

Branchline



CANADA'S RAIL NEWS MAGAZINE

September/
October 2022
\$5.50

**Smell Brings
Back Memories**
One man's
recollections
of Revelstoke

**Government
Grain Cars**
Once in the
thousands now
disappearing

**Log Train on
Vancouver Is.**
Up a tree to
photograph
the last run

**Tragedy at
'The Dangers'**
Track profile
+ sleepy operator
= nasty collision

Branchline

Branchline Magazine is published bi-monthly by:
The Bytown Railway Society Inc.
PO Box 47076, Ottawa, ON K1B 5P9

The Bytown Railway Society Inc. is an all-volunteer, non-profit organization incorporated in 1969 under federal government statute to promote an interest in railways and railway history. The Society operates without federal, provincial, or municipal grants. It owns, restores and operates a number of pieces of historic railway equipment, holds monthly meetings, and arranges excursions and activities of railway interest.

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TUESDAY NIGHT MEETINGS

For the foreseeable future, Tuesday evening meetings will continue as virtual presentations.

While the in-person get togethers may be missed, the virtual meetings do allow many more Bytown members to enjoy the subjects on offer, and given that the meetings are recorded, members may also enjoy the presentations at their leisure if desired. As well, the virtual meetings have allowed for presentations from further afield, such as England and Vancouver Island for example.

If you are a Bytown Railway Society member and wish to participate in upcoming meetings, and be able to view past meetings as well, please contact Les Goodwin at lygoodwin@rogers.com to register.

On Tuesday, October 4 Craig McDowell's presentation is on the BC Railway Museum.

On Tuesday, November 1 Mark Perry will speak on the Historic Railways of Manitoba.

C. ROBERT CRAIG MEMORIAL LIBRARY

From time to time articles in Branchline include images provided by the C. Robert Craig Memorial Library. Their website (www.crcml.org/) includes a catalogue of their extensive collection of images, books, magazines, timetables, maps and drawings. You can purchase images from them as well as books, DVDs, timetables, maps and drawings that are surplus to their requirements.

The Craig Library also has an extensive collection of employee timetables from Canadian railways and is always looking to fill in the gaps. If you have either paper or electronic copies of missing timetables – see www.crcml.org/library/ttsearch.php to search the current collection – that you might like to donate, please contact the Timetable Curator dave.stremes@gmail.com.



Branchline is produced by The Bytown Railway Society Inc. Content deadline for this issue was September 2, 2022.

Deadline for submissions to the November/December issue is November 4, 2022.

COVER PHOTO

No. 374 was built in CPR's Montréal New Shops in June 1886. During its lifetime the locomotive was rebuilt, reclassified and/or renumbered several times, one rebuild coming in 1936 when it was prepared for a role in the motion picture *Silent Barriers*. Retired in 1945, it now resides in the Roundhouse Community Arts & Recreation Centre in Vancouver. No. 374 is part of the story "I love the smell of fuel oil in the morning – Memories of CPR's Revelstoke shops" beginning on page 3.

TEN YEARS AGO IN BRANCHLINE:

- Long-term resident of Exporail, the steam locomotive "Dominion of Canada" is returning home to England, temporarily at least. Built in England in 1937 for the London and North Eastern Railway, it's heading for the National Railway Museum in York where it will be part of a 2013 celebration of the 75th anniversary of the world speed record set by a steam locomotive. It will return to Exporail in 2014.
- CN says plans to build a \$5 billion rail line to northern Québec may be abandoned unless more mines sign-on to the proposed service. To make the 800-km line running from Sept-Îles to Schefferville economically feasible, CN says it requires "most" of the mines to participate.
- CN has announced two new employee training centres to help meet the needs of CN's current and future railroaders. The Winnipeg facility will host 250 to 300 employees per week and the suburban Chicago centre up to 125.
- The federal government has pledged \$94 million to assist the Ontario government and Metrolinx in building a new maintenance facility for GO Transit trains. At a proposed 600,000 square feet, the new building will accommodate all required repairs and provide daily maintenance for twenty-two 12-car trains.

TWENTY YEARS AGO IN BRANCHLINE:

- From the Government of Saskatchewan, Brandt Industries has bought the patent for the road-rail units it has been manufacturing. Saskatchewan came up with the concept over ten years ago and until the sale had collected royalties of about \$1 million from Brandt.
- In late October VIA Rail is resuming overnight train service between Ottawa and Toronto. Operating six days per week, one train in each direction, the train will use *Renaissance* equipment consisting of three sleeping cars, two coaches and one lounge car. Trains will depart each city near midnight then stopover in Kingston long enough to enable convenient arrivals in Ottawa at 06:15 and in Toronto at 08:00.
- Faced with heavy pension obligations, General Motors Corp. is attempting to sell its military and diesel locomotive divisions, both based in London, Ontario. While the defence business is expected to sell quickly, the reportedly profitable locomotive business is proving a tough sell.
- CN has purchased 150 modern refrigerated containers with an option to buy 150 more. The 53' containers have 8% more cubic feet of space vs. the older 48' containers and weigh 9% less.
- Bombardier has won a \$500 million contract to supply 180 passenger cars to New York's Metro-North Commuter Railroad Co. The bodies will be built in La Pocatière, Québec with final manufacturing and assembly done in Plattsburgh, NY. The contract is a bit of a consolation prize after the company recently lost out on a \$2.4 billion contract to supply subway cars to the Metropolitan Transportation Authority of New York.

I LOVE THE SMELL OF FUEL OIL IN THE MORNING

Memories of CPR's Revelstoke Shops

by Tom W. Parkin

I wonder, sometimes, maybe I shoulda bin in movies. The thought comes to me when I review my accumulation of life stories. Scenes I review in mind sometimes seem like classic films from my era. Scenes that stayed in the minds of most of us:

"Napalm, son. Nothing else in the world smells like that. I love the smell of napalm in the morning. You know, one time we had a hill bombed, for 12 hours . . . The smell, you know that gasoline smell? The whole hill. Smelled like . . . victory. Someday this war's gonna end."

Apocalypse Now (1979)

Lieutenant Colonel Bill Kilgore (Robert Duvall)

Then off he goes, the officer who loves making war and regrets its inevitable conclusion.

The former CPR shops in my hometown of Revelstoke are like that for me. I worked there two summers as a university student in the early 1970s. I was a hostler's helper – helping fuel and sand locomotives, assembling them into consists, and positioning them for outbound crews. On graveyard shifts, I loved watching the Columbia Valley lighten at dawn, hearing the occasional birds that sang in that industrial sinkhole, and strangely, smelling spilled diesel and its hot exhaust while I stood on 5500 (SD40) loco noses, guiding a flexible downpipe to fill their tanks with sand. I wasn't tempted to make railroading a career, and maybe only in reminiscence does the heart grow fonder. Still, I'm glad to tell you a bit of what the historic railway shops at Revelstoke were once like.

Just about the time when church goers were wending their way home last Sunday evening, a prolonged wail from a locomotive at the station broke the stillness of the quiet night. The cause of the commotion was speedily reported to be a fire at the round house. It appears that a wiper, in the performance of his duties round the engines, let a spark from his torch [fall] into a pile of greasy waste, which soon began to smoulder and burn. Instead of throwing the whole mass into one of the tanks beneath the engines, he tried to beat out the fire, but his efforts were without avail. The fire spread with great speed over the dry woodwork of the round house, which was enveloped in flames before anything could be done to arrest them. The railway hands exerted themselves under the direction of the officials to save that part of the building from the point where the fire started and succeeded in cutting it off at a brick partition, which divided the round house in two. Three engines, 374, 437 and 592 and the rotary [snowplow] "C" passed through the fiery ordeal as nothing could be done to get them out of the round house till the flames subsided. . .

The total loss is estimated at \$45,000. However, it is an ill wind that blows nobody good, and the burning of the round house will probably have considerable effect on the redistribution of C.P.R. shops in this division with a tendency to centralize them at this point with the greatly increased accommodation, which will now be erected in place of the burnt building.

Revelstoke Herald, 28 July 1897.



1

The reconstruction of the portion of the roundhouse which was burnt will be commenced at once. The foundation of the building will be solid stone and the floor will be 4-inch plank with pits of brick and cement. There will be a comfortable office for Mr. Temple, and the whole building will be heated by steam, and will be altogether more complete and up to date than the old one. The portion now standing will be eventually torn down and rebuilt to match the new part. Repair shops will be erected at the back of the roundhouse, with tracks arranged so locomotives will be able to run through the roundhouse and on to the turning table in front.

Revelstoke Herald, 8 September 1897.

Much more was going on around the yards at the time of the fire. The CPR had decided to make the town a divisional point, so in 1898 it closed its shops and other facilities at Donald, on the eastern edge of the Selkirk Mountains / Rogers Pass. Employees, and even their houses, were moved to the adjacent towns of Revelstoke and Field, which became the limits of the new Mountain Subdivision.

In 1905, 80-lb steel was laid along the sub's right of way, plus Revy's (Revelstoke's) yard layout was improved and expanded. By 1906 my hometown received a substantial new station plus a telegraph office downtown. In all, an estimated \$1.7 million was appropriated, said to be a record for that era. It was followed the next year by more expenditures mentioned in the local newspaper:

The C.P.R. are calling for tenders for the erection of additional shops to adjoin the present ones. The tender calls for ten engine stalls besides other buildings. About \$20,000 will be spent and when completed should be the finest and best equipped along the whole C.P.R. route.

Mail-Herald, 8 December 1906

Work is progressing rapidly with the new six-stall addition to the round house in the C.P.R. yard, and an additional quadruple track will shortly be laid.

Mail-Herald, 10 April 1907

Business was good over the next two decades, and the shops were consequently improved several times. The last time was in 1929, when the newly delivered 5900 (2-10-4 Selkirk type) locomotives had to be accommodated. Their immense size required nine stalls to be lengthened



2

1 - Colourized postcard view of the roundhouse from a similar vantage point on "CPR Hill", as in photo 2, but dated slightly earlier.

2 - The view from "CPR Hill", showing in the foreground (nearest left) the former CPR hotel and station to the right of it. The RIP track is beyond the boxcars, then the roundhouse, and finally the locomotive shops with clerestory windows. Beyond the roundhouse roof are the wye and track pointing south to Arrowhead. The beginnings of the horrendous "oil ponds", as polluted as the Love Canal, are shown as a horse-shoe pool. The large tank on the right held bunker C oil. This tank was still in existence in the 1950s but was gone by 1977. Note that the brick smokestack has not yet been built – apparently two metal chimneys came first, although only one remains in this photo. Photo by A.D. Tourner, dated 1914.



3 - Revelstoke shop facility viewed from the south side in October 1965. The wing pointing toward the vehicles is the machine shop. Photo by David Davies, University of Northern British Columbia Archives, reference #2013.6.36.1.007.125.

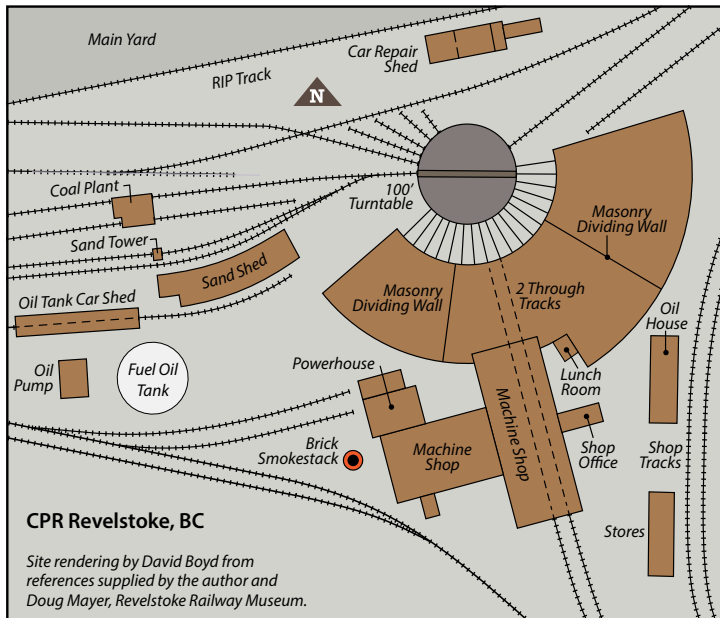
by 30 feet, and a new 100-foot turntable to replace a shorter one. In the west, 5900s ran between Calgary, AB and Taft, BC over the Rocky and Columbia Mountain ranges. Taft is a small railway stop, on the west edge of the Columbia range, about 40 km west of Revelstoke. A facility in the mountains, close to where they worked, was necessary for maintenance and repairs of these behemoths. They gave Revelstoke the second-largest CPR roundhouse in the province.

By the time I arrived at the shops for a summer job in 1970, the facility was in severe decline and had become a dark eyesore. By then steam was long gone and Revelstoke had only a small number of employees who fulfilled only the basic needs of sanding, fuelling, and storing diesel locomotives between assignments. Minor repairs as might be done by two guys with hand tools were possible, so this reminiscence is but a snippet of documentary film retrieved from an editing room floor.

The shops once provided many functions under one roof, being composed of a roundhouse with turntable, a stationary steam plant, indoor engine repair tracks, and an associated machine shop (see map of roundhouse below). These facilities were reconfigured over the decades, particularly the power plant and smokestacks. The machine shop was that wing of the complex pointing west, or toward the tall stack in the accompanying photos (for example, it is clearly visible in photo 7). There was a small, covered porch in one corner which sheltered a pedestrian entrance through a huge door that closed by means of a weight over a pulley. Its slam would echo throughout the cavernous space when one entered.

The inside space rose at least 30 feet above and was extended by a clerestory. This provided escape for rising smoke and gases, but also added more light through windows that lined each exterior wall. The current Revelstoke Railway Museum was designed to echo this architecture. By 1970, all these shop windows were filthy, cracked, and often shattered. This area had been designed to provide lots of light for the work which went on below, but by the time I knew it, it was desolate as a dungeon. Pigeons flapped about with impunity, and their crap from on high was a hazard.

A wide area immediately to the left upon entering the banging doorway



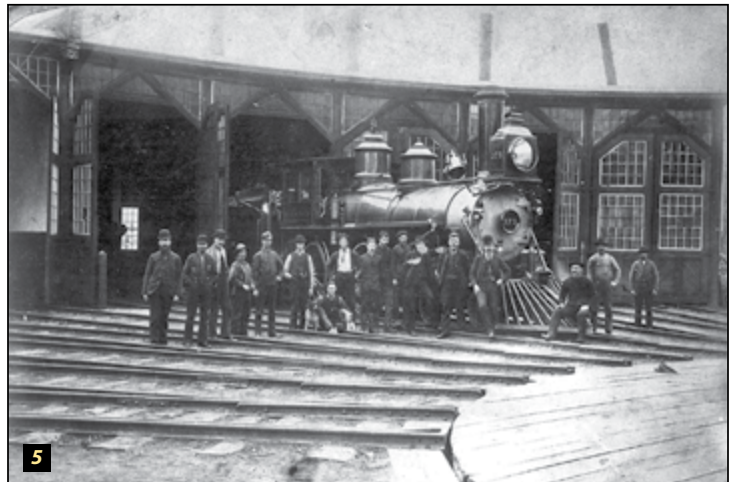
4 - The repair shops dominate in black. To the right, part of the adjoining white roundhouse is visible. The Tuscan red buildings (we called it "Revelstoke red", but also by a vulgar phrase) are stores. Two "Geeps" await assignment on the shop tracks. The elevated tank held sand for locomotives. It was dried in adjacent building and blown by compressed air up through a solid angled pipe. On cold nights it was a comfort to hold the warm filling pipe as it drained into loco storage tanks. Photo BW Williamson. was the former smithy. A coal forge, anvils, plus jigs and other tools of the metal trade seemed scattered about but must have been configured for efficiency when in use. In its earliest days other equipment would have included lathes, drill presses, power hammers, and milling machines. There being no electricity when it all was installed, power came indirectly from the steam plant. It would have mechanically driven line shafts (long axles) connected by bevelled gears at joints. These were all out of the way, but visible in the ceiling. Each shaft had on it flat pulleys (sheaves) over which broad, looped belts descended to individual machines on the shop floor. Operators could manually power a machine up or down with a hand lever which tightened its belt against the sheave, which in turn provided rotational power from the ever-spinning shaft.

Only a few machines remained by the time of my service, and they were electrical, and only one guy was left out of dozens who toiled here in the steam era; he was Alf Olsson. He learned blacksmithing from his father and joined the CPR in 1942, then worked until retirement in 1971. He couldn't begin to utilize all this large area, but still did welding and fabrication for other departments, mostly the nearby Repair in Place (RIP) track.

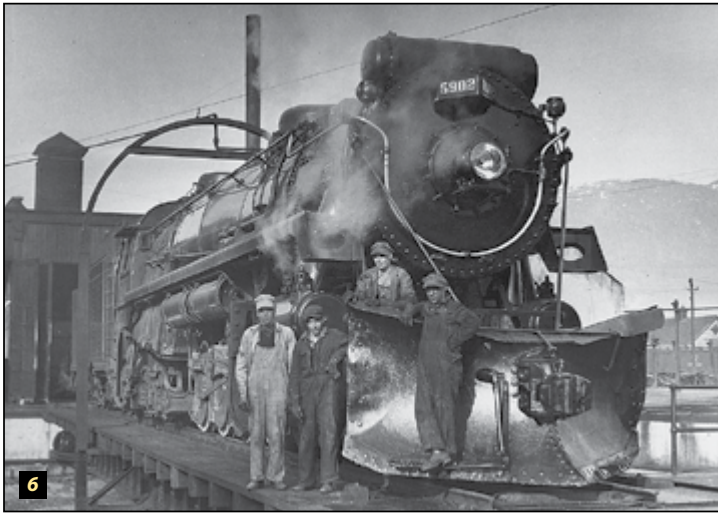
Olsson: "It was different work [then] than what they do for the diesels now - they brought in a lot of brass and stuff like that for the locomotives, and then made the parts up right there on the lathe . . . we had to make whatever was necessary."

