significant order and we're certainly aggressively pursuing it, said Steel Car spokesperson Peter Earle. "If we are successful, it would allow us to ramp back up again in September." Though the company was hesitant to say how long the layoff could last, union leader Steve Weller was optimistic it would be brief. Workers at the Hamilton plant hit the picket line in early April after the company sought changes in seniority rights and a 25% rollback in hourly wages and benefits. The strike lasted three months, with employees eventually voting for a contract that called for no monetary concessions but established a longer grace period before new workers receive union wages. Rail car manufacturers have been badly hit by the economic downturn, as orders for rail cars sag with declining freight loads. About 20,000 new cars are projected to be built in 2009, down from a market peak of 70,000 cars, Steel Car says. (**Canadian Press**, July 1)

**RAIL TRAFFIC DOWN SHARPLY IN MAY AND JUNE:** Freight railroad traffic was down sharply in May in comparison with the same month last year, the Association of American Railroads reported. Canadian rail carload traffic in May 2009 fell 32.8% (104,003 carloads) compared to May 2008 to 213,517 carloads, while Canadian intermodal traffic fell 34,844 units (18.1%) to 157,446 trailers and containers. Canadian carload declines in May 2009 were led by metallic ores (down 79.8%, or 45,392 carloads); chemicals (down 13,487 carloads, or 23.6%); and grain (down 7,222 carloads, or 17.1%). Canadian rail carload traffic in June 2009 was down 25.7% (80,502 carloads) to 232,156 carloads. Canadian intermodal traffic in June 2009 was down 19.2% (37,105 units) from June 2008 to 156,441 trailers and containers. For the first six months of 2009, Canadian rail carloadings were down 24.1% (469,236 carloads) to 1,479,016 carloads; Canadian intermodal traffic for the first half of 2009 was down 15.5% (184,600 units) to 1,005,715 trailers and containers. (**AAR**, June 4, July 2) ■



# The Way Ahead: The Role of Rail in Canada

The Railway Association of Canada (RAC) represents the Canadian rail industry in all sectors: some 55 freight, commuter, intercity and tourist railways, and an affiliation with more than 500 rail industry suppliers, and a growing Associate Membership.

Freight railways are vital to Canada's trade, economy and society. They move 3.6 billion revenue tonne-kilometres of domestic and international freight annually, which is 75% of the nation's surface freight on a tonne-kilometre basis, but only account for 3% of transportation green house gases. They own, maintain, and operate 48,000 kilometres of track; have a fleet of 3,300 locomotives and 100,000 freight cars; and employ 35,000 direct employees. Short line railways are an integral part of Canada's rail system; they feed 25% of the traffic carried by CN and CP, and are vital to the economic development of Canada's rural and resource based communities. Intermodal is the fastest growing component of Class 1 traffic, accounting for 30% in the growth of originated carloads over the past 10 years. Revenue Tonne-Kilometres for the industry increased by 11% between 2003-2007.

Passenger rail is also important, both intercity and commuter. Intercity rail passengers went up 10% since 2003 to 4.5 million; VIA is forecasting a 9% ridership growth in 2008. VIA received \$600 million in 2007 (\$500 million for capital investment and \$100 million for operating costs), and were allocated \$407 million in the 2009 Federal Budget for infrastructure and other capital improvements. Commuter ridership was up by 17% to 63.4 million since 2003, and GO Transit is forecasting a 7% ridership growth in 2008. Commuter rail is experiencing rapid growth and expansion, with over \$1 billion committed to expanding GO, AMT, and West Coast Express.

Rail tourism ridership has increased by more than 100 percent since 2003, with over 350,000 passengers in 2006. *Canada by Rail* is an RAC initiative that promotes rail tourism products through a single portal, but a coordinated national rail tourism strategy, incorporating *Canada By Rail*, needs to be established and must highlight:

- the iconic nature of rail travel and Canadian destinations
- the facilitation of passenger intermodal connectivity.

The development of High Speed Rail would add a different element to Canadian rail tourism and tourism in general, and it would assist in depicting Canada as a modern and advanced country. Rail is an environmentally sustainable mode of transportation. This fact needs to be better promoted to tourists who are increasingly concerned with the environmental impact of their travel choices.

Deregulation of the 1990s is a tremendous Canadian success story. Labour productivity is up by more than 200% since 1992. There has been an increase in capital investment; productivity benefits are shared with shippers through lower rates; freight subsidies were eliminated, and creation of a short line railways has increased.

Regulatory Stability after the Canadian Transportation Act was enacted in 1996 saw increased capital expenditures in the late-1990s, followed by years of reduced expenditures during the debates on forced access, then in the mid- to late-2000s there was increased capital expenditure again.

The RAC has a Public Policy Agenda with four components: Economic Growth, Environment, Equity Issues and Public Safety.

Economic Growth in recent years is due to:

- Bill C-8 "An Act to amend the Canada Transportation Act (railway transportation)", which balances the concerns of railways, shippers and communities, and allows for clear legislative and regulatory stability;
- Federal Budget 2008, which increased the Capital Cost Allowance rate for new and refurbished locomotives from 15 to 30 percent, and established a \$1.257 billion P3 fund;
- Building Canada Fund, which is a seven year \$33 billion dollar federal infrastructure fund; and
- Federal Budget 2009:
  - ◆ \$4 billion Infrastructure Stimulus Fund to provide funding to provincial, territorial and municipal infrastructure rehabilitation projects
  - ◆ \$407 million to VIA Rail Canada for infrastructure and other capital improvements
  - ◆ \$7.9 million for new capital projects to the Keewatin Railway and Tshuuetin Rail Transportation
  - ◆ Transport Canada will receive \$44 million over five years to enhance regulatory oversight, enforcement capacity; and conduct

research to advance new safety technologies, and will also receive \$28 million over five years to enhance the Grade Crossing Improvement Program

Railways are key participants in various Trade Gateway and Corridor development initiatives, such as the investments in western track upgrades and the Port of Prince Rupert, with railways contributing \$32 million of \$300 million for improvements to the Roberts Bank Rail Corridor.

In terms of Equity Issues, the Federal Rail Service Review is part of the Government's two-pronged approach to address concerns raised about railway rates and service. It will examine the full logistics cycle, interaction between logistics players (shippers, railways, terminal operators, vessel operators), for a broad range of commodities carried by rail, across all regions of Canada, and a range of shippers by size. The review will identify challenges and issues regarding such service, and identify best practices and how they can be expanded to address service issues. The Review will then make recommendations on how to address the challenges and issues (preferably commercial solutions). The Review will allow for a fact based approach to identifying and resolving railway service concerns.

Canadian railways lead the North American industry in safety. In 2007, 68 million passengers were handled safely. There have been major capital investments in technologies, fleet, new ties, track, lights, signage. Safety/job training programs have been implemented. Proactive monitoring/maintenance (SMS) is carried out. Standards and enforcement (e.g. Dangerous Goods, car loading) are in place. There are focussed and effective public safety programs such as Operation Lifesaver. RAC members are active participants in the Railway Safety Act review. Final 2008 FRA figures very positive: Accidents per million train miles were 2.21 for Canadian Class 1s as compared to 2.95 for U.S. Class 1s.

Despite the current recession, the rail industry is in a period of long term growth and renewal. Billions of dollars have been committed by federal, provincial and municipal governments to expand capacity for commuter rail and urban transit. A Federal High Speed Rail study is underway, and the results of the Alberta study are yet to be released. Freight trade gateways such as the Asia-Pacific Gateway are receiving money, and there are the emerging Ontario-Quebec Trade Gateway and Corridor and the Atlantic Gateway.

So what are the goals of the industry? For Freight: Attract a greater share of North American freight traffic through the development of the world's safest and most productive railway system. For Passenger: Provide world class, safe passenger services to rapidly growing urban, intercity and tourism markets.

What is needed from the government?

