Branchline

CANADA'S RAIL NEWS MAGAZINE

September/October 2018 $5.50

Ontario Northland at Mile Post 100
Part One – an overview of the ONR

Grand Trunk Western's Ferries
Shipping rail cars across Lake Michigan

Huntsville and Lake of Bays
A railway that defines what a shortline is

ISSN 0824-233X

Branchline

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On Sheet

SOCIETY MEETINGS

A regular meeting is held at 19:30 on the first Tuesday of the month, September through June, at the Canada Science and Technology Museum, 2421 Lancaster Road, Ottawa.

On October 2, 2018, David Jeanes and Bernie Geiger will present "*Ottawa LRT – Recent Past, Present and Future*." The presentation covers the O-Train's Trillium and Confederation Lines in stages 2A, B and C, and finally stage 3.

On November 6, 2018, Don McQueen's presentation is titled "*1954-1961: Years of Transition – an Eastern Ontario kid's images of those changes*."

Refreshments are available at all Tuesday evening meetings for a small fee. Please visit our website (***www.bytownrailwaysociety.ca***) for further details.

EQUIPMENT RESTORATION

Restoration work takes place every Wednesday and Saturday morning, year round, at the Canada Science and Technology Museum. We're located behind the Museum. Members interested in joining the "Dirty Hands Club" please come to the Shop and introduce yourself. We'll get you to sign the Visitor Log, show you around, and provide you with the necessary paperwork to complete. Once completed and approved by the Museum, you will be a 'hands-on' DHC member.

E-MAIL ADDRESSES:

Many members receive advance notice of upcoming meetings and events via e-mail. To receive notice of upcoming events or to change an e-mail address contact us at: ***lvgoodwin@rogers.com***

ARCHIVES:

The Society no longer has its own archives. 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 or the Craig Library, please contact ***dave.stremes@sympatico.ca.***

CAN YOU SPARE A ...?

Canadian Tire money is gladly accepted to help defray the Society's restoration expenses. Kindly forward to our mailing address.

Branchline is produced by The Bytown Railway Society Inc.

Content deadline for this issue was September 7, 2018.

Deadline for submissions to the November/December issue is November 9, 2018.

COVER PHOTO

Led by two General Motors Diesel units, Ontario Northland Railway train No. 514 is seen crossing the Groundhog River on 10 July, 2003. In the lead is FP7Au No. 2002, with GP38-2 No. 1801 tucked in behind.

No. 2002 was built in 1953 and retired in 2004. It is now on static display in North Bay, Ontario. Built in 1974, No. 1801 remains on active duty.

Photo by Bram Bailey.

Related story begins on page 3.

TEN YEARS AGO IN *BRANCHLINE*:

- VIA Rail announced that the last 33 of the original 139 car purchase of British Rail passenger cars are to be dismantled and used as parts for the existing fleet. The cars arrived at Bombardier's plant in Thunder Bay, Ontario in 2001 and 106 were subsequently refitted for Canadian service. The untouched units had been sitting stored for seven years at Thunder Bay's Keefer Terminal.
- CN is going to court to force the U.S. Surface Transportation Board to follow an agreed upon timetable in making a decision on CN's planned purchase of the Elgin, Joliet & Eastern Railroad. The STB wanted to extend the decision into 2009 but the seller, United States Steel has refused to extend the tentative agreement beyond the end of 2008. CN wants to buy the 198-mile line to route freight trains around the congested Chicago rail hub.
- OmniTRAX is spending $3.5 million to upgrade its locomotive fleet on the Hudson Bay Railway in northern Manitoba. The 10 reconditioned EMD SD50M units will bring the fleet to 32 working the 1300 km line between the Port of Churchill and The Pas. The purchase complements the $68 million in rail and infrastructure improvements already announced, the cost of which will be equally shared by the company, and the provincial and federal governments.
- The only bid for the Wakefield steam train has been rejected as it required changes to the agreement signed by the current owner and local governments. The tourist train operation was suspended in early 2008 after a landslide near the track. With a repair estimate of $4 million, an appeal has gone out to the federal and Québec governments for financial help. In the Wakefield area for another event, Canada's transport minister said he could not announce a grant but that negotiations are on-going.

TWENTY YEARS AGO IN *BRANCHLINE*:

- CN and Illinois Central have launched their bid for regulatory approval of a merger plan that would create a network linking Canada's east-west network with major U.S. markets between Chicago and the Gulf of Mexico. The merger is expected to generate additional revenue of US$248 million within three years. The merger is being opposed by the United Transportation Union which cites potential job losses.
- GO Transit unveiled the first of what it hopes will be many rolling billboards. Using printed shrink-wrapped vinyl covering an area of 108 square metres, an advertiser can have its message on the side of a passenger coach for twelve weeks at a cost of $54,000. A 15% discount is offered for ads placed in the October to March period.
- Speaking to a business audience in New York City about rail passenger service in Canada, CN's president Paul Tellier said "I wish we could get rid of it. It's a money-losing business." CN has assigned a senior executive to a task force charged with finding solutions to the future of VIA Rail but Tellier warned that cannot come at the expense of freight carriers, further describing VIA service as "a nuisance on our tracks."
- Greenbriar Companies has received Canadian and U.S. orders for over 2,600 freight car units. Of that total, the TTX Company has ordered 1,002 intermodal double-stack wells to be built at the company's Oregon plant, and 1,000 89-foot flat cars for auto-rack service to be built at TrentonWorks in Nova Scotia. The balance of cars ordered, all boxcars for other customers, will also be built in Nova Scotia.

Ontario Northland at Mile Post 100

Part One – Overview of the ONR by Bram Bailey

Branchline *is fortunate to be able to partner with author Bram Bailey to bring you a multi-part series consisting of excerpts from his unpublished book: "The Ontario Northland at Mile Post 100." Bram is well-known for his previous book, "The Ontario Northland in Color," which presented many photographs of the Ontario Northland. The format of that book was such that it did not allow him to tell a more complete history of the railway, nor use many excellent black and white photographs. The title of this new work reflects the fact that the main effort for the book was completed in 2002, the 100th anniversary of the Ontario Northland (ONR). In this issue, our series begins with a general overview of the ONR. Later segments will focus on various aspects of the railway: freight and then passenger operations, their diesel fleet, cabooses of the ONR, winter operations and more! Stay with us and enjoy the ride.*

1.

1. *The northbound Northlander stops at Englehart for passengers and service. The temperature was down to - 34ºC, so the steam generators were using water at a rapid rate to keep the train warm this night in February, 1986. Photo by Bram Bailey and Jim Bobel.*

When a railway has its southern terminus in a city named North Bay, it should leave no doubt in your mind that it is a prime example of railroading in Canada's northern wilderness. The map at right provides an overview of the territory served by the railway. The Ontario Northland does not have anywhere near the traffic density of the Toronto-Montreal corridor. In fact, traffic is light compared to many other railways, but this line has a gutsy, yet folksy character all its own.

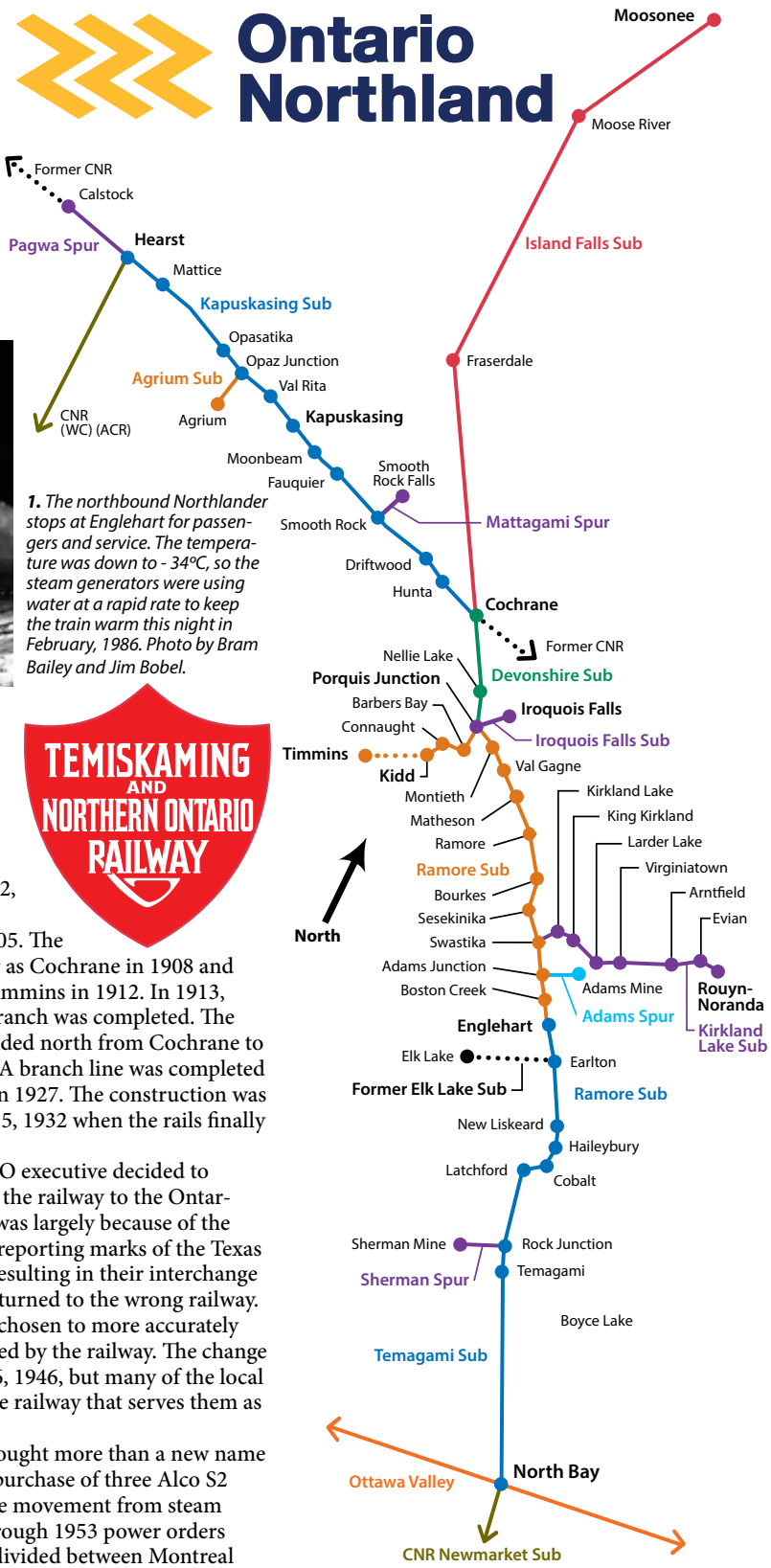
A visit to the Ontario Northland will give you the opportunity to see regularly scheduled mixed train operations as well as drag freights powered by six-axle, third-generation power. If you throw in some recycled commuter cars in long-haul passenger service pulled by GP38-2s and an intermodal operation to a place where roads do not go, how can you resist?

The Ontario Northland Transportation Commission (ONTC) is part of the government of the Province of Ontario. Besides the railway, the ONTC presently operates a fleet of buses. In the recent past, the ONTC operated ships and a communications network to serve the people in the remote northern areas of Ontario. At one time, an airline (NorOntair) and truck line (Star Transfer) were also operated by the ONTC. Since the original manuscript was written in 2002, they have sold the Telecommunications Division to Bell Canada and also divested the ships.

What is now the Ontario Northland was originally known as the Temiskaming and Northern Ontario Railway (T&NO). It was built in an effort to open up the remote northern Ontario clay belt to settlers as well as to tap the rich natural resources of that area. Starting with the official ground breaking on St. Patrick's Day in 1902, the T&NO reached New Liskeard in 1905. The rails were laid as far as Cochrane in 1908 and were extended to Timmins in 1912. In 1913, the Iroquois Falls branch was completed. The main line was extended north from Cochrane to Fraserdale in 1923. A branch line was completed to Rouyn, Quebec in 1927. The construction was completed on July 15, 1932 when the rails finally reached Moosonee.

In 1946, the T&NO executive decided to change the name of the railway to the Ontario Northland. This was largely because of the confusion with the reporting marks of the Texas and New Orleans, resulting in their interchange equipment being returned to the wrong railway. The new name was chosen to more accurately reflect the area served by the railway. The change was effective April 6, 1946, but many of the local folks still refer to the railway that serves them as the T&NO.

The year 1946 brought more than a new name to the railway. The purchase of three Alco S2 switchers started the movement from steam power to diesel. Through 1953 power orders were pretty evenly divided between Montreal



Locomotive Works (MLW) and General Motors Diesel (GMD). An order of six GP9s finally sealed the fate of the steam locomotive on the Ontario Northland. The last steam locomotive to operate on the ONR was pacific 701 on a two-day excursion covering the towns of Timmins, South Porcupine, Cochrane, Porquis, Matheson, Ramore, Swastika, Rouyn, Englehart, New Liskeard, Haileybury, Cobalt, Latchford, Temagami and North Bay on June 24 and 25, 1957. The 701 was preserved and is on display just south of the Englehart station.

The Ontario Northland of today has much of the flavour of the past tempered with modernization. Most of the first-generation units have been retired in favour of a fleet of SD40-2s, GP38-2s and SD75Is; yet rebuilt GP9s still play a major role in the ONR's operation. This made the ONR unique in that they combined first-, second- and third-generation power in every-day operation as they entered the new millennium.

The lumber and paper traffic exists today much as it did in the old days. The gold and silver mines have largely petered out, but zinc and copper are now mined in their place. In the mid-1960s, the Adams and Sherman mines opened. For about 25 years, they produced iron ore pellets that were shipped to Dominion Foundries in Hamilton, Ontario by unit trains.

Englehart is the hub of the freight operation. Freight arrives from the south and is classified for Kidd (Timmins), Cochrane and Noranda. Southbound freight from these areas is funneled through Englehart on its way to North Bay and points south. Moosonee is served by a tri-weekly mixed train out of Cochrane. Passenger service is provided by the Northlander, a train running between Cochrane and Toronto (*Ed. Note: The Northlander was discontinued on September 28, 2012. In 2018, there is only rail passenger service between Cochrane and Moosonee*).

There are only two directions of travel on the ONR, North and South. For example, when you are heading from Swastika Junction towards Noranda, the compass says you are going east, but the employee timetable says you are going north. The ONR is not alone in this practice; this is done on many railways to simplify operations.

To better understand the Ontario Northland it helps to break the railway down by subdivision (*see map previous page*).

TEMAGAMI SUBDIVISION

The Temagami Subdivision (Sub) runs from North Bay to Englehart a distance of 139 miles. In addition to being the location of their main offices, North Bay serves as the site of the main shops on the railway. The shops have been completely rebuilt since the days of steam, and are now among the most modern facilities of their kind in Canada (*photo 2*). They have major overhaul capability for not only locomotives, but freight and passenger cars as well.

North Bay Yard serves as the northern terminus for Canadian National's Newmarket Sub, which originates in Toronto. By far the most interchange volume is done over this route. Some east and westbound freight is also interchanged with Ottawa Valley Railway (formerly Canadian Pacific).

The ONR main used to cross the Canadian National (CN) at milepost (MP) 0.7 (*photo 3*). The Canadian National Alderdale Sub was taken out of service in November 1995 and the CN Newmarket Sub now ends at the ONR Transfer Yard in North Bay. The diamond shown in the photo and the former CN trackage serving the local industries in North Bay have been lifted. The new ONR passenger station is located at milepost 1.5 (*Ed. Note: it is now a bus depot*) and the yard limit is just north of there at MP 2.9. The stiffest grades on the Ontario Northland are encountered northbound between North Bay and Tomiko. Once past Trout Lake, the mainline is pretty much inaccessible by car or foot until it reaches the town of Temagami. Just north of Temagami is the junction with the Sherman Spur. Track speeds on this part of the line average 40 mph as the Ontario Northland's main line does battle with Canada's Precambrian shield. North of Cobalt, the grades flatten out and the average track speed increases to 50 mph. At Earlton, the Elk Lake Sub used to join the main line. The line was closed in 1984 due to several washouts and lack of potential revenue. The track was removed in late 1991 and early 1992, but there is still a spur where it used to leave the main line at Earlton.

Automatic Block Signals (ABS) were installed over the entire subdivision, but have not been in use since 1993 when the Occupancy Control System (OCS) was adopted.

SHERMAN SPUR (FORMERLY SHERMAN SUBDIVISION)

The Sherman Spur ran four miles from Rock Junction on the Temagami Sub, just north of the town of Temagami, to Sherman Mine (*photo 4*). It was built in 1967 expressly to serve the mine. The mine was shut down in May of 1990, so this subdivision no longer serves a useful function. Much of the trackage is still in place in case they decide to reopen the mine or use the facility for something else. When in operation, track speeds were limited to 20 mph. Note: The tracks have been removed over the Highway 11 grade crossing, but for the most part, the balance of the trackage has been left in place.

2. *Power on the ready tracks in front of the North Bay shops awaiting assignments on August 6, 1989. Photo by Bram Bailey.*

3. *Train No. 222, the southbound Northlander, crosses the Canadian National diamond at North Bay in July 1984. Photo by Bram Bailey.*

4.

5.

6.

4. *Loading iron ore pellets at Sherman Mine. Train No. 105 would come in with the empty ore cars and just as was done at Adams Mine, they were loaded at the rate of one car every two minutes. In about an hour they would be ready to return to North Bay as Train No. 106. Photo by Bram Bailey and Jim Bobel.*

5. *The 1517 and a GP38-2 have just cut off the Noranda train (No. 512) in the receiving yard in Englehart. The switcher, 1602, is about to reblock the train for North Bay. Photo by Bram Bailey, October 1980.*

6. *Southbound No. 210 with several ballast cars and 30 loads of iron ore pellets rolling through Adams Junction on August 8, 1989. Photo by Bram Bailey.*

RAMORE SUBDIVISION

Running from Englehart to Timmins, the Ramore Sub used to cover 119 miles. As of April 30, 1989, the main line terminates north of Kidd at MP109.7. Beyond that point the old main line is considered the Ontario Hydro Spur and it runs to MP116. From there to Timmins, the rails have been lifted. Photo 5 was taken at Englehart in 1980.

Fourteen miles north of Englehart was Adams Junction and, as the name suggests, it was the junction with the now-defunct Adams Sub (*photo 6*). A bit further north, at Swastika, is the junction with the Kirkland Lake Sub (*photo 7 next page*). Automatic block signals were installed from Englehart to Bourkes; the rest of the subdivision was always dark (without signals).

The town of Swastika (swas-TEE-ka) was named, in 1908, after the Sanskrit good-luck symbol that just happened to be adopted later by the Nazis. During World War II, the town was renamed Winston (Churchill). After the war, the Winston signs came down and the town was renamed Swastika – after all they had claim to the name first!