It was also on this floor, back in 1920, that N.R. "Buck" Crump got his start as an apprentice machinist. By 1955 he had become CPR president. He was the one who put these shops into slow decline with the introduction of diesel-electric locomotives. The story is told of how he entered negotiations with the union one day by taking off his jacket, snapping his suspenders, and announcing: "I was workin' before you guys were born. Now, whaddaya want?"

The way to the shop's office was along the right wall of this building



5 - Roundhouse circa 1893: L to R: 1) Morgan David, 4) Law Wilkinson (car repair), 8) Albert Bennison, 9) Arthur Williamson, 11) A.M. Smith (carpenter), 12) A. Ostrom, 14) Charles Henry Temple, foreman of the mechanical department, nearest the smoke box. A bowler hat and watch chain served to indicate his status. Later in his career he rose to the newly created CPR post of chief of motive power and rolling stock at Montréal. BC Archives photo D-04772.



6 - CP 5902 (2-10-4 Selkirk type) on the 100-foot turntable at Revelstoke roundhouse, circa 1930. Left to right: Russell E. Ratcliffe, Sig Lennard, Vic Crosby, and the hostler (unknown). First three are wipers or a helper for the hostler. Two later became engineers. Photo by W. Hendry, Camp-Hanas-Kirkham collection.

wing. The floor was asphalt, and so uneven that puddles accumulated under the many leaks in the roof on wet days. At night, this route was spooky. Widely spaced bulbs cast cones of illumination below protective shades high along the wall. Everything else was dark, and combined with the disused feeling, it seemed at any moment a crazed Jack Torrance (Jack Nicholson) might leap from behind a post, swinging a fire axe, as he did into Scatman Crothers' chest in the 1980 film *The Shining* (sustained scream here).

Further off to the left, under a brick extension to the main building, stood a stationary engine with two pistons and a big flywheel. Fuelled by bunker C oil, its boiler provided steam for heating the shops, the nearby buildings, and the superintendent's coach, Car 19, which was always ready for an unscheduled departure. The same readiness once also applied to "the Big Hook" (wreck crane) as well. When I worked there, this steam engine mostly was used to compress air which travelled via underground pipes to various yard facilities splayed out around the shop, including the turntable and sandhouse. The sandhouse used compressed air to blow dried sand into an overhead reservoir from which it was delivered when needed to locomotives. That old engine was like a heartbeat for the whole complex. It ran 24/7, and when not under load, chuffed quietly in the background. But when the air pressure required recharging, it would kick in automatically and become abruptly louder. Each piston stroke slowed in opposition to the increasing effort, and this distinctive slowing could be heard for blocks around as a low, vibratory thumping.

An old boilermaker by the name of Greg Fuoco was responsible for this machine. The son of Italian immigrants, he started working in 1926, for 25¢/hour, with a raise of a nickel per hour every six months. He was also responsible for inspecting the boilers at Glacier fanhouse (for the



7 - Revelstoke yards as viewed from the former company hotel, circa 1920. Soo Line and Grand Trunk boxcars indicate the spread of trade to this mountain town. The roundhouse and shops stand out in the background. Photo by James Crookall, City of Vancouver Archives, CVA 260-1247.



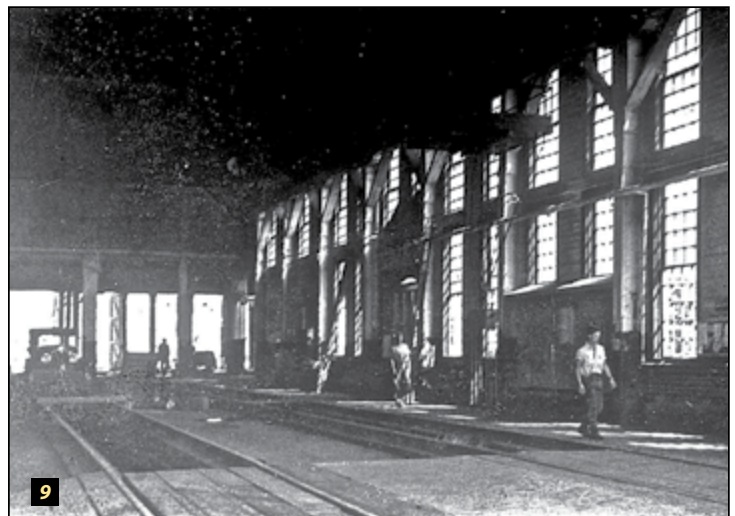
8 - The sanding facility at Revelstoke. Jack D. Thorpe photo T03-163, June 21, 1982. Photo used courtesy of the C. Robert Craig Memorial Library.

Connaught Tunnel) and at the Field shops. Fuoco retired in 1972: "I was black every time I came home . . . I had to wash two or three times – the soot, you know, gets right down in your underwear . . ."

Continuing forward, one entered the main body of the shops at the rear of the roundhouse. These shops lay perpendicular to the machine shop (see map of facilities). Large, paired doors swung over the two parallel tracks which ran the length this building – doors high enough to admit locomotives. They could enter from the south side or from the turntable at the opposite side of the building. The roof in this area allowed movement of an overhead gantry powerful enough to lift a boiler off a locomotive chassis. Sunk four feet into the floor were open concrete trenches that lay between the rails (there being no crossties). These "pits" allowed machinists to work underneath locomotives without having to crawl. Steam pipes along their walls heated these recesses, and leaks in the winter added to the mystical *Hugo* (2011) experience of the indoor atmosphere. For pedestrians, two plank bridges allowed a shortcut directly over these pits to the shop's office, set into the exterior wall. Here, staff like me punched timecards in a wall clock at the start and end of each shift.

In those days the shop foreman was Alec Cassidy, and he would have approved my employment at my father's request, dad being a loco engineer. The benevolence of the CPR in those days gave employment priority to the sons of any employee. Head end crews would book in and out just outside the foreman's office. They stood at a counter like a teller's wicket through which they would sign off their assignment. A 24-hour pendulum clock in an oak case hung inside the glass windows, against which all were expected to synchronize their watches. Such a Seth Thomas timepiece ticks above me as I now write.

The office staff members were usually female. They maintained the engine crew history, assignments, seniority list, etc. The shop foreman's office



9 - The two Revelstoke shops 'erecting' tracks as they appeared in 1956. The board bridges over the repair pits show in the foreground. The distant doors opened onto the turntable. The silhouette of the gantry shows against the windows. Also outlined is the superintendent's outmoded 1927 Buick, outfitted to run on rails. Photographer unknown.



10 - CP 5500 mid-career at London, ON, on 15 October 1994. This first SD40 was delivered to CP in 1966 in maroon and grey "script" paint. Retired in 2001, she received a national Cultural Property Designation, 17 December 2003. She was then donated to the Revelstoke Railway Museum in May 2007. The trapdoor to the sand tank shows on the forward nose. Photo Glenn Courtney.



11 - Promotional photo from film *Silent Barriers* attributed to J. Sworbrick, somewhere near Three Valley Gap, BC. City of Vancouver Archives photo No. Can P88 N63. Men are identified as G. Leedham, engineer, and J. Johnson, fireman. The engine has been only cosmetically modified to appear as it did upon release from the factory.

12 - Standard type 4-4-0 built May 1886 by the CPR. One of six sent to the Pacific coast immediately on completion. This engine pulled the first passenger train into Vancouver, 23 May 1887. She was modified many times over the decades until donated to the city in 1945. Now in CP's former Drake Street roundhouse, restored a second time for Expo '86. Photo TW Parkin.



was buried at the rear of all this, with a fast exit door to his car outside!

To reach their lash-up, locomotive crews walked from the office wicket around the inside perimeter of the roundhouse, once home for up to 18 steam locos, but barren and dusty by my time. We all approached the shop track via this route. It was where most of the servicing was done. Engine crews would stop at another desk that held a record of recent engine history and maintenance. Each engineer on his trip return was required to note in a log any discrepancies as to engine function so outgoing engineers could read the notes prior to manning that engine.

The roundhouse had a flat roof, lower than in the shops, and at one time it was punctuated by catchment funnels under which loco stacks were positioned to draw their smoke directly outdoors. The curved roundhouse walls, built partially of brick in 1909, were beginning to crumble from the acidic atmosphere of exhaust. I wouldn't doubt the use of masonry was deliberate – a firewall to limit another conflagration such as the one that occurred in 1897.

Once outside, crews mounted their assigned power and headed around the shops on whichever fork of the wye took them most directly to their waiting train. Like me, Terry Keough worked on this track. Today he lives in Vernon, BC. He describes his experience in his 2009 autobiography, *My Green Age*:

In the summer of 1953, the year I graduated from high school, I worked as a hostler's helper in the CPR shops. I worked the swing shift, covering the shifts of those who had days off: Sunday and Monday, midnight to eight; Tuesday and Wednesday, four to midnight; and Thursday, eight to four. I loved the hours, as I was free from Thursday at four until Sunday at midnight, a superb long weekend in which I could swim at the lake, hang around with friends most evenings, and pay maximum attention to my girlfriend. And the job was fun. Two of us helpers worked under the supervision of a hostler. Engine crews . . . would leave their engine on what was known as the shop track. We would move their engine from there to the roundhouse, filling it along the way with bunker C, water, and sand. To get

13 - Also in the former Drake Street roundhouse. A quote from Malcolm A. MacLean, Mayor of Vancouver, "I have much pleasure in moving that we adjourn this evening in honour of this day the 23rd of May 1887 as the proudest ever been chronicled in the annals of the Province and our fair City by the completion of the CPR to its western terminus, binding the Atlantic to the Pacific and by the arrival of the first through train which is the beginning of the great future in store for us." MacLean was greatly focused on completion of the CPR, calling it "the placing of the keystone in the arch of confederation." After three months of unofficial use, the first official train had arrived. Photo TW Parkin.



Loco 374, a 4-4-0 type, is a veritable Phoenix. Built by the CPR in June 1883, she pulled the first transcontinental passenger train into the City of Vancouver in May 1887. She then flew up from the ashes of Revelstoke's July 1897 fire and steamed proudly in at least three photographs by corporate photographer Joseph Heckman on the Cascade Subdivision in August 1899. Much later, due to her venerable appearance, she was modified to look 'old' for a 1936 motion picture filmed at Revelstoke. Here she played a role in the Baumont-British Picture Corp movie, *Silent Barriers*, ostensibly about the construction of the CPR. Returned to her humble origins, 374 kept working until July 1945, when the CPR donated her to the City of Vancouver for display. A litany of abuse and partial salvations followed. Her shame was at last relieved by significant improvement in her display to the world at Expo 1986, which had a transportation theme. Today she sits inside Yaletown's Roundhouse Community Arts and Recreation Centre. Now you can climb into the cab and ring her bell. *Silent Barriers* has also been revived and may be viewed on [YouTube](#).

it into the shops, we'd put it on the turntable until the engine pointed at the right stall. We'd then drive it in, park it, and put a chain under its wheels to keep it from spontaneously backing out into the turntable pit.

These magnificent engines, 2700s [G4 Pacific 4-6-2s], huge 5900s [T1 Selkirk 2-10-4s], and others, were always supposed to be driven by the hostler. But in practice, we helpers often did the job. One of the hostlers, more often than not, arrived to work the midnight shift three sheets to the wind. He would punch in on the time clock and then head to the superintendent's 1927 Buick, which was parked in one of the stalls in the roundhouse. It was a neat vehicle, which had been given a set of wheels so that it could travel on rails. But the days when superintendents flaunted their importance by travelling about the division in a luxury car were over. I never saw the car used by anyone except the hostler, and he used it as a kind of bedroom in which to sleep off the evening's booze. Once or twice, when things were slow, I had a nap there myself.

Psychologists have discovered that scent and sound are strong evokers of memory. As I recall Revelstoke's shops and roundhouse from 52 years ago, it's the smell of diesel and snippets of sound which linger yet in my mind . . . the tender-fingered hostler who could blow a diesel horn so low as to NOT be heard . . . the one-lunged piston straining to rotate the turntable under the weight of a 195-ton, 5500, SD40 diesel locomotive . . . the routine hissing and popping of those same horses at rest . . . the "SPLAT" of huge raindrops falling inside a leaky roof. I didn't suspect I'd ever miss them.

Unlike Lt Col Kilgore from *Apocalypse Now* who started this reminiscence, I never gave any of it thought. He knew what he liked, even in the midst of war. I should have paid better attention, asked more questions of the old guys, or returned with a camera. Now I wish I'd been there when



14 - This previously unpublished photo illustrates an important transition in shop power. A wiper using cotton waste soaked in coal oil is tending the jacket of class T1c No. 5933. They will carefully dispose of it in a metal container, where it will later be burned deliberately. On the ground, a machinist could be changing brake shoes while a crewman from the Geep in the background warns them of its impending movement. The year is 1959, and the smokestack in the background was the last part of the former shops to be torn down in 1988. Although rare for the time, it appears that the machinist and wiper are both women. Photo by Al Chione, Railroad Museum of Pennsylvania, accession No. RR96.36.



16

16 - Here the Revelstoke shops stand within the context of their natural and industrial environments, as seen from "CPR Hill" on the morning of 3 July 1968. The former 1906 station is visible in the lower right while the shops blacken the mid-distance. The brick powerhouse and chimney were later constructions, and the last to be taken down. Mounts Begbie (left) and Macpherson are prominent in the Monashee Range. Photo by the late Don Horne.

steam still dominated, and when movies were black and white. But, I have no regrets. As it turned out, I had a good working life elsewhere, and feel fortunate enough to return to that time now, with you, *Branchline* reader, to reminisce. Long may your stack smoke. ■

CREDITS – I'm indebted to others for their contributions to this article. They are, in alphabetical order: Ralph Beaumont, fellow author and historian; Jack Buller of Springhill, FL, who lived and loved those days of steam; Gordon S. Jones of Midway, BC, who developed his early mechanical expertise with the CPR; Terry Keough, recently of Vernon, BC, whose excellent memory brought his 1950's shops experience forward for us all; Douglas R. Mayer of Revelstoke's Railway Museum, plus Roberts Turner and Kirkham for photo assistance (not forgetting Andy Cassidy); Kam-loopser David J. Meridew for extracting the old newspaper quotes; and my loving primary beta reader, Mary Ann Zarichuk here in Nanaimo, BC.

In 1993, the Revelstoke Railway Museum opened to display artefacts of, and pay honour to, the working lives of Canadian Pacific railroaders in the western mountains. The museum, designed by Toronto architect Paul Hughes, pays tribute to the former roundhouse and shops described in this article. From outside, the false clerestory, rounded foyer, and high doors of this building recall the old roundhouse. The interior timberwork is an echo of the same, but necessarily designed for alternative purpose. Do include it in your itinerary if travelling the Trans-Canada Highway through southern BC. *Tripadvisor*® ranks it 4.5 out of 5. For dedicated "ferrophiles," there is a 24-hour webcam pointed at the adjacent CP crossing. See it here: <https://www.youtube.com/watch?v=BahXDYWQAKk>.

In the museum's exterior yard sits the very first 5500, an SD40 locomotive manufactured by General Motors in 1966 (3,000 HP). As funding allows, it's scheduled to be repainted in its original maroon and grey colours with script lettering. Visit the museum online at: <https://www.railwaymuseum.com>.



15 - Shown here in 1943, this 5900 had by then been in service in the mountains for 14 years. Revelstoke's turntable and her stall are just behind the tender, which is taking on water. The brick stack carried the exhaust of the shop's powerhouse. On the stack of the loco, its deflector has been flipped back as unneeded. When in place, it reduced the risk of knocking rock and ice off tunnel ceilings by the direct blast of exhaust. Photo courtesy of the Railroad Museum of Pennsylvania, accession No. RR75.30 (FR).

The Last Nitinat and the First Pacific Log Trains

Story and photos by Ken Perry

Over forty-two years ago, on February 13, 1980 (a Wednesday), CP operated the last true Nitinat log train on the Esquimalt and Nanaimo (E&N) for Crown Zellerbach from Lake Cowichan to Ladysmith. At that time, I had been working as a relieving charge hand servicing the locomotives at the E&N Wellcox yard in Nanaimo for just two weeks. There were seven GP9s and one Baldwin switcher based there that I worked on. My job put me in an ideal spot to know that the last real Nitinat log train was on that day, and to make sure the lead unit had a fresh set of white "extra" flags for the occasion. Better still, that lead unit was GP9 8689, one of only a very few with angled-outward flag brackets, which allowed a more pleasing display of the flags than the usual straight-up flag holders on CP GP9 units. [I'd be interested in knowing if any readers have photos of sightings of similar GP9 flag brackets with the angled-outwards orientation. Drop me a line via [Branchline](#) if you have.]

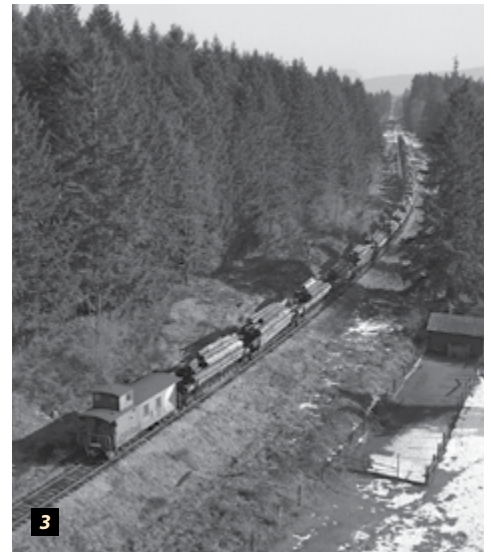
For the record, GP9 unit 8540 was trailing, and the crew consisted of conductor J. Forrest, engineman C. Milot, and brakemen J. Molenkamp and D. Palak.