- a positive investment climate, with changes to taxation, and risk-based flexible regulation
- Research and Development in the areas of technology, operating practices, and infrastructure
- market-driven policies - CTA regulations
- Infrastructure investment, with opportunities for private and public investment.

In summary:

- Canada's railways are global leaders in terms of safety and productivity
- The industry is increasing investment and are well positioned to capture an increased share in North American freight traffic
- We are in a period of regulatory stability
- Federal investments through Gateway and Trade Corridors initiatives are aligned with the industry's economic and trade priorities
- Passenger rail is growing rapidly in all segments
- Railways support the domestic railway manufacturer/supplier industry
- The 2009 Federal Budget demonstrated that the federal government views rail as an important economic enabler. The Minister of Finance specifically mentioned the rail industry in his Budget Speech, citing that "railways... form the backbone of our future prosperity."
- The RAC will continue to engage governments to ensure the optimal policy balance for taxation, regulation, infrastructure support, and investment climate for Canada's railways.

*(Adapted from a presentation by Cliff Mackay, President & CEO, The Railway Association of Canada, to the Bytown Railway Society on February 3, 2009) ■*

# Another Canadian Trolley Returns Home

Article and Photographs by Bob Webster

On October 3, 1910, a new 63.8-mile interurban line opened stretching from New Westminster to Chilliwack, BC. The first electric passenger train actually arrived at the Chilliwack Station pulled by British Columbia Electric Railway (BCER) steam locomotive 525 as a storm had brought a pole down across the overhead east of Abbotsford, thus affording no power for the three car train.

From the above date until "the last run" on September 30, 1950, a total of 30 interurban cars serviced the line (not including renumberings). These were in the form of coaches, combines and express cars. After September 30, a few coaches were retained for service on the Central Park Line and the rest were burned.

On July 16, 1954, the last portion of the Central Park Line was abandoned (Vancouver-Park Avenue [Boundary Rd.]) and the remaining former Chilliwack equipment was herded over to Kitsilano Shops for scrapping. Only two cars escaped - the 1304 and 1311. Car 1311 was purchased by several railfans and taken via barge to a location north of Squamish, BC. She sat near the banks of a river for several years while the fellows periodically visited and kept up the maintenance. Unfortunately, after a change of ownership and with the opening of the highway to the south, the car was 'found', heavily vandalized and was scrapped, thus leaving 1304 as the only surviving "Valley Car".

No. 1304 was built by the BCER in the New Westminster shops in 1911. In 1912, the Duke of Connaught and family made a visit to the west coast of Canada and it was planned that the entourage would travel from Vancouver to New Westminster via interurban. The company selected the almost new 1304 as the car they would ride and the car was sent back to the shops and refurbished for Royalty. The interior was handsomely furnished, the exterior was repainted and the coat of arms and the name "Connaught" were painted in gold on her sides. On September 21, 1912, she made the historic trip to New Westminster with her special passengers.

Shortly after, 1304 was returned to her normal self and was used on both the Central Park and Chilliwack Lines for the rest of her working life. On September 16, 1945, while returning empty from Chilliwack, on the rear of the train, the 1304 was enveloped in flames. By the time the crew realized that something was wrong and the train was stopped, not much remained above the floor. It was wartime and every car was needed so once again she went

into the shops and amazingly, on December 29, 1945, a new 1304 emerged and was displayed to the public. This was apparently the last wooden interurban car built in North America, albeit a rebuild.

After the abandonment of the Central Park Line (cars 1316 and 1304 made the last trip), the 1304 was purchased by the Seashore Trolley Museum in Kennebunkport, Maine. At that time they were unable to find the means to transport the car to the fledgling museum in Maine and so she was left in the care of a recently-formed group in Portland, Oregon. In February 1955, she left Canada for her new home. For a number of years she was moved around to several locations in the Portland area. Finally a museum site was found in Glenwood, Oregon, where she spent the next 30 or so years, occasionally running over museum rails. During the 1990s the Museum was closed and the 1304 was moved to Brooks, Oregon.

North of the border it was thought by many that it would be wonderful if somehow the 1304 could be 'brought home'. However, nothing was happening in the trolley preservation field until the turn of the century. A group was formed in Steveston (Richmond), BC, to restore BCER interurban 1220, and later another group, the Fraser Valley Heritage Railway Society, was formed in Surrey and they brought the 1225 back from the Trolley Museum in Perris, California (see October 2005 **Branchline**). "Issues" developed with Richmond and eventually the 1220 was sold to them. The group then turned its attention to the 1304 at Brooks. Extensive negotiations took place and an agreement was reached with the Seashore Trolley Museum and finally, the 1304 was coming back to Canada.

The "magic date" of April 25, 2009 was selected for her return. Just after 9 am, two flat bed trucks arrived in Surrey, one carrying the car's trucks and the other carrying the interurban body. As with the arrival of 1225, in short order a large crane lifted the three treasured pieces over the fence and onto the barn's track, witnessed by some 100 spectators. There she sat facing the "mainline" that she had traveled on so many times in the distant past. The 1304 had arrived home!

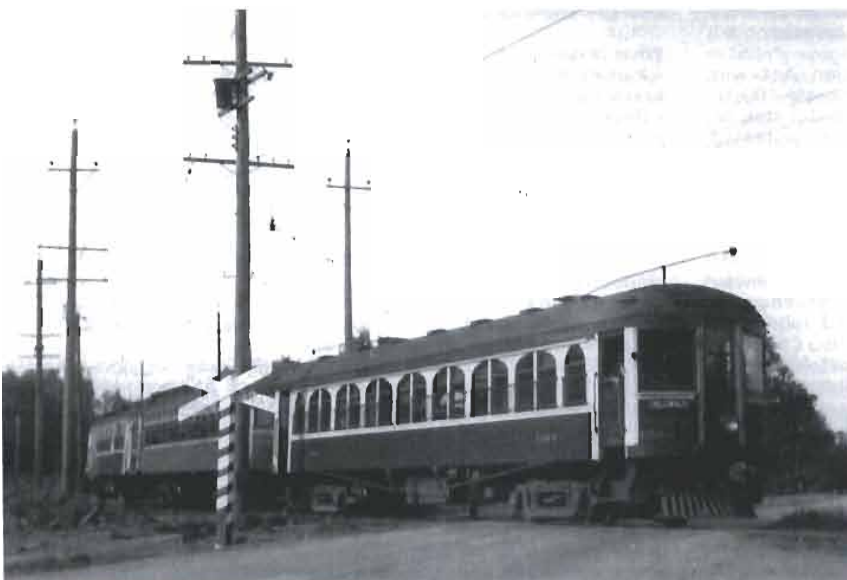
The car's condition seems to be generally good although it has not been operated in some time. An interior cleaning and a new paint job will have her looking spiffy once again.

The future: An agreement has yet to be signed with the Southern Railway of BC (the Chilliwack Line was taken over by the BC Hydro Railway who later sold the freight operations to Southern Rail) to operate over a portion of the former interurban line. As a consequence, the barn trackage is isolated with no turnout and connecting track yet in place. The initial plan is to operate from 152<sup>nd</sup> Street ("Sullivan" Station) east for 3.4 miles to 176<sup>th</sup> Street ("Cloverdale").

After the abandonment of the service in 1950, many of the station buildings were sold to farmers for use as out buildings. This was the fate of the station at "Sullivan". Somehow it survived and with the Museum project taking place, the remaining building portion of the station was moved to the property and it is now sitting adjacent to the location where it had stood for many years. A beautiful replica station and platform have also been built.

Now that 1304 is home, it is hoped that after a 60 year lapse she will once again travel along a portion of the former interurban line through the Fraser Valley of British Columbia.

Please visit the Fraser Valley Heritage Railway Society's website at: [www.fvhrs.org](http://www.fvhrs.org)



Car 1304 leading a 1600-series trailer and a 1400-series combine at the foot of Mount Lehman Hill on the Chilliwack Line.