THE TIMMINS PULLOUT

In 1989, the Ontario Northland made history by moving out of Timmins, one of their major cities. The pullout was a combination of several factors. In the winter of 1988, there was an accident at the local Esso distributor. During a

7. *The combination of 1500 horsepower pulling three lightweight cars makes for quick acceleration. That's exactly what is happening as southbound No. 322, the Northlander, is leaving Swastika in October 1980. Photo by Bram Bailey.*

8. *In this scene taken on May 28, 1989, the tracks are in the process of being removed as the ONR pulls out of Timmins. The outside tracks were intact so that the wye could still be used to facilitate the removal of track materials. The recently renovated station was the only significant ONR structure that survived once the pull-out was completed. Photo by Bram Bailey.*

9. *The tracks were systematically being removed in this scene that looks back towards the last wooden roundhouse on the ONR, a building that would soon fall victim to progress. Photo by Bonnie Bailey, May 27, 1989.*

routine unloading of a gasoline tank car, the person involved hooked up the hoses and then went for coffee. While he was gone, 5000 gallons of gasoline had spilled on to the frozen ground and found its way into the sewer system. The fumes came up into several buildings causing at least two fires. Fortunately no one was injured, but the potential for disaster was certainly there. This accident was not caused by an Ontario Northland employee, but served to focus attention on the railway's activities in the Timmins downtown area. The city fathers were concerned not only about gasoline tankers, but also propane being handled in the ONR yards. They also saw the downtown land, which was occupied by the railway yards, as prime real estate for development purposes.

In addition to their desire to develop the downtown area, the city also wanted to widen Highway 101, the main road into town, which was limited to two lanes through the town of Shumacher. In the spring of 1992, by using the now-abandoned ONR right-of-way, it was possible to relocate the road and widen it to accommodate four lanes of traffic.

The only significant ONR structure left in downtown Timmins is the station (*photo 8*), now only a terminal to buses. Sadly, the last wooden roundhouse on the Ontario Northland became a victim of progress (*photo 9*).

Train No. 209 has just arrived at Adams Mine and is ready to commence loading.
Photo by Bram Bailey, February 1986.

10.

ADAMS SPUR (FORMERLY ADAMS SUBDIVISION)

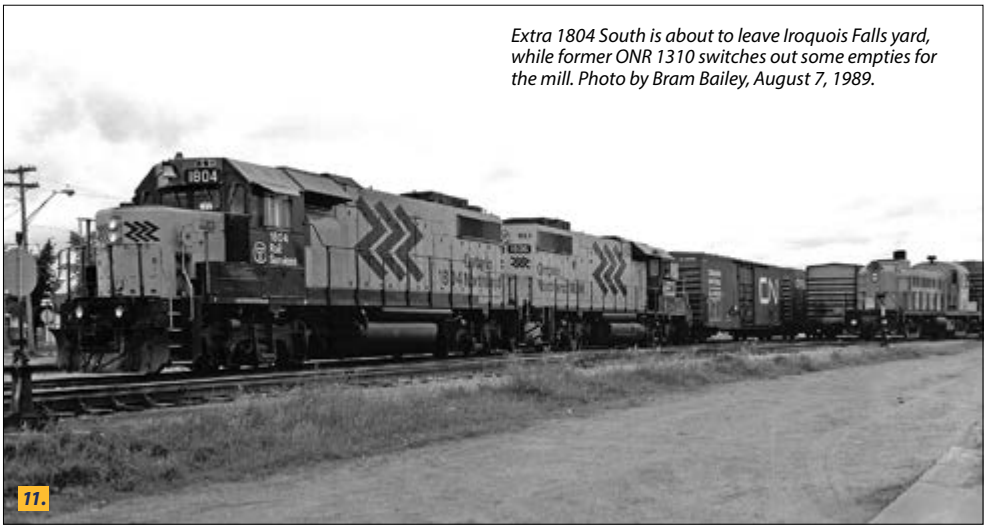
This subdivision was built in 1963 to serve Adams Mine at Dane, Ontario, which was about five miles from the mainline (*photo 10*). With the closing of Adams Mine, in June of 1990, the only remaining use for this line was to access the gravel pit just west of the mine. Track speed was limited to 20 mph. The trackage on the Adams Sub was removed in 2006.

KIRKLAND LAKE SUBDIVISION

The Kirkland Lake Subdivision runs from Swastika Junction to Noranda, Quebec, a distance of 60 miles. The right-of-way has so many curves and grades that in years past it was referred to as "The Burma Road" by the employees who worked there. The primary customer is the Glencore Home Smelter. The site was formerly a part of Noranda Mines Ltd. After a series of business deals, the Noranda name disappeared and the company was absorbed into Glencore Xstrata. Since the local mines shut down several years ago, most of the ore coming into the smelter arrives by ONR or CN. Much of that concentrate comes from the Glencore facility at Kidd. Due to Environment Canada's pressure to reduce acid rain pollution, sulfuric acid is removed from the smelter emissions by scrubbers and then shipped out by rail over the ONR.

Noranda Mines, now Glencore, has their own industrial railroad that used to operate some vintage electric locomotives. They were retired in the 1990s and replaced with used diesels.

Since the Ontario Northland's charter is to operate within the province of Ontario, the trackage from the Quebec border to Noranda is officially the Nipissing Central Railway and operates as a subsidiary of the Ontario Northland. The Nipissing Central was originally an electric radial (interurban) line, federally chartered in 1907, that served the tri-town area. It was absorbed into the ONR in June 1911. Its federal charter allowed expansion outside the Ontario provincial borders.



Extra 1804 South is about to leave Iroquois Falls yard, while former ONR 1310 switches out some empties for the mill. Photo by Bram Bailey, August 7, 1989.

11.

The Little Bear approaches MP 54, just south of Fraserdale, on the northbound trip to Moosonee.
Photo by Bram Bailey, May 18, 1992.

12.

13. *The Northland has just arrived at Kapuskasing. Overnight, the temperature had dropped to -34ºC. By the time the train got to Kap it was up to a balmy –26ºC. Though fuel was not a problem, the cold weather had caused the steam generators to use up so much water that the tanks had to be refilled before returning to Cochrane. Photo by Bram Bailey, February 1986.*

13.

DEVONSHIRE SUBDIVISION

The Devonshire Sub covers the 28.2 miles between Porquis Junction and Cochrane. The Iroquois Falls Sub connects with it at Welsh (MP 0.8).

IROQUOIS FALLS SUBDIVISION

The Iroquois Falls Subdivision is a six-mile stretch of track, running along the side of Highway 67. It once served the Abitibi-Consolidated paper mill at Iroquois Falls. The track speed is normally 35 mph, but the SD40-2 and SD75I locomotives, referred to as Designated Units (DU) in the employee timetable, are restricted to 25 mph. Photo 11 (*previous page*) was taken at Iroquois Falls in 1989. The Abitibi-Consolidated paper mill was sold to Resolute Forest Products. The mill was shut down December 22, 2014 and today is a large vacant lot. The Iroquois Falls Sub still exists, but has been inactive since the paper mill was torn down.

ISLAND FALLS SUBDIVISION

The subdivision reaching the furthest north is Island Falls. It is also the longest, stretching 186 miles between Cochrane and Moosonee. A significant amount of pulp wood used to be loaded at Fraserdale. However, now the only loads coming from there are logs for the Grant Oriented Strand Board (OSB) plant in Englehart. The balance of the freight is primarily going to and from Moosonee. Photo 12 (*previous page*) shows the mixed train known as "*The Little Bear*" northbound at Milepost 54 of the Island Falls Sub (*the location has no name, just a milepost number*).

This area is unique in that there are no roads that connect Moosonee to the rest of Ontario. This isolated settlement relies on the railway to bring in practically everything required to sustain it. Moosonee serves as a distribution point for the settlements on James Bay.

Track speeds on the sub are posted at 45 mph. Due to the light rail and the fact that much of the roadbed on this subdivision is built on muskeg, the heavier wheel loading DUs are restricted from operating here.

KAPUSKASING SUBDIVISION (AND PAGWA SPUR)

In August 1993, the ONR took over the former Canadian National Kapuskasing Sub from Cochrane west to Hearst (*photo 13 shows an ONR passenger train at Kapuskasing in 1986*). They also took over the remains of the CN Pagwa Subdivision, a spur running 23 miles west from Hearst to a stud mill at Calstock. The trackage west from Calstock to Nakina had been previously lifted by the CN. All of the above was originally part of the National Transcontinental Railway which became part of the Canadian Government Railways (CGR). The CGR was later merged with the Canadian Northern and became the Canadian National on December 20, 1918.

The line is relatively flat, but there are several very spectacular bridges to make things interesting. The main customers are the Tembec paper mills at Smooth Rock Falls and Kapuskasing. The Tembec pulp mill at Smooth Rock Falls was shut down in July 2006 and today the site is little more than a vacant lot. Most traffic on this sub comes from the Tembec paper mill and stud mill at Kapuskasing as well as the stud mill at Calstock. There is some interchange traffic with the CN at Hearst as well.

Initially, there was an interchange with the Algoma Central at Hearst. Then the Wisconsin Central took over the AC. Finally, the Canadian National took over the WC and now the CN is back in Hearst. The ironic fact is that CN now has to go the final 1.1 miles, from Hearst Junction to the Hearst station, on the ONR Pagwa Spur – on trackage that used to belong to them. At one time, this junction laid claim to being the largest wye in the world. The claim was valid because the east-west components of the wye were part of the Canadian National's transcontinental line and the tail of the wye went all the way to Sault Ste. Marie a distance of 296 miles.

When the ONR took over, the trackage was in very sorry shape. Ten-mph slow orders were the rule instead of the exception. Within a couple of years, the ONR had the line up to 30 mph, although the light rail on the Kap Sub means that it is unlikely they will ever operate the DUs up there.

Shortly after the Ontario Northland took over the Kap Sub and Pagwa Spur, the Canadian National trackage east of Cochrane was lifted.

AGRIUM SUBDIVISION

The Agrium Sub is the newest trackage on the ONR. It was completed in 1999. Starting at Opaz Junction, MP88.99 on the Kap Sub, the line runs south for 17 miles to the Agrium potash facility. The route is relatively inaccessible with the exception of a road crossing at MP5 and another road that connects directly to the mill.

A significant amount of traffic was generated here. Typically 20-30 cars of potash a day were shipped from Agrium west (timetable north) over the ONR to Hearst. From Hearst it proceeded south on the CN to their transcontinental main line and then west with a final destination of Redwater, Alberta. The Agrium facility closed in 2013. The buildings and infrastructure were removed returning the land to nature. The trackage is still largely intact, but will likely be removed in the future.

KIDD CREEK

In 1967, the Ontario Northland built a 17-mile branch line for Texas Gulf Sulfur. This company, which was initially absorbed into Falconbridge Nickel , eventually became part of Glencore. The facility, referred to as the Glencore Kidd Operations, is the principle source of revenue on

14.

the Ramore Subdivision. It includes a mine and a concentrator. Since 2010, concentrate from this facility has been shipped, in covered gondolas, to the Horne Smelter in Noranda for smelting and refining.

THE FUTURE

The future of the railway lies in the hands of the provincial politicians at Queen's Park, just as it always has. The T&NO was created by an act of the Ontario government, and 100 years later in 2000 when the Ontario Government attempted to privatize the ONR by selling it to Canadian National, the railway came close to ending in the same manner. The tentative deal with Canadian National fell through in 2003 over disagreements on job guarantees.

Join us for the next instalment when we explore the freight operations of the ONR.

14. *The southbound mixed No. 210 features a variety of vintage rolling stock. It's seen here at Latchford, Ontario in the summer of 1952.*
Photo by B. F. Cutler from the collection of Frank Vollhardt, Jr.

15. *The southbound Northlander, with the new unilevel equipment crosses the Driftwood River at Monteith on May 19, 1992. You can tell that it's an unseasonably warm day because the crew has employed the "Westinghouse air conditioning system" – sticking an air hose in the nose door to prop it open for additional ventilation.*
Photo by Bram Bailey.

15.

GRAND TRUNK WESTERN'S
Lake Michigan Railroad Car Ferries

By Michael J. Dunn
All photos by the author.

1. *Madison outbound, passing the municipal port facilities, January 1966.*

This is a story about a branchline in the Canadian National family that was about 84 miles long and was accustomed to freight trains with consists of twenty or twenty-five cars, yet had no mileposts or ties, and only hundreds of feet of track. This branchline was the waterborne Grand Trunk Western's (GTW) railcar-carrying route across Lake Michigan between Muskegon, Michigan and Milwaukee, Wisconsin. It did actually have a bit of terminal trackage in Milwaukee, namely a small rail yard of less than two miles of track connecting with the railroads of Milwaukee. This was the branch's little toehold in Wisconsin. The few hundred feet of track that is our real subject is the track laid on the decks of each of the railroad's car ferries: four tracks wide and about 300 feet long, designed for carrying twenty to twenty-five cars that were the standard size when the ferries were built. Over its career between 1903 and 1978, this ferry service had five vessels.

The reason for train ferries on Lake Michigan was the width of the lake itself. There was considerable freight traffic between the Grand Trunk in Canada and Lower Michigan, Wisconsin, Minnesota and points beyond in the United States. That was the case, too, for the other Michigan-based railroads like the Pere Marquette and Ann Arbor. But the lake made any direct connection impossible.

Instead, that traffic had to join the traffic of many other railroads that came into Chicago from all points of the compass and dumped their freight cars on the overworked rail yards of Chicago, at the south end of Lake Michigan. The principal railroads of the late 1800s terminated there rather than running through, and the cars they dumped there for sorting for the rest of their journey jammed the facilities designed to do the necessary shuffling speedily. This overloading resulted in days of delay and bitter frustration.

Given this situation, some sort of a bypass around Chicago's congestion would benefit at least the railroads whose cars were mixed in with all those of other railroads. So in the 1890s the three Michigan-based roads undertook the bold move of establishing routes of freight-car-carrying ferries that would bypass Chicago. Over the years these three would operate more than half a dozen ferry routes from three Lower Michigan ports to six destinations in Wisconsin and Upper Michigan. The Grand Trunk's route was the southernmost but was still eighty miles north of the Chicago congestion.

The first two ferry-operating railroads were Michigan-owned or -based: the Pere Marquette as it was long known, and the Ann Arbor. In late fall 1903, the Grand Trunk system became the third when it launched its brand new steel ferry. It had a line into Grand Haven and chose Grand Haven not only as home port of its ferrying but as the name of its new ferry, *Grand Haven*. In the early 1930s, it moved its Michigan destination further north to Muskegon where the harbour was better suited for manoeuvering 360-foot vessels which did not use tugs.

For its matching port on the western shore it chose Milwaukee, 84 miles across the lake. There it could connect with the main lines of Wisconsin's two most important railroads, the Chicago & North Western and the Chicago, Milwaukee & St. Paul, later known as the Milwaukee Road. In Milwaukee, it could also participate in the traffic from the city's heavy industries and breweries.

The ferries of the three competing railroads shared much of the same technology because they needed ships that would provide dependable service and safe year-round delivery despite what the winter ice or storms in any season might throw against them.

All the vessels loaded from the stern and the measurements between the rails on the ferry deck and apron that linked the ferry to the dock were precisely identical. Any ferry could match any landing, a blessing in a crisis and a convenience when one company needed to charter a ferry from another. The clamps and jacks that immobilized the freight cars to make them part of the deck itself were identical. They carried their passengers on the deck above the railcars and their engines below it. Reciprocating steam engines drove double screws in the case of the GTW vessels. They had sharp prows above the water line but a spoon-shaped hull below, which allowed a ferry to ride up onto ice to break and spread it. The same shipyard in Manitowoc, Wisconsin built six ferries in the late 1920s and early 1930s to virtually the same plans: three for the GTW, two for the Pere Marquette and one for the Ann Arbor. Whenever these ferries carried automobiles with their owners as passengers, these vehicles were carried behind the freight cars. The rails were affixed directly to the deck, and railheads were several inches higher than the deck itself. So to accommodate cars, the companies had wooden planks or blocks as high as the rails, and vehicles were backed onto the planks. The sets of boards were identical for all the vessels.

2. *Grand Rapids in 1966, early winter, January. The Madison and the Grand Rapids were built to virtually the same plans in 1926-27, but there is a slight difference between them. The windows on the deck below the pilot house forward on the Madison are square or rectangular but are round port-holes on the Grand Rapids.*

Loading and unloading the ferries was done with almost choreographed precision. Between the shore and the ferry deck there was an adjust-

able bridge, hinged at its shore side, which allowed compensation for the level of the ferry. Locomotives were too heavy and valuable to risk their running onto the bridge or car deck. So a string of empty cars, usually flats for best visibility, were always placed ahead of the switcher to ensure that it never got onto the ferry or even the bridge or apron between the shore and the stern of the ferry. Heavy lock bars were dropped in place as soon as the rails matched on the ferry and the apron. However, if the ferry listed over too much to one side, there was a remote chance that the locks might jump out of place.

Unloading began on one outer track of the four on deck. The switcher would pull off only half the cars on that track and do the same on the other outer track. It would then pull off the other cars on each track and then cars on the middle tracks – this was the best way to keep the boat fairly even.

A switching crew of the Ann Arbor ignored these precautions at the landing in Manistique in the early 1900s and all they could do was look on ruefully after the ferry broke the locking connection, slowly rolled over to one side and sank in the slip. It took weeks to cut openings in the side to take out the waterlogged freight cars, right the ship and tow it off for repairs. Never were the proper procedures ignored again!

Since ferries backed into the slip, the captain or a mate came down from the bridge to a little cabin overlooking the stern. Duplicate controls on this mini-bridge enabled him to nudge the ferry exactly even with tracks on the apron, and then to drop the locking bars into place. A massive sea-gate protected the car deck from high waves. It was raised for loading and lowered again on leaving. It was as wide as the stern opening and at least about the height of a tall man.

Ferry landings had to be located where a railroad track could be laid down to the shore and where there was space enough for a 360-foot ferry to turn around and back into its slip. In Milwaukee's case, the harbour was formed by the meeting of two rivers at the lakefront while the GTW landing was about a mile inland on one stream, in among coal yards and grain elevators.

Passengers were accepted by all three railroads. The deck above the freight cars was for the passengers. Sleeping accommodations, small staterooms or little berth areas lined two sides of a large lounge or lobby with views looking forward. There was also an office where the purser collected fares and handed out keys to the rooms or berths. A small dining room was brightened by a skylight. The lounge was panelled in and included wicker furniture. These were never changed after the 1930s.

A crossing on the GTW took six and a half hours for the 84-mile run. In the Official Guide and the Canadian National system timetables the company warned that published times were subject to delay. Over the service's lifetime the most common frequency was two trips daily in each direction and in some years, like 1942, three. When the buildup of waiting freight cars justified it, the company might dispatch an unscheduled, unadvertised crossing but passengers were still welcomed. Freight traffic was heavier in winter, but operations were more difficult in the face of winter weather and ice cover on portions of the route.

Nonetheless, the Lake Michigan car ferries had a very good safety record. From the 1890s until the end of service, only two of the railcar ferries were lost. One, a GTW vessel, the old *Milwaukee* was lost with its crew in October 1929.

The loss of the *Milwaukee* caused the company to complete a ferry-buying binge, for it immediately authorized construction of its replacement, the *City of Milwaukee*, after just having added the *Grand Rapids* (1926) and the *Madison* (1927) to the fleet (*see photos 1 to 4*). Eventually, it could do without the venerable old *Grand Haven* and sold it from layup for Florida-Cuba railcar service in 1946-47.