Being in Nanaimo instead of Victoria put me ten miles closer to the Lake Cowichan Subdivision route of the log train. Given that the weather was perfect for photos, there was not much of a decision to be made. However, I had not yet picked an ideal location for documenting the occasion. I wanted a good overall view coming and going as well as agreeable lighting. After ruling out several possibilities, I settled on Wheatley just over four miles west of the junction with the Victoria Subdivision at Hayward. While waiting, I decided to check if an elevated view was possible, having often found that climbing a tree provided a better photo angle. Fortunately, I had done a reconnaissance climb of a nearby

tree a couple of months earlier, on November 1, 1979, to take some photos of 8822 East carrying Nitinat logs (*photo 1*), so I decided to use it again. My tree of choice was (and maybe still is) at GPS 48.791816, -123.792161.

Fortunately, my having a somewhat bulky (compared to 35 mm cameras of the day) Mamiya Press 6 x 9 (cm) camera did not restrict my climbing as that was one of the highest trees I have ever tried. I recall watching a raven flying by westward below my vantage point while I was waiting for the train. The bird took off like a rocket when I squawked at it!

At 1229, the train arrived. It was almost a perfect fit entirely within the photo (*photo 2*), with good lighting and with a nice shadow of the lead unit beside it on the ground, with the unit proudly wearing the white flags. The crew doubt-



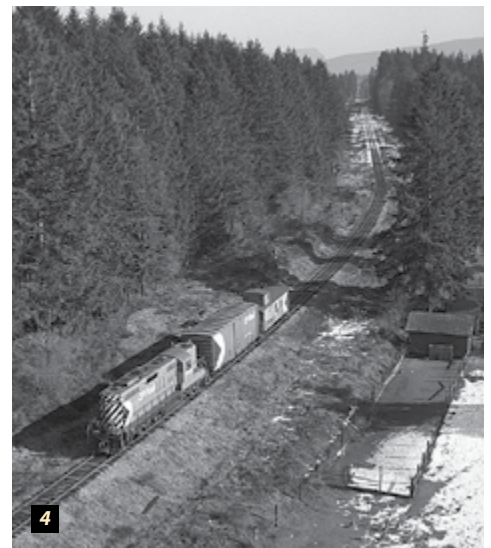
3

less saw my truck near the base of the tree, but as far as I know no-one was aware of my viewpoint. Similarly, I documented the tail end with caboose 437172 with the tenth car ahead situated near milepost 4 (*photo 3*). And since I was there, why not wait for the westward "mill crew" (probably operating as a work extra) which the Nitinat met at Hayward? Passing half an hour in the tree in sunshine and fresh air was worth it. At 1259 I got a nice shot of GP9 8822 (note the scruffy straight-up white flags), long-hood-leading, with one boxcar and a caboose behind (*photo 4*).

Fortunately, log trains there lasted a little while longer, until April 30, 1980, according to my notes. They were run on behalf of Pacific Logging and utilized the same loading and dumping facilities. Some remarkably large logs were handled as stocks were cleared out. It was a few weeks before the Pacific Logging trains started on March 25, 1980, and I was able to document the first one leaving Lake Cowichan using the CN Cowichan Sub bridge as an elevated viewpoint



2



4



1

1 – CP GP9s 8822 and 8682 haul the eastbound Nitinat log train on November 1, 1979. Taken from a tree near Wheatley, BC.

2 – The last eastbound Nitinat log train is being hauled by CP GP9s 8689 and 8540 near Wheatley, BC, February 13, 1980. Note the angled brackets for the extra flags on the lead unit, 8689.

3 – Caboose 437172 on tail end of last eastbound Nitinat log train near Wheatley, BC, February 13, 1980.

4 – CP GP9 8822 with the westward "mill crew" near Wheatley, BC on February 13, 1980.



(photos 5 and 6), then later from what became a favourite tree perch just south of Saltair siding at the mile-54.2 private crossing at GPS 48.944115, -123.764811, (photos 7 and 8). It was not nearly as high, but it served my purposes well on several occasions. In April 1980, I got a Pentax 6x7 SLR camera, and used it on numerous occasions to document those log trains from my new favourite tree (photo 9), including capturing the last Pacific logging train (photos 10 and 11). Why, I do not know, but taking coming and going angles seems to have been a regular practice for my photos then (just plain logical from tree perches, I suppose), but now we no longer run with cabooses, I'm glad I took the opportunity when I could to document them. ■



5 – CP GP9s 8502 and 8540 on head end of first east-bound Pacific log train as it leaves Lake Cowichan on March 25, 1980.
6 – Tail end of train in photo 5 with caboose 437060. Photo was taken at the same location.
7 – CP 8502 and 8540 on the first Pacific log train at milepost 54 near Saltair, BC, on March 25, 1980.
8 – Train in photos 5-7 arriving at Transfer Beach near Ladysmith, BC, March 25, 1980.
9 – A different northbound Pacific log train caught at the same location near Saltair on April 2, 1980. GP9s 8530 and 8540 are in the lead.
10 – The final northbound Pacific log train is caught at milepost 54, near Saltair, BC on April 30, 1980. A lone GP9, 8646, is on the head end.
11 – Caboose 437172 brings up the rear on the last northbound Pacific log train on April 30, 1980. Taken from the tree at milepost 54, near Saltair, BC.



REQUIEM FOR GOVERNMENT GRAIN HOPPER CARS

BY COLIN CHURCHER

THE BEGINNING

I was responsible for “buying” a large proportion of the government grain hopper fleet while working in grain transportation for Transport Canada (1975-1986). The bulk of the brown and yellow fleet (*photo 1*) as well as all the red and black cars (*photo 2*) were purchased by the federal government (13,500 cars). The Canadian Wheat Board acquired 4,000 brown and yellow cars (*photo 3*). The provinces of Saskatchewan (*photos 4 and 5*) and Alberta (*photo 6*) each bought 1,000 cars. The brown and yellow scheme, which was considered to be non-partisan, was chosen by Otto Lang, then Minister responsible for the Canadian Wheat Board. The red and black scheme was chosen by Senator Argue, a later Minister responsible for the Board. A concise listing of all of the 19,500 grain cars produced and their reporting marks can be found on Eric Gagnon’s *Trackside Treasure* blog of April 24, 2020: <http://tracksidetreasure.blogspot.com/2020/04/canadas-grain-fleet-covered-hoppers.html>.

The steel hoppers were put into service very quickly and were praised at the time for their greater capacity and lower center of gravity with their four unloading hoppers. However, initially problems were experienced both on the prairies and at the ports.

On the prairies, the country elevators had to be modified with higher

loading spouts. At the start, a number of elevator managers fell into the hoppers through the top hatches and could not get out on their own. We solved this by putting a grating over the opening.

Another problem experienced by the prairie elevator managers was that the hopper cars with roller bearings ran much more easily than the journal bearing boxcars they replaced. The elevator operators asked that the cars be modified to have a hand brake operating wheel on both ends of the car. This was rejected by the railways as causing potential operating problems.

At the ports, some difficulty was experienced in opening the discharge gates. Some of them even became so stiff that they had to be cut off to allow unloading. Eventually the gates were modified to a more satisfactory system which could be operated with mechanical assistance.

One of the problems experienced with the steel hoppers was harmonic motion. The distance between the leading wheel of the front truck and the leading wheel of the rear truck was forty feet. This was the same as the rail lengths before extensive use of continuous welded rail. With staggered rail joints a dangerous harmonic motion could develop. For this reason, trains which had these cars in the consist could not be operated between 18 mph and 22 mph (I believe this was the range). Engineers were only allowed to accelerate or decelerate their trains through this speed range. There was another danger range around 60-70 mph I believe.

Jerry Pinkepank has indicated that the rock and roll issue was dealt with by constant contact side bearings (see www.youtube.com/watch?v=IeME-Ku8HLFQ) which were available in the early 80s and he suspects they were retrofitted on these cars. The 60-70 mph problem would have caused truck hunting and the constant contact side bearings also dealt with that. He suspects the phasing out of the Government grain cars from the fleet is due to the move to 286,000-lb. and 316,000-lb. gross rail load cars in place of the 263,000-lb cars prevailing in the early 80s. According to Jerry, this move has also culled 263,000-lb cars out of the coal fleets.

Sometime after the purchase of the grain cars, I was called to testify before the Anti-Dumping Tribunal. It turned out that we were buying some parts (wheels, I believe) from Brazil that were cheaper, including transportation to Nova Scotia, than they could be manufactured in the Trenton plant. I heard nothing further.

THE CNR LINE TO CHURCHILL

For similar reasons of motion issues, Canadian National (CN) would not allow these hoppers to be used on the line to Churchill, which was always difficult because much of it was laid on permafrost. This was why the federal government agreed to renovate a number of 40-foot boxcars for use on the line to Churchill. It should be noted that when the Churchill line was privatized, hopper cars did make it to Churchill.



1. CNWX 100721 in the brown and yellow Government of Canada scheme, at Dawson Creek, BC, September 1987. Lloyd G. Baxter photo B2-2743, photo id 30472. Courtesy C. Robert Craig Memorial Library.

3. CNWX 395458 in the Canadian Wheat Board scheme at Winnipeg, MB, September 29, 1983. Kenneth Healy photo H2-484, photo id 37964. Courtesy C. Robert Craig Memorial Library.



2. CPWX 606412 is a sample car in the red and black scheme at National Steel Car, Hamilton, ON, August 1982. Colin Churcher photo.

4. SKPX 625033 in the original brown and orange Saskatchewan colour scheme at Smiths Falls, ON, February 15, 1981. Kenneth Healy photo H2-438, photo id 37964. Courtesy C. Robert Craig Memorial Library.



Transport Canada also funded the construction of an articulated car which might have performed well on the line to Churchill. However, development did not go any further than the prototype.

THE ALUMINUM CARS

The aluminum hopper cars (*photo 7*) were built for CN which had a large mileage of lines with 60-pound rail. The CPR Prairie lines were laid with 85-pound steel and did not need these cars. The aluminum cars were built by National Steel Car in Hamilton, ON, which had the ability to weld aluminum. The first large batch was built straight off the drawing board and went successfully into service. There was an initial problem with cracking around the top hatches which was resolved by shortening the hatches by a couple of feet.

ORDERING THE CARS

The government cars were built in several orders. We obtained prices and delivery from the three suppliers, National Steel Car (NSC), Hamilton, ON, MIL, Sorel, QC, and Hawker-Siddeley, Trenton, NS. In each case, the cabinet decided to spread the order rather than choose the lowest cost from one manufacturer. Photo 8 shows as-delivered MIL cars.

NORTHERN ALBERTA RAILWAYS

In the mid-1970s the Northern Alberta Railways (NAR) was an independent line wholly owned by CN and Canadian Pacific (CP). Initially neither CN nor CP would allocate hopper cars to the NAR, and I began negotiations for the NAR to have its own separate allocation. There was talk in Edmonton of a separate NAR livery. However, in the end I was able to persuade CN and CP to provide hopper cars to the NAR from within their own allocation.

As an aside, my discussions with Jim Pitts, the NAR General Manager, covered a wide range of subjects including hopper cars. One of the outcomes was to name the NAR locomotives in a manner similar to locomotives in the UK.

USING THE CARS

The rationale for the Government buying the hopper cars was that the railways were losing money moving grain under the statutory Crow's Nest Pass rates. The Crowsnest Freight Rate was a rail transportation subsidy implemented in 1897 to benefit farmers on the Canadian Prairies and manufacturers in Central Canada by means of rate requirements imposed on the Canadian Pacific Railway (CPR) by the Government of Canada in exchange for financing and other benefits (Wikipedia). The hopper cars were seen as short-term assistance until the rate problem could be resolved. Because of this, the government cars could only be used by the railways to move grain moving at the Crow Rate. This restricted their use to wheat, oats, barley, rye, rape (canola) and flax moving from the prairies

to Thunder Bay, Churchill and the west coast ports for export. This did apply to grain moving to the Victoria, BC elevator until it closed but not to domestic points on Vancouver Island.

The railways were charged whenever a car was used in domestic service. For many winters there was a heavy movement of grain in solid trains of hopper cars east of Thunder Bay to Montreal and Halifax (and possibly Saint John, NB). These were made under an agreed payment with the government for their use. This was lucrative traffic for both CN and CP. The two railways originally agreed to split the traffic by number of trains. CP stole a march on the CN by running 99-car trains, whereas CN was only able to run trains of 98 cars. Over the winter this resulted in a significant financial advantage to CP.

The hopper cars were occasionally used for non-grain movements with payment to the government. For example, they were used by CP to move drilling mud to Alberta.

One of the pleasures of my job at that time was to attend the sample car inspections. At the commencement of each order, the manufacturer would complete one car and the railway mechanical people would go over it in fine detail to ensure that it conformed to the plans. The car was then kept at the plant so that if there were any problems later in the production process, these could be verified by reference to the approved model. Photo 2 was taken during one such visit at Hamilton in August 1982.

THE DEMISE OF THE GOVERNMENT CARS

According to Eric Gagnon's *Trackside Treasures Blog*, April 24, 2020, the Government agreed with the railways in 2007 to transfer the operation, refurbishment, and maintenance of the fleet to the railways. At this time the aluminum cars were scrapped, and between 2007-2014, thousands of the cars were retired, returned to lessors, or sold to prairie shortlines. By 2014, only 3100 cars remained in the hands of CP and CN. In 2018, the Government passed the Transportation Modernization Act which made it attractive for the railways to buy their own grain cars. The new cars are lighter and shorter but have a 15% greater volume. As these new cars come online, more and more of the old grain cars are disappearing from the rails.

Around the time of the 2007 transfer of the grain cars, Bernie Geiger, a retired Treasury Board Secretariat employee, remembers the decommissioning and disposal of grain cars as not being straightforward. The pertinent government laws and policies have complex approval and reporting requirements for writing-off and/or transferring such assets to other operators. There was some central agency discussion as to whether the disposal actions could be reported as groups of cars in the Public Accounts or if individual serial numbers needed to be given for each car. ■



5. MGLX397082 in the later green Saskatchewan livery at Beechy, SK, August 25, 2018. Ray Farand photo.

6. ALNX 396087 in the blue Alberta livery at Dawson Creek, BC, September 1987. Lloyd G. Baxter photo B2-2742, photo id 30471. Courtesy C. Robert Craig Memorial Library.



7. CNWX 106494, a lighter weight aluminum car, at Dawson Creek, BC, September 1987. Lloyd G. Baxter photo B2-2745, photo id 30473. Courtesy C Robert Craig Memorial Library.

8. Brand new cars from MIL, Sorel, QC, being moved for delivery to the Prairies by CNR. Walkley Yard bypass track, Ottawa. Colin Churcher photo.



Tragedy at 'The Dangers'

by Bill Knoll

Few people outside the CN running trades have ever heard of "*The Dangers*," but engineers and conductors who work the Kingston Subdivision between Toronto and Belleville know it well. From Mile 245.5 to Mile 246.75 the railway descends abruptly into a valley, technically a glacial spillway, that is, a ravine carved out by the meltwaters from a glacier at the end of the last ice age. The pre-historic river that created this valley has long since disappeared, leaving a small creek connecting a series of swamps.

"*The Dangers*" had its origin in the initial construction of the Grand Trunk Railway (GTR) in the 1850s. The actual cost of building the line vastly exceeded the estimates, which left both the railway company and its contractors desperately short of money and made it necessary to compromise on what were supposed to be very high standards of construction.

The railway through this area is now arrow-straight and probably follows the original survey, but to reduce the grade and avoid the expense of building a fill across the swamp, the 1856 line deviated to the south in what might almost be called a "shoo-fly." A recent (November 2021) field trip to the spot did not reveal any trace of this deviation; there seemed to be no sign of the berm of an abandoned railway, even across the swamp where such a feature ought to be obvious. It seems very likely that the chief engineer of the Grand Trunk allowed the subcontractor this expedient to conserve the company's capital, which was running short. Something similar was done just west of Cobourg, and for similar reasons.

The railway was not straightened until the line was double-tracked, which happened here in 1892, but the Grand Trunk missed a wonderful opportunity at that time to eliminate "*The Dangers*" entirely. This would have required making a long, high fill, and this could have been done without disrupting traffic because trains were still running on the deviation to the south. Instead, the line was built with grades of 1% or worse on both sides of the swamp and the line descended almost to the bottom of the valley; it remains that way to this day. The curvature in the 1856 line would have made it well-nigh impossible for train crews to see any obstruction on the track or, for that matter, another train coming.

In the early hours of December 3, 1870, two trains collided at the bottom of "*The Dangers*." The railway was just a single track then. Because of the undulating nature of the line and the sharp curves associated with the diversion, neither crew saw the other train until it was too late. Only one of the crews survived the accident, and at the inquest a member of that crew specifically mentioned the curvature of the line as a contributing factor that prevented them from seeing the other train approaching until almost the last second.

Trains did not have air brakes in 1870; in an emergency the engineer would whistle "down brakes" and reverse his drivers. On that signal, the brakemen would go from car to car, applying the handbrakes, a very dangerous job indeed. The wooden freight cars were smashed by the impact of the collision and burned in the fire that soon followed. The westbound train was No. 10, "*The Merchants' Express*," which had priority over all eastbound freight trains; the eastbound was No. 15. Both were running several hours late.

For many years westbound trains have been assigned odd numbers, and eastbounds even, but evidently in 1870 the opposite was the case. The crew of No. 10 may never have noticed the other train coming; neither the engineer nor the fireman jumped, and both perished on their locomotive. The engines were destroyed, with 18 freight cars and their contents, which included five or six horses. One of the two men who were travelling with the horses to care for them was also killed, and his companion so badly injured that it was feared that he would not survive.

The circumstances surrounding the accident reveal a great deal about how the Grand Trunk Railway was managed. No. 10 was supposed to be held at Brighton to "cross" (contemporary terminology for "meet") No. 15, but the acting station agent and night shift operator there, Robert Ward, did not give the order to the conductor of No. 10, almost certainly because he had dozed off.

At this time and for years afterwards, the GTR was obsessed with ferreting out fraudulent activity among its employees. On Thursday, November 24, the company's travelling auditor put Ward, who had been the night operator since November 8, in charge of Brighton station. The station agent, one Patrick Ryan and two conductors had been arrested and charged with having defrauded the company.