*The 1304 has arrived back to Surrey, BC, on April 25, 2009, after an absence of 54 years.*



*Car 1304 is unloaded on April 25, 2009.*



*The 1304 is finally "at home" standing by the replica "Sullivan Station".* 

## Coming Events

**HUNTSVILLE, ONTARIO:** The Huntsville & Lake of Bays Railway Society's "Portage Flyer" tourist train will **NOT** be operating for the 2009 season due to construction work associated with the upcoming G8 summit meeting in 2010. Service will resume in the summer of 2010.

**WINNIPEG, MANITOBA:** The Winnipeg Railway Museum will be hosting Railway Days 2009, their annual Open House on **September 12 and 13** (10:00 to 17:00). The event will feature industry, travel, hobby and rail heritage displays and will be located on Tracks 1 and 2 of Winnipeg's Union Station. Admission by donation. Additional information from Doug Bell, (204) 261-5581; website: [www.wpg railwaymuseum.com](http://www.wpg railwaymuseum.com) or e-mail: [wprgrail@mts.net](mailto:wprgrail@mts.net).

**HOLLAND CENTRE, ONTARIO:** The Grey Central Railway Club will hold its 4<sup>th</sup> Annual Open House & Train Show on **September 19** (10:00 to 17:00) at Participation Lodge, 5 minutes east of Holland Centre on Side Road #30. Clinic, Vendors, Distributors. Admission \$5. Information from Paul at 519-538-5904.

**PICTON, ONTARIO:** The Picton Model Railroaders will be hosting their 21st Annual Train and Hobby Show on **September 19** (10:00 to 17:00) and **September 20** (10:00 to 16:00) at the Prince Edward Curling Club, Picton Fair Grounds. Adults \$5; kids \$1. Contact Jack Strachan at 613-476-3721.

**KOMOKA, ONTARIO:** The London O Scale Club will be holding a Model Train Show & Sale on **September 27** (10:00 to 15:00). Adults \$5, Children 12 and under free. Information at 519-432-1491 or [www.lmrd.org](http://www.lmrd.org).

## South Campus LRT Extension Opens in Edmonton

by John D. Thompson

Sunday, April 25, 2009 was a red letter day for Edmontonians, as their city's two-kilometre South Campus LRT extension was officially opened. Regular revenue service began the following day.

In celebration of the opening of the new operation, Edmonton Transit System held its first-ever Community Fair. This day-long event featured facility and South LRT construction tours, information and vehicle displays, presentations on major transit initiatives, music, light refreshments and children's activities.

The new trackage links Medical Sciences Station, opened about three years ago, with the South Campus of the University of Alberta. It represents the first half of the South LRT project; ground was broken in August 2005, although work did not begin in earnest until Spring 2006. There is one intermediate station, McKernan/Belgravia.

From Health Sciences Station, the alignment proceeds south in private right-of-way on the west side of 113 Street, created by the demolition of adjoining houses. At Belgravia Road it descends into a curving underpass beneath this busy east-west street, regaining the surface as the University of Alberta grounds are entered. The South Campus Station is at grade level, and features a tail track, and a crossover for reversing trains. There is considerable vacant land here for future growth at the University.

Work is proceeding at a brisk pace on the balance of the South LRT Project to Century Park, about 6 kilometres southward. Opening is scheduled for April 2010.

From South Campus Station, the route continues through the University grounds for perhaps a half kilometre, at grade. It then curves eastward towards the median of 111 Street, which is attained via a short tunnel section. This thoroughfare is followed all the way to the terminus at Century Park, just north of 23 Avenue. There is one intermediate station, at Southgate, adjacent to a large shopping centre. A new bridge has been constructed to take the tracks over Whitmud Drive, a limited access road that passes beneath 111 Street.

The Century Park Terminal adjoins a shopping mall that is essentially closed, but for which major redevelopment is planned. The LRT line will undoubtedly serve as a catalyst for such an undertaking.

With the opening of the Century Park Extension in 2010, Edmonton's single LRT line, originating at Clareview Station in a northeastern suburban area will be essentially complete for the foreseeable future. Attention will henceforth be focussed on building lines to the other areas of the Alberta capital, as yet unserved by rapid transit. Watch the pages of *Branchline* for details as they become available.



## Book Review

**OTTAWA TROLLEYS** by Benjamin L. Bernhart, reviewed by John D. Thompson.

Publisher: Outer Station Project, 1335 Railroad Road, Dauberville PA 19533, USA. Price: \$20 US postpaid

32 pages full colour landscape format 8½" x 11"

Coincident with the 50th anniversary of the abandonment of the Ottawa streetcar system (May 2, 1959), we have this recently-released (2008) colour review of the system. It comprises the work of one strangely-anonymous but talented Baltimore photographer who took the original slides during a two-day visit to our national capital in August, 1958.

The photographer evidently was in town to visit the annual Central Canada Exhibition at Lansdowne Park. He, rather surprisingly, did not make it out on the famous Britannia Line, with its six miles of private right-of-way, but rather limited his coverage to the downtown area and out along a couple of the routes.

The pictures selected are generally quite good, well composed, exposed, and sharp, and obviously taken on the Godsend of a film, Kodachrome, that seems to last almost forever. There is even one rare (for 1958) telephoto shot on Rideau Street, of a lineup of streetcars.

The captions are mostly lengthy and informative, using data obviously obtained from Bill McKeown's "Ottawa Streetcars" book. The only error I noted was labelling a car as being on the Bank Street bridge, whereas in fact it was just coming off The St. Patrick Street bridge.

However, "Ottawa Trolleys" does have a few shortcomings, that must be pointed out. The most glaring is an inexplicably poor printing job on the first two-thirds of the volume, with the photos being reproduced in a rather muddy, washed-out manner; the beautiful Chinese-red paint scheme of the cars is not shown to advantage. The last third of the book is fine, as though the error was caught but not corrected.

In addition, there is a certain amount of repetition of photos: several taken at the same location, and the cover scene repeated (poorly) inside.

A system map would have been helpful, as would a brief summary of the system, or at least a list of the routes still operating in 1958.

It is also unfortunate that the author did not see fit to "give a plug" for the McKeown book, as many readers of "Ottawa Trolleys" will want to read more about the Ottawa system.

The preceding reservations aside, "Ottawa Trolleys" is still worth buying, given the reasonable price. It would make a good gift, especially, for friends and family members, not necessarily railfans, who remember the streetcars.