In Milwaukee, the principal facilities were the loading and tie-up slips, an office and a two-stall engine house. One occupant used to be a generic old 0-6-0 switcher. Another occupant was a very early box cab switcher with an internal combustion engine. It had been built by Brill as a gas electric in about 1926. It had first gone to the Long Island Railroad but was returned to the builder. CN (GTW) got it in the 1930s, numbered it 7730, and converted it to diesel power. Over its life, it was renumbered 73. Locomotives from the Milwaukee facility normally were cycled back to Michigan for service. However, in 1959 there would be no round trip from Milwaukee for 73

3. Above – *City of Milwaukee just pulling out of its Milwaukee slip, January 1966. The sea-gate has already been lowered for the sailing on the lake. A GTW boxcar is on the farthest track at the interior left.*

4. Below – *Madison inbound just inside Milwaukee harbour. Date unknown.*

5. Below – *Switching the outer track on the left, as we face it, on the City of Milwaukee. The reacher car is hooked onto a boxcar. In the background are facilities of the Milwaukee Solvay complex that burned coal into coke, making fuel gas in the process for the city's homes and industry. The coal unloading trestle is the skeletal structure on the right. Photo taken early 1965.*

because it was retired and scrapped the next year before anyone realized its historic significance. Its replacements have been run-of-the-mill Electro-Motive diesel switchers, LaGrange-built, rather than London, Ontario, GM-Diesel-built, to avoid import regulations. Today little 73/7730 would have been preserved as a historic novelty. Photos 5 *(previous page)* to 8 show ferry loading operations with the replacement EMD-built SW900 diesel switchers 7227 and 7266, built in 1956 and 1958, respectively.

The year 1920 began a harrowing fifteen years for the GTW ferry operation, though no one quite suspected that as it began. In 1920 the US congress passed the Jones Act, which focused on marine matters. One provision outlawed the movement of freight between any US ports by any vessel unless it was American-built, American-crewed and American-owned (ownership meant at least 75% American-owned). For the first few years the matter seemed quiet – after all, the GTW was an American company and certainly its vessels satisfied the law. But around 1924, one disgruntled bulk-hauling ship operator blew the whistle on a little Canadian ship company and forced it out of business, and that threatened the GTW's status because its actual ownership lay with the Canadian government. The next ten years were filled with scrambling to find a solution, especially for a partner to assume the required 75% stake. There was also the problem of finding a new partner with suitable connecting rail lines to the possible ferry port locations. Breathing heavily in the background, there was always the daunting spectre of the Interstate Commerce Commission.

Eventually, arrangements were made with the Pennsylvania Railroad to be the partner in the new Grand Trunk Milwaukee Car Ferry Company. This involved juggling different route possibilities. During that time, the GTW shifted to Muskegon as its principal port because the harbour there had more room for the ferries to manoeuvre – crucial because ferries do not have tugs to help them. Although the new company continued to handle passengers, the Pennsy did not like the practice of carrying passengers' automobiles and ceased doing it. Even after the partnership was dissolved, GTW did not resume the transportation of automobiles.

In the mid-1930s, Congress also gave the GTW what amounted to a waiver on parts of the Jones Act in a carefully crafted exemption that applied only to an operator who had been subject to the jurisdiction of the Interstate Commerce Commission and had been so since before 1920. So the arrangement with the Pennsylvania was dissolved, bringing the end of the ferry company with the long name. The hulls of the ferries, which had been painted green as part of the concessions, were now repainted in Canadian National black, with bright white upper decks and flecks of colour in the red and blue of the funnels. The ships had the dignity of a gentleman wearing a tuxedo or tails. When the "wet noodle" symbols came on the scene, the GT version appeared on the three ferries.

Passenger ferrying continued but on a small scale – 600 people per year in later years. The location of the Milwaukee slip was hard to find even for taxi drivers and there were no amenities such as a waiting room. After 1956, tickets were sold on board in the quiet serenity of the antique 1930's setting – itself like a trip back in time.

The ferries were licensed to carry only a few passengers but that was a boon to the company because, as a consequence, the boats were allowed to carry flammables. However, the complexity of insuring a vessel with so much wooden passenger accommodations, and the cost of such insurance, if it was available, brought about the decision to discontinue accepting passengers in 1970.

While their passenger accommodations saw few improvements and became almost museum-like, the ferries did experience other modifications that improved their usefulness for modern freight traffic or provided economic advantages.

6. Above – *The switching equipment at rest. Attached to the reacher or idler cars is a GTW boxcar.*

7. Above – *Close up on the same occasion, switcher 7266. In the distance at right are cars loaded with automobile frames for which GTW had the clearance raised. Photo taken early 1965.*

8. Below – *On a bitter cold morning in February or March, 1965, the switcher and equipment at work. Note especially the idler flat cars used to reach into the ferry.*

Though Canadian National rail operations had forsaken steam with the shift to diesel, the company never forsook it on the three GTW ferries. They were converted from burning coal to using oil, thus reducing crew sizes by ten. But the three ferries were all powered by steam reciprocating engines till their end.

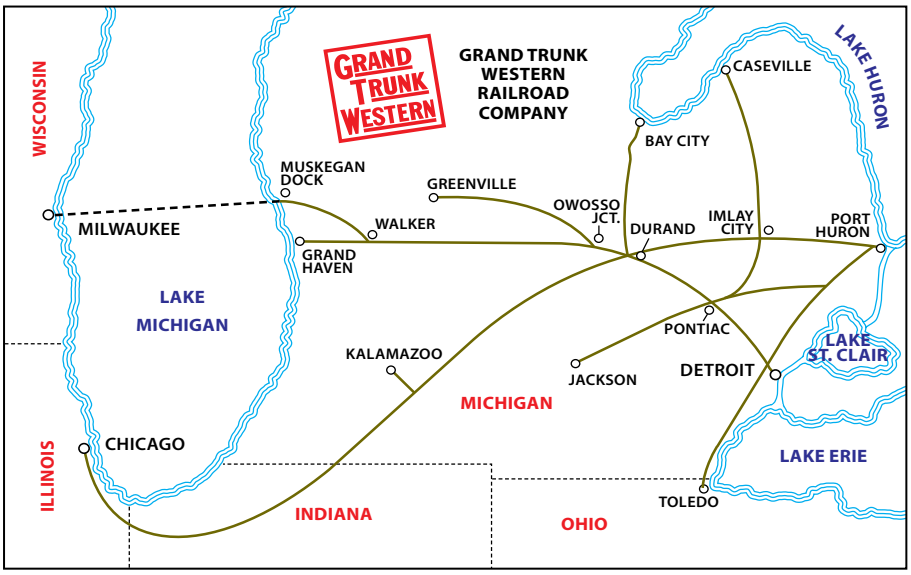
One important customer in Milwaukee manufactured car and truck frames *(see photo 7),* which when loaded on freight cars, made very high loads. In response, the GTW modified the *Madison* and the *Grand Rapids* to improve clearances. Almost like using a can opener, the shipyard cut them in half horizontally. They were then jacked up and the gap filled with new framework and plating. The changes, however, did no harm to the appearance of the ferries – they still looked handsome.

Factors that the ferry operators could not control began to make the future of the ferries problematic. Improvements in moving traffic through Chicago almost matched the benefits of the ferries, but the cost of operating the vessels with nearly thirty employees became onerous. Longer freight cars and longer draft gear had reduced the car capacity far below what the designers had in mind decades earlier. So all the ferry railroads began reconsidering their operations and each applied to the Interstate

9. *City of Milwaukee on charter to the Ann Arbor Railroad at its ferry slip in Kewaunee, Wisconsin during the time the ferry was on bareboat charter. The railroad to the left is the Green Bay and Western – a dark red locomotive is visible on the track toward the ship. Photo taken May 1975.*

10. Above – *During its time under bareboat charter to the Ann Arbor, the City of Milwaukee is entering the harbour at Frankfort, Michigan. Photos 10 and 11, taken in May 1975, show the steps in docking the ferry at the landing. The harbours used by the railroad ferries had to have a large space for the vessels to turn around before backing into the landings. Photo 10 shows it just after pulling into harbour and beginning to turn.*

11. Below – *Shows the City of Milwaukee after completion of its backing but just before the stern actually nudges the apron that will link it to the shore. There is still a foot or two between them. The gate has been raised for an engine and idlers to unload the boat. Photo taken May 1975.*



GTW System Map – rail lines shown in green, ferry route represented by a broken line.

Commerce Commission to discontinue their ferry routes.

In the 1970s, though, the practice of chartering vessels between companies still prevailed as fleets shrank and vessels were wearing out. As a ferry buff, I had crossed Lake Michigan in the company of my car on ferries of both the Ann Arbor and the Chessie system (previously the Chesapeake and Ohio, and before that, the Pere Marquette). Still missing was my chance to make a similar crossing on a Grand Trunk ferry and that was a disappointment until that bare boat chartering practice provided my break in May, 1975. The Ann Arbor needed a relief ferry after it had put one of its own ferries into dry-dock in Manitowoc. As a result, it arranged to charter the *City of Milwaukee (see photos 9 to 11)*. Under a bareboat charter, the party renting the ferry put its own crew on the chartered vessel, and the company hiring the ferry operated it under its own policies. For example, that meant that the Ann Arbor could put its wooden blocks from the *Viking* into the *City*'s identical car-carrying area.

Buying a ticket for a crossing on the Ann Arbor-operated ferry gave me my opportunity to watch deckhands backing my car onto the rear of the car deck. I could then wander all over the ferry, and order a meal in the little dining room, where I could choose from the list on a whiteboard of the choices offered to the officers and crew.

For the GTW, the end of ferrying came three years later as it applied for the Interstate Commerce Commission's authority to end the service. Consent came in October and the ferry made its final run on November 1, 1978. Only a day or two later, the *City* steamed up to Frankfort, which had been the Ann Arbor's homeport. A new government-subsidized operator had assumed ferry operations there but failed, and the museum-quality *City* did eventually become an actual museum in Manistee, Michigan.

The Chessie had been unique in cultivating passenger patronage, in operating streamlined art-deco-inspired ferries built between 1940 and 1954, and in sticking with coal-fired steam ferries. It sold its three boats to a new operator that continued to carry freight cars, automobiles and passengers. However, after fewer than 2600 freight cars crossed in 1989, the owners paved over the former freight car deck. The ferries still operate seasonally. After the company tussled with the federal government to continue coal-fired operation, the ferry now enjoys formal landmark status. The last coal burner on the lakes is streamlined!

There is a subtle, but almost eerie coincidence, between one of the Grand Trunk/Canadian-owned ferries and a CN-owned or -operated successor. As previously mentioned, in 1946-47, the GTW sold its oldest ferry, the *Grand Haven*, out of layup, to the West India Fruit and Steamship Company for the still-thriving railcar movement between Florida and Cuba. The new owners kept its old name and when it came time to order a sleek-looking new ferry for the run, it thought enough of the senior member of its little fleet that it named the new ferry *New Grand Haven* when it arrived from the Canadian Vickers yard.

The Castro revolution of 1960 strangled operations to Cuba and idled the ferry. Eventually, the Canadian government picked it up for a prospective freight-car-carrying route between Nova Scotia and Newfoundland. It was this ferry that was lost during a mercy mission in a storm to save a trawler in distress, and both the ferry and the trawler were lost with considerable loss of life. What was the new identity of the ferry which had shared the name Grand Haven and was Canadian National in its ownership? Canadians knew it as the *Patrick Morris*. ▮

Ed. Note: *the following additional information on the ferries was taken from* ***The Great Lakes Car Ferries****, George W. Hilton, Howell-North, Berkeley, CA, 1962.*

Pere Marquette 21 and 22 (1924), Ann Arbor No. 7 (1925), and GTW ***Grand Rapids*** (1926), ***Madison*** (1927) and ***City of Milwaukee*** (1931) were all constructed by Manitowoc Shipbuilding Company to a very successful design with only minor variations. They had two triple-expansion engines developing 2,700 hp driving twin screws and an operating speed of 14 kn. The vessels were 347.9 feet long by 56.2 feet wide by 19.2 feet high. Note the length of the vessel given by Hilton is slightly different from the lengths quoted by the author (360 ft) and by Wikipedia (354 ft) in the "City of Milwaukee" entry. Variations can be due to the specific length being measured: the overall length, the registered length or the length between perpendiculars.

Huntsville and Lake of Bays Railway Revisited

by Jeff Young and Peter Foley

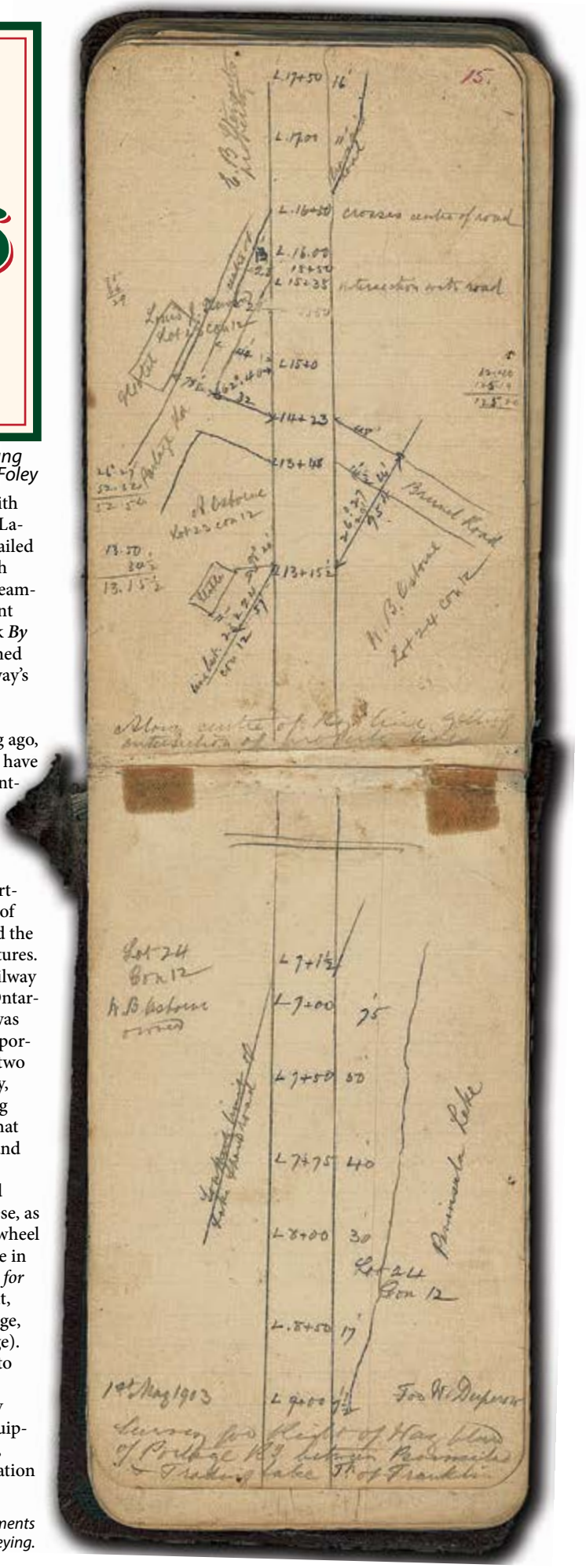
As with many narrow gauge railway enthusiasts, we first became acquainted with the diminutive Huntsville and Lake of Bays Railway in the 1970s through Omer Lavallée's landmark book ***Narrow Gauge Railways of Canada***. Tucked amongst detailed sections on the larger lines were a few pages on a quirky little railway in the north Muskoka region of Ontario. The railway, which operated as a portage between steamboat routes on Peninsula Lake and the Lake of Bays, used second-hand equipment running over narrow gauge track. In the 1980s, Niall MacKay published his book ***By Steam Boat and Steam Train***, providing an overview of this fascinating line. Armed with this information, Jeff young set out to build 1/24th scale models of the railway's equipment for my live steam garden railway.

Over a period of many years (two decades in fact), Jeff had amassed a sizeable collection of photographs and postcards to assist in building the models. Not long ago, noted Canadian railway author and friend Ralph Beaumont said, "You know, you have enough new material for a really detailed book on that little railway." Having recently retired from the rail transportation consulting industry and looking for a fun project, Jeff did not need much convincing. Fellow garden railway and narrow gauge enthusiast Peter Foley soon joined the project. Peter and Jeff have travelled all over the United States and England, riding and photographing narrow gauge railways. As well, Peter has done fabulous scale drawings of the British War Department Light Railways rolling stock. Sharing an interest in the Huntsville and Lake of Bays Railway, he eagerly joined in the completion of the research for the book and the production of scale drawings of the railway's locomotives, rolling stock and structures.

This article is about our research for the book, but some background on the railway is in order. In the 1890s, travel to the north Muskoka region east of Huntsville, Ontario was increasing. Lumbering in the region of Peninsula Lake and Lake of Bays was also expanding, and a fledgling summer tourism industry was developing. Transportation routes were poor, and only a rutted road crossed the Portage between the two lakes. Captain George Francis Marsh developed a steamboat operations company, known as the Huntsville and Lake of Bays Navigation Company, but a connecting link was needed between the two lakes. A 100 ft differential in elevation meant that a steamboat canal was not practical, and therefore the narrow gauge Huntsville and Lake of Bays Railway was built.

The line's two Porter saddle tank locomotives and its freight cars were acquired second hand from the E.B. Eddy Company in Hull (now Gatineau), Quebec. These, as well as bogie coaches spliced together from former Toronto Street Railway four-wheel horse-cars, hauled thousands of passengers and cords of tanbark over the Portage in the ensuing years *(Ed. Note: tanbark was a type of bark [frequently hemlock] used for tanning hides into leather)*. After WW II when the original engines were worn out, they were replaced by two MLW locomotives. The new engines were of 42 in gauge, while the original line was 44.5 in (exactly one foot narrower than standard gauge). In a move probably unique in railway history, it was decided that it was cheaper to regauge the railway rather than the locomotives, and this was done in 1948.

Although the line became a railfan's delight in the early 1950s, it unfortunately ceased operation for good at the end of the 1958 season. Luckily, much of the equipment was preserved and after a foray to the Pinafore Park Railway in St. Thomas, Ontario, it has returned to Huntsville and today provides a summer tourist operation at Muskoka Heritage Place.



A page from one of Edward Bazett's field notebooks showing the survey measurements made in laying out the Portage Railway, dated May 1, 1903. E. J. Williams Surveying.

At the beginning of the detailed research for the book, Richard Tatley, author of the steamboat era in the Muskokas, volumes I and II, and Niall Mackay, graciously shared their research notes and materials from the preparation of their respective books. Their research, carried out in the 1970s and 1980s, contained interviews with now-deceased employees of the railway and navigation company. Searches through the archives held at Muskoka Heritage Place in Huntsville, the Muskoka Steamboat and Historical Society in Gravenhurst, the Ontario Archives, McMaster University and Exporail were carried out, providing much new material. The Peninsula Lake and Lake of Bays Cottage Associations provided a wealth of material, particularly from life-long area cottagers who documented the railway operations with family photographs from the early 1900s through to the late 1950s.