Ward asked if he was expected to work both the day and night shifts

and was told "yes." He seems to have assumed (surely with justification) that such an arrangement would not last long. He worked without any rest until late Friday night, when he telegraphed the dispatcher to ask when he might expect help to arrive. He was told that it had been planned that a Mr. Hunt would be coming, but that arrangement had been cancelled for some undisclosed reason.

Ward carried on until late Saturday; when the last passenger train from Toronto brought no relief man, he again asked the dispatcher when some assistance would be coming. The latter did not know but said he would ask "J. S." That was James Stephenson, Assistant Superintendent for the part of the Grand Trunk from Kingston to Sarnia. Stephenson was sufficiently well-liked and respected that on the occasion of his marriage in October 1866, his bride "was presented with a beautiful solid silver tea set" by the Grand Trunk employees who were under his supervision.

Ward was told that "J. S." had said that he would send a relief operator on Monday. He soldiered on until about two or three o'clock Sunday afternoon, when he went home and slept for about eight hours. There is nothing in the surviving records to show who was in charge of the station while he was absent. By midnight he was back on duty and worked until the last train from Toronto arrived on Monday evening, without bringing the promised help.

Ward then wrote to Stephenson directly, complaining of extreme fatigue, but said that if the dayshift switchtender could be moved to nights, he might be able to get by with his help. Ward wrote that "he understands the art of telegraphing very well," but this was not true. Jack Clute, the switchtender, could recognize the call for Brighton, but nothing more. Ward's false claim planted the idea in Stephenson's mind that the problem at Brighton could be solved with the personnel on hand, so he need not send anyone to help.

The Assistant Superintendent's answer came Tuesday night, asking if Ward could get along with the switchtender's help, to which he replied that he could sleep near the telegraph key, and have Clute wake him whenever a call came through for Brighton. Surely no one should have thought of this as a long-term solution. To this Stephenson did not respond.

By Thursday Ward was utterly exhausted, and wrote yet again to his superior: "I have persevered as long as I possibly can without sleep or rest; November's accounts are to be settled; I can fix them up all right if you can give me rest; can you send me an operator at once? Please reply."

This was his answer: "WARD--- I shall send you assistance on Saturday, so that you can make up your November accounts. I cannot do so before." (Signed) "J. STEPHENSON."

Ward should never have mentioned the November accounts. They were the least of his problems, but raising that issue gave Stephenson another mistaken impression. He somehow overlooked the first line of Ward's letter and focused exclusively on what followed. Whether the long-promised relief man showed up on Saturday is not recorded, and it would not have mattered; Saturday was too late.

In the early morning hours of that fateful day, when he was so weary that he could hardly stand, Ward made his fatal error. There were some irregularities in the conduct of No. 10's conductor, and in the action of the operator at Colborne, who, like Ward, had been working around-the-clock, although not for as long as his Brighton counterpart. The Colborne telegrapher allowed No. 15 to depart without having received confirmation of the "crossing" order from Brighton. One anonymous member of the coroner's jury was critical of the fact that the brakemen on No. 10 were in the van and not at their stations. This seems a little harsh; riding on the outside of freight cars for hours in December would have been most arduous, not to mention dangerous, and the brakemen's job was hazardous enough as it was.

It was clear that Ward's mistake was the crucial factor leading to the accident, and the inquest, which was held in the waiting room of Brighton station, came to that conclusion. The verdict of the coroner's jury let Stephenson down very gently, saying that "he did not fully realize the urgency of the case," but went on to state "had his (Ward's) urgent and reasonable request been complied with, the sad accident would not have occurred." They went on to say, "that the evidence in the said case clearly showed gross neglect of duty on the part of officials and employees of the company."

Not every newspaper in Canada reported this accident from the same



1 - CN SD751 5789 leads Train 149 through "The Dangers." View looking east from the Peters Road grade crossing. August 7, 2013. Photo by Bill Knoll.

2 - CN GP9RM 7025 with Train 518 descends the west side of "The Dangers." View is looking west from the Bellamy Road grade crossing. August 7, 2013. Photo by Bill Knoll.

3 - View of the line from Bellamy Road looking east. Bridge in the distance is the Barnes Road overpass. August 7, 2013. Photo by Bill Knoll.

4 - Brighton station (ex-CN, ex-GTR) where Robert Ward was working when he failed to hold Train 10 for a meet with Train 15. The inquest was held in the waiting room. Photo taken August 7, 2013. Photo by Bill Knoll.

5 - CN ES44AC 2821 with Train 108 is about to cross Bellamy Road. View is from the Barnes Road bridge. The telephoto lens makes the grades look much worse than they are. March 16, 2020. Photo by John Soehner.

perspective as the *Globe* and the *Guide*. The *Globe*, in particular, printed a word-for-word account of the sworn testimony at the inquest. The *Montreal Gazette*, among others, claimed that Ward was a life-long resident of Brighton, and that the coroner's jury was packed with his friends and relatives.

The truth was somewhat different. He had been at his post for less than a month when the collision happened, and as the night shift operator, would have had scant opportunity to make friends among the people of the village. It was even alleged that he was wide awake when he made the mistake that cost three lives, and therefore the responsibility rested entirely with him! The *Globe* contemptuously dismissed such newspapers as "the Grand Trunk organs." What is now called "fake news" has a long history and is not purely a phenomenon of the 21st Century.

Robert Ward was never charged with any offence, and in fact was not dismissed from the employ of the Grand Trunk Railway. Patrick Ryan failed to appear for his trial, forfeited his bail and apparently was never heard from again. It might be thought that the career of James Stephenson would have suffered as a result of his role in this debacle, but not so.

The *Port Hope Weekly Guide* of September 4, 1891, reported that an inspection train had arrived in town, carrying the following officers of the G.T.R.: "Sir Henry Tyler, K.C.B., President of the G.T.R., accompanied by his son; L.J. Sargeant, Esq., General Manager; J. Stephenson, Esq., General Superintendent; ..." Mr. Stephenson rose to become the third-highest-ranking officer in the management of the Grand Trunk Railway of Canada and held that position until February of 1896 when he resigned (was forced to resign?) to make way for Mr. Frank McGuigan, who was

part of the new management brought in by the new General Manager, Charles Melville Hays.

EPILOGUE –

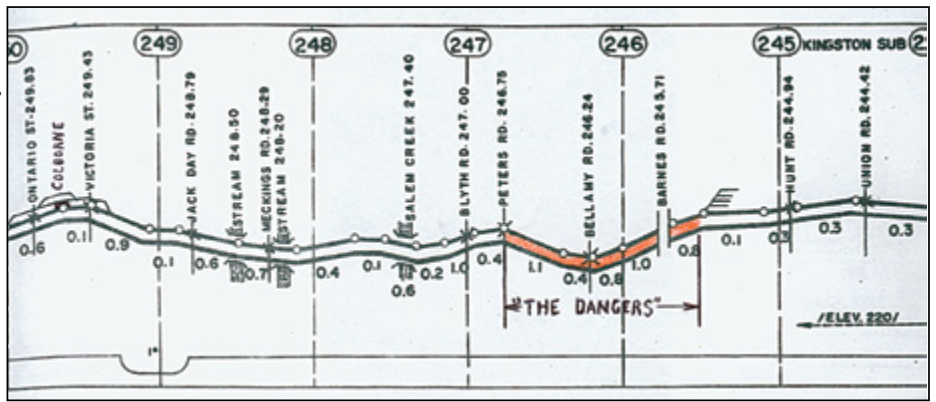
“The More Things Change, The More They Stay The Same.”

As incredible as it might seem, there was another collision at “The Dangers” before the end of the decade. The *Port Hope Guide* of August 29, 1879, under the heading “TELEGRAPH NEWS,” published the following:

BRIGHTON. Aug. 25. --- Coroner Dr. Fife held an inquest to-day upon the body of Charles Gardiner, who was killed on the Grand Trunk at the Dangers on Saturday night last by a collision of two freight trains. The jury returned a verdict of accidentally killed and attach no blame upon the railway employees, who did all they possibly could to prevent said collision.

The circumstances surrounding this mishap must have been very different from those of December 3, 1870. Nevertheless, the jury’s verdict seems incomprehensible. If two trains collide on a single-track railway, surely somebody must have blundered. If, as the jury said, everyone concerned “did all they possibly could to prevent said collision,” there ought to have been no collision. This suggests very strongly that the jury, knowing that they could do nothing to help the dead, decided to spare the living. This sort of thing was not uncommon in the 19th century.

The Canadian Northern Ontario Railway opened its line through Brighton in 1911. Its station was only a few hundred yards from that of the Grand Trunk. The Canadian Northern became part of Canadian National Railways in 1917 and by 1920 it had been decided that the Grand Trunk must share the same fate. The former Canadian Northern and the Grand Trunk were being operated in concert by 1920, and much of the traffic from the old CNoR line was transferred to the Grand Trunk. The *Port Hope Evening Guide* of August 7, 1920, reported that Canadian National Railways had applied to the Board of Railway Commissioners for permission to close the former Canadian Northern station in Brighton. This was not unreasonable; it made no sense to keep two stations open serving a small town in the interests of what was essentially the same railway. It made no sense to keep two parallel lines of railway in operation between



6 - Profile diagram of The Dangers area. Courtesy of John Wallington, retired CN engineer.

Cobourg and Brighton, either, and in three years the old Canadian Northern line would be abandoned. In its short career the Canadian Northern/Canadian National agency at Brighton had apparently developed quite a volume of business. When the station closed, its customers were directed to take their trade to the Grand Trunk depot. The station agent there protested that he had a full workload already and needed an assistant to help him handle the extra business. His superiors did not agree, apparently thinking that he should be able to cope single-handed. The poor fellow struggled along for a month or two, but ultimately suffered a nervous breakdown, and had to be relieved of his duties.

SOURCES:

- *The Cobourg Sentinel*, Oct. 20, 1866.
- *The Toronto Globe*, Dec. 5, 7, 8, 14, 15 and 16, 1870.
- *The Port Hope Guide*, Dec. 9, 1870, Aug. 29, 1879.
- *The Port Hope Weekly Guide*, Sept. 4, 1891.
- *The Port Hope Evening Guide*, Aug. 7, 1920.
- Art Clowes, “*The Ferrophilic Column, Conducted by Just A. Ferronut*,” Upper Canada Railway Society Newsletter, November 1991.

I am indebted to Ted Rafuse for procuring the copies of the *Globe* articles and the UCRS Newsletter for this story. ■

Stories from the Dispatcher's Desk

the Reminiscences of Bruce Chapman

A Surprising Detour

All photos by the author.

My first shift as a Canadian Pacific operator was on January 1, 1965. One of the afternoon operators had booked off to give me a start date. And the CPR loved it, as they didn't have to pay overtime unless you had been on the district payroll for six months. So, no overtime for me that day!

The chief train dispatcher, Harry Austin, called me at home to let me know that I'd be relieving the agent-operator Bill Lightle at Osgoode on the Prescott Subdivision (Sub) for two weeks starting the following day. So, I drove out there to look over the job. In those two weeks, I saw exactly one train, a very late No. 82 heading to Smiths Falls with GP35 5005 and FB2 4469 that went by in the late morning.

No. 82 usually went through during the night, as did the two Toronto - Ottawa passenger trains, No. 33 and 34. After that stint, I drove around the division to sit in on various jobs, but by April work was drying up. I called Harry to see if any work was forthcoming and he said no, not until June. I had a pass, so I decided to go to Winnipeg to take pictures of the remaining few steam locomotives in the scrap line at the Weston shop.

On the evening of Monday, April 26, 1965, I left on the former No. 7. The number had been changed to 3 that weekend. I bought a sleeping car ticket, as a step-up from my pass. According to the CPR public timetable from April 26th, 1965, the coach fare from Ottawa to Winnipeg was \$28.00. Lower tourist sleeper was \$40.00, so I got this for \$12.00 each

way. Two RS-10s, 8478-8570, were the power on No. 3 that evening and, according to the register book that day, we went by Ottawa West at 23:36.

Next morning, I got up and went to the diner. There were a couple of CN units sitting outside, so I figured we might be in North Bay. But we sat and sat. While waiting, I saw that the vestibule door was open, so I got off the train. What a surprise I had! Here we were in Brent, Ontario on the CN. Seems CP had a derailment between North Bay and Pembroke, so we were taking a sightseeing tour along our competitor's route. During the night, we had transferred over to CN's Beachburg Sub at the interchange in Pembroke, west of the CP station. While we were waiting, the former No. 8, newly No. 4, showed up with two units - at least when he registered later at Ottawa West, he had two units: FP7s 1418-1419. However, looking at a photo I took in Brent, the train seems to have a 'B' unit in second position.

I took several pictures and then we finally got under way. As I was passing through the diner on the way back to the sleeper, one of the waiters exclaimed: "I've been working on the CPR for 40 years, and never saw that lake before!!"

In the Ottawa West register book, No. 4 was listed as going by at 11:57 a.m. on April 27, 1965. ■

Continues next page.

1 – Train No. 82 heading south at Osgoode, ON, on January 9, 1968, led by GP35 5005 and MLW FB-2 4469.

2 – CP Pacific 2362 at Weston Shops, early 1960s, photographer unknown, Bruce Chapman Collection, C06 185, C. Robert Craig Memorial Library.

3 – CP MLW RS-10s 8478 and 8570 on the head end of train No. 3 at Brent, ON, on CN's Beachburg Sub, April 27, 1965.

4 – Back-to-back CP GMD FP7As 1418 and 1419 on eastbound train No. 4 at Brent, ON, April 27, 1965.

5 – CN GMD GP9s 4265 and 4248 on their home turf at Brent, ON, April 27, 1965.

6 – CN GP9s 4248 and 4265 head out with their train at Brent, ON, April 27, 1965.

7 – CN's eastbound freight on left and CP's west-bound train No. 3 on the right. April 27, 1965, Brent ON.



CPR Branchline Memories Part 4 West Toronto

By R.J. Shaw

It's a vastly different world now. When I started on the railway the steam engines were in their last year of service, we had a five-man crew, and the railway had just started increasing the length of freight trains from 50 to 70 cars and were lengthening the passing tracks to accommodate the longer trains. I think now they are running 12- to 16-thousand-foot trains with only two crew members, and "distributed power". I can't imagine how they deal with a failure back in the train. Hot-boxes are a thing of the past but there are still other possible problems – like the train going into emergency due to a broken or separated hose-bag, or a broken knuckle. What then? But they seem to be dealing with it judging by the number of container trains (from China) coming down through Tottenham, where I live!

During my time as a CPR brakeman, I worked many local jobs out of West Toronto. Back then, we serviced 37 industries and four team tracks between West Toronto and Cooksville on the Cooksville Turn, and many between Cooksville and Guelph Junction – flour mills, brick yards, grocery warehouses, sash factories, plumbing warehouses, freight sheds, team tracks, auto parts warehouses, pet food establishments, pigment and chemical companies, cooperages, and the interchange with the CNR – at Milton. The interchange was at the Milton diamond where the CNR Burlington to Allendale line crossed our line. It was controlled by a wooden tower with 20 levers in it, connected to rods down on the ground leading to the semaphore signals on both lines (*photos 1 and 2*).

Eventually that CNR line became a main freight line with a bridge over our CPR track. However, in 1963, the diamond and interchange were still controlled by a leverman in the tower. When the CNR was diverted over the new bridge, the diamond became defunct and only the interchange was still in service. It was accessed by our eastbound and subsequently south main track. No more leverman in the tower. The interchange became the duty of the agent in the CNR station who had to walk up from the station if we had a car for the interchange (*photo 3*). Removal of the diamond was a boon to westbound CPR freight trains since the speed limit over the diamond had always been 30 miles an hour. Once they crossed the diamond, westbound freights had to plod



1. CN Extra 3000 north at Milton Diamond, August 1963. The author's friend Marilyn is sitting on the Less-than-Carload (LCL) interchange platform. Photo by author.

up the grade to Guelph Jct. Later the Board of Transport allowed the speed limit to be raised to 50 mph, but it still wasn't up to track speed. When they closed the Milton CNR Station, the closest agent was now at Aldershot and when we had a car for the interchange, he had to come all the way up from there (about 30 km away to the south). What a pain that was!

When working the "Stone Train", we were instructed by London to "PLEASE ARRANGE TO BE BACK AT LAMBTON AHEAD OF #904". (The "Stone Train" was so called because years ago this train brought hundreds of carloads of limestone down to Toronto. Many buildings on such streets as Avenue Road in Toronto were built of this stone.) Number 904 was a "hot" second class freight with perishables and needed to pull into the "icing track" at Lambton Yard (in the west part of Toronto) to have all the reefers iced. This was before the wide use of mechanical reefers. Number 904 would be there a good hour at least and blocked us from yarding our train. The company didn't want us to be blocked out there on overtime! So, to conform and to prevent being reprimanded, we tried to get the job done with a minimum of overtime. Being held up at the Milton interchange didn't help! To help save time, when we had a car for the interchange, I went up into the tower with the CNR guy (from Aldershot) while my mate put the car on the interchange. The CNR man gave me instructions on what levers to operate to line up the interchange, and then restore the switches and signals back for our CPR main line. The levers had to be thrown in the proper sequence, so I wrote this all down. Once I had the instructions down pat, we made an agreement that he would still be called for the move, but we would put the car on or off the interchange ourselves to save us time and save him the trip up from Aldershot, and he'd still be paid for the trip. Great plan! I showed our conductor how to work the levers and gave him the written instructions. After that he became the leverman while my mate and I did the switching. This worked perfectly.

Eventually, we ended up doing the switching at P.L. Robertson Manufacturing Company (maker of Robertson screws) and another industry down there – I can't remember the name of it. We were invited into Robertson's (P.L.'s) to watch them make the screws – an interesting experience! A story about Robertson screws – (sorry, off on another tangent) – when manufacturing Model Ts and Model As, Ford Canada at Windsor used Robertson wood and machine screws while Ford



2. CP RDC 9110 on Train 338 (Windsor to Toronto, daily) at Milton, May 12, 1969. Note that the tower is now boarded up. Doug Wilson collection.