## A SELECTION OF PASSENGER CONSISTS

22 May 2009 VIA #1 - "Canadian" at Jasper, Alberta	22 May 2009 VIA #5 - "Skeena" at Jasper, Alberta	27 May 2009 VIA #16/14 - "Chaleur/Ocean" at Charny, Québec	12 June 2009 ONT #697 - "Northlander" at Washago, Ontario	4 June 2009 VIA #75 at London, Ontario
F40PH-2 6419 F40PH-2 6445 Baggage 8606 Coach 8117 Coach 8142 Skyline 8506 Sleeper 8332 - <i>Laird Manor</i> Sleeper 8319 - <i>Dawson Manor</i> Sleeper 8338 - <i>Rogers Manor</i> Skyline 8511 Dining Car 8401 - <i>Acadian</i> Sleeper 8342 - <i>Wolfe Manor</i> Sleeper 8313 - <i>Cabot Manor</i> Sleeper 8322 - <i>Drummond Manor</i> Sleeper 8207 - <i>Chateau Dollard</i> Sleeper 8221 - <i>Chateau Radisson</i> Sleeper 8201 - <i>Chateau Argenson</i> Sleeper 8211 - <i>Chateau Lasalle</i> Skyline 8517 Dining Car 8413 - <i>Louise</i> Sleeper 8205 - <i>Chateau Closse</i> Sleeper 8218 - <i>Chateau Marquette</i> Sleeper 8208 - <i>Chateau DOLLIER</i> Sleeper 8215 - <i>Chateau Lemoyne</i> Sleeper 8214 - <i>Chateau Laval</i> Skyline 8505 Dining Car 8409 - <i>Fairholme</i> Sleeper 8317 - <i>Cornwall Manor</i> Sleeper 8306 - <i>Bell Manor</i> Sleeper 8327 - <i>Fraser Manor</i> Dome-Sleeper-Observation 8717 - <i>Waterton Park</i>	F40PH-2 6401 (Spiderman 2) Baggage 8613 Coach 8137 Glass-Roofed Coach 1721 Dome-Sleeper-Observation 8703 - <i>Banff Park</i> ----- 27 May 2009 VIA #15 - "Ocean" at Halifax, Nova Scotia  F40PH-2 6412 F40PH-2 6421 Renaissance Baggage 7011 Ren. Coaches 7228, 7230, 7231 Ren. Service Car 7309 Ren. Dining Car 7400 Ren. Service Car 7313 Ren. Sleepers 7508, 7522, 7521, 7525, 7503 ----- 4 June 2009 CN Special at Squamish, BC SD701 5601 BCOL Power Car 1710 - <i>Fraser Spirit</i> Dome-Lounge-Observation 99 - <i>American Spirit</i> Business Car 100 - <i>Pacific Spirit</i>	F40PH-2 6415 F40PH-2 6414 (Loto-Québec) F40PH-2 6425 Baggage 8609 Coach 8124 Skyline 8507 Sleeper 8202 - <i>Chateau Bienville</i> Sleeper 8222 - <i>Chateau Richelieu</i> Renaissance Baggage 7003 Ren. Coaches 7223, 7217 Ren. Service Car 7315 Ren. Dining Car 7401 Ren. Service Car 7314 Ren. Sleepers 7500, 7520, 7507, 7502, 7513, 7524 ----- 9 June 2009 VIA #693 - "Hudson Bay" at The Pas, Manitoba  F40PH-2 6441 F40PH-2 6435 Baggage 8600 Coaches 8105, 8110 Dining Car 8418 - <i>York</i> Sleeper 8212 - <i>Chateau Latour</i> ----- 27 June 2009 VIA #186 - "Lake Superior" at Sudbury, Ontario  RDC-2 6215 RDC-4 6250 RDC-2 6205	GP38-2 1809 Electric Generator Unit 204 Coach 604 Coach 612 Snack Car 702 ----- 9 June 2009 Algoma Central #3 - "Agawa Canyon Tour Train" at Sault Ste. Marie, Ontario  F40PHR 283 Coach <i>Pikes Peak</i> Coach <i>Mount Elbert</i> Coach <i>Mount Evans</i> Café-Lounge <i>Winter Park</i> Dining Car 506 Coach <i>Mount Princeton</i> Club <i>Idaho Springs</i> F40PHR 289 ----- 8 June 2009 RMV #610 - "Rocky Mountaineer" at Jasper, Alta.  BCOL Dash 8-40CMu 4606 GP40-2L(W) 8012 Generator 9272 Coaches 3252, 3220, 5702 Crew Coach 5449 Dome-Coaches 9504, 9525	P42DC 920 Baggage 8622 Club Cars 4009, 4003 Coaches 4112, 4113, 4109 ----- 12 June 2009 AMT #812 at Saint-Bruno, Qué.  F40PH 411 F40PHR 243 Coaches 1249, 1243, 1201, 1202, 1253, 1209 Cab-Coach 204 ----- 21 June 2009 VIA #47 at Kingston, Ontario  F40PH-2 6411 (Lifesaver) LRC Club 3462 LRC Coaches 3302, 3367, 3371 HEP-II Club 4005, 4003, 4000, 4006 LRC Clubs 3470, 3458, 3469 F40PH-2 6405 ----- 29 June 2009 VIA #41 at Ottawa, Ontario  F40PH-2 6429 (Telus livery) LRC Club 3453 LRC Coaches 3338, 3347, 3321, 3345

(Thanks to Wayne Brittain, Doug Cameron, Paul Hunter, Claude Léger, Bill Linley, Keenan Menard, Barry McKinnon, Jim McPherson, Jakob Mueller and Tim Stevens)