Collectors of railway photographs, and Muskoka steamboat and hotel memorabilia, generously shared materials from their respective files. The immense Andrew Merrilees Collection at Library and Archives Canada in Ottawa yielded a surprising number of previously unknown photographs. Interviews were conducted with the descendants of the South Portage families that operated the railway. They gave us a number of wonderful anecdotes to bring the story to life. In fact, we were amazed by the volume of fascinating information that we were able to find on such a tiny, seasonal railway operation.

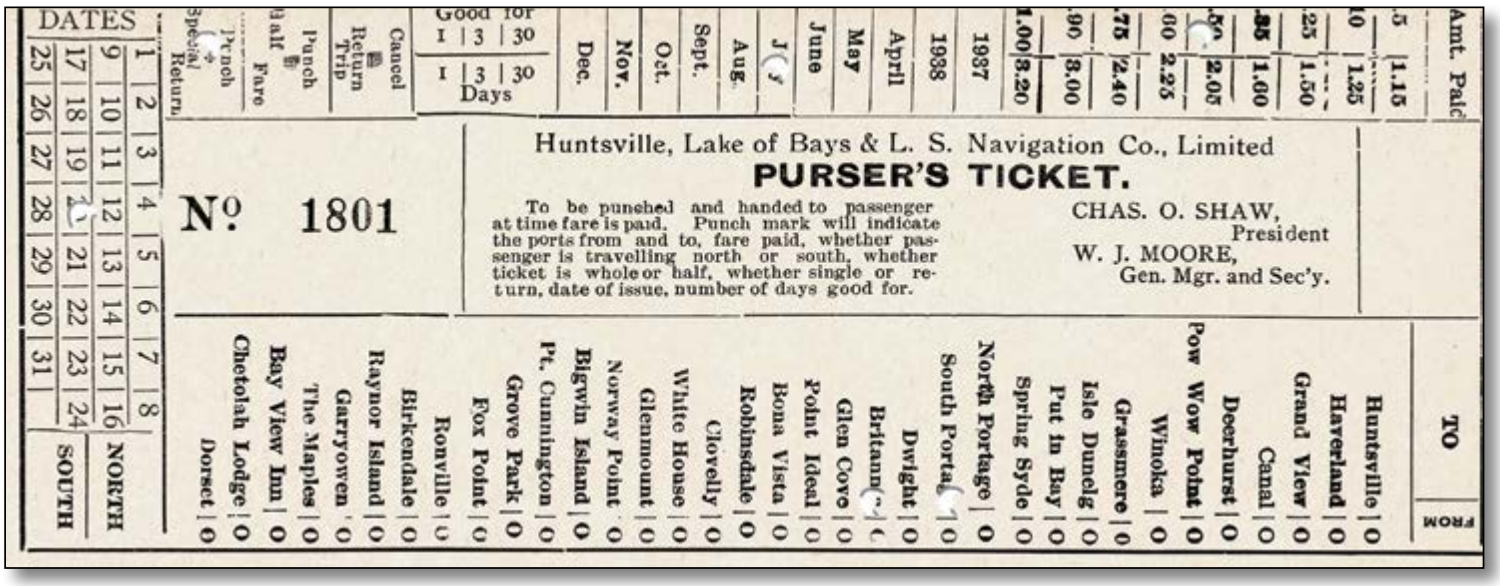
As having accurate scale drawings was key to the book, getting detailed measurements of the railway's remaining locomotives and rolling stock was critical. Muskoka Heritage Place and the Huntsville and Lake of Bays Railway Society graciously assisted by allowing us to measure and photograph the railway's former trolley cars and the Montreal Locomotive Works 17-ton 0-4-0ST locomotive. The railway's two original 7-ton Porter locomotives have resided since the early 1950s in the Harold Warp Pioneer Museum in Minden, Nebraska. Although painted in gaudy circus colours, the locomotives are largely intact.

One of the items on our "wish list" was the original plan for the railway. We knew that back in 1904, Professor Kerry of McGill University had been contracted to plan the line and was assisted by surveyor Edward Bazett of Burk's Falls, Ontario. The McGill University Archives yielded nothing of interest. However, through the Association of Ontario Land Surveyors, we learned that the Bazett surveying records still existed. These were held by the surveying firm of E. J. Williams in Huntsville. A visit to the firm yielded not only a digital copy of the original 1904 plan, but also Bazett's actual field notebooks. We now had the horizontal profile of the railway, but lacked accurate information regarding the vertical profile (gradients). Fortunately, most of the right-of-way is still intact, and a large portion is used as a snowmobile trail. Over the course of two warm fall days, using Peter's surveying equipment, we measured the vertical profile of the railway at fifty-foot stations over the entire route. Surprisingly, even sixty years after the railway last ran, many ties remained in place, and these were used to take elevation measurements. We joked that we were glad that we were writing a book about the Portage Railway and not the somewhat longer Canadian Pacific!

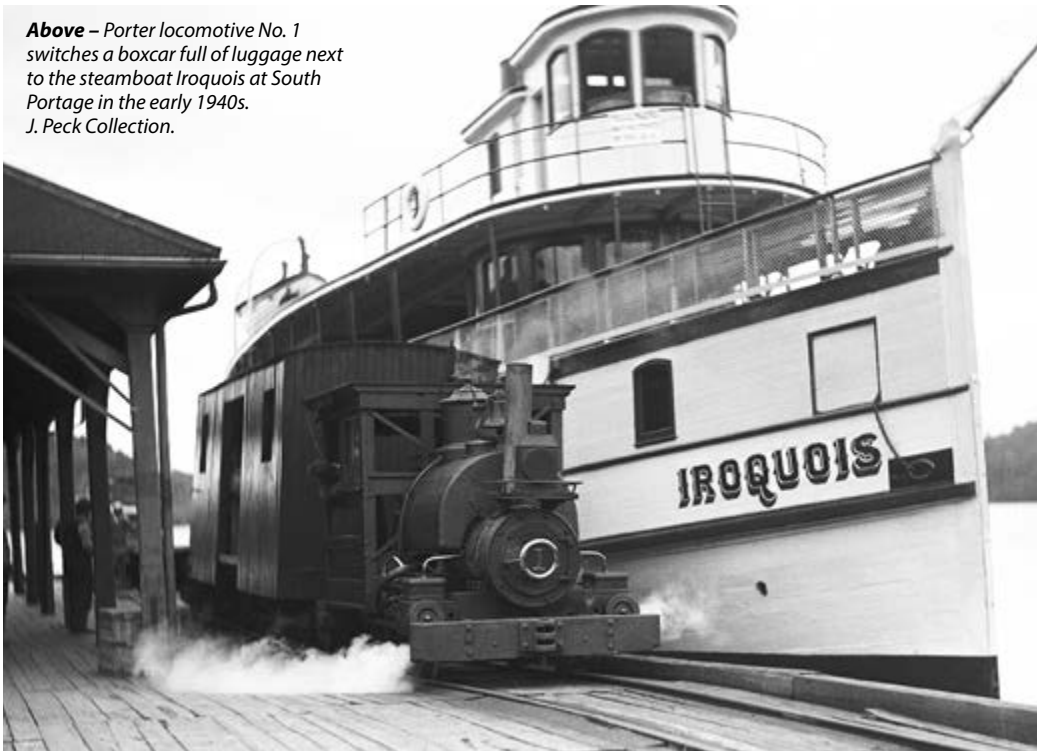
These measurements provided one of the many interesting new pieces of information discovered about the Portage Railway. For many years, the railway has been referred to as being a "mile and an eighth in length." Our measurements indicated that it was closer to 1.4 miles long and this was confirmed by Bazett's plan. Interestingly, 1.415 miles was the length of the main line reported annually to the Ontario Railway and Municipal Board. Also, surprising results were obtained on the measured gradient of the railway when compared to the traditional story of a maximum grade of 7%. A short section was found to be a staggering 11%, which the H.W. Porter catalogue gives as the maximum gradient to be used in calculating the haulage capacity of their 7-ton locomotives.

Above **–** *A colourized postcard from 1909 showing the railway's Porter locomotives, boxcar and original closed coaches skirting Osborne's Lake on the way from South Portage to North Portage. J. Young Collection.*

Below **–** *A trip on the Portage Railway was typically part of the larger journey involving the Navigation Company's steamboats and used purser's tickets. This is an example from July 1920. Note that by this time the company name had changed to Huntsville, Lake of Bays and Lake Simcoe Navigation Company. M. Gaasenbeek Collection.*



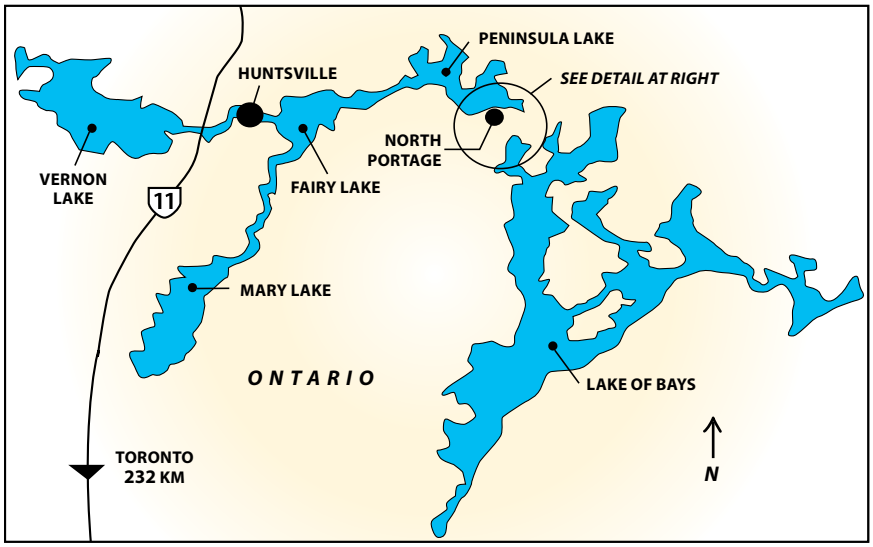
All in all, nearly 1,000 photographs, postcards and pieces ephemera were amassed for the project. The majority of the photographs were previously unpublished and we were astonished to find so many from the early 1900s. Unfortunately, a large number of the photographs collected were undated. A lengthy exercise to date every picture was undertaken using a process of deduction, aided by the knowledge of modifications undertaken to the railway's locomotives, rolling stock, buildings and the navigation company's steamboats throughout their lives. As a result, it was possible to date all photographs within one or two years and assemble a detailed chronology of the railway's history. Many of the new photographs provide previously unknown bits of information about the railway. For example, one of the Porter locomotives actually faced south for the first year of the railway's existence, rather than the assumed north facing direction. The real joy in researching this railway came from making these wonderful new discoveries on the line's past. Now, after more than two years of effort, the 220-page book is complete. Along with fascinating stories and new information, it contains 300 photographs (85% previously unpublished), 20 scale drawings and eight detailed maps. ▮

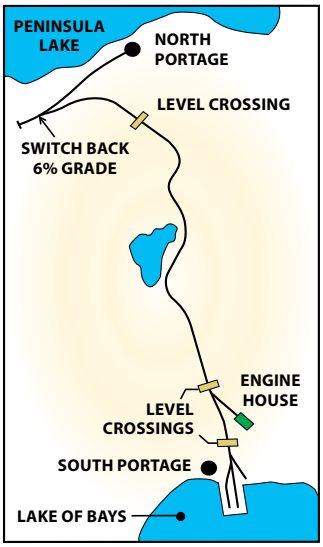


Above – *Porter locomotive No. 1 switches a boxcar full of luggage next to the steamboat Iroquois at South Portage in the early 1940s. J. Peck Collection.*

Another postcard, this time from 1922, showing the newly acquired open coaches on the Portage Railway train leaving South Portage. J. Young Collection.

Below – *The acquisition of the 17-ton MLW 0-4-0 locomotive in 1948 necessitated the railway being regauged from 44.5" to 42". W. C. Bailey, Exporail.*





Jeff Young and Peter Foley's new book entitled

The Portage Railway: An Illustrated History of the Huntsville and Lake of Bays Railway

is now available through the Credit Valley Railway Company in Mississauga, Ontario.

www.cvrco.ca

Memories FROM A CPR Brakeman

by Cliff Beagan

GAS LAMPS

Before the development of electric lighting in railway passenger cars, the coaches were illuminated using gas fixtures, usually in the ceiling above the aisle (photo 1). The most commonly known make was Pintsch named after the German inventor, Julius Pintsch (1815-1884) who first manufactured them in 1851. Before the gas lights, the railways used kerosene or other types of oil lanterns which were really not appropriate for the wood coaches then in use due to the risk of fire in the event of an accident. The Pintsch lights were a better bet although they still created a fire risk.

***Photo 1** – Former gas light fixture, now equipped with electric bulb, in Sydney and Louisbourg car No.4, built in 1894 by Rhodes Curry, on display at Exporail, St. Constant, QC. Photo by Malcolm Vant, Sep 7, 2014.*

In addition to these gas lights being safer, they burned longer and brighter than kerosene. They could also withstand the vibration in the moving coaches. The gas was stored under pressure in a large tank under the car (photo 2). Pipes ran from the tanks up to the exterior of the roof from which they fed the lights (photo 3). A regulator reduced the pressure to just above atmospheric pressure before the gas reached the lights. On Canadian Pacific, the Pintsch lamps were used well into the 1950s in the company's wood colonist cars and older coaches. Cliff Beagan describes having to light these lamps in the early 1950s. Pintsch lighting was also used in lighthouses and marine beacons.

***Photo 2** – Pintsch gas tank under Canadian Pacific wooden baggage car 3987, built in 1910 at Angus Shops. Photo by Malcolm Vant, at Exporail, Aug 8, 2013.*

I remember lighting these lamps in the old CPR Colonist Cars that were used only for special excursions and as additional equipment at Christmas when extra passenger trains were required. They were in service on the CPR into the 1950s and I recall going to Bolton with a bunch of kids destined to a Rotarian sponsored camp in that area. We used a wooden pole about 3 feet long, which had a slotted metal end to turn the gas switch on. It also had a waxed taper that we would light with a match. We would then reach up to the fixture on the ceiling, turn on the switch and then apply the lighted wick near to the mesh 'mantle' which then began to glow brightly. When we arrived back at our home terminal, we then reached up and turned the gas switch to the off position.

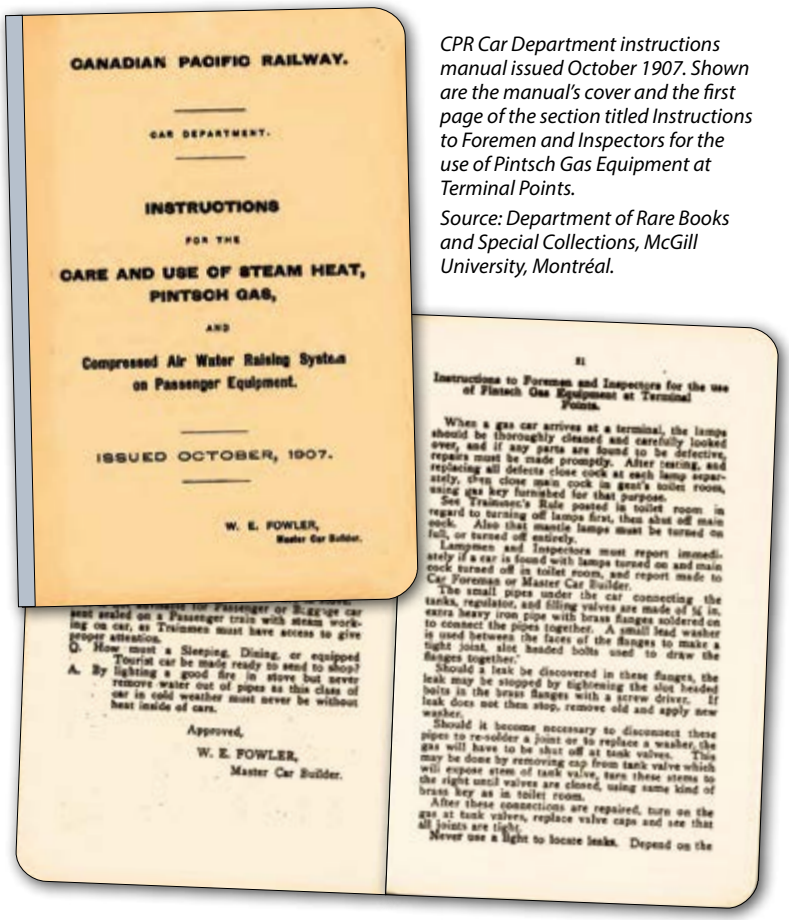
I also remember the Bolton trip really well because the wild kids on board used every paper drinking cup between Union Station and Bolton. Empty paper cups were strewn everywhere by the time we reached Bolton. I also recall the lights when I worked a special train to Orillia that was chartered by a Toronto newspaper for their yearly family picnic at Lake Couchiching.

SOURCES:

Julius Pintsch Information – Wikipedia https://en.wikipedia.org/wiki/Julius_Pintsch

Website Okthepk.ca (http://www.okthepk.ca/dataCprSiding/articles/201410/month00.htm)

***Photo 3** – Piping for gas light fixtures on roof of a wooden passenger car at Exporail. Note also that there is a mushroom vent for each light fixture. Photo by Malcolm Vant, Aug 8, 2013.*



CANADIAN PACIFIC RAILWAY.

CAR DEPARTMENT.

INSTRUCTIONS

FOR THE

CARE AND USE OF STEAM HEAT, PINTSCH GAS,

AND

Compressed Air Water Raising System on Passenger Equipment.

ISSUED OCTOBER, 1907.

W. E. FOWLER, Master Car Builder.

CPR Car Department instructions manual issued October 1907. Shown are the manual's cover and the first page of the section titled Instructions to Foremen and Inspectors for the use of Pintsch Gas Equipment at Terminal Points.

Source: Department of Rare Books and Special Collections, McGill University, Montréal.

Peter Cox

a lifetime of great photos

During his lifetime, Peter Cox was a railroader, a rail fan, a photographer, author and leader in the railway preservation field. Following his passing in 2013, Peter's family permitted his photo collection to be scanned by Mark Perry of Winnipeg so the images could be shared with others who, like Peter, have a love of all things railway.

In this issue we present images of vehicles that while associated with railways, are definitely outside of what is generally pictured when thinking of railway rolling stock.