USA at Detroit used slotted ones. The Americans didn't want to admit that the Robertson's were much easier to use! This fact distinguished Canadian Models T or A from an American one. Also, Ts made in the States (touring cars and roadsters) didn't have a driver's side door. They had the outline of a door but not an opening one. This was because the hand brake lever was on the left side and when employed, made it difficult to enter the driver's seat from the left side. Canadian-made Ts all had opening driver's doors because export Ts were built in Canada, and many of them were right-hand drive.

Anyway, back to the original story. The industries between Cooksville and Guelph Jct. were serviced by the "Stone Train". When running this train on the westbound leg up the hill to Guelph Jct., we'd put the engine and van on the north side of the wye and the whole crew would have lunch in the van. After lunch, we'd do any necessary switching, put our train together and head eastbound back down the hill. On the return trip, we'd do switching at Campbellville, Milton, Streetsville and finally at Cooksville Brick and Tile, still called "Lyall's" from years ago. It was a very busy job – six days a week. They called Saturday "aeroplane day" since we tried to fly through the job so we could have the rest of the day off. We would try to get in early – even turning at Streetsville if they would let us, instead of going all the way up to Guelph Jct.

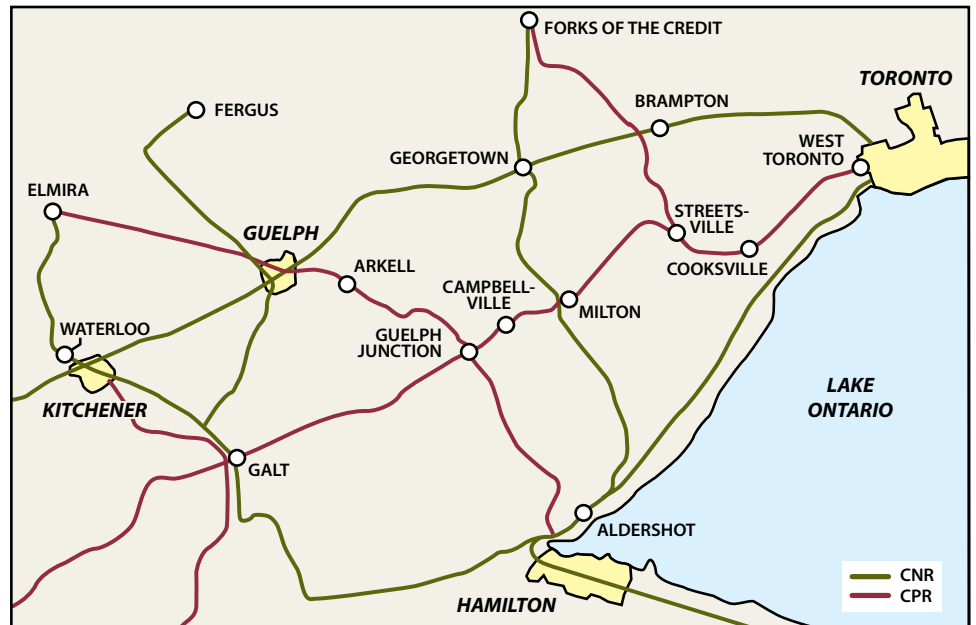
On occasion, they would send us up to Guelph to bring down a transformer on a depressed flat. This was a "daylight only" move and would involve an official riding with us. We'd have to stop at all the bridges and make sure the transformer would clear the side of the bridge. Another side trip would be to go down from Guelph Jct. to Hamilton and bring up a "Pot Car". These cars were comprised of a large side-dumping "pot", and went up to Sudbury, to the nickel mine. The pot cars were filled with molten slag, and then dumped in piles here and there. For quite a while, Sudbury looked like the surface of the moon. I think they changed that practice and Sudbury looks a lot better now. We also made the side trip to Hamilton the occasional time, towing a steam locomotive down there for furtherance to the States – some of them to Pennsylvania? On one such trip we took the 2839 (photo 4) down (dead in tow). Someone had parked too close to the track at one of those towns and we hit their car or truck with the 2839! No damage to the locomotive, but some damage to their vehicle, I hope they learned a lesson!

On one of our side-trips to Guelph, we set a farmer's field of grass on fire, on the way up to Guelph. We were notified over the main-line radio of this occurrence. At this time, we always had a 7000 – usually the 7077 – and I guess it decided to throw some sparks out (photo 5). On the way down we stopped at the said fire. No one was home at the farm, but the Arkell fire department was there. They issued us with fire extinguishers consisting of a water tank strapped on our back and a hose plus a hand-operated pump. The fire

wasn't that far from the house and buildings, so some of us procured shovels and proceeded to dig a trench between the fire and the buildings. Even the official riding with us was fighting the fire! Anyway, we managed to put the fire out and continued on our merry way. Such were the adventures of working the jobs out of West Toronto! ■



3. CN Station, Milton, August 26, 1978. Preserved and repurposed as an information booth. When Macmillan Yard in Toronto was built the Milton Sub was upgraded and became part of the Halton Sub. The upgraded subdivision was elevated through Milton so as to cross over the CP on a grade separation. The Halton Sub can be seen rising in the background of this photo. Doug Wilson photo.



The map shows the locations mentioned in the article. The railway line locations are extracted from a 1954 Imperial Oil highway map of Ontario. Map drawn by David Boyd.



4. MLW built CPR Royal Hudson 2839 in 1937. It was still in active service when photographed in Toronto in November 1959, but retirement was just around the corner. Cosmetically restored, it is on static display in California. Photo by Peter Cox.



5. MLW-built, CP S2, 7077, shown later in its life, October 1, 1981, at North Bay, Ontario. Brian Ottaway photo in Ross Peever Collection. C. Robert Craig Memorial Library, P01-14.



Photo Corner

Top: Whitcomb 20-ton logging locomotive at Wakami Provincial Park, Chapleau, Ontario. A gas-electric model LRX-1, it came to the Chapleau area around 1941. After a long working life it had lain derelict for about twenty-one years before being donated to the park in 1992 to be part of a logging exhibit. Taken October 1, 2014 by Gerald Harper.



Centre: CN's Brandt truck No. 278366 is leading a work train tasked with retrieving old railway ties from the Dartmouth Subdivision near Windsor Junction, Nova Scotia. Photo taken August 21, 2019 by Geoff Doane.



Bottom left and right: In the photo below right, GE 45-ton locomotive No. 646 waits for front-end loaders to fill waiting gondolas at the Fundy Gypsum mine at Windsor, Nova Scotia. The cars will be taken to Hantsport, NS where the cargo will be offloaded via the air-operated bottom doors of each car. Photo taken June 24, 2005.

At bottom right, another GE 45-ton, No. 647, sports a coating of the ever present gypsum dust as it leads a train of empties near Mantua, NS on July 22, 2005.

Both photos by David Othen.



Top: Sparkling clean, newly built RPRX 2608 is seen in Canadian Pacific's Alyth Yard in Calgary, Alberta. A Green Goat model GG20B, it was built by Railpower Technologies Corp. for Modoc Railroad Academy in Sacramento, California. Modoc was a training school for potential rail employees, a business since closed in 2014.

The Green Goat is a Canadian-designed low-emissions diesel hybrid switcher powered by a single Caterpillar inline six-cylinder engine. The diesel engine produces 300 hp, but in combination with a large battery bank the total power output measures 2,000 hp.

Photo taken November 12, 2006 by Joshua Soles.

Centre: CN No. 10900, with 10800 behind (formerly BC Rail TU-109 and 108), operate as the Kaoham Shuttle running on former BC Rail track between Lillooet and Seton Portage, BC. Built by Jim Busby Services of California and based on Fairmont A8 units augmented with Ford heavy-duty truck components, the pair were acquired by BC Rail in 2002.

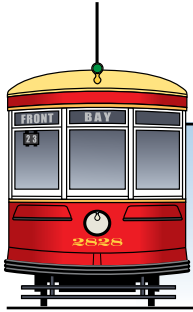
When BC Rail ended all passenger services, a partnership between CN and the St'át'imc Nation was established to continue rail service to the isolated communities of Seton Portage and Darcy.

Named by BBC Travel as Canada's "greatest hidden rail trip," the fifteen-mile journey between Lillooet and Seton Portage takes about one hour. Numerous YouTube videos taken on the trip are worth viewing as a story-with-photos description of one person's experience – <https://backcountrycanadatravel.com/epic-rail-journey-bc-kaoham-shuttle-lillooet-seton/>

The two cars were retired in 2021, replaced in 2022 by a Hy-Rail equipped school bus.

Photo taken at Seton Portage, BC by Ian Smith, July 27, 2012.





UNDER THE WIRE

by J.R.Thomas Grumley

IN THE NEWS

- **Montréal, QC – REM** - The Samuel de Champlain Bridge connecting Brossard on the south shore with Montréal opened to light rail traffic for the first time on July 27, 2022. The three-year-old, 3.4-km bridge has three decks with one dedicated to the Réseau express métropolitain (REM) light rail network. REM service between Brossard and Montréal is expected to commence in December 2022. The bridge replaced the original Champlain Bridge built in 1962 and closed in 2019.
- **Edmonton, AB** - In the last issue, I indicated at press time that the Southeast Valley LRT line would be ready to go on July 29. Well, it didn't happen. On July 16, City of Edmonton inspectors discovered cracks in 18 of the 45 concrete piers that support the elevated sections of the line. The already delayed line will be further delayed until sometime in 2023. In the meantime, test train running has been halted over the affected sections. It is postulated that wide temperature fluctuations caused the cracks.

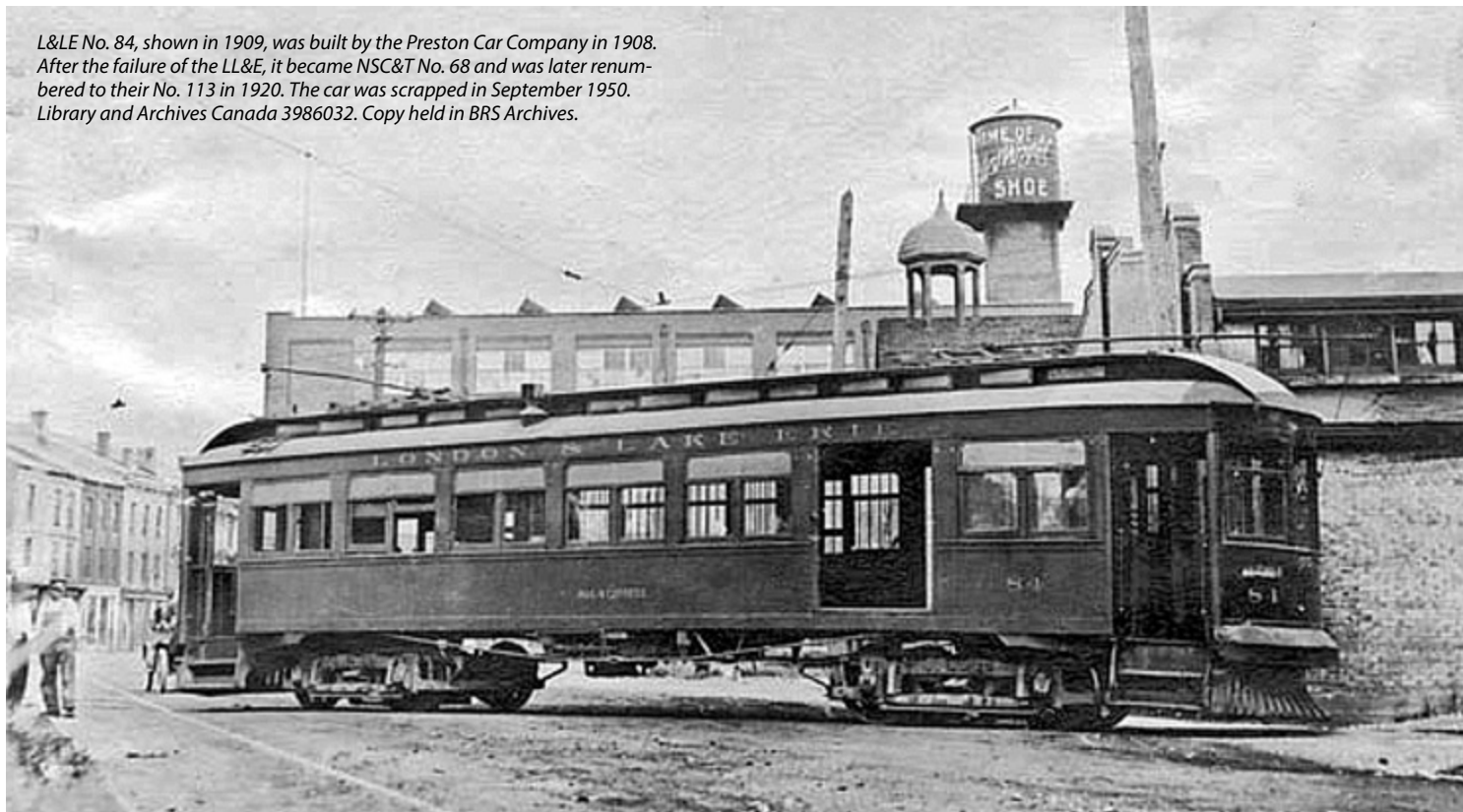
- **Ottawa, ON** - In early August, the quarterly update to city council on the Stage 2 LRT project revealed that the expansion west to Moodie Drive and south to Algonquin College could be further delayed by up to a year, which in turn would delay the opening of this section until sometime in 2026. Potential impacts from labour strikes, supply issues and other events in 2022 are still under review. Prior to the report to city council, the western extension was expected to be opened by May 2025. The city is working closely with East West Connectors to maintain the current schedule for the eastern extension of the line to Trim Road. The timeline for handover of that section is still scheduled for May 2024.
- **Calgary, AB** - In early August, the city of Calgary made an important step forward in their plan for the new 46-km, 29 station, Green Line by progressing Phase 1 from the Request for Qualification (RFQ) to the Request for Proposal (RFP) stage. The Green Line adds to the city's existing 59-km LRT system. Phase 1 of the Green Line involves the construction of the core 18-km Shepard to Eau Claire section. In later phases, the route will be extended both to the north and to the south. Bow Street Connectors and City Link Partners have been approved by the Green Line project board to move on to the RFP stage. The RFP result will be released by the end of the third quarter 2022 with a development partner selected in early 2023. Construcciones y Auxiliar de Ferrocarriles (CAF) of Spain has been awarded a contract to supply a fleet of 28 Urbos 100 low-floor LRVs for the Green Line.



Courtesy of Green Line LRT.



L&LE No. 84, shown in 1909, was built by the Preston Car Company in 1908. After the failure of the LL&E, it became NSC&T No. 68 and was later renumbered to their No. 113 in 1920. The car was scrapped in September 1950. Library and Archives Canada 3986032. Copy held in BRS Archives.



WAY BACK WHEN... (Above)

The London and Lake Erie Railway and Transportation Company (L&LE) was a 28-mile (45-km) interurban line which operated between London and Port Stanley from 1908 to 1918. Originally chartered as the South Western Traction Company, the line was renamed the L&LE in 1909. It was mainly a passenger service and was not well set up for freight operation. 1915 saw the beginning of the end of the LL&E and on October 28, 1918, a statement was issued by management stating that the L&LE had ceased operation. Over the next few years, the assets of the company were liquidated with most of the rolling stock being acquired by the Niagara St. Catharines and Toronto (NSC&T) but with four cars going to the Oshawa Railway.

FROM THE BRS ARCHIVES (Below)

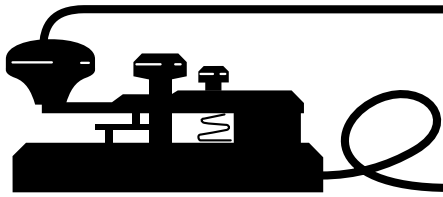
To continue the celebration of the 100th anniversary of the TTC, here are two black and white photos of TTC No. 327 (page 20 and below left) taken over 70 years ago. The image on page 20, taken sometime in 1952, features 327 along with other generations of TTC streetcars. Immediately behind No. 327 is a Peter Witt, built by Brill in 1922, which operated until 1954. To the right is TTC No. 4597 originally built by the St. Louis Car Co. for the Cincinnati Street Rwy. in 1939-40. The TTC acquired it from Cincinnati in 1952 keeping it in service until 1972. Both B&W photos by Lloyd G. Baxter, BRS Archives. The image below right dates from October 15, 1950 when the Upper Canada Railway Society used No. 327 for a planned fan trip. This car is the second 327, built by the TTC in 1933 using trucks and parts from the original 327 which was built by Preston Car Co. in 1892. The second No. 327 was retired in 1967 and now resides at the Halton County Radial Railway Museum in Milton, ON.



Above – A view of the same car at the Halton County Radial Railway museum taken 69 years later on Wednesday November 6, 2019. Photo by Trevor Parkins-Sciberras.

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

Many thanks to Earl Roberts, John D. Thompson, Malcolm Vant, and Doug Wilson for their contributions to this issue.



Infoline

Edited by Dave Stremes



CN REPORTS SECOND QUARTER RESULTS

CN reported its financial and operating results for the second quarter ended June 30, 2022. Financial performance improved year-over-year. Financial results and operating highlights:

- Second-quarter 2022 compared to second-quarter 2021
- Record revenues of \$4,344 million, an increase of \$746 million or 21%.
- Record operating income of \$1,769 million, an increase of 28%, and record adjusted operating income of \$1,781 million, an increase of 29%.
- Operating ratio, defined as operating expenses as a percentage of revenues, of 59.3%, an improvement of 2.3-points, and adjusted operating ratio of 59.0%, an improvement of 2.6-points.
- Car velocity (car miles per day) improved by 2% and through dwell (entire railroad, hours) improved by 6%.
- Fuel efficiency improved by 4% to a record of 0.838 US gallons of locomotive fuel consumed per 1,000 gross ton miles (GTMs).
- For the month of June, origin train performance, defined as the percentage of actual train departure time compared to designed train departure time at selected yards, reached 91%, an improvement of 14% compared to 80% for the same period in 2021.
- Revenue ton miles (RTMs), measuring the weight and distance of freight transported by CN, increased by 2% compared to the year-earlier period. Freight revenue per RTM increased by 19% compared to the year-earlier period, mainly driven by higher applicable fuel surcharge rates, freight rate increases and the positive translation impact of a weaker Canadian dollar.
- Operating expenses for the second quarter of 2022 increased by 16% to \$2,575 million, mainly driven by higher fuel prices and the negative translation impact of a weaker Canadian dollar; partly offset by lower average headcount.