## SAMPLES OF DIESEL UNIT CONSISTS

May 14 - CN westbound at Moose Lake, BC: CN Dash 8-40CM 2424, BCOL Dash 8-40CMu 4607 and BCOL Dash 9-44CW 4654.	May 14 - CN southbound (coal) at Blue River, BC: CN SD70M-2 8844 and CN ES44DC 2260, with CN SD70M-2 8810 operating on the rear.
May 16 - CN 114 at Edmonton, AB: CN SD701 5622, IC GP40R 3129 and CN SD751 5755.	May 18 - OVR Work Train at North Bay, ON: OVR SD24m 1800 and OVR GP38 2002.
May 19 - CN 121 at Truro, NS: CN Dash 9-44CW 2581, IC Dash 9-44CW 2711 and CN Dash 9-44CWs 2607 and 2622.	May 19 - SRY transfer at Vancouver, BC: SRY SD38 381 and SRY SW900RS's 910 and 911 (first SRY train into downtown Vancouver to switch the barge slip at the Port of Vancouver - operations taken over from BNSF).
May 19 - CN 148 at London, ON: IC Dash 9-44CW 2703 and NS C40-9Ws 9968 and 9013.	May 20 - CN westbound at Brighton, ON: CN SD751 5634, CN SD40-2(W) 5245, IC C40-8W 2455 and CN Dash 9-44CWL 2522.
May 20 - CP 457 at Saskatoon, SK: CEFX AC4400CWs 1033 and 1028, and SOO GP38-2 4420.	May 20 - CP northbound (coal) at Environ, BC: CP ES44AC 8788 with CP ES44AC 8880 operating mid-train and CP ES44AC 8762 operating on the rear.
May 21 - CN 479 at Fort Nelson, BC: BCOL B39-8E 3909 and CN SD40u 6016.	May 22 - CN 355 at Jasper, AB: CN SD70M-2 8813, BCOL Dash 8-40CMu 4605 and WC GP38-2 2006.
May 25 - CN westbound at Brighton, ON: CN Dash 9-44CW 2566, IC Dash 9-44CW 2705, CN Dash 9-44CW 2588 and CN SD70M-2 8869.	May 27 - CN 520 at Saskatoon, SK: CN GP40-2(W) 9676, CN GP38-2(W) 4790, BCOL Dash 8-40CMu 4617 and CN Dash 9-44CW 2560.
May 28 - CN 120 at Truro, NS: CN SD701 5606, BCOL Dash 8-40CMu 4602, CN SD70M-2 8808 and BCOL Dash 8-40CMu 4625.	May 29 - CN 354 at Hampton, BC: CN ES44DC 2224, and BCOL B39-8Es 3906 and 3907.
May 29 - CN 312 at Edmonton, AB: CN SD70M-2 8813 and BCOL Dash 8-40CMu 4617, with ANY GP9RM 4010 dead-in-transit.	May 30 - ONT 214 at Widdifield, ON: ONT SD751s 2104 and 2105, and ONT SD40-2s 1733 and 1734.
May 31 - CP northbound (coal) at Environ, BC: CP AC4400CWs 9677 and 9652, CEFX AC4400CW 1055, and CP AC4400CWs 8522 and 8513, with CEFX AC4400CW 1040 operating mid-train and CP AC4400CW 9638 operating on the rear.	Jun 1 - CN 314 at Washago, ON: CN ES44DC 2248, CN SD751 5718, CN Dash 9-44CW 2602, CN SD701 5613, CN SD751 5693 and SKTX F40PHRs 289 and 283.
Jun 2 - CP 221 at Thunder Bay, ON: CP SD40-2s 5959 and 5971, and DH GP38-2 7303.	Jun 3 - BNSF empty coal at Roberts Bank, BC: BNSF SD70MACs 9777 and 9906, with BNSF SD70MACs 9869 and 8863 operating on the rear.
Jun 5 - CP 235 at Smiths Falls, ON: CP SD40-2 5773, CP SD40-2F 9014, CP SD40-2 5648, CP GP40-2 4652 and CP SD40-2Fs 9001, 9000 and 9018.	Jun 6 - CP 454 at Saskatoon, SK: CP SD40-2Fs 9002, 9009 and 9024, and SOO GP38-2 4412.
Jun 6 - CN 112 at Minaki, ON: CN SD701 5607 and IC Dash 9-44CW 2718.	Jun 7 - CN 442 at Edmonton, AB: CN SD60Fs 5541, 5550 and 5510.
Jun 7 - CP eastbound detouring on CN at Kingston, ON: CP SD40-2F 9003 and 9010.	Jun 9 - CP 402 at Ruby Creek, BC: CP ES44AC 8834, CN Dash 9-44CW 2529 and CP AC4400CWs 9773, 9754 and 9514.
Jun 10 - CP 441 at Thunder Bay, ON: CP SD40-2 5843, CP GP38-2 4522 and CP SD40-2 6011.	Jun 12 - CN 443 at Brettville Junction, AB: CN SD751 5771, BCOL Dash 8-40CMu 4604 and CN Dash 9-44CW 2665.
Jun 12 - CN 450 at Washago, ON: CN Dash 9-44CWs 2639 and 2674, CN SD70M-2 8830 and CN GP9RM 4136.	Jun 13 - CP eastbound at Swift Current, SK: CP AC4400CW 9634, and CP SD40-2s 6072 and 6604.
Jun 15 - CP westbound grain at Lake Louise, AB: CP ES44AC 8859 and CP AC4400CW 8613 with CP AC4400CW 9522 operating on the rear.	Jun 17 - CP switching at Exshaw, AB: CP GP38-2s 3055, 3080 and 3060.
Jun 18 - CP northbound at Environ, BC: CP SD40-2s 5947, 5959, 5874 and 5987.	Jun 21 - BNSF M-EDMEVE at Brownsville, BC: BNSF Dash 9-44CW 5512, BNSF ES44C4 6616 and BNSF Dash 9-44CW 4848.
Jun 21 - CP eastbound at Cranbrook, BC: UP SD9OMAC 8294, and CP AC4400CWs 9590, 9525, 9779, 9564 and 8619.	Jun 23 - CN at Birsay, SK: CN Dash 9-44CWs 2543 and 2523.
Jun 26 - CP 234 at Winchester, ON: CP ES44AC 8852 and CP SD40-2F 9003, with retired CP SD40-2s 5814 and 5822 en route to RB Recycling in Montreal.	Jun 26 - CN 384 at Bayview (Hamilton), ON: IC Dash 9-44CW 2699, BCOL Dash 9-44CWL 4643, CN GP9RM 7264 and CN GP9-Slug 254.
Jun 26 - CN 564 at Campbellton, NB: CN GP38-2 4723, CN GP40-2L(W) 9411 and CN GP38-2 4721.	Jul 3 - CP 220 at Thunder Bay, ON: CP SD40-2 5989, CP SD40-2F 9024 and CEFX AC4400CW 1036.
Jul 4 - CN at Dunblane, SK: CN SD40-2(W) 5337, and CN GP38-2(W)s 4767 and 4790.	Jul 5 - CN Clover bar Transfer at Brettville Jct., AB: CN GP38-2 7501, CN HBU-4 516 and CN GP38-2 7518.

(Thanks to Justin Babcock, Jessica Bagshaw, Chris Boon, Keith Bowler, Doug Cameron, Ross Currie, Corwin Doeksen, Bob Heathorn, Jason Jongen, John Kool, James Lalande, Harm Landsman, Roman Litarchuk, Ian Lothian, Bryan Martyniuk, Tim Mayhew, Jim McPherson, Ed Mello, Bill Rood, Doug Seymour, Geoff Sockett, David Stalford, Tim Stevens, Doug Thorne, Chris Wasney and David Young)

LEGEND: AMT = Agence métropolitaine de transport; ANY = Athabasca Northern; BCOL = BC Rail (CN); BNSF = Burlington Northern Santa Fe; CEFX/CITX = The CIT Group; CN = Canadian National; CP = Canadian Pacific; DH = Delaware & Hudson (CP); GTW = Grand Trunk Western (CN); IC = Illinois Central (CN); NS = Norfolk Southern; ONT = Ontario Northland; OVR = Ottawa Valley; RMRX/RMV = Great Canadian Railtour; SKTX = Anco Investment Co. (Ski Train); SOO = SOO Line (CP); SRY = Southern Railway of British Columbia; STLH = St. Lawrence and Hudson (CP); UP = Union Pacific; VIA = VIA Rail; WC = Wisconsin Central (CN). ■

# PHOTO CORNER



**Top Left:** Canadian National RSC-24s 1802 and 1803 pause at Brockville, Ontario, in March 1966. CN 1800-1803 were the only RSC-24 units built by Montreal Locomotive Works. They contained the 244 series engines removed from FPA-2 6751 and 6755 and FPB-2s 6851 and 6855 that received 251 series engines in 1958. The short hood on the RSC-24 contained the electrical cabinet - a unique feature. Photo - BRS Collection.



**Top Near Right:** Canadian Pacific ES44AC 8889 leads Train 115 through the tight curves while descending Neys Hill, MP 80 Heron Bay Subdivision in Ontario on May 29, 2009. Photo by Tim Gobeil.

**Top Far Right:** Canadian Pacific 2010 Olympic ES44ACs 8861 and 8870 lead Train 105 westbound along the South Thompson River near Chase, BC, on the morning of May 24, 2009. Photo by Corwin Doeksen.