Below: *Seen at Golden, BC in1980, Sperry Rail Service No. 402 is a former New York, New Haven and Hartford railbus built by the Mack Company in 1954. It was powered by a 170 hp Mack Thermodyne diesel engine with a traction motor on each axle. Never used in revenue service by NYNH&H, it was purchased by Sperry in 1958 when ultrasonic detection instruments were installed and body modifications made to cover some side windows and enhance visibility at the rear. Its assignment was to conduct track inspections over the New York Transit Authority's subway system, something it continued to do for many years as most newer Sperry cars wouldn't fit in the subway tunnels. It obviously travelled to other work assignments because in 1985, as it travelled through the Detroit/ Windsor Tunnel it suffered a fire in a traction motor which led to its retirement. Its inspection equipment was transferred to another Mack railbus Sperry purchased from the Remington Arms company, a vehicle that was in service up to 2016.*

Top Left: *Greater Winnipeg Water District No. 31 is seen at Winnipeg in October of 1964. Built in 1928 as a Mack model AS railbus, the unit was acquired in 1953 from the Winnipeg Electric Railway. The front end was modified by GWWD to give a better aerodynamic performance versus the original flat front. Eventually repainted in a red and white scheme and renumbered 201, the car was wrecked in a grade crossing incident in 1991.*

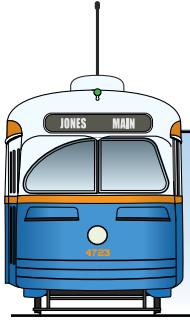
Top Right: *CPR M-297 is seen at Ottawa West in June of 1962. Used for both track inspection and crew transport, this vehicle was built in 1955 by the Wickham Trolley Company in Great Britain, one of only four imported into Canada, two by CP, two by CN. Bi-directional, the vehicle could accomodate nine passengers protected from the elements in a design that could only be described as dumpy. It is now in the collection of the Railway Museum of Eastern Ontario at Smiths Falls.*

Middle Left: *Okanagan Copters OS15 is seen at Dunvegan, Alberta in June, 1962. This is a mystery vehicle for which the photo's title tells little and an internet search yields nothing. Based on the vertical pipes on the swing-out side arms at front and side, the hose linked to some ominous barrels on the roof, plus an engine sitting in the back door, perhaps to power a pump, it would appear that this vehicle's function is weed spraying along railway rights-of-way.*

Middle Right: *Union Pacific XB-21 was a product of the Buda Foundry and Manufacturing Co. of Illinois. Buda began building its Model 619 in 1928 as a high-end railcar meant for use by managers and supervisors. The photo subject was known as style B-4 and while it carries more modern lighting and an air horn, it is essentially very much the same as delivered. Carrying eight passengers plus a driver, it was originally green in colour but received the corporate yellow paint scheme at the same time as UP's passenger fleet was repainted. It was retired sometime in the 1960s. Photo taken at Portland, Oregon, May 1959.*

Below: *CPR M-260 is a vehicle typically assigned to a division superintendent to carry out inspection of his territory in comfort. Now residing at the Railway Museum of Eastern Ontario, this particular vehicle is a 1947 Cadillac 4-door sedan, powered by a V-8 engine, a necessity to move its estimated seven ton weight. Shod with 27 inch rail wheels, it carries an air horn and bell, a turntable underneath to rotate the vehicle, and a steering wheel converted to operate the air brakes. The car has just 32,000 miles on the odometer. Photo date and place are unknown.*

Below right: *Can any of our readers identify this vehicle? A search on the internet and through the memories of several Bytown members reveals nothing beyond the obvious – it's CNR No. 57 and its paint scheme dates to sometime prior to 1954 when the angled CNR logo was last used. Date and place of the photo are also unknown.*



UNDER THE WIRE

by J.R.Thomas Grumley

IN THE NEWS

- **Toronto, ON – TTC –** As of the beginning of September, Flexity car No. 4495 had entered service.

  The infamous torrential downpour of August 7th in Toronto resulted in nine of the new Flexity LRVs being damaged, four of which have been taken out of service indefinitely. Two of the cars were stranded in a flooded rail underpass on King St. West, No. 4476 being one of them. Both of the vehicles are being sent to Bombardier's Facility in Kanona, NY to undergo major cleaning and repairs. Two other cars sustained significant damage and will be repaired by Bombardier workers at the TTC's Leslie Barn over the next few months. Five cars suffered minor water damage and have already been repaired and are back in service. Each Flexity car costs $5M.
- **Toronto, ON – Metrolinx –** The completion of the Eglinton Crosstown LRT Line, details of which were previously reported in this column, may be seriously delayed. Metrolinx is going to court in an attempt to block a lawsuit from the consortium building the LRT line. Crosslinx Transit Solutions, the consortium constructing the $5.3B light rail line, filed a notice of action in court against Metrolinx claiming the transit agency had breached the project's contract. Crosslinx intends to seek an amount for damages as well as an extension to the September 2021 deadline for the LRT project. Originally scheduled to be finished in 2020, the 19 km line was pushed back a year to 2021 in 2015. With this litigation, who knows when the introduction into service will happen.
- **Edmonton, AB –** From Friday July 27 to Wednesday August 1, 2018, Edmonton's first Bombardier low floor LRV was on public display at the Bonnie Doon Mall. Over 3,300 Edmontonians came to see their first TransEd Valley Line LRV. Bombardier staff was on hand to answer questions and the public was able to experience firsthand its low-floor accessibility and designated area for wheelchairs. The LRV was subsequently moved to the Gerry Wright Operations and Maintenance Facility to complete additional online tests. This will be later followed by testing on the mainline. Bombardier is committed to deliver all 26 LRVs by 2020.

Above – *From left to right: TransEd CEO, Allan Neill; Hon. Christina Gray, Alberta Minister of Labour; Mayor Don Iveson; Benoit Brossit, President Americas, Bombardier Transportation; and Margaret Knowles, Morguard Real Estate, VP Development.*

Below – *A group posing in front of the TransEd car.*

Below – *TransEd Valley Line vehicle being off-loaded for display. Three photos courtesy of Bombardier.*

- **Montréal, QC – REM** The Canada Infrastructure Bank will be investing $1.28B (a 15-year loan) in the REM (Réseau Express Métropolitain) project for Montréal's 67 km, 26-station, high-frequency and entirely-automated light rail line, which is scheduled to begin operation in the summer of 2021. Construction began in April 2018. The network will link downtown Montréal, the South Shore, the West Island (Sainte-Anne-de-Bellevue), the North Shore (Laval and Deux-Montagnes) and the airport. This investment completes the project's $6.3B financing.
- **Montréal, QC – Métro de Montréal** The last MR-63 metro (subway) train operated on June 21, 2018, marking the end of operation of the fleet of 369 motor and trailer cars built by Canadian Vickers between 1965 and 1967. Included in the last train were motor 81-501, trailer 80-001 and motor 81-502, the oldest in the fleet. Rumour has it that 81-502 is destined for the Exporail museum, at St. Constant, in the fall.
- **Kitchener, ON** – On July 19th, cars No. 508 and No. 509 were unloaded at the Dutton Street shop, leaving six cars to be delivered. An additional car was to be received in each of August and September. The infrastructure for the system has been essentially complete since 2017. However, initial operation has been postponed due to delays in the car delivery, coupled with the time it takes to complete the installation of computer equipment and the extensive testing required before the vehicles can be approved for service. Powered testing of the cars has been underway since February 2018. Stay tuned for a revised introduction date, which may go beyond the end of 2018.
- **Hamilton, ON** – There have been consistent rumours the Ford government is planning to cancel Hamilton's $1B LRT project as part of its cost cutting plans. Progressive Conservative MPP Donna Skelly recently and emphatically stated that funding for the LRT project would remain in place. Should the new municipal council, being elected in October, decide to not go ahead with the plan, the city could use the money for other infrastructure projects.
- **Ottawa, ON** – As plans for Phase 2 of the city's light rail project (the extension west to Kanata) begin to take shape, the question arose as to what will become of the trees that are in the path of the planned route? A host of politicians including Mayor Jim Watson recently announced at Woodroffe Park that 50 trees from Byron Linear Park in Westboro would be replanted at a handful of parks in the city's west end, including Woodroffe Park. This was made possible through a $25,000 grant from Tree Canada.

FROM THE BRS ARCHIVES

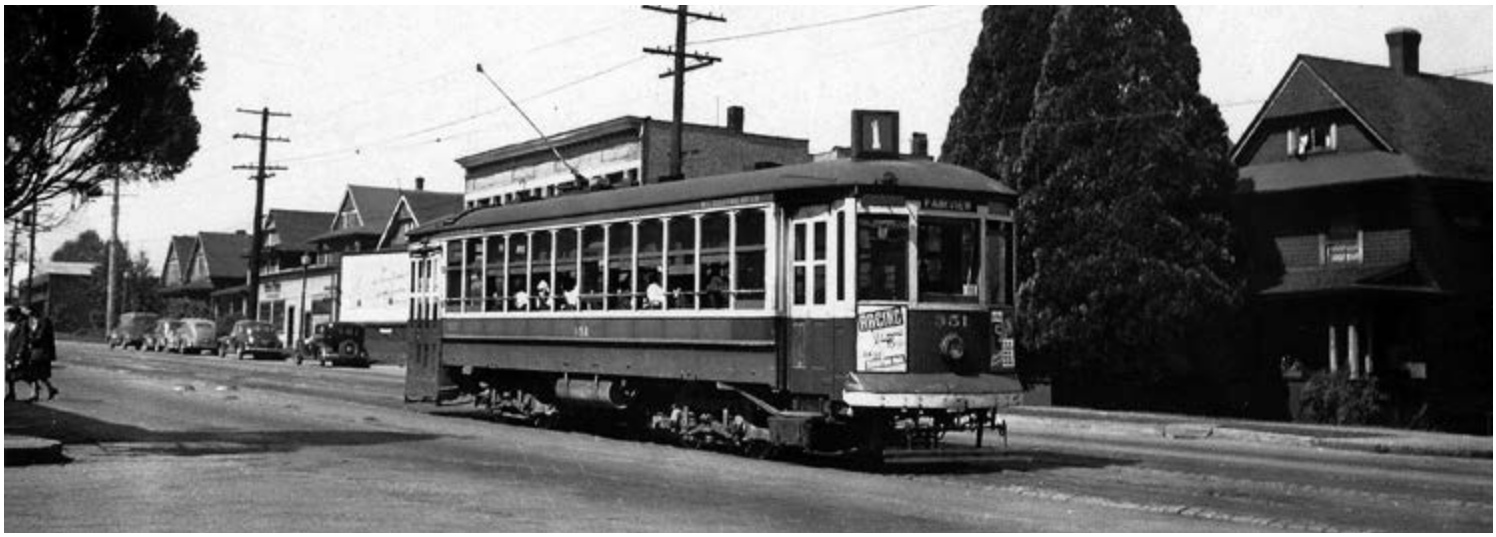
British Columbia Electric Railway (BCER) No. 351 can be seen at Broadway and Adler Streets in Vancouver. The car was one of a series of 30 cars (326—355), built by the Preston Car Company in 1913-14, for the BCER. The car was a single-ended, double-trucked, two-man car and weighed 46,500 lbs or a little over 21,000 kg and was 42¾ feet long, or almost 13 metres.

John Thompson Collection, BRS Archives.

WAY BACK WHEN … *at bottom*

In the early 1950s, Winnipeg Electric Company streetcar No. 360 is travelling westbound on Redwood Avenue in Winnipeg, after crossing the Redwood Bridge over the Red River. The streetcar was a single-ended, double-truck model built in 1909 by the Winnipeg Electric Railway Company. The last day of streetcar operation in Winnipeg was Monday, September 19, 1955 and the last car in revenue service was No. 798. Car 360 was scrapped in 1955.

Winnipeg Transit Photo Archive Collection.



Many thanks to Chris Ashdown, Bernie Drouillard, Jean Breton, J-L Ozorak, Earl Roberts, John D. Thompson, Malcolm Vant, Ian Walker and Doug Wilson for their contributions to this issue.

If you have any light rail, streetcar, transit or museum news items or ideas/suggestions for this column please forward them to me at ***underthewire@bytownrailwaysociety.ca***

Infoline

Edited by Dave Stremes

SHORTLINE SECTIONS RETURNING TO CN

CN will be re-assuming control of operations of the following stations on the GoderichExeter Railway (GEXR's) Guelph Subdivision effective November 15 , 2018: London East, Thorndale, Kelly's, St. Marys, Stratford, Shakespeare, New Hamburg, Baden, Petersburg, Kitchener/Waterloo, Breslau, Acton, Elmira, St. Jacobs, Galt, and Cambridge.

CN will also be re-assuming control of the lines currently operated by the Southern Ontario Railway's Hagersville subdivision (mile 5.7 to mile 35) effective September 18, 2018. This rail line includes the following stations: Caledonia, Hagersville and Nanticoke. In addition, SOR's Hamilton operation will revert to CN effective December 13, 2018. The Goderich-Exeter Railway will remain between Stratford and Goderich and Exeter as those stations are not mentioned in the notice. The Southern Ontario Railway is expected to possibly survive in some capacity as the Esso switching contract at Nanticoke is separate to the lease, as is the Brantford Ingenia plant (Burford spur). Genessee and Wyoming (owner of SOP and GEXR will also retain Railcare Inc. in Hamilton as this was purchased in 2016.

(GWRR.com)

CN ENVISIONS SLOWLY DOUBLE-TRACKING MAIN LINE FROM EDMONTON TO WINNIPEG

Canadian National will eventually double-track its busy main line between Edmonton, Alberta, and Winnipeg, Manitoba, with the pace of the capacity additions matching traffic growth. Less than 100 miles of the 800-mile corridor is currently double iron, Chief Operating Officer Mike Cory says, not including the five sections of double-track that's being added this year. "Absolutely before I pass this earth I'm hoping to see the majority of it double-track," Cory, 56, told investors and analysts on CN's July 24 earnings call. Asked whether the double-tracking is a five- or 10-year plan, Cory responded: "It's a forever plan. This is really in our breadbasket." The Edmonton-Winnipeg route is CN's spine, carrying grain, potash, petrochemicals, energy-related commodities like frac sand and steel pipe, as well as intermodal traffic. More double-track will make CN more resilient in the face of winter weather. "It's the toughest of weather conditions of any Class I railway," Cory says. The route has about 50 miles of double track between Winnipeg and Portage la Prairie, Manitoba, but efforts to continue double-tracking beyond that section stopped in the 1970s, Cory says.

CN likely will add another four or five sections of double-track to the line next summer as it anticipates continued strong traffic growth. CN got into a capacity crunch last year when traffic came on much faster than expected and it was short of crews, locomotives, and track capacity. The railroad did not add track capacity on the line after traffic declined in 2016. CN executives have said they won't make that mistake again. "We will not stop even when volume goes down," Cory says. "There's not a specific timeline," CEO Jean-Jacques Ruest says. "It's more volume-related than anything else."

CN has completed five track expansion projects so far this year as it ramps up capacity in Western Canada and on its route linking Winnipeg and Chicago. The work, which will wrap up in late fall, includes more than 60 miles of double track in seven sections, 11 new or extended sidings, and investments at eight yards.

(Trains.com, July 26)

CN REPORTS Q2-2018 FINANCIAL RESULTS

CN reported its financial and operating results for the second quarter ended June 30, 2018. Second-quarter 2018 results compared to second-quarter 2017 include:

- Net income increased by 27 per cent to $1,310 million.
- Operating income increased by seven per cent to $1,519 million.
- Revenues increased by nine per cent to $3,631 million.
- Revenue ton-miles (RTMs) increased by seven per cent and carloadings increased by six per cent.
- Operating expenses increased by 10 per cent to $2,112 million.
- Operating ratio of 58.2 per cent, an increase of 0.7 points over the second-quarter 2017 (and an improvement of 9.6 points over the first-quarter 2018).

"Our entire team pulled together quickly to turn around our operational performance following a challenging winter, delivering a best-in-class operating ratio of 58.2 per cent in the quarter," said JJ Ruest, president and chief executive officer of CN. "Record capital investments in new equipment and expanded infrastructure are on schedule, as we advance important projects that will give us the capacity and resiliency to serve the market at the industry-leading standard we and our customers expect.

Revenues increased for petroleum and chemicals ($67 million or 12 per cent), grain and fertilizers ($61 million or 12 per cent), metals and minerals ($58 million or 15 per cent), coal ($49 million or 39 per cent), intermodal ($48 million or six per cent) and forest products ($26 million or six per cent). Revenues declined for other revenues ($5 million or two per cent) and automotive ($2 million or one per cent).

RTMs, measuring the relative weight and distance of rail freight transported by CN, increased by seven per cent from the year-earlier quarter. Rail freight revenue per RTM increased by two per cent over the year-earlier period, mainly driven by freight rate increases and higher applicable fuel surcharge rates; partly offset by the negative translation impact of a stronger Canadian dollar. Carloadings for the quarter increased by six per cent to 1,506 thousand.

Operating expenses for the second quarter increased by 10 per cent to 2,112 million, mainly driven by higher fuel prices, higher labour costs as a result of an increase in headcount and higher training costs for new employees, and higher purchased services and material costs as a result of increased volumes of traffic; partly offset by the positive translation impact of a stronger Canadian dollar.

(GlobeNewswire.com, July 24)

CN RELEASES GRAIN PLAN FOR 2018-19

CN says it's confident it will be able to move Western Canada's 2018-19 grain crop in a timely fashion, despite surging demand from Canada's crude oil shippers. "We are focused on getting it right for farmers and our grain customers, regaining the confidence of Canadian business and enhancing Canada's reputation as a reliable export partner," said J.J. Ruest, president and chief executive officer of Canadian National Railway. "CN is well positioned to meet the transportation needs of its customers for the 2018-19 crop year and beyond." CN released its 2018-19 grain plan, a document that outlines how the company plans to handle this year's grain crop and avoid transportation bottlenecks that could negatively impact the grain and oilseeds sector. Based on government estimates, the company said it is anticipating an average-sized crop of approximately 69.4 million tonnes in 2018-19. Of that amount, CN expects to move 24 to 26 million tonnes of grains and oilseeds over the next 12 months, the vast majority from western Canadian collection points. That amount does not include a 2017-18 carry-over estimated at 12 million tonnes, about a million tonnes higher than last year. In its plan, CN highlighted a number of investments that will expand network capacity and enhance the company's ability to move this year's crop.

Those investments include the acquisition of 1,000 new high-capacity hopper cars over the next two years, the addition of 200 new locomotives, including 60 that will be added to CN's fleet before the end of the calendar year, and 1,250 newly trained conductors that will be ready to work this winter, when demand from the grain sector is expected to peak. Roughly $400 million of the company's record-setting $3.5 billion capital expenditure budget for 2018 will be spent on network expansions that include double tracking and siding expansions between Edmonton and Winnipeg. Those improvements are scheduled to be completed before the winter of 2018-19.

However, the company also stressed that factors beyond its control, such as difficult winter railroading conditions and interruptions in ship loading at export terminals, could affect the company's ability to meet grain shipping targets.

Based on a CN grain car fleet that includes 11,500 covered hoppers, the company said its maximum sustainable car supply will average 5,500 car spots per week across Western Canada during the months of August, September, October and November. CN's weekly car spots are projected to slow to an average of 4,000 per week in December, January, February and March, when demand from grain shippers is typically the strongest, the CN plan suggests. "We believe these numbers reflect the sustainable capacity of the supply chain," the company said in its report. "However, there will be weeks where these levels are likely to be exceeded and others where these levels may not be achieved, depending on the fluidity of the overall supply chain."

CN executive vice-president Sean Finn said the grain plan – a requirement under Bill C-49 – involved an unprecedented level of consultation with shippers and producer groups across the West. The plan will be updated throughout the shipping season, he added.

Fluctuating demand for rail capacity by the grain industry is an ongoing challenge. Historically, a significant portion of the grain and oilseed crop is presented for movement between November and April, a period when railroading operations in Canada are least efficient because of cold weather.