(CN.ca, July 26; RailwayAge.com, July 27)

CN PUBLISHES ANNUAL GRAIN PLAN

Since 2018, the Canadian government, through changes in the Canadian Transportation Modernization Act, has required Canada's railroads to publish Grain Plans for the forthcoming crop year. CN's 2022-2023 Grain Plan, which describes CN's preparations for moving a western Canadian grain crop that is expected to rebound from last year's drought-impacted levels has been published. The Plan sets out the specific steps that CN is taking to ensure it can meet the forecast demand from the grain sector in the new crop year. For example, the Plan provides details on workforce recruitment, adding 57 new high horsepower locomotives and new rolling stock, all to support the delivery of grain and other commodities. Faced with growing demands from all sectors, the Plan also calls for greater balance across all rail corridors to reach the upper end of the maximum sustainable supply chain capacity range. That requires making better use of the eastern Canadian network, including Thunder Bay when the St. Lawrence Seaway System is open to navigation, and direct rail shipments to St. Lawrence River ports when the Seaway closes for winter.

CN continues to add new high-capacity grain hopper cars to its fleet as part of ongoing capacity expansion. In 2022, CN is adding 500 new covered hopper cars, and will bring on an additional 500 in early 2023. Through the remainder of 2023 and 2024, the Company will take delivery of another 750 covered hoppers. The new cars can carry up to 15 percent more grain than less efficient legacy cars. CN will be increasing its active operating crew base in Western Canada and plans to hire over 500 new additional employees.

CN's annual Grain Plan is prepared through an extensive consultation process and input from key stakeholders. The plan reviews CN's performance during the last crop year, assesses CN's ability to move anticipated levels of

grain during the upcoming crop year. It also explains specific steps CN is taking to ensure it has the capacity to move grain safely and efficiently on behalf of farmers, customers and supply chain partners, and to respond to the known and unknown challenges that North American winters bring.

CN said its 2022-23 Grain Plan has two main objectives:

- "Sets out CN's assessment of how much grain and processed grain products it expects to move over the course of the 2022-23 crop year based on the information available, including the expected size of the crop and other supply and demand related estimates.
- "Assesses CN's ability to move this anticipated volume of grain over the course of the crop year based on demand forecasts and the resources expected to be available.

(CN.ca, July 29; RailwayAge.com, August 2)

TSB ISSUES SAFETY RECOMMENDATIONS FOLLOWING 2019 CN DERAILMENT INVESTIGATION

The Transportation Safety Board of Canada (TSB) is calling for Transport Canada and the Canadian rail industry to expedite the implementation of automated train control systems and to develop and implement formal crew resource management training, following its investigation of the 2019 CN train collision and derailment in Manitoba.

TSB on Aug. 24 released its investigation report (R19W0002) into the collision of eastbound CN freight train 318 with westbound CN freight train 315, just east of Portage la Prairie, Manitoba. On Jan. 3, 2019, trains 318 and 315 were operating on the Rivers Subdivision, one of CN's busiest routes, which frequently transports dangerous goods, according to the TSB report. While proceeding on the south track using Trip Optimizer, train 318 passed a signal at Mile 52.2 indicating to the crew that they should be preparing to stop at the next signal, located at Mile 50.4 at Nattress," TSB reported. "The conductor called out the signal as required, but did not hear the locomotive engineer (LE) verbally respond and the train continued at track speed. "Soon after, the head ends on train 318 and train 315 passed each other, and train 318's conductor reminded the LE of the previous signal. The LE then applied the train brakes. However, as the Stop signal indication at Nattress came into view, the crew recognized that they would not be able to stop in time and applied the brakes in emergency. Shortly after train 318 collided with the side of train 315 at 23 mph (37 km/h), the crew jumped from the train, sustaining minor injuries. The two head-end locomotives on train 318 and eight cars on train 315 derailed as a result of the collision." While no railcars hauling dangerous goods were involved, "the head-end locomotives on train 318 lost a combined total of about 3,500 imperial gallons of diesel fuel," TSB reported. "The released diesel fuel was contained locally and cleaned up with no waterways affected."

Following the accident, CN distributed a notice to all operating employees in Canada, "warning train crews that there was an increase in occurrences where train crews failed to stop at signal indications requiring them to do so, primarily due to a lack of focus on situational awareness," according to TSB.

The TSB accident investigation found that:

- The "crew on train 318 had formed the expectation that they would continue following behind an earlier eastbound train through to Winnipeg, without stopping at Nattress."
- The locomotive engineer "was fatigued due to disrupted sleep periods during the two nights preceding the accident" and consequently "experienced decreased vigilance due to fatigue and the reduced workload associated with the use of Trip Optimizer, which contributed to his delayed reaction to the signals displayed in the field."
- Rail operations "rely predominantly on administrative defenses, such as Canadian Rail Operating Rules and Work/Rest Rules for Railway Operating Employees, and safe train operations are contingent on train crews following the rules. When a train crew does not follow the rules, for whatever reason, the administrative defenses fail. When there is no secondary physical fail-safe defense, such circumstances can result in an accident

that otherwise could have been prevented."

- The "train 318 crew communication within the cab was ineffective. Due to the difference in the level of experience between the train 318 crew members, the conductor deferred to the LE [locomotive engineer] without questioning the operation of the train and, as a result, the crew's actions to slow and stop the train were delayed."

TSB reported that the accident "highlights major issues in the rail industry and reinforces TSB's call for physical fail-safe train controls for over two decades through recommendations R13-01 [on implementation of such controls beginning with Canada's high-speed rail corridors] and R00-04 [on rail industry implementation of 'additional backup safety defenses to help ensure that signal indications are consistently recognized and followed']"

As a result of its investigation, TSB has issued to Transport Canada two recommendations:

1. Require all major Canadian railroads to speed implementation of "physical fail-safe train controls on Canada's high-speed rail corridors and on all key routes." TSB Chair Kathy Fox said: "The United States has fully implemented a positive train control system on all high-hazard track required by its federal legislation. This includes the U.S. operations of both CN and Canadian Pacific, which have invested significantly in their locomotive fleets and infrastructure. The railway industry must act more quickly to implement a similar form of automated or enhanced train control system on Canada's key routes to improve rail safety and avoid future rail disasters."
2. Require Canadian railroads to develop and implement formal crew resource management (CRM) training as part of qualification training for railway operating employees. "The aviation and marine industries experienced significant safety benefits with the introduction of CRM," Fox said. "This type of training could provide additional tools and strategies to train crews to mitigate inevitable human errors, providing significant safety benefits in the rail industry."

(RailwayAge.com, August 24)



CP, KCS TO STB: CPKC 'COMPELLINGLY IN THE PUBLIC INTEREST, SHOULD BE APPROVED WITHOUT CONDITIONS'

CP and KCS have filed their "Applicants' Response to Comments and Requests for Conditions, Opposition to Responsive Applications, and Rebuttal in Support of the Application," with the Surface Transportation Board. The document exceeds 4,300 page is available at <https://www.stb.gov/proceedings-actions/filings/under Filing ID 304973>. In it CP and KCS respond to numerous comments and condition requests various parties have this far filed with the STB.

"As we demonstrate in the Application and the evidence and argument submitted herewith, the Application is compellingly in the public interest and should be approved without conditions beyond those embodying the commitments Applicants are making ... to ensure that the public interest benefits of the combination of CP and KCS come to pass," the merger partners say in their introduction. "The transaction is supported by hundreds of shippers, short lines, passenger rail interests, labor organizations, and others. No shipper or shipper association requests that the transaction be denied. The Federal Railroad Administration endorses Applicants' Safety Implementation Plan. Amtrak and other passenger rail interests support the transaction. Amtrak stresses 'CP's excellent record as an Amtrak host railroad and CP's commitments to Amtrak's efforts with states and others as detailed in the agreement' reached between Amtrak and CP, and believes that the CP/KCS transaction 'promises significant public benefits for the U.S. rail network' What opposition there is comes principally from the five Class I railroads. The protection these Class I railroads seek is itself evidence that they see the CP/KCS transaction an injecting new competition into the North American rail network."

(RailwayAge.com, July 14)

SEPTEMBER DATES SET FOR THREE-DAY PUBLIC HEARING ON CANADIAN PACIFIC-KANSAS CITY SOUTHERN MERGER

The Surface Transportation Board in September will hold a three-day public hearing on the proposed Canadian Pacific-Kansas City Southern merger. The hearing, set for Sept. 28, 29, and 30 at the board headquarters, will

be livestreamed online. The board also pushed back the deadline for final briefs to be submitted. The deadline is now Oct. 14 rather than Sept. 20, and will close the record on the merger. Under federal statute, the board must issue a decision on the merger within 90 days after the close of the record unless an environmental analysis has not been completed. The timeline means the board is expected to issue a decision on the merger by mid-January. If approved, the decision would become effective 30 days later. (Trains.com, July 22)

CP REPORTS STRONG Q2 RESULTS

Canadian Pacific Railway announced its second-quarter 2022 results, including revenues of \$2.20 billion, and reported operating ratio ("OR") of 60.6 percent,

Second-quarter highlights:

- Revenues increased by 7 percent to \$2.20 billion from \$2.05 billion last year.
- Net income was C\$765 million, down 39% from second-quarter 2021's \$1.246 billion.
- Reported OR increased by 50 basis points to 60.6 percent from 60.1 percent last year.
- Operating income increased 6% to \$868 million
- Revenue ton-miles (RTMs) were down 2% and freight revenue per RTM was up 10% from the prior-year period.

(CPR.ca, RailwayAge.com, July 28)

STB DRAFT REVIEW FINDS LITTLE ENVIRONMENTAL IMPACT FROM CANADIAN PACIFIC-KANSAS CITY SOUTHERN MERGER

The Canadian Pacific-Kansas City Southern merger would cause few if any adverse environmental impacts aside from increased train noise in some locations, the Surface Transportation Board (STB) said in a draft environmental analysis. The 357-page draft Environmental Impact Statement (EIS) also said the merger would have little effect on rail safety or emergency response times in communities that would see increased train traffic.

The draft is accompanied by 4,080 pages of appendices. But the draft recommends that the railroad work with affected communities for grade crossing mitigation projects where appropriate. Also recommended: Making the railroads' commitments on environmental matters part of any conditions the STB may impose in the event the merger is approved. The review took a close look at projected train increases on the combined system's routes. Following issuance of the Draft EIS and the 45-day public and agency comment period, the Office of Environmental Analysis (OEA) of the STB is slated to prepare and issue a Final EIS. The Final EIS will respond to the comments on the Draft EIS, present OEA's final conclusions regarding the potential environmental impacts of the proposed merger, and set forth OEA's final recommendations to the STB, including recommended environmental mitigation measures. More information is available at <https://www.stb.gov/news-communications/latest-news/pr-22-40/> (Trains.com, August 5)

CP 2022-23 GRAIN PLAN

Canadian Pacific has just published its 2022-2023 Grain Service Outlook Report, which "provides an assessment of CP's ability to move grain during the upcoming 2022-2023 crop year, taking into account the total volume of grain expected to be moved," and also "describes the process that CP undertakes each year to prepare for, and respond to, market demand for grain transportation." The report highlights CP's commitment to grain customers, in a number of ways. CP plans to:

- Make available approximately 1,100 locomotives and approximately 15,500 grain hopper cars throughout the 2022-2023 crop year.
- Supply 6,000 grain hoppers a week to country elevators from August through mid-December, and from April to July, subject to market demand. During the winter months when the Port of Thunder Bay is closed, CP plan to supply 4,350 grain hopper cars each week, subject to market demand.
- Hire 2,500 employees across the network in 2022.
- Complete this year its \$500 million multi-year investment to purchase 5,900 new high-capacity grain hopper cars.
- Extend a siding on the Nipigon Subdivision to 14,000'.
- Extend a siding on the Heron Bay Subdivision to 12,200'.

Statistics Canada is forecasting this year's total crop at 93 Million Metric Tons (MMT), and Western Canada's grain production is estimated at 71 MMT, which is above the previous five-year average of 69 MMT and is "consistent with the expectation of our customers," CP said. The railroad expects to move more than 30 MMT of grain and grain products, with capacity to move more, "subject to market demand." CP cautioned that it "anticipates a slow

start to the crop year as the anticipated carry-in volume of Canadian grain is approximately 6 MMT, the lowest carry-in volume in more than 15 years, and seeding is delayed across most of the Prairies. The low carry-in volume is primarily driven by the 10-year-low grain crop and high global demand for Canadian grain. The typical average carry-in volume is 11 MMT."

The full report is available at <https://www.cpr.ca/en/about-cp/cp-and-public-policy/grain-service-outlook-report>.

(CPR.ca, July 2022; RailwayAge.com August 8)

CANADIAN PACIFIC AND TCRC-T&E ARBITRATION ENDS WITH NEW TWO-YEAR COLLECTIVE AGREEMENT

Canadian Pacific has reached a new two-year collective agreement with the Teamsters Canada Rail Conference (TCRC) – Train and Engine following binding arbitration. The new agreement includes a 3.5 percent wage increase in 2022 and 2023 and increased benefits. Under the arbitration decision, the TCRC will also join a CP Pension Improvement Account. The new collective agreement runs through 2023. TCRC represents approximately 3,000 locomotive engineers, conductors, train and yard workers across Canada. CP and TCRC agreed to enter binding arbitration in March 2022 to resolve outstanding matters as part of a new collective agreement, including wages and pensions.

(CPR.ca, August 15)



UNION RATIFIES THREE-YEAR AGREEMENT WITH VIA RAIL

Following the tentative agreements reached on July 12, 2022, VIA Rail announced the ratification of the collective agreements for some 2,400 VIA Rail employees working in its stations, on board its trains, in its maintenance centres, the VIA Customer Centre, and administrative offices. The current agreements will allow employees to catch up post-pandemic with a 5.5% wage increase in 2022, a 3.5% increase in 2023, and a 2.5% increase in 2024, for an average wage increase over three years of 3.83%. They also include revisions to various work rules, and closer collaboration on issues of diversity and inclusion. The new agreements will be retroactive to January 1, 2022, and in effect through December 31, 2024.

(VIARail.ca, August 2)

SECOND SET OF NEW EQUIPMENT ARRIVES

The second set of new Siemens equipment for VIA Rail Canada corridor service has been delivered. With Union Pacific ES44AC No. 5275 providing power for the entire trip from the Siemens plant in Sacramento, the new trainset was delivered to VIA's Montreal Maintenance Centre early on Saturday, Aug. 6. VIA is receiving 32 of the bidirectional trainsets powered by Siemens Charger locomotives with cab cars as part of a \$989 million order. The first of those trainsets arrived in Montreal in September 2021 and began testing in April. Deliveries are expected to continue through 2024; VIA has said the first of the equipment could enter service later this year.

(Trains.com, August 8)

Other Passenger News

CALGARY AIRPORT – BANFF RAIL (CABR) MAKING MEASURED PROGRESS

Liricon Capital Ltd. and Plenary Americas, a portfolio company of Caisse de dépôt et placement du Québec (CDPQ), have advanced Phase 4, design, of the CABR project, which is planned to be built within the Canadian Pacific right-of-way but not share operations. CP, which has signed a non-binding MOU (memorandum of understanding) with Liricon/Plenary, is supporting the project and is prepared to offer design and engineering assistance, with the requirement that the passenger service have no impact on CP's main line freight operations. Liricon/Plenary submitted an Enhanced Unsolicited Proposal in November 2021 to the Government of Alberta Ministry of Transportation, Invest Alberta Corp. and Canada Infrastructure Bank (CIB) to advance the CABR project from Phase 3, development, to Phase 4. The consortium said in early July that it had reached 11 milestones. "These achievements will decrease the

time to complete Phase 4, reduce development risk and enhance the proposal's attractiveness," Liricon/Plenary said. "This progress supports CABR's ability to improve the environment, including being North America's first hydrogen-powered passenger train system; expand the tourism economy by providing passengers seamless travel experiences with airlines, hotel companies and hospitality operations; increase labor mobility through integration with local transit systems, and being the foundation upon which to advance complementary new rail systems including Edmonton-Calgary HSR and reduce the impact of vehicles in Banff National Park and support the Banff National Park New Zero 2025 initiative. New analysis indicates that, should Parks Canada adopt policies that encourage Banff National Park visitors to use mass transit options like CABR rather than personal vehicles, there would be an opportunity to reduce or eliminate the proposed Provincial financial contribution."

CABR now needs the Government of Alberta to match funding of up to \$10 million that is being contributed by Liricon/Plenary and CIB, to complete the second stage of Phase 4 and achieve a final investment decision. Liricon/Plenary will then fund the third and fourth stages of Phase 4, permitting and financial close, budgeted at \$75 million.

"The Government of Alberta can then decide whether to continue to the next stage, based on the more detailed information then available to it, and will ultimately make a final investment decision whether to proceed into permitting and the project's fifth and final phase, construction and implementation," the consortium noted. The project is uniquely low-risk to Alberta taxpayers since the structure proposed for CABR is a P3 (public-private partnership) designed to share commercial risks across multiple partners, including risks relating to capital costs, ridership and revenue."

The CABR system will operate on a new, dedicated passenger line built within the existing CP freight corridor and "will provide high frequency, reliable service" among seven destinations: Calgary Airport, Calgary Downtown, Calgary Keith, Cochrane, Morley, Canmore and Banff. Three service classes are envisioned. Economy class tickets are estimated to be about \$10 from the Airport to Downtown Calgary and \$20 from Downtown Calgary to Banff, taking into account discounts for entry to Banff National Park. The projected start-up date is rather ambitious: 2026.