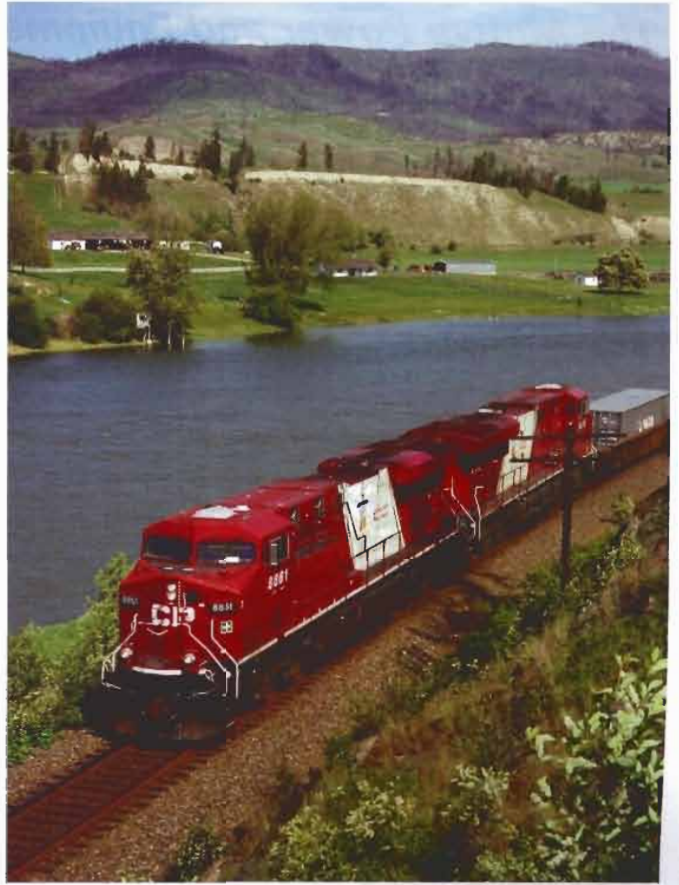
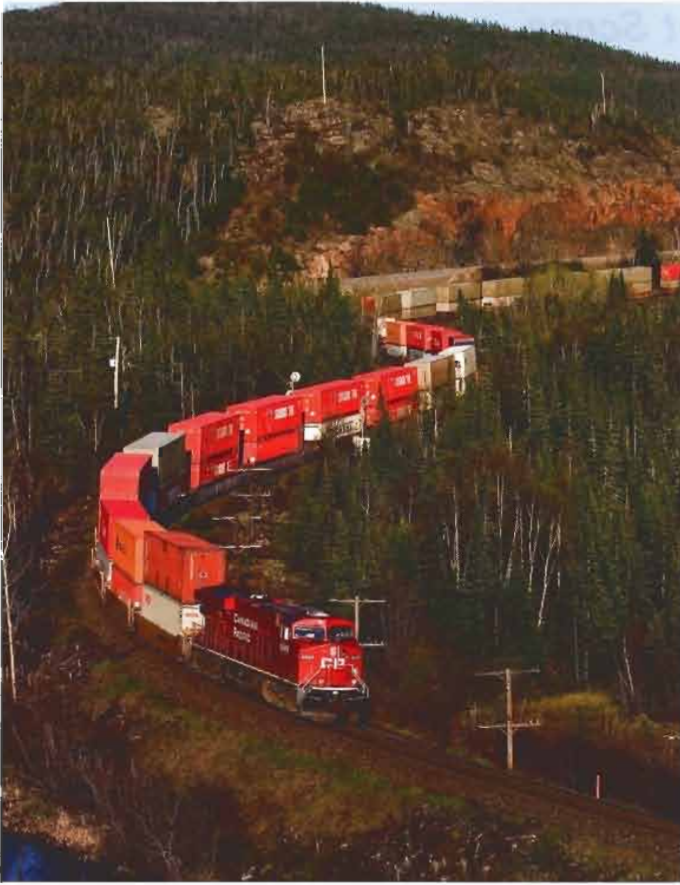


**Middle Left:** VIA F40PH-2 6446 and 6438 lead the 20-car eastbound "Canadian" at Kissick, BC, mile 8.9 of CN's Ashcroft Subdivision, on May 18, 2009. Photo by Rick Bennett.

**Bottom Right:** CP GP9u 8217 leads the Track Evaluation Train across the Mud Lake Trestle near Bolingbroke, Ontario, on May 20, 2009. Trailing 8217 is Accommodation Car 68, Generator/GMRS Car 424993 and Track Evaluation Car 63. Photo by Robert Heathorn.

**Bottom Left:** A Canadian National yard movement with the first of several shipments of windmill propellers threads its way from Keefer Terminal to CN Thunder Bay North on the morning of May 11, 2009. The windmill components arrived by ocean vessel at Thunder Bay, Ontario, and were offloaded onto specially modified flat cars. Another four shipments are expected later in 2009. Seemingly a hopper car was 'in the way'. Photo by Bryan Martyniuk.







# The Motive Power and Equipment Scene



## RETIRED: (dd/mm)

- CN S-3 Slug 269 (27/05).
- CN SW1200RM 7305 (27/05), 7309 (01/05).

## RETIRED UNITS SOLD:

- To J&L Consulting (JLCX), waybilled to SIE Demolition, Chicago Heights, Illinois: BCOL RS-18C 604, 617 and 630; BCOL SD40-2 754 and 762; NBEC RS-18u 1813, 1814, 1816, 1818, 1834, 1840, 1851 and 1854; CN SD40-2(W) 5294; CN SD50F 5401.
- BCOL RS-18C 629 to J&L Consulting and then resold to Northern Illinois & Wisconsin Railway Corporation, to be utilized at Rock Springs, Wyoming.
- CN GMD1u 1441 to Western Rail Inc.
- NBEC RS-18u 1819 and 1849 to Société du Chemin de fer de la Gaspésie.
- CN SD50F 5411 and 5437 to Helm Financial (HLCX).
- NBEC SD40 6905 purchased by/through Dakota, Missouri Valley and Western Railroad for an elevator on the line between Flaxton, North Dakota and Whitetail, Montana.

**SCRAPPED:** NBEC RS-18u 1809, 1830 and 1855, Spreader 50955 and Snowplow 55420 were scrapped at Campbellton, NB, in June; NBEC C-424 4219 and 4243 were scrapped at Miramichi, NB, in June; OCRR RS-18u 1829 was scrapped in Ottawa, Ontario, in April.

## STORED (partial list; \* added since last issue):

- DMIR SD38-2 215\*.
- CN GP9-Slug 225, 231, 242, 244, 247, 249, 257.
- DMIR SD40-3 400\*, 402\*, 404\*, 405\*, 406.
- CN HBU-4 505, 521.
- CN YBU-4m 524.
- BLE SD40T-3 900, 902, 904, 905, 909, 910.
- CN Dash 8-40CM 2401-2406\*, 2407, 2408-2411\*, 2412, 2413\*, 2414\*, 2417-2420\*, 2427, 2430-2434\*, 2438\*, 2439, 2441\*, 2442, 2443-2445\*, 2448\*, 2450\*, 2452\*, 2453\*, 2454.
- IC C40-8W 2457\*.
- WC GP40 3002, 3006, 3009, 3011, 3012, 3014, 3021, 3023.
- WC GP40u 3026, 3027.
- IC GP40R 3101, 3115, 3129\*, 3137.
- IC GP50m 3140.
- CN GP9RM 4108, 4111.
- CN GP38-2 4702, 4703, 4714\*, 4718.
- CN GP38-2(W) 4761\*, 4766\*, 4784\*.
- CN SD40-2(W) 5242, 5244\*, 5246, 5248, 5250, 5254, 5260-5265, 5270\*, 5273, 5274, 5277, 5279-5281, 5283, 5284, 5286\*, 5287, 5289, 5291, 5295, 5301, 5303, 5305, 5315, 5319, 5321, 5324-5326, 5328, 5329\*, 5331, 5336, 5339-5341, 5343, 5348-5351, 5353, 5356, 5357\*, 5358, 5359, 5361-5363.
- CN SD40-2 5366-5369, 5373, 5377\*, 5381, 5384, 5386.
- CN SD60F 5502, 5503, 5505, 5508, 5515, 5520\*, 5527, 5535\*, 5540, 5546, 5547, 5549, 5554\*, 5555, 5558, 5559\*, 5561, 5563\*.
- GTW SD40-2 5930-5934, 5936, 5937.
- GTW SD40-3 5938-5956.
- CN SD40u 6001, 6007, 6019\*, 6020, 6023\*, 6024, 6025\*.
- IC SD40-2R 6004.
- WC SD40-2 6004, 6005.
- IC SD40A-2R 6006-6008, 6011, 6013, 6015-6018.
- IC SD40-2 6030, 6032.
- IC SD40-2R 6050, 6054, 6056, 6058, 6059, 6063, 6064, 6066, 6068.
- IC SD40-2 6072, 6100\*, 6101, 6103, 6105-6109, 6111, 6113, 6114, 6117-6130, 6132, 6134-6137, 6139-6142.
- IC SD40-3 6200\*, 6250-6253, 6254\*, 6256, 6257, 6258\*, 6259, 6260\*, 6262-6265.
- CN GP9RM 7053, 7200, 7201, 7248.
- CN GP38-2 7504, 7506, 7520, 7524.
- CN GP40-2L(W) 9410, 9433, 9455, 9461, 9513, 9525, 9530, 9541, 9544, 9566\*, 9584, 9591, 9601\*, 9618.
- CN GP40-2(W) 9666, 9672\*.

sold to Rail & Motor International: CP GP7u 1504, 1506; CP GP9u 1524, 1537, 1551, 1556, 1558, 1584, 1586, 1613 and 1693; SOO GP9u 4201-4204; CP SD40-2 5392, 5419, 5640, 5666, 5707 and 5712; CP SW1200RS 8131. The units will have components salvaged and the remains scrapped in Winnipeg.