(Producer.com, Aug. 9)

COURT DISMISSES CN'S APPEAL OF DECISION ON CLAMOROUS WINNIPEG RAILWAY

Augustina Harker has avoided relaxing and playing with her partner and two children in the backyard for the past three summers because of the noise from a rail line used as a staging area behind her house in Winnipeg. "It's like you're inside of a factory," Harker said, adding that the smell of diesel periodically penetrates her home. "It shakes the house when those cars are hitting together." Harker and other residents of the east Winnipeg neighbourhood told a tribunal last year they hear valves releasing, engines throttling, trains braking and freight cars banging at all hours. "It's an extraordinary disruption," she said in an interview. Harker may be able to take heart. The Federal Court of Appeal has dismissed a challenge by the Canadian National Railway Company to an earlier ruling that CN's railway activity was too noisy for residents. The initial May 2017 decision by a Canadian Transportation Agency tribunal ruled "that the noise levels caused by CN's operations constitute substantial interference" and "are not reasonable, as they cause an excessive impact on the residents." The tribunal stated the agency may order CN to make "any change" to its operations that the regulator considers reasonable. The federal court decision dismissed CN's application for judicial review on the grounds that questions of fact were beyond the court's role as an appeal body in this case.

Multiple Winnipeg residents living alongside the rail line near the Transcona Rail Yard told the tribunal in 2016 that CN has been using the area to hold and rearrange trains since 2015, when construction on an underpass – completed the following year – began.

Robert Scott, who filed the complaint, argued the vibrations and noise have cracked home foundations, ceilings and drywall and caused sleep deprivation, high blood pressure, headaches and anxiety among the applicants. "The applicants provided an example of one incident ... where a train idled with its engine revving up and down for over an hour before departing," the tribunal's decision reads. "The applicants state that when idle trains start to move, there are successive banging noises resembling explosions, as the boxcars slam into one another. The applicants state these noises also occur both day and night." CN had argued it was "only causing such noise and vibration as is reasonable," and requested the initial complaint be dismissed, the tribunal said.
(CBC.ca, Aug. 10)

CP

CP RAIL MANAGER GUILTY IN CASE OF TRAIN LEFT ON B.C. MOUNTAINSIDE WITHOUT HANDBRAKES

A CP Rail manager faces possible jail time for his role in illegally parking a freight train carrying explosive materials on a mountain slope above Revelstoke, B.C., without proper handbrakes. A B.C. provincial court judge found Tim McClelland guilty of two charges of contravening an emergency directive from Transport Canada, a breach of the Railway Safety Act. "On a balance of probabilities, Mr. McClelland did not exercise all due diligence to prevent the commission of the offences," Judge Richard Hewson wrote. Canadian Pacific Railway and former CP superintendent Mark Jackson were acquitted of the same charges. McClelland was director of dispatching at CP's Calgary operations centre when 58 railcars were left unattended on the main track east of Revelstoke in the early hours of Feb. 15, 2015, according to the provincial court judgment. Two of those cars held ammonium nitrate, a potentially explosive chemical that is also dangerous to fish. At the time, CP Rail was scrambling to lock down all of its equipment because of a pending workers' strike. The only mechanism holding the train in place was the air brakes, despite an emergency directive issued after the 2013 Lac-Mégantic rail disaster in Quebec that laid out the number of hand brakes needed to secure freight trains.

According to Hewson's judgment, the train's crew left the cars unattended after speaking with a rail traffic controller who'd received directions from McClelland and Jackson. At trial, McClelland's defence team argued the crew members had misunderstood his directions. The lawyers argued he'd only meant for the tail of the train to be left temporarily while 19 cars carrying fuel oil were separated and secured on a backtrack. But the crew understood things differently, according to the judgment. The only two workers on the train, a conductor and an engineer, both questioned the directions repeatedly, the judge said. The engineer testified that he found it "absurd" to leave the train on a mountainside without handbrakes.
(CBC.ca, July 23)

CANADIAN PACIFIC MOVED MORE GRAIN IN PAST YEAR DESPITE EXTREME WEATHER, BACKLOG

Canadian Pacific Railway Ltd. moved one per cent more grain over the past year than in 2016-17, despite a frigid prairie winter and higher-than-expected crop yields that helped cause a major backlog in early 2018. CP Rail shipped 25.8 million metric tonnes of grain, grain products and soybeans out of Western Canada during the 2017-18 crop year. For the coming year, the Calgary-based railway forecasts the total crop to move will hit 83.4 million metric tonnes, five per cent higher than the five-year average. CP Rail and rival Canadian National Railway Co. are outfitting their fleets with thousands of larger freight cars and track upgrades over the next four years. The improvements come amid legislation that imposes financial penalties on railways that fail to deliver promised rail cars for grain shipments on time. The extremely low temperatures in Western Canada last winter meant trains had to be shorter, a necessity related to their air-brake systems.
(CBC.ca, Aug. 20)

TCRC RATIFIES FOUR-YEAR PACT WITH CP

The Teamsters Canada Rail Conference-Train & Engine (TCRC) have ratified a new four-year agreement with Canadian Pacific. In addition, union members ratified a five-year agreement affecting conductors and locomotive engineers at CP's Kootenay Valley Railway. "TCRC-represented employees are integral members of the CP family; achieving a four-year agreement provides certainty and stability for not only employees at CP, but for customers, shareholders, and the broader economy," said CP President and Chief Executive Officer Keith Creel in a press release. The TCRC represents about 3,000 CP conductors and engineers. The agreement follows a short strike carried out by TCRC-represented train crews in May. Union officials said they are now focused on implementing the new agreement and moving forward with the railroad. "Workers won a fair deal from CP. Moving forward, we hope to continue working with the company to improve job conditions and ease labor relations," said TCRC President Doug Finnson in a press release.
(ProgressiveRailroading.com, July 23)

VIA

INCREASED REVENUES AND RIDERSHIP FOR VIA RAIL IN SECOND QUARTER 2018

For the second quarter of 2018, VIA Rail is reporting a ridership increase of 10.0%, while its revenues improved by 8.4% compared to the same quarter last year. In the Québec City - Windsor corridor, ridership and revenues increased by 11.5% and 13.6% respectively compared to 2017. Furthermore, over the May long weekend VIA Rail saw an 8.4% growth in ridership and a 9.7% increase in passenger revenue over 2017. "Canadians in record numbers are demonstrating their preference for train travel and taking advantage of the easy, enjoyable and sustainable experience that VIA Rail offers, declared Yves Desjardins-Siciliano, President and Chief Executive Officer at VIA Rail. "Our continued growth over the last four years, this being our 17th consecutive quarter with revenue growth, and our 10th consecutive quarter with ridership increases, is a direct result of the dedication and professionalism of our employees who provide the best travel experience to Canadians."

VIA Rail's second quarter report is available at:viarail.ca/en/about-via-rail/governance-and-reports/quarterly-reports
(VIARail.ca, Aug. 31)

SMALL PETS ON THE TRAIN? VIA RAIL SAYS YES, ON QUÉBEC CITY TO WINDSOR ROUTE

VIA is allowing some pets on board their trains in the Québec City to Windsor corridor, but they must be placed in carriers measuring a maximum of 55 x 40 x 27 cm (21.5 x 15.5 x 10.5 in). The transportation company announced that "small cats and dogs" will be welcome if they are placed in leak-proof and well-ventilated carriers. The carriers are to be placed at the passenger's feet. While Via Rail is allowing the carriers in the passenger cabins, the animals cannot leave their carrier at any time. And the company says they need to be attended to during the trip and must be able to stand up, turn around and lie down in the carrier. The company says they will take accommodation measures for passengers with allergies.

Via Rail is charging $50 plus tax per one-way trip if you want to bring your pet with you. You also need to book in advance, because there is a maximum number of pets — three — allowed per departure. The spokesperson for the company said in an email the maximum number does not include service and emotional support dogs. "The number of animals is limited to two in Economy Class and one in Business Class," said Mylène Bélanger. "It gives us more flexibility to relocate any traveller with pet allergies."
(CBC.ca, Aug. 29)

Other Passenger News

OREGON DOT, BRITISH COLUMBIA, MICROSOFT PLEDGE FUNDS FOR HIGH-SPEED RAIL STUDY

The province of British Columbia, the Oregon Department of Transportation (ODOT) and Microsoft Corp. are contributing $750,000 to study high-speed rail service between Seattle and Vancouver, British Columbia. The new funds are in addition to the $750,000 the Washington State Legislature provided earlier this year to the Washington State Department of Transportation (WSDOT) for the study. The study builds on a 2017 preliminary analysis for a new 250 mph high-speed rail system in the Pacific Northwest. That earlier analysis laid the groundwork for the more "in-depth business case evaluation that WSDOT will undertake over the next year," department officials said in a press release.

The service could provide one-hour trips between Seattle and Vancouver. The proposed line could help foster economic growth in the region and encourage "greater collaboration, deeper economic ties and balanced growth for years to come," said Microsoft President Brad Smith. "We developed a vision for a better connected Cascadia mega region that will help our talented entrepreneurs, researchers and workers share knowledge and expand economic opportunity," added Washington Gov. Jay Inslee.

In addition, a new committee will provide advice during the year-long technical analysis.
(ProgressiveRailroading.com, July 30)

LILLOOET PROPOSES STUDY FOR PASSENGER RAIL LINE BETWEEN NORTH VAN, PRINCE GEORGE

Greyhound's impending departure from Western Canada has prompted Lillooet to renew its call for the former B.C. Rail corridor between North Vancouver and Prince George to be reopened to passenger trains. The district has asked the Union of B.C. Municipalities to lobby the provincial government to work with VIA Rail to determine the feasibility of restarting passenger service along the line, which ceased in 2002. "With the loss of Greyhound, this has now really put added stress on so many communities all the way up and down the line – especially those along Highway 97 to the north," said Lillooet Mayor Marg Lampman. "It's my hope that the premier will see this as a good venture for the B.C. government to work with VIA Rail."

Greyhound announced last month that it plans to pull out of B.C., Alberta, Saskatchewan, Manitoba and northern Ontario at the end of October, blaming millions of dollars in losses from a 46-per-cent drop in ridership since 2010 for its decision to end service. Only a bus route between Vancouver and Seattle will continue. Lampman has been advocating for the return of train service through the corridor for the past three years, but she said the departure of Greyhound will exacerbate the transportation issues for communities along the route. "My community has never had bus service, and when the train was taken down, it left us with only one option, and that is by vehicle, and it put many hardships on my community members and surrounding communities," Lampman said. She said the rail line, which is now owned by Canadian National Railway and used for freight, sits empty most of the time, and she believes there could be benefits for tourism, for local businesses, for the environment, and for people who don't drive but need to travel safely between cities. Lampman envisions a service similar to the Cariboo Prospector, which ran for 46 years using diesel-powered Budd cars. She said it would not be prohibitively expensive, so it would be an option for people who previously relied on Greyhound. "It would not be feasible for it to be outrageous," she said. "This is a train for the average person."

Lampman has requested a meeting with Premier John Horgan during the Union of B.C. Municipalities annual conference in September, so she can discuss the proposal. She would like the province to fund and conduct a feasibility study in partnership with VIA

Rail, which is a federal Crown corporation. Lampman said she has broad support from mayors, councillors and regional district directors along the line. In 2016, Squamish brought forward a resolution at that year's UBCM conference asking the province to consider re-instituting passenger rail service between North Vancouver and Prince George. It was endorsed at the convention. She has also had discussions with her local MLA, the region's MP, and VIA Rail.

In an emailed statement, the provincial ministry of transportation said it appreciated the resolution put forward by Lillooet, but that it is not consulting with VIA Rail at this time. A representative from VIA Rail could not be reached for comment.

(TheProvince.com, Aug. 17)

FIRST EUROPEAN-BUILT BILEVEL CAR ARRIVES

Rocky Mountaineer has received the first of 10 bilevel cars being built by the Swiss firm Stadler Rail in the Berlin suburb of Reinickendorf, Germany. Numbered RMRX 9541 it was shipped from Germany on the roll-on, roll-off ferry Tiger. As Vancouver's terminals are not equipped to handle vessels carrying large vehicles like the 18-ft.-high bilevel car, it was unloaded at Tacoma Washington onto a 72-ft. trailer while still aboard the vessel and driven off and loaded on to a flatcar. Delivered to their operational base in Kamloops British Columbia, it has been tested on the CP line through the Fraser and Thompson canyons. The car has Swiss-made trucks of European design that employ pneumatic suspension which were the focus of the tests. Interior features of the 72-passenger cars include power-adjustable leather seats and panoramic windows on the upper deck that can be dimmed electrically to reduce glare. The new cars are built to same dimensions as the four bilevel cars built by Colorado Railcar in 2006-07, at 89 ft. long and 18 ft., 1 in. high. Rocky Mountaineer's first 12 bilevels, built between 1995 and 2004, are 85 ft. long and 17 ft. , 6 in high.

(The Sandhouse, Summer 2018)

Other News

MISSANABIE CREE APPROVED FOR RAIL OPERATING CERTIFICATE

Missanabie Cree First Nation (MCFN) is now the only First Nation in Ontario to have acquired a Rail Operating Certificate (ROC) from Transport Canada, placing it one step closer to reviving passenger rail service between Sault Ste. Marie and Hearst. Missanabie Cree First Nation Chief Jason Gauthier says that the certificate – which took the First Nation roughly three months to obtain – is the federal government's show of confidence in the First Nation's ability to operate its proposed Mask-wa Oo-ta-ban [Cree for 'bear train'] rail project. "We've been talking about submitting it for over two years, but we had to make sure that we had everything in place in order to do that," Gauthier said.

The next step for the MCFN is to have a conversation with CN regarding a conditional access agreement, as CN owns the line along which the ACR travels. "With those two things in hand, I think that we look at having a renewed discussion in regards to the funding for that rail service," Gauthier said. Mask-wa Oo-ta-ban, he says, would cost roughly $2 million per year in order to operate, not including the initial startup costs. "All rail service in Canada is subsidized in one way or another, so I think there should be a commitment by Transport Canada to fund this service," Gauthier said. "That's a renewed discussion once we have all our ducks in a row and we've done our due diligence."

The passenger rail service between Sault Ste. Marie and Hearst was shuttered by the Algoma Central Railway in 2015, which MCFN says has accounted for a loss of somewhere between $38 and $48 million in economic development for the region. "For a $2-million-a-year investment, it makes sense to get this train back up and running again," Gauthier said.

Gauthier says that much of the progress that MCFN has made in terms of trying to revive rail service along the former Algoma Central Railway corridor wouldn't have been possible without the advocacy efforts of the Coalition for Algoma Passenger Trains (CAPT) and its co-chair, Linda Savory-Gordon. "Without her, I don't think we would've been able to get as far as we have," Gauthier said. The Missanabie Cree is just the third First Nation in all of Canada to receive a Rail Operating Certificate.

(NorthernOntarioBusiness.com, July 27)

NEW CEO BRINGS DRIVE TO ISLAND CORRIDOR FOUNDATION

One of the first priorities for Larry Stevenson when he takes over as the new CEO of the Island Corridor Foundation on Aug. 1 is to develop a comprehensive communication strategy. Stevenson, who is from Vancouver Island and brings 25 years of railway experience to his new position, said a lot of good work has been done over the years at the ICF to build a structure to revive train service on the Island and "get things moving forward". "But it seems that it's only the ICF's board and it members who really know that," said Stevenson, who also has extensive experience as an entrepreneur and management consultant.

"More people on the Island need to know what the ICF is and what it is supposed to do. We need to get people behind this if we want to succeed. The railway corridor is too valuable an asset to just turn away and give up on it. That's not good for today, and it won't be good 40 to 50 years from now." The Island Corridor Foundation owns the deteriorating 220-kilometre E&N rail line that stretches from Victoria to Courtenay and is committed to resurrecting rail service on the Island. Passenger train service on the rail line was stopped in 2011 due to track safety concerns, and freight service has also been discontinued on most parts of the Island.

The ICF presented a $42.7-million proposal to revive the railway to the new NDP government last November, with the hopes that senior levels of government would split the costs of major track upgrades between Nanaimo and Victoria, which is considered to be phase one of the overall project. Neither the province nor Ottawa have yet committed to the plan. Stevenson said another major priority for him when he takes on his new position on Aug. 1 is to see if there is a way to resolve the ongoing legal issue with the Snaw-Naw-As First Nation in Nanoose, which is a major stumbling block in reviving the railway. The First Nation claims the railway land in its traditional territory was wrongfully taken from it years ago to build the railway and is seeking to have it returned.

(ChemainusValleyCourier.ca, Aug. 3)

RAILWAY ASSOCIATION OF CANADA ANNOUNCES 2018 SAFETY AWARD WINNERS

The Railway Association of Canada (RAC) announced the winners of its annual Safety Awards, which recognize RAC member-companies' initiatives that help to ensure our country's rail network remains among the safest in the world. Four members – CP, VIA Rail, Cando Rail Services and Genesee & Wyoming – received awards for their outstanding safety leadership in 2018.

"First and foremost, congratulations to the recipients of the 2018 RAC Safety Awards," said RAC President and CEO Marc Brazeau. "The programs, technologies and strategies recognized today are helping to advance rail safety in Canada. It's important to note that so many of the initiatives emphasize safety culture which, as the Railway Safety Act Review report notes, is a fundamental element of an effective rail safety regime. The winners of this year's awards represent different segments of our country's rail industry – Class 1s, shortlines and passenger carriers – which shows our collective commitment to continuous safety improvement."

The 2018 RAC Safety Award winners are:

Class 1 – Employee incident

- CP for its *Locomotive Engineer Training Simulation Program* and the classroom version of its *Simulation Training for Conductors* initiative. Using these simulators, trainees experience operating a locomotive on CP routes across North America. The simulation system presents trainees with various real-life operating scenarios, which they must master before they enter the field, and scores them on their train-handling performance. The development of these initiatives has resulted in more efficient on-the-job training at CP.

Class 1 – Third-Party Incident

- CP for its *Predictive Wayside Detection – Bearings* initiative. To mitigate safety risks associated with railcar roller bearing failures, railways use wayside detectors to collect data about the state (temperature, vibration) of bearings on passing trains. While these data-acquisition systems are common within the North American rail industry, CP is the first railway to combine the information and develop a predictive model. This state-of-the-art technology allows CP to identify deteriorating bearings three months prior to failure and proactively remove railcars from service. Since implementing the model, CP has reduced in-transit bearing failures by 96 per cent.

Non-Class 1 – Employee/Third-party incident

- Cando Rail Services Ltd. for its *Employee Safety Education Program*, a full-day training session for all Cando employees including senior managers. The program emphasizes safety culture and includes modules about Safety Management Systems, hazard identification and more.
- Genesee & Wyoming Canada Inc. for its *Target Zero Training* program aimed at strengthening organizational safety culture. This interactive, two-day training session is designed to prevent workplace accidents by helping employees become safety ambassadors and encouraging them to make safety part of every decision. Using practical exercises adapted to railway operations, the program also helps employees to better understand human behavior and address at-risk situations, while emphasizing the importance of effective communication.

Passenger – Employee incident

- VIA Rail Canada for its *Operational Safety Strategy*. Based on three pillars – training, communication and monitoring – VIA Rail developed this strategy and integrated it into its SMS as part of its goal to enhance its safety culture.