As planned by Liricon/Plenary, CIB will provide 50% of the project's C\$1.5 billion capital cost, with the remainder sourced from a combination of debt from private lenders and Liricon/Plenary. A portion of the capital costs and interest would be paid back, once service is operational, by Alberta Province—\$30 million annually for 50 years, after which Alberta would assume full ownership. A yet-to-be-named private company would build and operate the system. Liricon Chairman Adam Waterous says that the province's \$30 million in annual payments "may not be needed if Banff National Park supports transit use by raising its entry fee for private passenger cars, or expanding bus and shuttle service between park attractions."

Alstom's Coradia iLint HFC (hydrogen fuel cell) multiple-unit, in revenue service in Europe, is featured on CABR promotional materials. Alstom President and CEO Americas Michael Keroullé has been quoted in CABR promotional materials as saying that "hydrogen rolling stock is ideally suited for application on the Calgary-Banff rail corridor in terms of length of alignment, alignment characteristics and capacity. We firmly believe Alberta possess all the characteristics to become the flag-bearer of hydrogen trains on this side of the Atlantic, and we are very keen to help the province realize what will be recognized as an iconic project throughout the world. Alstom is the global pioneer of this technology: Alstom's Coradia iLint train was unveiled in 2016 and has been in passenger service since 2018 in Lower Saxony, Germany. More than 124,000 miles (200,000 km) [worth of operations] have been completed since the iLint's entry into service."

Waterous praised Canadian Pacific and its willingness to assist, citing President and CEO Keith Creel and Senior Vice President Strategic Planning and Technology Transformation James Clements has highly supportive. "At the outset, we established a 'CP First' mindset," he said. "We will ensure that freight service is not disrupted. Working with Mott MacDonald, we are developing a construction strategy that relies on using the existing CP corridor to deliver construction personnel and material and minimize the requirement for new construction access roads. Track construction within Banff National Park will be conducted entirely within the CP corridor and will not

require the disturbance of Park lands.”

The Calgary to Banff line is 93 miles long. The CABR line will be built with 20-foot track centers and physical barriers separating CP's single-track main and the CABR main, also single-track.

(RailwayAge.com, July 21)

AGAWA CANYON TOUR TRAIN ON THE RAILS FOR 2022 SEASON

August 1 was the kick-off to the 2022 Agawa Canyon Tour Train season out of Sault Ste. Marie. Watco, are the new operators of the company's "first-ever passenger train". The tour train season runs through Oct. 10 on its 114-mile, four-hour excursion to Agawa Canyon Park. It's a 90-minute stop at the park followed by a 4.5-hour return trip to the Sault. CN sold the former Algoma Central Railway (ACR) line to Watco, a Pittsburgh, KS-headquartered short-line freight rail carrier in the spring of 2021. The company committed to maintain the passenger excursion service, which was of a great relief to Sault tourism officials.

(NorthernOntarioBusiness.com, August 1)

GO TRANSIT UNION VOTES FOR STRIKE

The union representing 2,200 GO Transit bus operators, station attendants, plant and fleet maintenance workers, transit safety officers, and office professionals says its members have voted 93 per cent in favour of going on strike if necessary. In a release, Amalgamated Transit Union Local 1587 accused provincial Crown agency Metrolinx of refusing to negotiate on critical issues, including job security, wages and improved work-life balance. President Rob Cormier said the turnout for the strike vote is the largest in the local's history. He accused Metrolinx of stonewalling negotiations since they began in April. The ATU said its members have been working under an expired contract since June 1. No strike deadline has been issued. Anne Marie Aikins, Metrolinx's chief spokesperson, said negotiations with the union continue "and we continue to be hopeful for a full resolution." Aikins said a strike is "not imminent" and that Metrolinx will keep customers updated "when and if there is an update to share."

The transit agency is also warning customers that it will need to cancel some GO and UP Express trains due to staffing shortages. Those services are operated by Alstom, and the Toronto Star reports the union representing Alstom workers has modified its labor agreement, capping work hours at 48 per week instead of 60. The paper reports Alstom has also invited unvaccinated workers, on unpaid leave since December, back to work.

(CBC.ca, Trains.com, August 8)

ONTARIO BRINGING BACK YEAR-ROUND WEEKEND GO RAIL SERVICE TO NIAGARA

The Ontario government is bringing back year-round weekend GO rail service between Union Station and Niagara Falls. The service will include two round trips each day, offering travellers a faster, more direct journey between downtown Toronto and Canada's top tourist destination. Beginning this fall, the province will reinstate weekend GO train trips between Toronto's Union Station and Niagara Falls beyond the previous seasonal end date of October 15, 2022. Originally introduced in 2019, the weekend service was suspended due to unprecedented drops in ridership during the COVID-19 pandemic. Niagara weekend train trips will be equipped with special bike coaches, enabling passengers to bring along their bicycles to explore the 56-kilometre Niagara River corridor. (News.ontario.ca, August 26)

OTTAWA TO STUDY SPEEDING UP RAIL SERVICE IN SW ONTARIO

Federal Minister of Transport Omar Alghabra announced in Windsor that Ottawa is hiring an external advisor this fall to study to study the business case for extending faster and higher-frequency rail service from Toronto through southwestern Ontario. Alghabra said consideration of a dedicated track for VIA Rail would be part of the study, which would also allow for much higher speeds. "These options could include things like more frequent roundtrips, shortened travel times and improved on-time performance. This will build on the other work we're doing to improve the passenger experience in southwestern Ontario," he said. "For example, we announced \$42.8 million to improve VIA Rail stations." Repairs and upgrades were prioritized for Brantford, Chatham and Sarnia stations, with London's to be included this fall.

In the short-term, the study, expected to be completed by the end of 2023, will look for ways to increase frequency of service, reduce delays, increase comfort and improve technology services on trains. The study of the southwestern Ontario corridor will look at a variety of factors

in trying to determine whether the project is viable. "The study does a business model, an initial assessment where the track could be because we're looking at building a dedicated track," Alghabra said. "We need to work with GO and other services on how to work together to enhance and provide maximum service to the people of southwestern Ontario, avoid duplication, ensure the utility of track is maximized, look at how we can improve performance, are there issues delaying these trains and also increase the number of trains."

Alghabra said the government has received over 50 responses from the private sector on the high-frequency rail corridor project, which will be the largest passenger railway project in Canadian history. They will take the next steps in procurement this fall. In addition, Alghabra said Amtrak's desire to revive rail links between Chicago and Toronto will be taken into consideration in the study. [Ed: the official press release at <https://www.canada.ca/en/transport-canada/news/does-not-specifically-mention-dedicated-track>]

(WindsorStar.com, August 30)

Other News

OL CANADA: 'SERIOUSLY. READ THE SIGNS'

Operation Lifesaver (OL) Canada has launched a new animated rail-safety campaign for young Canadians. The campaign, "Seriously. Read the Signs," which OL Canada said "takes on a light-hearted approach," is designed to appeal to youth between 13 and 24, and consists of three short, animated videos featuring Reb (Rebel), "a mischievous character who ignores the everyday signs in his imaginary world and ends up taking some very unexpected turns as a result. (Think: alien encounter and jelly bath)." OL says it will be promoting the campaign on social media throughout August, "in the hopes of reaching as many young Canadians as possible." "Our hope is that by creating a humorous and quirky campaign, we can make youth think twice about ignoring the rail safety rules—and signs—that are in place to keep them safe," says Sarah Mayes, National Director of OL Canada. Check out the campaign at <https://www.operationlifesaver.ca/initiatives/campaigns/seriously-read-the-signs/> (RailwayAge.com, August 10)

TSB RAIL SAFETY 2021-2022 YEAR IN REVIEW

In accordance with subsection 13(3) of the Canadian Transportation Accident Investigation and Safety Board Act, Canada's Transportation Safety Board (TSB) has submitted its Annual Report to Parliament for the period covering April 1, 2021 to March 31, 2022. The Report (downloadable below) covers rail, air, marine and pipelines. Following are excerpts from the Rail Transportation section.

TSB received 1,232 reports of rail transportation occurrences in 2021 (1,038 accidents and 194 incidents), including 60 fatalities. The 1,038 accidents represent a 5% increase from 2020 but a 3% decrease from the 10-year average of 1,071. The 60 rail transportation-related fatalities reported in 2021 are the same as in the previous year but below the 10-year average of 71. Among the fatalities, 42 involved trespassers, compared to 40 in 2020 and the 10-year average of 40. The number of crossing accident fatalities, 16, decreased in 2021 compared to 2020's 18 and is lower than the 10-year average of 23. TSB "is conducting ongoing research to better understand crossing accidents in the winter in a safety issue investigation."

Among all rail transportation accidents, 86 involved dangerous goods. This is up from 82 in 2020 but is lower than the 10-year average of 125. Two accidents in 2021 resulted in dangerous goods being released. There were 194 rail transportation incidents reported to the TSB in 2021, a 15% decrease from 2020's 229, and a 30% decrease from the 10-year average of 277. There were 109 incidents involving movements that exceeded limits of authority, accounting for 56% of all rail transportation incidents in 2021—40 less than in 2020 and below the 10-year average of 129.

TSB said that of the nine responses to rail transportation safety recommendations the Board assessed or reassessed in 2021-22, "none were closed as Fully Satisfactory," with 4 obtaining Satisfactory Intent and 5 Satisfactory in Part. TC continued its work to update the regulatory regime for railway employee qualifications and training. "This means that, while the action is not yet sufficiently advanced to reduce the risks to transportation safety, progress is being made toward addressing the safety deficiency identified in Recommendation R18-02 calling for training and qualification standards for railway employees in safe-

ty-critical positions. The Board therefore reassessed the response to the recommendation as showing Satisfactory Intent."

TSB also reassessed the response to Recommendation R14-05 on the auditing of safety management systems, one of the recommendations issued as a result of the TSB's investigation into the 2013 runaway and main-line derailment in Lac-Mégantic, Quebec. TC "indicated that it completed audits of all federally regulated railway companies' safety management systems and that it is in the early stages of implementing a targeted audit framework for measuring the effectiveness of the safety management system processes. The Board is encouraged by the progress and therefore considers this response to show Satisfactory Intent."

Regarding Recommendation R13-01 on physical fail-safe train controls, TSB "considers the responses from the Railway Association of Canada and TC to be Satisfactory in Part and strongly encourages both organizations to accelerate the pace of ETC (Enhanced Train Control) implementation. The underlying safety deficiency was identified as a result of the TSB's investigation into a rear-end train collision more than 20 years ago. For all active recommendations, the TSB will continue to monitor the progress of planned actions and call for action to reduce or eliminate these deficiencies."

(RailwayAge.com, August 23)

NIAGARA REGION ACQUIRES HISTORIC TRAIN STATIONS AT ST. CATHARINES AND NIAGARA FALLS

The Niagara Region has acquired the historic train stations at St. Catharines and Niagara Falls, along with the surrounding lands, from VIA Rail as part of a significant redevelopment of the two station sites. This implements a critical piece of the Region's GO Station Development Strategy and when complete, will see new multi-modal bus-meets-train connections at the two heritage station sites, supporting planned increases of GO train service to Niagara. The region announced planned investments September 1st at both sites, including:

At Niagara Falls –

- A new multi-modal mobility hub preserving the historic VIA/GO Rail station, while modernizing the interior structure for multiple transit tenants;
- New bus loops with nine bays split between the east and west side of the building, moving the existing transit plaza on Erie Avenue to be adjacent to the station for safer and more efficient movement of people;
- Improvements to traffic flow.

At St. Catharines –

- A new multi-modal mobility hub preserving the historic VIA/GO Rail station;
- Construction of a new site access road connecting the station to Ridley Road in partnership with the City of St. Catharines and Ridley College;
- A new bus loop with six bays resulting in overall improvements to the property, including appropriate site access and servicing;
- Replacement of the one hundred year old CN overpass (St. Paul Street West Bridge) to improve sight lines; and providing flatter slopes on the approaches and improved public safety for all modes of transportation (vehicles, cyclists, and pedestrians).

VIA Rail's Board of Directors has also approved of the transfer in principle pending approval from Parks Canada for the disposition of a heritage railway station. Upon approval from Parks Canada the two parties are positioned to immediately transfer station ownership.

(Ontario.transportaction.ca, September 1)

NEW SAFETY MEASURES FOR CANADIAN RAILROADS; CP TO BE AUDITED

Transport Canada on July 25 announced new measures to improve rail safety. They address recommendations that the Transportation Safety Board of Canada (TSB) released following Canadian Pacific's (CP) Feb. 4, 2019, train derailment near Field, British Columbia. Targeted audits of CP will also be launched to assess the effectiveness of its safety management systems and training regime. TSB on March 31, 2022, issued its investigation report of the Feb. 4, 2019 derailment, which was caused by an uncontrolled train movement on a 13.5-mile section of track with a steep descending grade (average 2.2%) and several sharp curves. Three CP crewmembers died. With the aim "to enhance safety of cold-weather train operations through mountainous territory," TSB made these three recommendations to Transport Canada:

1. Establish "enhanced test standards and requirements for time-based maintenance of brake cylinders on freight cars operating on steep descending grades in cold ambient temperatures. (TSB Recommendation R22-01)"

2. Require “Canadian freight railways to develop and implement a schedule for the installation of automatic parking brakes on freight cars, prioritizing the retrofit of cars used in bulk commodity unit trains in mountain grade territory.” (TSB Recommendation R22-02)”

3. Require CP “to demonstrate that its safety management system can effectively identify hazards arising from operations using all available information, including employee hazard reports and data trends; assess the associated risks; and implement mitigation measures and validate that they are effective.” (TSB Recommendation R22-03)”

Transport Canada on July 25 said that a new Ministerial Order has taken effect, requiring railway companies to propose revisions to rules for the Minister’s approval. The revisions, it explained, “will enhance regular pre-departure inspections and periodic maintenance of air brakes on trains and address the elevated risks of operating trains in cold temperatures.” In addition, the Order requires rail companies to develop a winter operating plan for their equipment, “specifying actions to be taken when temperatures are very cold, including implementing speed restrictions and performing enhanced inspections.” This will address TSB Recommendation R22-01.

Transport Canada also reported that, beginning in September 2022, it will launch a working group with railway companies “to consider the design and safety parameters of automatic parking brakes,” and “conduct testing of automatic braking technology under real-world operating conditions to verify safety and performance.” This is in alignment with TSB Recommendation R22-02. Lastly, in agreement with TSB Recommendation R22-03, Transport Canada said the government of Canada “will launch targeted audits of Canadian Pacific Railway by August 2022, to assess the effectiveness of their safety management systems and training regime.” In parallel, Transport Canada will conduct oversight of CP’s occupational health and safety committees so it can “monitor whether the company is effectively identifying and addressing hazards.” (RailwayAge.com, July 26)

Short Line News

GOVERNMENT OF CANADA INVESTS IN FOUR RAIL PROJECTS IN REGINA AND SOUTHERN SASKATCHEWAN

Minister of Transport Omar Alghabra announced \$18.3 million in funding for four new projects under the National Trade Corridors Fund, “which will help to improve the efficiency of rail networks in Regina and Southern Saskatchewan”:

- \$1 million to develop a preliminary design to relocate railroad crossings in Regina, Saskatchewan. The City of Regina is contributing the remaining amount for a total investment of \$2.4 million.
- \$13.5 million for a railway grade stabilization project, where extensive railway work will be undertaken on the Canadian Pacific interchange near Eston, Saskatchewan. Last Mountain Railway will contribute an equal amount for a total investment of C\$27 million.
- \$1.6 million for a new pre-interchange yard on the Canadian Pacific interchange near the town of Assiniboia, Saskatchewan, which will increase operating interchange capacity, allowing increased traffic flow and improved fluidity. Great Western Railway will contribute an equal amount for a total investment of \$3.2 million.
- \$2.2 million to build 12,000 feet of additional track to address congestion issues at the interchange between the Stewart Southern Railway (former CP Tyvan Subdivision) and Canadian Pacific in Lajord, Saskatchewan. Purely Canada Foods will contribute the remaining funding toward the project for a total investment of more than C\$6.5 million.

Transport Canada administers the National Trade Corridors Fund, “which supports improvements to Canada’s roads, rail, air, and marine shipping routes to foster domestic and international trade.” Provincial, territorial, and municipal governments, Indigenous groups, not-for-profit and for-profit private-sector organizations, some federal Crown corporations, and academia are all eligible for funding under the National Trade Corridors Fund. (canada.ca/en/transport-canada/news, July 14)

AIMCO ACQUIRING CANDO RAIL & TERMINALS

Alberta Investment Management Corporation (AIMCo) of Canada will acquire a 100% equity stake in Cando Rail & Terminals Ltd. from TorQuest Partners (TorQuest), a Canadian private equity fund manager. Terms of the deal were not disclosed. The transaction—subject to

customary regulatory approvals—is expected to close in late third-quarter or fourth-quarter 2022, AIMCo and TorQuest reported on July 20. There will be no changes to Cando Rail & Terminal Ltd.’s operations or management. Headquartered in Brandon, Manitoba, Cando Rail & Terminals Ltd. operates a network of more than 40 industrial rail yards, nine owned terminals, and the 67-mile Central Manitoba Railway. “Cando is the type of platform investment that has become the hallmark of AIMCo’s infrastructure portfolio,” said Ben Hawkins, Head of Infrastructure, Renewables and Sustainable Investing at AIMCo. “With this investment, our clients add one of Canada’s most successful rail platforms to their infrastructure portfolios. We believe in Cando’s incredible potential and look forward to collaborating with their exceptional management to realize a continued track record of growth.” “We are delighted with the success of our partnership with TorQuest and excited about the next chapter of our business evolution in partnership with AIMCo,” said Brian Cornick, President and CEO of Cando Rail & Terminals Ltd. “We look forward to continuing to support our customers and benefitting from AIMCo’s considerable experience, relationships and resources.” (RailwayAge.com, July 21)

CANADA, MANITOBA PARTNER TO SUPPORT HUDSON BAY RAILWAY

The province of Manitoba and the federal government have announced a joint investment of up to \$147.6 million over two years to the Arctic Gateway Group to upgrade the Hudson Bay Railway, which connects with CN in The Pas, running north through Manitoba to the Hudson Bay at the Port of Churchill. According to the Province of Manitoba, this federal-provincial partnership will support the Arctic Gateway Group-owned and operated rail line, which is the “only affordable and year-round, all-weather mode of transportation for both passenger and freight trains to access several northern Manitoba communities,” and future opportunities for northern Manitoba. The Government of Canada will invest up to an additional \$60 million on top of its existing support of the Arctic Gateway Group and the Manitoba government will invest up to \$73.8 million. According to a CBC report, the federal government gave \$117 million to Arctic Gateway Group, a partnership of 41 First Nation and Bayline communities, in 2018 and another \$40 million last year.