■ The following 21 retired units stored in Toronto were sold on June 26 to RB Recycling Group in Montreal: CP SD40-2 5585, 5604, 5609, 5625, 5629, 5641, 5657, 5662, 5674, 5711, 5724, 5754, 5762, 5770, 5801, 5802, 5806, 5811, 5814, 5822 and 5836. The units reportedly will have components salvaged and the remains scrapped.

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

- CP SD40-2 762.
- SOO SD40-2 769.
- CP SW1200-Slug 1000, 1002.
- CP SW900-Slug 1013\*, 1015, 1016.
- CP SW1200RS-Slug 1021\*, 1022.
- CP GP9-Slug 1025.
- CP Control Cab 'Daughter' 1125.
- CP Control Cab 1153, 1155, 1157, 1158, 1160.
- CP SW1200RSu 1210, 1237, 1239, 1244, 1251\*.
- CP FP9 1401.
- CP MP15AC 1428\*, 1445\*.
- CP GP7u 1505, 1508, 1511.
- CP GP9u 1512, 1513, 1518, 1519, 1522, 1526, 1538, 1540, 1550, 1569, 1575, 1578\*, 1580\*, 1582\*, 1587, 1590\*, 1602, 1612, 1615, 1618, 1620\*, STLH 1625\*, 1628\*, 1636\*, 1639, 1640, 1645\*, 1648\*, 1650, 1691, 1692.
- SOO MP15AC 1550\*.
- CP GP7u 1684, 1685\*.
- CP F9B 1900.
- CP 4-6-4 (steam) 2816.
- CP GP38-2 3035.
- CP SD40M-2 5490, 5492\*.
- CP SD40-2 5612, 5723, 5725, 5727\*, 5734, 5766, 5775, 5798, 5813, 5865, 5869, 5872, 5874, 5877, 5878, 5902, 5904, 5905, 5907, 5909, 5910, 5917, 5924, 5929, 5933, 5936, 5945, 5948, 5951, 5952, 5954, 5956, 5958, 5961, 5964, 5965, 5966, 5968, 5970, 5978, 5982, 5988, 5995, 5996, 5997, 6002, 6003, 6004, 6005, 6007, 6009, 6013, 6016, 6017, 6020, 6021, 6024, 6027, 6028, 6036, 6039, 6043, 6052, 6058, 6076.
- SOO SD60 6021\*, 6022, 6023, 6024\*, 6025-6028, 6029\*, 6030, 6031\*, 6032\*, 6033-6035, 6036\*, 6037-6039, 6040\*, 6041\*, 6043-6057.
- SOO SD60M 6058-6062.
- CP SW1200RS 8111.
- CP GP9u 8214\*, 8217\*, 8219\*, 8224\*, STLH 8225\*; 8231\*, 8237\*, 8240, 8242\*, STLH 8245\*.
- CP GP9 8275.
- CP AC4400CW 8501, 8503, 8510, 8515, 8516, 8518, 8532, 8534\*, 8544, 8547, 8550-8552, 8554, 8557, 8560, 8562, 8566, 8567, 8578.
- CP ES44AC 8701\*, 8705\*, 8709\*, 8710\*, 8715, 8719, 8723, 8727\*, 8735-8737\*, 8738\*, 8743, 8744, 8747\*, 8752\*, 8753\*, 8755\*, 8756\*, 8759\*.
- CP SD90MAC 9100-9105, 9107, 9109, 9111-9149, 9151-9156, 9158-9160.
- CP AC4400CW 9531-9535, 9540\*, 9541, 9542, 9548, 9551, 9555, 9557, 9558, 9561\*, 9563, 9566, 9568-9572, 9574-9583, 9600, 9625, 9627, 9629, 9635, 9639, 9646, 9647, 9649, 9650, 9653, 9654, 9662, 9667, 9678, 9715-9722, 9726, 9729-9732, 9734\*, 9735\*, 9737, 9740, 9803, 9808, 9813, 9821, 9823, 9839.

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

- CP SD40-2 778, 779.
- CP SW1200RSu 1238.
- CP FP7u 1400.
- CP GP7u 1503, 1510.
- CP GP9u 1515\*, 1539, 1543, 1567, 1577, 1583, 1617, 1638, 1644, 1649, 1689.
- SOO GP9 2403.
- CP GP38-2 3024\*, 3039.
- SOO GP38-2 4449\*.
- CP GP40-2 4652\*, 4655.
- CP SD40-2 5415.
- CP SD40M-2 5491\*.
- CP SD40-2 5573, STLH 5593\*, 5697, 5728, 5729\*, 5739, 5772, 5778, 5789, 5793, 5824, 5926, 5931, 5934, 5940, 5950, 5967, 5992, 5998, 6006, 6057, 6606.
- SOO SD60 6042\*.
- CP GP9u 8204, 8229, 8234, 8249\*.
- CP GP9 8264, 8270.
- CP SD40-2F 9000\*, 9001\*, 9016, 9018\*.
- CP SD90MAC 9106, 9108, 9110, 9150, 9157.
- CP AC4400CW 9536\*, 9538\*, 9544\*, 9554, 9728, 9733.

## LEASED UNITS IN SERVICE: CEFX AC4400CW 1026-1059.



**CANADIAN  
PACIFIC  
RAILWAY**

**TRANSFERRED:** CP AC4400CW 9750-9784 and 9800-9840 from Coquitlam to Calgary.

**FOR THE RECORD:** The following 12 units declared surplus on November 20, 2008, were in fact declared surplus on November 19, 2008: CP GP9u 1558 and 1586; SD40-2 5621, 5662, 5733, 5748, 5776 and 5827; and SD90MAC-H 9300-9303.

## RETIRED UNITS SOLD:

- The following 22 retired units stored in Winnipeg or Calgary have been



**REBUILT:** F40PH-2D 6402 was returned to service in June after a rebuild at CAD Railway Industries, Lachine, Quebec, the first of 54 F40PH-2 units to be rebuilt with a separate generator for head-end-power. The rebuild of sister 6452 was completed in late-June.

**OUT OF REVENUE SERVICE:** FP9u 6300 is utilized as a shop switcher at the Vancouver Maintenance Centre; F40PH-2 6443, 6454 and 6457 are at CAD Railway Industries, Lachine, Quebec, for a rebuild.

**FOR REBUILDING:** Nine LRC cars (Coaches 3315, 3317, 3319, 3328, 3339, 3346, 3348 and 3362 and Club Car 3601) are undergoing rebuild at Industrial Rail Services, Moncton, New Brunswick.

#### ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

**ATHABASCA NORTHERN RAILWAY:** ANY, owned by Cando Contracting, was acquired by CN in 2007. ANY GP9RM 4010 was moved to Cando Contracting's Central Manitoba Railway shops in Winnipeg, Manitoba, in May. Sister 4008 is assigned to Imperial Oil in Edmonton, Alberta.

**HUDSON BAY RAILWAY:** OMLX GP7 713, built as ATSF 2782 in 1952, was shipped to Ths Pas, Manitoba, in July.

**SOUTHERN MANITOBA RAILWAY:** With the completion of the dismantling of the railway, SMNR H412(W) 3536 has been sold to A&K Materials for use on the new Natchez Railroad between Brookhaven and Natchez, Mississippi. SMNR 3536 was built by Bombardier in 1982 as their Testbed 7000.

**BURLINGTON NORTHERN (MANITOBA) LTD.:** BNSF GP38-2 2016 (nee N&W GP40 1385) replaced BNSF GP39-2 2710 at Winnipeg in late-June.

**GODERICH-EXETER RAILWAY (RAILAMERICA):** RLK GP40 4096 (nee CN 4006) was reassigned to RailAmerica's Ottawa Valley Railway in mid-June.