Winners will receive their awards at a ceremony hosted by RAC in November 2018.

(Railcan.ca, Aug. 8)

CANADA AND QUEBEC COMMIT FUNDS FOR RAIL BRIDGE

The governments of Canada and Quebec have made a combined $36.1 million commitment to building a rail bridge over the Mistassini River in Dolbeau-Mistassini, Québec. The federal government will contribute $12 million, while the provincial government will invest more than $24.1 million into the project. Infrastructure Canada explains that the financing comes from the New Building Canada Fund, Provincial-Territorial Infrastructure Component—National and Regional Projects.

"Access to transportation is a key factor in industrial development, especially in a region like Lac-Saint-Jean, which is on the outskirts of major markets. Our businesses require an efficient, reliable, modern and competitive way of transporting their goods to thrive. It is an undeniable factor and the main reason we chose to support this project," said Philippe Couillard, premier of Quebec, minister responsible for the Saguenay-Lac-Saint-Jean Region. "Moreover, the rail link was recommended by the Transportation Working Group of the Saguenay-Lac-Saint-Jean Regional Economic Summit, supported by the Economic Intervention Tactical Group; two working groups we set up in recent years in collaboration with regional socio-economic organizations to contribute to local strength and vitality."

Construction of the railway bridge includes the connection to the existing railway, a rail yard on the west side of the river, and a rail link to the industrial park on the east side of the Mistassini River. Once completed, this project will support the Regional County Municipality of Maria-Chapdelaine in the development of its industrial park by facilitating the movement of daily traffic for the transportation of goods from one side of the river to the other.

(RT&S.com, Aug. 10)

RAILWAY CARLOADINGS, JUNE 2018

The volume of rail freight carried in Canada totalled

31.6 million tonnes in June, up 2.5% from the same month a year earlier.

Freight originating in Canada rose 2.7% from the same month last year to 28.3 million tonnes. Non-intermodal freight increased by 5.5% to 312,000 carloads in June. The amount of freight loaded into these cars rose 3.4% from June 2017 to 25.3 million tonnes.

In June, due to limited pipeline capacity, the largest increase in tonnages for the second month in a row was for fuel oils and crude petroleum (+464 000 tonnes or +45.8%) on a year-over-year basis. Crude-by-rail exports from Canada rose 31.4% in the first six months of the year and 86.8% in June, compared with the same periods a year earlier, according to the National Energy Board. Tonnages also increased for potash (+291 000 tonnes or +18.3%), fresh, chilled or dried vegetables (+126 000 tonnes or +63.8%) and other oil seeds, other nuts, and other agricultural products (+125 000 tonnes or +112.8%) compared with June 2017.

Conversely, tonnages declined for wheat (-343 000 tonnes or -16.1%), sand, gravel and crushed stone (-111 000 tonnes or -27.4%), and other basic chemicals (-80 000 tonnes or -12.1%) over the same period.

Intermodal freight loadings fell 0.6% from June 2017 to 208,000 units in June. In terms of weight, intermodal traffic decreased 2.7% to 3.1 million tonnes.

Freight traffic received from the United States rose 1.3% to 3.2 million tonnes as a result of increases in both non-intermodal (+0.6%) and intermodal (+10.1%) freight.

(StatCan.gc.ca, Aug. 29)

(Ed note: The Association of American Railroads [AAR] also publishes similar Monthly Rail Traffic Data in a customizable format at https://www.aar.org/data-center/rail-traffic-data/)

ALGOMA CENTRAL ENGINE HOUSE IN SSM RECOGNIZED FOR NATIONAL IMPORTANCE

Dr. Richard Alway, Ontario Member of the Historic Sites and Monuments Board of Canada, commemorated the national historic significance of the Algoma Central Engine House. A plaque was unveiled during a ceremony at the CN Rail Yard in Sault Ste. Marie. Representative of the early 20th century's ambitions to increase and improve transportation through northern Ontario, the Algoma Central Engine House in Sault Ste. Marie, was the first, of only two, train repair sheds in Canada built with an internal turntable. Built in 1912 for the Algoma Central and Hudson Bay Railway, it has seen continuous use and is currently operated by CN. Its massive size with a turntable built inside the building providing access to its 14 radiating pit tracks made it a unique design that has stood the test of time. Very few original elements of the building were changed when the building was modified to service diesel powered trains in the 1950s. Possessing massive windows, vitrified brick floor, high concrete foundation, steel roof columns and trusses and interior space for 14 locomotives, this building forms a direct connection to industrial development and expansion in Canada at the beginning of the 20th century.

Created in 1919, the Historic Sites and Monuments Board of Canada advises the Minister of Environment and Climate Change regarding the national historic significance of places, people, and events that have marked Canada's history.

(Wawa-news.com, Aug. 31)

CITY MULLING $6.3 MILLION FOR NEW TRAIN BARN AT FORT EDMONTON PARK

A report recommends spending $6.3 million on a new maintenance barn to house Fort Edmonton Park's 99-year-old steam train. The current 40-year-old structure that houses the train is a described as a pole-supported shed that was deemed unsafe for regular maintenance of the locomotive after safety inspections were conducted in fall 2017. As a result, the Baldwin steam engine was parked for the entire season this year. According to the report, the steam train must be housed and ready for maintenance in the new structure by October 2019. Some work was done to stabilize the current structure and allow for proper storage during the winter. The report says the train can remain in the existing building until a replacement is completed. "The steam train is an integral part of Fort Edmonton Park, each year bringing enjoyment to those that ride the rails. Fort Edmonton Park may face public disappointment and criticism if the steam train is not operational," reads the report.

The proposed new building will be a pre-engineered structure that will include two maintenance pits and storage space for parts and equipment. It will be located on a new site just east of the existing location. According to the report, the new site was selected because it can accommodate a larger building and future expansion, if needed. Once complete, the old structure will be demolished and the site will be remediated. The park has already begun work on a $165-million transformation, with a grand park reopening scheduled for May 2021. The plan hopes to have the train fully operational for the reopening. The multimillion-dollar Fort Edmonton Park enhancement project will see the creation of a new Indigenous cultural and history centre, upgrades to the midway and an expansion of the Selkirk Hotel, with the goal of doubling the number of visitors to the park to at least 500,000 per year.

(EdmontonJournal.com, Sept. 8)

GOVERNMENT OF CANADA INVESTS $20.7 MILLION TO IMPROVE RAIL SAFETY

With over 40,000 kilometres of track, the rail system connects Canadians by moving people and goods across the country every day. The Government of Canada supports projects that improve safety, the economy, and the movement of goods and people, and announced 105 new projects and initiatives that will keep Canadians safe, contribute to increasing safety at grade crossings and along rail lines, and increase public confidence in Canada's rail transportation system. Collectively, the one hundred and three projects and two rail safety education and awareness initiatives will receive more than $20 million under the Government of Canada's Rail Safety Improvement Program. The Rail Safety Improvement Program is an essential component of the Government of Canada's commitment to improving rail safety.

(News.Canada.ca, Aug. 1)

TRANSPORT CANADA ANNOUNCES SUPPORT FOR RESEARCH AND DEVELOPMENT TO REDUCE AIR EMISSIONS FROM RAIL TRANSPORTATION

The Government of Canada announced an investment of $50,000 funded under the Clean Rail Academic Grant Program that will support two academic research programs at Carleton University that are developing technologies and practices to reduce air emissions from the rail sector.

- To assess how new lightweight materials can improve the safety, efficiency and environmental performance of the rail transportation system;
- To create a railcar design that will reduce fuel consumption and emissions, while being cost effective for industry to use.

(News.Canada.ca, Aug. 29)

Short Line News

CANDO AND CEMR ANNOUNCE PINE FALLS SUBDIVISION ENHANCEMENT PROJECT

Representatives from Cando and Central Manitoba Railway (CEMR) announced a project to improve operations in Manitoba. The Pine Falls Subdivision Enhancement Project is an 8.8-mile infrastructure upgrade of the existing CEMR Pine Falls subdivision, running between CN's Symington Yard (Beach Junction) to the Imperial Oil terminal at Birds Hill. Cando applied and secured a portion of the project financing through the National Trade Corridors Fund (NTCF).

"We plan to significantly improve the track infrastructure including rail, ties, grade and drainage to support heavy axle loading, increased track speeds and maintenance sustainability," says Jay Cranney, general manager of CEMR and a key contributor to the proposal. "We are building a better railway for the next 30 years." These infrastructure improvements have several measurable benefits, including…

- Lengthening the life of the railways' operational assets for another 30-40 years ensuring continued operations of a key Manitoba transportation link.
- Expanding single carload limit capacity from 1920's era "263,000 lb" loading to the modern industry standard heavy axle loading (286,000 lb).
- Improving quality of the track infrastructure to modern new build industry standards addressing safety risk management considerations associated with hauling dangerous goods on dated infrastructure through urban neighborhoods.
- Increasing track speeds to facilitate a reduction in time of crossing occupancy.
- Reducing maintenance costs and enhanced reliability.
- Facilitating haulage growth on the line.

Lee Jebb, Cando's vice president, says the company is pleased to partner with the federal government on this very important project. "For our customers and the communities we operate in, Cando's matching $5.7 million investment is reflective of our commitment to an operationally sustainable, safe and competitive link to the North American rail system," says Jebb. Starting in Fall 2018,the project is anticipated to take 18 months to complete.

(CandoRail.com, Aug. 2)

RAILWAY TO CHURCHILL, MANITOBA SOLD – REPAIRS TO BEGIN "IMMEDIATELY"

Repairs on a vital rail link to northern Manitoba are set to begin immediately, following a deal to sell the flood-damaged line leading to the remote town of Churchill. The community of roughly 1,000 people – Canada's only deep-water Arctic port – has been without a land route since the railway flooded in May 2017. The closure drove up costs for fuel and food, which had to be brought in by air or ship. The railway and the Port of Churchill have been purchased from Denver-based Omnitrax Inc. by Arctic Gateway Group Limited Partnership, a private-public partnership that includes Missinippi Rail Limited Partnership, Fairfax Financial Holdings and AGT Limited Partnership. Missinippi Rail Limited Partnership has 50 per cent ownership in the group. Participating communities will enjoy preferential employment and contracting opportunities consistent with modern agreements concerning business in the territories.

Churchill Mayor Mike Spence said the deal means communities along the line are now equal owners of the railway. The arrangement includes the participation of 30 First Nations and 11 other communities in northern Manitoba and seven Kivalliq communities in western Nunavut. "We'll have control in the future, and we'll work toward prosperity," he said. "This is historic, I don't think there's another model out there in Canada that would fit into this equation. First Nations and municipalities that are part of the deal will be first in line for jobs and contracts.

International Trade Diversification Minister Jim Carr thanked area residents for their patience. "I want Canadians living in northern Manitoba and Nunavut to know that the Government of Canada understands the importance of the line to their daily lives," he said in a release. One of the new partners says Ottawa is providing long-term financial aid, although no cash figure has been released.

Omnitrax had claimed it couldn't afford to fix the tracks. The company estimated minimum repairs to restore light passenger-rail service would cost between $40 million and $60 million and take approximately 60 days. Fairfax, a Toronto-based investment company, announced last November it would partner with Missinippi Rail, a group representing northern communities, in an effort to buy Omnitrax's northern Manitoba assets. In June, the Canadian Transportation Agency (CTA) ordered the Omnitrax-owned Hudson Bay Railway to start repairs, following a complaint from Manitoba's Opposition NDP. CTA started a compliance review in July.

Arctic Gateway will be co-ordinating repairs and says crews have been mobilized to start work immediately. "We are racing against time," said Fairfax Financial president Paul Rivett in a release. The new owners are aiming to have the rail line operating before winter. "Phase 1 of the project will be to repair the rail line, undertake safety and rehabilitation upgrades to the port and the railway assets. We will commence the repairs and do all we can to restore service expeditiously and safely." A contract has been awarded to Cando Rail and Paradox to make repairs.

The negotiations for the purchase of the Omnitrax-owned Hudson Bay Rail Company, the Hudson Bay Port Company and the Churchill Marine Tank Farm have been going on for months. The value and other details of the sale were not released.

(CBC.ca, Aug. 31; GlobeandMail.com, Sept. 4)

Selection of Passenger Consists *Compiled by Earl Roberts*

14 July 2018

VIA #611 (Senneterre-Amos) at Senneterre, Québec (special to commemorate the 100th anniversary of the villages of Landrienne and Barraute)
- F40PH-3 6455
- F40PH-3 6412
- Baggage 8621
- Coach 8145
- Coach 8147
- Skyline 8501

14 July 2018

Rocky Mountaineer "Coastal Passage" (Vancouver - Seattle - Vancouver) at Vancouver, BC
- GP40-2L(W) 8013
- GP40-2 8017
- Generator Car 9272
- Coach 3204
- Crew Coach 5726
- GoldLeaf Dome 9529
- GoldLeaf Dome 9527

3 August 2018

VIA #40 at Kingston, Ontario
- P42DC 914
- Business Class 4006
- Coaches 4104, 4111, 4106, 4105

Thanks to: *Barry Brake, Claude Léger, Greg Menard, Jakob Mueller, André St-Amant.*

4 August 2018

VIA #34 at Ottawa, Ontario
- P42DC 903
- Renaissance Baggage 7004
- Ren. Business Class 7214
- Ren. Service Car 7307
- Ren. Accessible Coaches 70111, 70211
- Ren. Coaches 7100, 7225

6 August 2018

VIA #1 - "Canadian" at Portage la Prairie, Manitoba
- F40PH-3 6455
- F40PH-3 6442
- F40PH-3 6449
- Baggage 8616
- Coach 8130
- Coach 8138
- Skyline 8505
- Dining Car 8409 - Fairholme
- Skyline 8504
- Sleeper 8327 - Fraser Manor
- Sleeper 8306 - Bell Manor
- Sleeper 8339 - Sherwood Manor
- Sleeper 8307 - Blair Manor
- Sleeper 8313 - Cabot Manor
- Sleeper 8335 - Mackenzie Manor
- Sleeper 8337 - Osler Manor
- Sleeper 8325 - Elgin Manor
- Sleeper 8228 - Chateau Varennes
- Skyline 8510
- Dining Car 8411 - Imperial
- Prestige Sleeper 88213 - Chateau Lauzon
- Prestige Sleeper 88227 - Chateau Varennes
- Prestige Dome - Sleeper - Observation 88706 - Glacier Park

10 August 2018

VIA #72 at Windsor, Ontario
- F40PH-3 6443
- HEP-I Baggage 8619
- LRC Business Class 3475
- LRC Coaches 3322, 3356, 3333, 3348, 3346
- HEP-II Business Class 4007

14 August 2018

VIA #600/604 (Jonquière/ Senneterre to Montréal) at St-Paulin, Québec
- F40PH-3 6451 *
- Baggage 8621 *
- Coach 4008 *
- F40PH-3 6431 *
- F40PH-3 6441
- Baggage 8608
- Coach 8145
- Baggage 8622 *
- Coach 8146 *

* from Jonquire

Note: Includes the cancelled August 12 train from Jonquière.

20 August 2018

VIA #1 - "Canadian" at Minaki, Ontario
- F40PH-3 6439
- F40PH-3 6402
- Coach 8143 (d/h)
- Baggage 8609
- Coach 8137
- Coach 8103
- Skyline 8502
- Dining Car 8401 - Alexandra
- Skyline 8506
- Sleeper 8336 - Monck Manor
- Sleeper 8333 - Lorne Manor
- Sleeper 8341 - Thompson Manor
- Sleeper 8340 - Stuart Manor
- Sleeper 8331 - Jarvis Manor
- Sleeper 8332 - Laird Manor
- Sleeper 8315 - Carleton Manor
- Sleeper 8328 - Grant Manor
- Sleeper 8229 - Chateau Viger
- Skyline 8500
- Dining Car 8408 - Empress
- Prestige Sleeper 88210 - Chateau Jolliet
- Prestige Sleeper 88226 - Chateau Salaberry
- Prestige Dome - Sleeper - Observation 88710 - Prince Albert Park

26 August 2018

VIA #75 at London, Ontario
- P42DC 913
- LRC Business Class 3452
- LRC Coaches 3308, 3332, 3325, 3309
- P42DC 914 (d/h)
- HEP-II Business Class 4006 (d/h)
- HEP-II Coaches 4104, 4111, 4105, 4106 (d/h)

2 September 2018

VIA #15 - "Ocean" at Moncton, New Brunswick
- F40PH-3 6439
- F40PH-3 6419
- Renaissance Baggage 7011
- Ren. Coaches 7220, 7222
- Ren. Accessible Coach 70217
- Ren. Coaches 7227, 7208
- Ren. Service Car 7303
- Ren. Dining Car 7401
- Ren. Service Car 7313
- Ren. Accessible Sleeper 79501
- Ren. Sleepers 7518, 7520, 7507, 7508, 7521, 7502, 7512, 7504
- Ren. Transition Car 7600
- HEP-I Sleeper 8203 - Chateau Brule
- HEP-I Dome-Sleeper-Observation 8715 - Tremblant Park

4 September 2018

EXO #184 at St-Jérôme, Québec
- F59PH 1348
- Multi-Level Coaches 3107, 3131, 3097, 3125, 3111, 3135
- Multi-Level Coach with Control Cab 3002

Samples of Diesel Unit Consists *Compiled by Earl Roberts*

Jun 25 - CN eastbound at Prince George, BC: CN SD70M-2 8851, CN SD75I 5729, CN ES44AC 2869 and CN SD70M-2 8960.

Jul 4 - QGRY 210 (Shawinigan Turn) at Trois-Rivières, QC: QGRY GP35 2501, QGRY GP38 2006 and QGRY GP40-2L(W) 3016.

Jul 7 - CP 581 at Saskatoon, SK: CP AC4400CWM 8139, NS Dash 9-44CW 9726, and CP AC4400CWs 9714, 8609 and 9719.

Jul 8 - CN 531 at High Level, AB: CN GP40-2L(W)s 9433, 9579 and 9542, and CN GP40-2(W) 9672.

Jul 10 - CN 368 at Dorval, QC: CN ES44ACs 2958 and 3814.

Jul 16 - CN 372 at Dorval, QC: CN ET44AC 3030, CN SD70M-2 8807, CN SD75I 5667, CN SD40-2(W) 5289 and CN GP38-2(W) 4788, with CN ET44AC 3071 mid-train.

Jul 17 - CN eastbound (oil loads) at Navasota, TX: CN SD70M-2 8005, CN Dash 9-44CW 2538 and CN SD70I 5618, with IC SD70 1008 on the rear.

Jul 18 - CN eastbound (intermodal) at Roberts Bank, BC: CN SD75I 5662, CN SD70M-2s 8833 and 8934, CN Dash 9-44CW 2573, CN ES44DC 2266, GECX Dash 8-40CW 9130 (ex-UP) and CN Dash 8-40CM 2435.

Jul 20 - BNSF on Cajon Pass, CA: CN Dash 9-44CW 2579 and BNSF Dash 9-44CW 4778.

Jul 22 - CN 180 at Capreol, ON: CN SD70M-2 8836, CN SD75I 5762 and GECX Dash 8-40CW 7351 (ex-CSXT).