**GO TRANSIT:** F59PH 525, 527 and 528 have been purchased by Trinity Railway Express in Irving, Texas.

**QUEBEC-GATINEAU RAILWAY:** Leased LLPX GP40 3105 (nee B&O 4012) was reassigned to the Providence & Worcester Railroad in June.

#### ON THE INDUSTRIAL SCENE

**RELOCATED:** ADM Agri Industries GP10 8316, located at the Lloydminster, Alberta, plant, was shipped to Railsite Locomotive Services in Winnipeg, Manitoba, in early-June.

**REASSIGNED:** Leased Railservice GP9E 3840 (nee T&NO GP9 450) has been relocated from Provident Energy in Redwater, Alberta, to Dow Chemical's facility in Prentiss, Alberta. As well, Railservice TC10 102 (nee N&W GP9 520) has been added.

**NEW ARRIVAL:** In June, JLCX GP9 2100 (ex-Habco 6871, nee Milwaukee 2405) was shipped to the Gardiner Dam Terminal at Strongfield, Saskatchewan, near the end of CP's Outlook Sub. from Moose Jaw.

**RETURNED:** Cando Contracting's Central Manitoba Railway GP9RM 4003, assigned to Invista in Millhaven, Ontario, was returned to the Central Manitoba Railway in Winnipeg, Manitoba, in June.

**RELOCATED:** With the recent closure of Marathon Pulp's mill in Marathon, Ontario, leased Canac S-13u 8700 (nee CN 8611) was returned to Canac's facility in Montreal in mid-June.

**ADDITION:** Agrium Inc. in Agrium, Ontario, has acquired a SW8 upgraded to a SW900 from Larry's Truck Electric. It was shipped in June temporarily numbered LTEX 2 and is expected to be renumbered 7732. The unit was built in 1951 as DL&W 505, then to Erie-Lackawanna 365, later to Conrail 8694, then to Orange & Rockland 1, then to Mirant Energy at Tomkins Cove, NY. It was acquired by Larry's Truck Electric in 2008.

**TO MONCTON:** LDSX SW8 8620, last utilized at Royal Polymers in Sarnia, Ontario, has been acquired by Industrial Rail Services in Moncton, New Brunswick, to switch its shop. She was built as New York Central 9620 in 1953.

**LEASE ENDED:** GMTX GP38M-2 2671 (nee Clinchfield 2000), leased by Aluminerie de Becancour (Becancour, Quebec), was shipped to Paducah, Kentucky, in mid-May after being replaced by GMTX SW1500 101.

#### ON THE PRESERVED SCENE

**RELOCATED:** MRLX FP9u 6311 (ex-VIA 6311, nee CN 6529), stored for several years at the Southern Railway of British Columbia yard in New Westminster, BC, was moved to the Washington and Idaho Railway in Marshall, Washington, in late-May. She joins sister 6304 (nee CN 6509).

**NEW HOME:** Former CP wood caboose 436986 at the Museum of the Highwood Railway Project in High River, Alberta, is moving to the Great Plains Canadian Railway Society in Warner, Alberta.

**OUT OF SERVICE:** The Western Development Museum's Vulcan 0-4-0 36-inch gauge 101 in Moose Jaw, Saskatchewan, is out of service and has been relocated to the Western Development Museum yard at CN Nutana in Saskatoon.

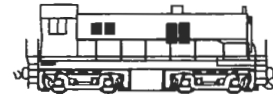
**RELOCATED:** The Elgin County Railway Museum in St. Thomas, Ontario, has acquired former Chesapeake & Ohio Commissary Car 940202 which last

served as a tourist information centre in Ridgetown, Ontario. The car was built in 1944 as US Troop Sleeper 9398, and was moved to the Museum on June 4.

#### ELECTRO-MOTIVE CANADA COMPANY (ELECTRO-MOTIVE DIESEL) - LONDON

#### ORDERS IN PROGRESS:

- The seven JT42CWR-T1 units for Dillen & LeJeune Cargo/CrossRail Benelux (order 20078968 - temporarily numbered 96801-96807) are pending final fitting.
- Work continues on the last 16 (77045-77060) of the order for 60 JT42CWRM units for English Welsh & Scottish/Deutsche Bahn's operation in France (order 20068864 - numbered 77001-77060, stencilled Euro Cargo Rail). Nos. 77001-77044 were previously shipped.
- Fifteen (2124-2133, 2135, 2136, 2139-2141) of the order for 40 JT42CWR-T1 units for Egypt (order 20078963 - numbered 2124-2163), were shipped from the plant on February 22 for overseas delivery from Halifax, NS. An additional 10 units (2134, 2137, 2138, 2142-2148) were shipped from the plant on June 8 for overseas delivery from Montreal. [2149-2163 to follow]
- Construction is underway on the order for one JT42CWR unit for Egypt (order 20088096 - to be numbered AAST2).
- Construction is underway on the order for three JT42CWRM units for Veolia Transport (order 20078941 - to be numbered 77501-77503).
- Construction is underway on the order for four JT42CWRM units for Dillen & LeJeune Cargo/CrossRail Benelux (order 20088076 - to be numbered 076-1 to 076-4).
- KCS GP40-3 2840, 2842 and 2843 were released as GP22ECO units in early-July. Work continues on KCS GP40-3 2810, 2818, 2820, 2824, 2852 and 3151, and TFM SDP40 1319 and 1320, to be rebuilt into GP22ECO and SD22ECO units with a 2200 hp Tier 2 8-cylinder 710 engine and related upgrades.



Thanks to Justin Babcock, Fred Clark, Doug Cummings, Marc Giard, Ken Lanovich, Roman Litarchuk, Don McQueen, Mark Perry, Ian Smith, Rob Sterne, Frank Vollhardt, Chris Wasney, Ian Webb, "NY 4" and "Engine 4466". ■

## Canadian Trackside Guide® 2009

The 2009 edition of the Canadian Trackside Guide® is now available. This, our 28<sup>th</sup> edition, contains 800 updated and expanded 5½" x 8½" pages, current to late-February 2009.

The only comprehensive guide to Canadian railways:

- \* Locomotives of CN, CPR, VIA, Regionals and Industrials
- \* Preserved Equipment
- \* Passenger Cars
- \* Urban Rail Transit
- \* Caboose
- \* Non-Revenue Equipment
- \* Radio Frequencies
- \* CN, CPR, VIA and ONT Train Numbers
- \* Detailed divisional maps and subdivision listings for all Canadian railways and their U.S. components, including station names and mileposts, detectors, siding lengths, location of crossovers, wyes and more
- \* Railway Reporting Marks
- \* Maps of major cities detailing rail lines.



Order your copy direct from: Bytown Railway Society, PO Box 47076, Ottawa, ON K1B 5P9:

- \* To Canadian addresses: \$33.95 (postpaid, taxes included).
- \* To United States addresses: US \$33.95 postpaid.
- \* To International addresses: \$42.00 postpaid (surface mail); or \$57.00 (air mail) in Canadian funds.



*Sitting at the old yard at Braid in New Westminster, BC, on May 21, 2009, is ex-VIA FP9u 6311 (nee CN 6529) in a black and grey livery and lettered MRLX, trailing BNSF GP38 2158 and GP39-2 2778, and followed by BNSF caboose 12548. The 6311 has been stored at the Southern Railway of BC's Trapp Yard in New Westminster for several years and is about to head south to its new home on the Washington & Idaho Railroad in Washington state. Overhead are two pairs of SkyTrain cars passing along the original Expo Line which opened in 1985. Photo by Chris Wasney.*

Visit our website at: [www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)

Return undeliverable address blocks to:

Bytown Railway Society  
 PO Box 47076  
 Ottawa, ON K1B 5P9



**PLEASE DO NOT BEND!**