Jul 23 - CN northbound at Pine Orchard, ON: CN SD75I 5794, CN Dash 8-40CW 2135 and CN GP9RM 4130.

Jul 28 - CP 581 at Saskatoon, SK: CP AC4400CWM 8008, CP ES44AC 8708, CP AC-4400CW 8515 and CP ES44AC 9379, with CP AC4400CW 9506 mid-train.

Jul 30 - CN 368 at St-Paulin, QC: CN ES44ACs 2822 and 2825, CN Dash 9-44CW 2523, GECX Dash 8-40CW 9151 (ex-CSXT), BCOL Dash 8-40CMu 4623 and CN GP9RM 7204.

Aug 4 - CP eastbound (coal empties) at Roberts Bank, BC: CP ES44ACs 8901 and 8894, with CP ES44AC 8850 mid-train and CP AC4400CW 9764 on the rear.

Aug 4 - CN southbound at Prince George, BC: CN ET44AC 3099, CN E44AC 2803 and CN ET44AC 3010.

Aug 6 - CTRW 771 at Saskatoon, SK: GMTX GP38-2 2207, LLPX GP38-2 2261, and GMTX GP38-2s 2258 and 2236.

Aug 6 - CN 119 (intermodal) at Roberts Bank, BC: CN SD70M-2 8890, GECX Dash 8-40CW 9147 (ex-CSXT) and WC GP40-2R 3027.

Aug 7 - CP 581 at Saskatoon, SK: CP ES44AC 8858, UP ES44AC 5523 and CP ES44AC 8889, with NS SD70ACe's 1164 and 1165 mid-train.

Aug 9 - BNSF eastbound (coal empties) at Roberts Bank, BC: BNSF ES44DC 7589, BNSF ES44AC 6127 and BNSF SD70MAC 9499 with BNSF ES44AC 6322 on the rear.

Aug 15 - CN southbound at Blue River, BC: CN Dash 9-44CW 2625, BCOL Dash 8-40CMu 4625 and CN SD75I 5675.

Aug 16 - CN 327 at Dorval, QC: CSXT AC4400CW 89, CSXT SD40-2 8060 and GMTX GP38-2 2257.

Aug 16 - CN 450 at Powassan, ON: PRLX SD75M 204 (ex-BNSF), CN Dash 9-44CW 2593, CN SD75I 5720 and IC SD70 1025.

Aug 17 - CN 396 at Brantford, ON: GECX Dash 8-40CW 7329 (ex-CSXT), IC Dash 9-44CW 2722 and CN Dash 8-40CM 2448.

Aug 18 - CN 369 at Hervey Jct., QC: CN ES44DC 2298, CN Dash 9-44CW 2200 and CN SD70M-2 8947, with CN Dash 8-40CW 2166 and CN SD70M-2 8804 mid-train.

Aug 21 - CN northbound (coal empties) at Kamloops, BC: CN ET44AC 3035, GECX Dash 8-40CW 7356 (ex-CSXT) and CN SD70M-2 8878.

Aug 22 - CN eastbound at Prince Geoorge, BC: CN ES44DC 2254, CN Dash 9-44CW 2649, CN SD70I 5623 and CN Dash 9-44CW 2648.

Aug 25 - CN 121 at Truro, NS: CN ES44ACs 2962 and 3804, GECX Dash 8-40CW 7819 (ex-CSXT) with CN SD70M-2 8895 mid-train.

Aug 26 - CN 435 at Georgetown, ON: CN Dash 9-44W 2593, and GECX Dash 8-40CWs 9461 (ex-UP) and 7342 (ex-CSXT).

Aug 30 - CN eastbound at Washago, ON: CN ES44AC 2960, CN Dash 8-40CM 2432 and IC Dash 8-40CW 2460.

Sep 1 - CN 327 at Dorval, QC: CSXT SD40-2s 8864 and 8024.

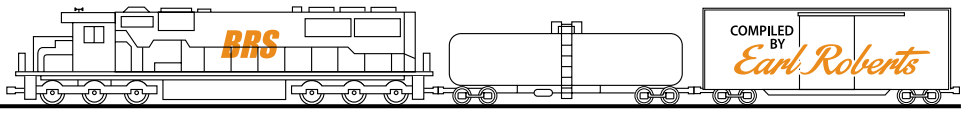
Sep 2 - CN 318 at Capreol, ON: CN SD70M-2 8836, BCOL Dash 8-40CMu 4626 and GECX Dash 8-40CW 7333 (ex-CSXT). ∎

Thanks to: *Justin Ausman, John Cunningham, Peter Hambleton, John Kool, James Lalande, Roman Litarchuk, Jim Mason, Ed Mello, Dave Nickson, André St-Amant, Stan Smith, Geoff Sockett.*

LEGEND

(d/h) - deadhead
BCOL - BC Rail (CN)
BNSF - Burlington Northern Santa Fe
CEFX/CITX - The CIT Group
CN - Canadian National
CP - Canadian Pacific
CREX - Citicorp Railmark
CSXT - CSX Transportation
CTRW - Carlton Trail
EXO - Réseau de transport métropolitain
GECX - General Electric
GMTX/LLPX - GATX Rail Locomotive Group
GTW - Grand Trunk Western (CN)
IC - Illinois Central (CN)
NS - Norfolk Southern
PRLX - Progress Rail
QGRY - Quebec-Gatineau
UP - Union Pacific
VIA - VIA Rail
WC - Wisconsin Central (CN)

Motive Power and Equipment Scene



CN

NEW UNITS: The first 60 of the 200 Tier 4 ET44AC units and Tier 3 ES44AC (Tier 4 certified) units to be built by GE Transportation in Fort Worth, Texas, into 2020 will be delivered in 2018 as follows: ES44AC 3806-3835 (serial 64744-64773 - delivered) and ET44AC 3133-3162 (serial 64774-64803). The next 100 will include ES44AC 3836-3875 (serial 65818-65857) and ET44AC 3163-3222 (serial 65858-65917). On September 5, CN announced that CN will acquire 60 additional locomotives, expanding its 200-unit order placed in December 2017.

RETIRED: CN SD60 5420 (nee OWY 9056) from collision and fire damage at Weirgor, Wisconsin, on June 16, 2018; CN GP9RM 7271 (nee CN 4329) scrapped in Calgary, Alberta.

LEASED UNITS: CN has leased the following units:

- CIT Group (CEFX) AC4400CW 1011, 1014, 1016-1018, 1024; (CEFX) former SOO SD60 6002, 6007, 6020; and (CITX) SD70M-2 140-142.
- CitiCorp (CREX) ES44AC 1501-1525.
- GATX Rail Locomotive Group (GMTX): GP38-2 2227, 2250, 2252, 2254, 2257, 2260, 2277, 2279, 2281, 2289, 2293, 2323, 2325, 2695.
- General Electric Co. (GECX): former CSXT Dash 8-40CW 7302 (now GECX 9149), 7303, 7306, 7309, 7312, 7313, 7315, 7316, 7318, 7325, 7326 (now GECX 9147), 7327-7330, 7332, 7333, 7334 (now GECX 9135), 7336, 7341, 7342, 7344, 7345, 7347, 7349, 7351, 7353-7356, 7358, 7362, 7365-7368, 7369 (now GECX 9150), 7370, 7371, 7375, 7377, 7378 (now GECX 9151), 7379 (now GECX 9144), 7383, 7384 (now GECX 9142), 7387, 7388, 7391 (now GECX 9148), 7392, 7395, 7653, 7676, 7700, 7703, 7733, 7763, 7785, 7819, 7822, 7865, 7893, 7897, 7927, 7928; former UP Dash 8-40CW 9350, 9358, 9366 (now GECX 9129), 9369 (now GECX 9130), 9380, 9382, 9385 (now GECX 9124), 9400 (now GECX 9136), 9406, 9409-9411, 9439 (now GECX 9141), 9440, 9450, 9451, 9455, 9456, 9461, 9473, 9480, 9497, 9498, 9507, 9513, 9515, 9520, 9526, 9539.
- Progress Rail (PRLX) former BNSF, nee ATSF SD75M 200, 201, 203-205, 208, 211, 213, 214, 219, 228, 235, 236, 240, 241, 244, 250; former CSXT SD70ACe 4831, 4835.

CP

AC4400CW REBUILD PROGRAM: Sixty-five units from CP's first order of AC4400CW units (9500-9582, built in 1995) are undergoing rebuilds and upgrades by General Electric at their Fort Worth, Texas, facility in 2018. The units will receive a refurbished FDL diesel engine, new cab, new inverters, control system updates, positive train control equipment and new paint. The units are designated model AC4400CWM and renumbered into the 8000-8064 series (8000, nee 9521, was rebuilt at Erie, PA).

As of September 8, 37 had been delivered to CP (former number in brackets):

8000 (9521),	8002 (9507),	8003 (9515),	8004 (9516),	8005 (9520),
8006 (9526),	8007 (9532),	8008 (9533),	8010 (9541),	8011 (9545),
8012 (9548),	8013 (9518),	8014 (9552),	8018 (9562),	8019 (9563),
8020 (9565),	8022 (9568),	8023 (9569),	8024 (9572),	8026 (9581),
8028 (9575),	8030 (9550),	8031 (9557),	8032 (9564),	8033 (9578),
8035 (9504),	8037 (9510),	8038 (9511),	8039 (9512),	8041 (9519),
8044 (9529),	8048 (9544),	8049 (9549),	8051 (9561),	8057 (9580),
8058 (9559),	8059 (9500).			

SD90MAC REBUILD PROGRAM: CP 9109, 9121, 9123, 9126, 9134, 9140, 9147 and 9159 are the first of 30 long-stored SD90MAC units to be moved from Winnipeg to Progress Rail in Mayfield, Kentucky, to receive a new cab, rewiring and upgrades to model SD70ACu. The units will be completed at Muncie, Indiana, and be renumbered CP 7000-7029.

UPGRADED: Four former SOO SD60 units, upgraded and numbered into the CP 6200 series in 2011-2013, are receiving further upgrades at Wabtec in Boise, Idaho, designated model SD60-3 and numbered 6308-6311. No. 6309 (ex-CP 6238, nee SOO 6038) was released on June 1, 2018.

CONVERTED: In June 2018, CP GP38AC 3005 was converted to CP Power Unit 403012 for a maintenance of way train consisting of three newly-built articulated flat cars (CP 403031-403033) and Operating Unit 403092, built from CP 89-foot flat car 522289. CP GP38AC 3001 was previously converted to Power Unit 403011; GP38AC 3007 is being converted to Power Unit 403013.

IN SERVICE: Thirty-five of the 138 remaining SD40-2 units are in service, many after years of slumber, mainly assigned to work trains. Active are 5743, 5756, 5790, 5792, 5866, 5871, 5875, 5876, 5878, 5908, 5922, 5936, 5946, 5949, 5973, 5976, 5987, 6011, 6012, 6017, 6018, 6025, 6028, 6030, 6031, 6045, 6054, 6055, 6062, 6063, 6067, 6068, 6073, 6607, 6613.

The Regional Scene

GODERICH-EXETER RAILWAY: GEXR GP35 2211 (built in 1964 as CP 8210) was scrapped at Goderich in August.

WATERLOO CENTRAL RAILWAY: Privately-owned GE 70-Ton 1556 (built in 1950 as Pacific Great Eastern 556) was moved from the WCR in St. Jacobs, Ontario, to the Ontario Southland Railway in Salford, Ontario, in July.

The Industrial Scene

NEW HOME: Leased DLCX SD40-2 6991 (nee CN SD40 5054) at the North West Terminal in Unity, SK, has been renumbered EFCX 1006 and relocated to the new G3 Canada Ltd. Saskatoon West Terminal in Vanscoy, SK. HLCX SD40-2 8177 has taken 6991's place at Unity.

The Passenger Scene

ROCKY MOUNTAINEER: In 2015, Rocky Mountaineer ordered ten Bilelvel Dome Coaches from Swiss railcar maker Stadler Bussnang AG. The first car, numbered 9541, was delivered in June 2018. Deliveries are scheduled over 18 months. They will join 16 Dome Coaches built by Radar Railcar (later Colorado Railcar) from 1995 to 2007 for GoldLeaf service. ∎

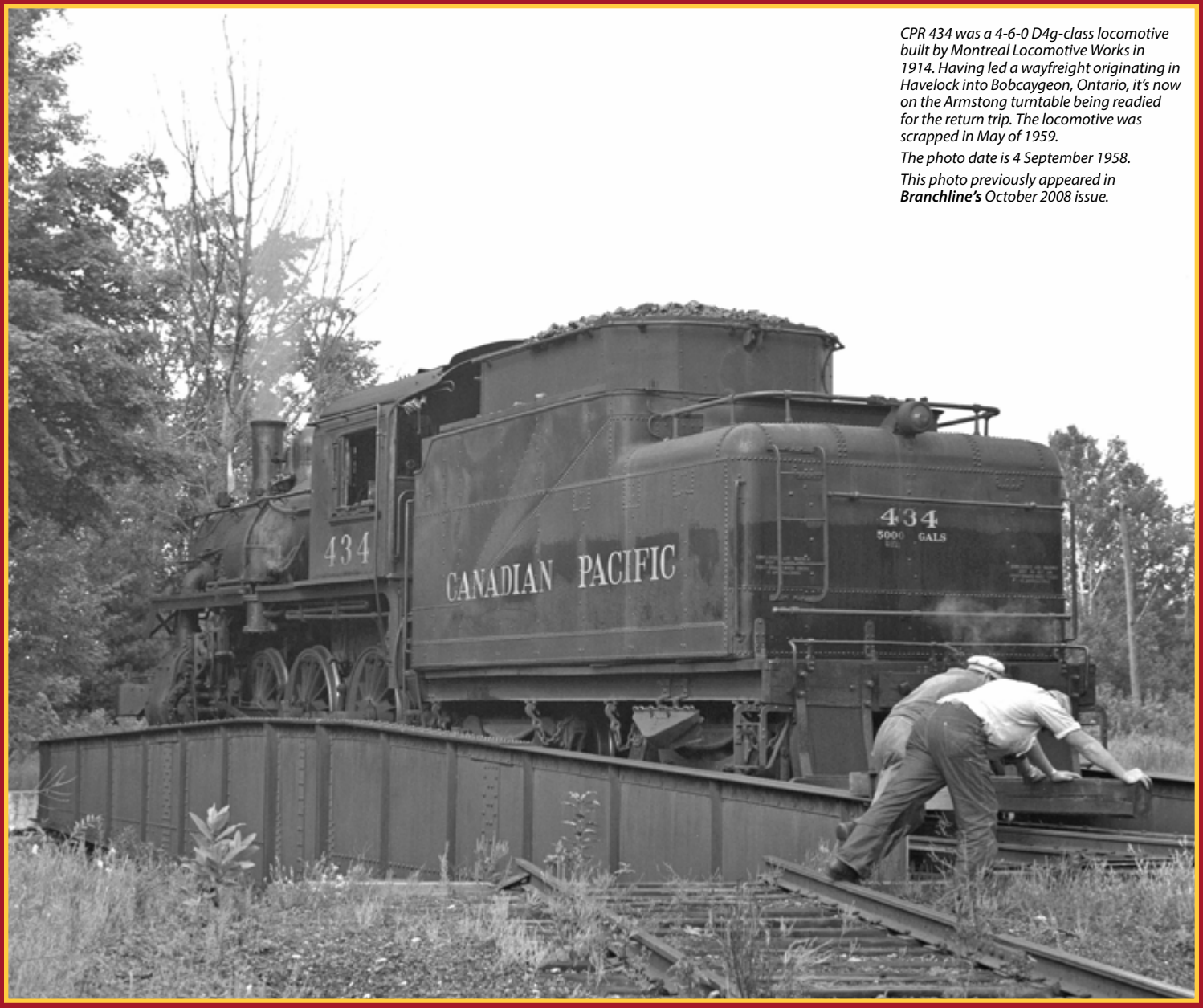
Thanks to *Dave Hooton, Matt Watson, WCRA News, "NY 4".*

Coming Events

KINGSTON, ONTARIO: The Associated Railroaders of Kingston's Model Train Show "Railfair 2018" will be held on November 24 (10:00 to 16:00) at the Royal Canadian Legion Branch 560, 734 Montreal Street. Free parking, on site food service, wheelchair accessible, city transit accessible. Contact Paul Hunter at ***railfairkingston@outlook.com***; ***www.intercolonialrailway.com/ark/***

BELLEVILLE, ONTARIO: Quinte's 23rd Annual Model Railroad Show will be held on December 1 and 2 (10:00 to 16:00 both days) at Centennial Secondary School, 160 Palmer Road. Information: Rick Potter at 613-398-7260; email: ***rickp@reach.net*** ∎

*As noted in **SD90MAC Rebuild Program**, CP 9147 is seen here in the trailing position behind No. 9143. Photo taken at mile 36.2 of the Mactier Sub by James A. Brown, 18 January, 2009.*

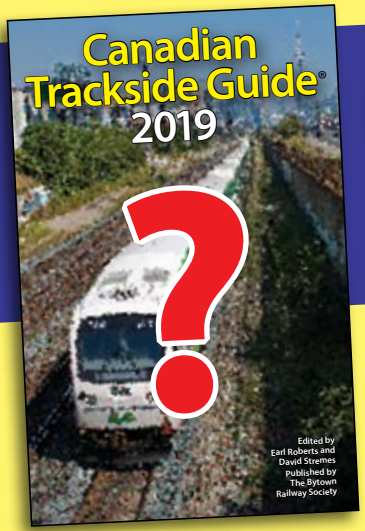


CPR 434 was a 4-6-0 D4g-class locomotive built by Montreal Locomotive Works in 1914. Having led a wayfreight originating in Havelock into Bobcaygeon, Ontario, it's now on the Armstong turntable being readied for the return trip. The locomotive was scrapped in May of 1959.

The photo date is 4 September 1958.

This photo previously appeared in ***Branchline's*** *October 2008 issue.*

Photo by James A. Brown.



Call for Photos!

Canadian Trackside Guide 2019

The only comprehensive guide to Canadian Railways – 37th edition coming in March, 2019.

The BRS Publications Committee is looking for recent photographs (last two years) for the outer and inner covers of the 2019 edition of the ***Canadian Trackside Guide***. Preference for the outside front cover is a striking colour slide or high-resolution digital image (tif or jpeg format) of a current "Canadian locomotive or train in a vertical format," or a horizontal image that would, with cropping, lend to a vertical format measuring 5-1/2 x 8-1/2". Preference for the inner covers and the outer back cover is for horizontal images of current Canadian locomotives or railway equipment.

At a minimum, please include locomotive type, equipment number(s), date and place of photo and any other information relevant to the subject matter.

Photographic categories are:

1) Class 1 Locomotives
2) Industrial and Shortline Locomotives
3) VIA Rail Locomotives and Passenger Equipment
4) Traction/Preserved Equipment
5) Work Equipment.

Please submit entries no later than December 15, 2018, to: "Cover Photos," Bytown Railway Society, PO Box 47076, Ottawa, Ontario K1B 5P9. Please submit digital images on a CD or USB flash drive. There is a limit of 25 entries per contributor. All entries must be identified with: category, location, date, photographer's name, as well as the name and address of the sender. Upon request, submitted materials will be returned.