These investments will support a program of significant upgrades, as well as the operation and maintenance of the previously U.S.-owned Hudson Bay Railway—an “essential” rail line for supply chains, local food security and regional connectivity, the Province says, adding that the rail line’s “unique community-ownership model represents ongoing steps toward economic reconciliation in Canada.”

The announcement of this investment follows a slew of service disruptions on the rail line, in part, CBC reported, due to the remote, boggy terrain it runs through.

The governments of Canada and Manitoba, the Province says, continue to work in partnership in supporting reconciliation, along with regional connectivity, economic development, sustainable job growth, and local and international tourism opportunities in northern Manitoba. Separately, on July 13, Minister of Transport Omar Alghabra reported that the government of Canada is committing C\$4.4 million to identify potential mitigation strategies for permafrost hazards along the Hudson Bay Railway corridor in Manitoba. (RailwayAge.com, August 4)

GUELPH JUNCTION RAILWAY RESURGES

The Guelph Junction Railway (GJR) is growing again. The Board of Directors resumed dividend payouts of 10% of net revenue to the sole shareholder, the City of Guelph, in 2022 after halting payments in 2021 due to the COVID-19 pandemic. The railway hauled 4,700 cars in 2021, nearing its all-time record of 4,900 cars in 2019. Net earnings increased 99% over 2020 totals to \$1.05 million, with the dividend declared and paid out at \$105,000. With the closure of the nearby Orangeville-Brampton Railway (OBRY) in December 2021, former OBRY customers have largely switched to transload out of Guelph Junction Railway-based businesses. “Nearly 400 cars of business has been added from the OBRY,” said GJR General Manager Les Petroczi. It’s expected that 2022 will be a record year, with all-time high car counts since the City took the line back from the Canadian Pacific in 1998. The City of Guelph has had sole ownership of the railway since 1910, but leased the line to the CP, which operated it for 110 years. Since 1998, when CP gave up its lease, the City has taken a hands-on approach to operations and business development, which continues with more track

and customer expansion.

Supporting all this expansion, the Goderich-Exeter Railway (GEXR), GJR’s contract operator, has added a third job and hired more staff, continuing to operate the railway five days a week with 12 hours per day coverage, and weekend service as needed. GEXR is a Genesee & Wyoming company and also owns and operates a nearby rail line between Stratford and Goderich, Ontario. See their website for more information <https://guelph.ca/business/guelph-junction-railway/> (RailwayAge.com, September 2)

LETTER TO THE EDITOR

I enjoyed the article on Anticosti Island but found it a pity that full details of the locomotive roster were not included. I have much of this in my listing of industrial locomotives – <https://churcher.crcml.org/industrials/Quebec.pdf>

This is not complete but it would have been good to include at least the serial numbers where known. These are the only way of realistically identifying a locomotive
Colin J. Churcher – Ottawa, Ontario.

OBITUARY

Richard Manicom: October 25, 1946 – August 17, 2022

hpmcgarry.ca/memorials/richard-manicom/5004146/obituary.php

Dick and I were 65-year friends having met in Miss Taillon’s Grade 5 class at Sainte-Foy Elementary in September 1956. Our passion for railways kept us in touch through the decades. This passion was fuelled, in part, by the insights gained through stories told by Dick’s father who was the CNR’s Quebec District electrician.

We often bicycled to the CNR’s Bridge station in Sainte-Foy where we witnessed early CNR diesels and the last of steam on the Quebec Central Railway. We travelled to the CNR yards in Limoilou and Charny to watch and photograph trains.

Later, after I moved to Ottawa in 1959, our bikes went along on train rides to each other’s homes. Dick loved to initiate challenging adventures. In August 1962, at ages 15 and 16, we biked to Cornwall, 75 miles from Ottawa. We followed the recently abandoned New York Central line from Ottawa to Cornwall. We slept in a farmer’s field in our pup tent near Avonmore and were thoroughly drenched by an overnight downpour. After we gained his permission to photograph an electric express motor, a kindly gateman at the Courtaulds’ plant in Cornwall gave us a huge sheet of plastic to cover our tent. It was a good thing as that same evening after our train ride to Brockville we were treated to an overnight thunderstorm. In both Cornwall and Brockville, we photographed long-since scrapped diesel and electric locomotives. As King Richard, Dick was celebrated for sharing many of these images and many from his teenage years in Quebec City on Facebook. As well, Dick shared notable scenes of the CN, DAR, and the Cape Breton Steam Railway in Nova Scotia. For more examples of his exceptional photographic talents see: Mainframe Photography Canada at <https://savepsw.zenfolio.com>.

Over the past winter, we happily collaborated to fully document the circumstances surrounding our ride on a CN mixed train from Charny to Monk, Quebec in the summer of 1963. Our story appears in Volume 21 No 1 of CN Lines.

Dick had a unique strength in challenging others and himself to be the best that one could be. It’s an inspiration that I will endeavour to hold close until we meet again. May all your signals be High Green, my friend.

Bill Linley



Selection of Passenger Consists

Compiled by Earl Roberts

Thanks to: Ron Colpitts, Leslie Goodwin, Jakob Mueller, Bill Rood, André St-Amant.

4 June 2022

VIA #38 at Ottawa, Ontario

- P42DC 900
- Renaissance Baggage 7004
- Ren. Club 7214
- Ren. Service Car 7301
- Ren. Accessible Coach 70213
- Ren. Accessible Coach 70201
- Ren. Coach 7102
- Ren. Coach 7106

17 June 2022 - Corrected

VIA #2 - "Canadian" at Washago, Ontario

- F40PH-3 6456
- F40PH-3 6459
- Prestige Dome-Sleeper-Observation 88708 - Kootenay Park (d/h)
- Baggage 8620
- Coach 8120
- Coach 8110
- Skyline 8503
- Dining Car 8415 - Princess
- Skyline 8516
- Sleeper 8329 - Hearne Manor
- Sleeper 8306 - Bell Manor
- Sleeper 8319 - Dawson Manor
- Sleeper 8330 - Hunter Manor
- Sleeper 8342 - Wolfe Manor
- Sleeper 8333 - Lorne Manor
- Sleeper 8317 - Cornwall Manor
- Sleeper 8310 - Brock Manor
- Sleeper 8303 - Amherst Manor
- Skyline 8505
- Dining Car 8401 - Acadian
- Sleeper 8326 - Franklin Manor
- Prestige Sleeper 88213 - Chateau Lauzon
- Prestige Sleeper 88226 - Chateau Salaberry
- Prestige Dome-Sleeper-Observation 88710 - Prince Albert Park

14 July 2022

WPYR at Skagway, Alaska

- E3000CC-DC 3002
- Coach 390 - Lake Fox
- Coach 342 - Lake McNeil
- Coach 346 - Lake Pelly
- Coach 348 - Lake Klukshu
- Coach 350 - Lake McClintock
- Coach 344 - Lake Munroe
- Coach 352 - Lake Big Salmon

14 July 2022

VIA #43 at Smiths Falls, Ontario

- P42DC 915
- LRC Club 3458
- HEP-II Club Galley 4001
- LRC Coaches 3318, 3371, 3332
- Sleeper 8301 - Abbot Manor (d/h)

20 July 2022

Ontario Northland "Movie train" re: filming of the Hulu TV series "The Handmaid's Tale" at Port Colborne, Ontario

- GP38-2 1802
- Dining Car 750
- Coaches 653 and 651
- APCU 221

20 July 2022

VIA #14 - "Ocean" at Montréal, Québec

- F40PH-3 6424
- F40PH-3 6411
- Renaissance Baggage 7011
- Ren. Accessible Coach 70230
- Ren. Sleeper 7512
- Ren. Sleeper 7507
- Ren. Sleeper 7506
- Ren. Accessible Sleeper 79526
- Ren. Service Car 7308
- Ren. Dining Car 7401
- Ren. Service Car 7313

- Ren. Coach 7231
- Ren. Transition Car 7602
- HEP- I Coach 8118
- HEP- I Coach 8124
- HEP- I Sleeper 8221 - Chateau Radisson
- HEP- I Sleeper 8203 - Chateau Brule (d/h)
- HEP- I Sleeper 8223 - Chateau Rigaud
- HEP- I Baggage 8623

24 July 2022

VIA #1 - "Canadian" at Washago, Ontario

- F40PH-3 6401
- F40PH-3 6445
- Sleeper 8316 - Christie Manor (d/h)
- Prestige Dome-Sleeper-Observation 88708 - Kootenay Park (d/h)
- Baggage 8608
- Coach 8105
- Coach 8119
- Skyline 8509
- Dining Car 8409 - Fairholme
- Skyline 8500
- Sleeper 8320 - Douglas Manor
- Sleeper 8321 - Draper Manor
- Sleeper 8339 - Sherwood Manor
- Sleeper 8341 - Thompson Manor
- Sleeper 8307 - Blair Manor
- Sleeper 8336 - Monck Manor
- Sleeper 8312 - Butler Manor
- Sleeper 8335 - Mackenzie Manor
- Sleeper 8315 - Carleton Manor
- Skyline 8504
- Dining Car 8413 - Louise
- Sleeper 8325 - Elgin Manor
- Prestige Sleeper 88206 - Chateau Denonville
- Prestige Sleeper 88226 - Chateau Salaberry
- Prestige Dome-Sleeper-Observation 88706 - Glacier Park

10 August 2022

VIA #603/601 (Montréal-Senneterre/Jonquière) at Charette, Québec

- F40PH-3 6424
- Baggage 8620
- Coach 4121
- F40PH-3 6421 *
- Baggage 8613 *
- Coach 8146 *
- * to Jonquière

20 August 2022

VIA #24 at Ottawa, Ontario

- F40PH-3 6412
- LRC Club 3471
- HEP-II Coach 4111
- HEP-I Coach 8113
- HEP-II Coach 4121

20 August 2022

CP "Passenger Special 40B" to CP Womens Open Golf Tournament at Ottawa, Ontario

- FP9Au 1401
- FP9Au 4106
- F9B 1900
- Generator Car 96
- Sleeper 110 - H.B. Bowen
- Stateroom Car 84 - Banffshire
- Business Car 77 - Van Horne
- Stateroom Car 79 - N.R. Crump
- Business Car 78 - Royal Wentworth
- Dining Car 89 - Glacier
- Business Car 74 - Mount Stephen
- Lounge 103 - Major Rogers
- Stateroom Car 70 - Assinboine
- Gym Car 104 - Sam Steele
- Business Car 2 - Bonfield
- Dome-Lounge 3605 - Selkirk
- Track Inspection Car 1 - Sandford Fleming

Samples of Diesel Unit Consists

Compiled by Earl Roberts

Thanks to: Ron Colpitts, Peter Ely, Harm Landsman, Roman Litarchuk, Jim Mason, Doug Renshaw, Bill Rood, John Soehner, André St-Amant.

Jul 4 - CN Herder at Clover Bar, AB: CN Dash 9-44CWL 2510, CN Dash 9-44CW 2569, CN SD751 5736, CN GP40-3 7601 and CN HBU-4m 601.

Jul 5 - CN 442 at Edmonton, AB: CN ES44DC 2272, CN SD751 5776, CN SD40-2(W) 5316. UP AC4400CW 6791 and CN ET44AC 3176.

Jul 10 - CP 118 at Dorval, QC: CP AC4400CW 9762 and UP ES44AC 8085, with CN ET44AC 3150 mid-train.

Jul 14 - CP eastbound at Smiths Falls, ON: CP SD70ACU 7059 and CEFX ET44AC 2032, with CP AC4400CW 8653 mid-train.

Jul 15 - CP eastbound at Saskatoon, SK: CP AC4400CWM 8171, JLCX SW1200RS 1259, UP SD70ACe 8345 and CP AC4400CW 8607.

Jul 18 - CN 461 at St-Paulin, QC: CN ES44AC 2827 and CN GP40-2L(W) 9543, with CN ES44AC 2829 mid-train.

Jul 23 - CN 473 at Anzac, BC: CN ET44AC 3250, CN Dash 9-44CW 2601, CN ET44AC 3059, CN ES44DC 2229, CN SD751 5760 and CN ET44AC 3240.

Jul 24 - CN 102 at Washago, ON: CN ES44AC 2781 (nee CREX 1341) with CN ET44AC 3062 on the rear.

Jul 26 - CP 132 at Feldspar, ON: CP AC4400CWM 8162 and CP SD70ACU 7047, with CP AC4400CWM 8027 mid-train.

Jul 27 - CN 532 at Brockville, ON: CN GP38-2 4777, CN GP9RM 4112 and CN GP40-2L(W) 9555.

Jul 27 - CN Herder at Clover Bar, AB: CN Dash 9-44CW 2602, CN SD751 5635, CN SD70M-2 8888, CN GP38-2(W) 4767 and CN GP38-2 4718.

Aug 3 - CN 773 at Breville Jct., AB: CN ES44AC 2927 and CN ET44AC 3094, with CN ES44DC 2241 on the rear.

Aug 4 - QGRY Rail Train at Trois-Rivières Ouest, QC: QGRY GP38 2006 pulling, with QGRY GP40 3105, QGRY GP40-2L(W) 3016 and QGRY GP40 3102 pushing.

Aug 7 - CN westbound at Burlington West, ON: CN ES44AC 2997 and CN Dash 9-44CWs 2599 and 2612, with CN SD70M-2 8895 mid-train.

Aug 7 - CP 112 at Parham, ON: CP ES44AC 9359, CP AC4400CWM 8118 and CP AC4400CW 9834.

Aug 10 - CP 112 at Alliston, ON: CP ES44AC 8866, with CP AC4400CW 8518 mid-train and CP AC4400CWM 8069 on the rear.

Aug 11 - CN 397 at Burlington West, ON: CN ES44DC 2297 and UP SD70Ms 3968 and 4924.

Aug 12 - CN 305 at Gananoque, ON: CN ES44DC 2329, UP ES44AC 5275, CN ET44AC 3081 and CN Dash 9-44CW 2586.

Aug 17 - CP 234 at Toronto, ON: UP ES44DC 8204, UP SD70ACe 8662, BNSF SD70ACe 8504, BNSF ET44C4 3816, CN ET44AC 3134 and CP SD60 6256.

Aug 18 - CN 460 at St-Paulin, QC: CN ET44AC 3185, CN ES44AC 2908 and NS ES44ACs 8163 and 8162.

Aug 20 - CN 327 at Dorval, QC: CSXT CM44AH 7264 and CSXT AC4400CW 76.

Aug 20 - UP MWCOG 20 at West Colton, CA: UP AC4400CW 6189, KCS ES-44AC 4844, UP SD70ACe 8658, UP ES44AC 7729 and CN ES44AC 3880.

Aug 21 - CN 104 at Washago, ON: CN ES44AC 2832, CN SD751 5733 and CN SD70M-2 8829.

Aug 22 - CN 402 at Edmonton, AB: CN SD70M-2s 8831 and 8825, and CN Dash 9-44CW 2561.

Aug 23 - CP 130 at Cambridge, ON: CP ES44AC 8722 and CP AC4400CW 9584, with PRLX GP38-2 2501, PRLX Road-Slug 2348 and PRLX SD60Ms 6767 and 6773 dead-in-tow, destined to Eastern Maine Railroad.

Aug 24 - CN 575 at Taylor, BC: CN SD70M-2s 8818, 8936, 8009 and 8823, CN SD751 5781 and CN ES44DC 2293.

Aug 24 - CN 469 at Rivière à Pierre, QC: CN ET44AC 3080, NS ES44ACs 8162 and 8163, CN ES44AC 3842 and CN Dash 9-44CW 2727.

Aug 27 - CN switcher at East Edmonton, AB: CN GP40-3 7601, CN HBU-4m 601 and CN GP38-2 7520.

Aug 28 - UP ILBG4 28 at Tucson, AZ: CN SD70M-2 8807, UP AC4400CW 7190 and UP SD70ACe 8626, with UP ES44AC 5456 and KCS SD70ACe 4041 mid-train.

Sep 1 - CP 113 at Reynolds, ON: CP AC4400CWM 8005 and CP ES44AC 9365, with CP ES44AC 8939 on the rear.

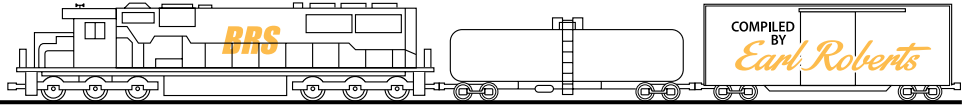
LEGEND

(d/h) - deadhead
BNSF - Burlington Northern Santa Fe
CEFX/CITX - The CIT Group

CN - Canadian National
CP - Canadian Pacific
CREX - Citicorp Railmark
CSXT - CSX Transportation

JLCX - J&L Consulting
KCS - Kansas City Southern
NS - Norfolk Southern
PRLX - Progress Rail

QGRY - Quebec-Gatineau
UP - Union Pacific
VIA - VIA Rail
WPYR - White Pass & Yukon Route ■



DC TO AC MODERNIZATION: Several of CN's 219 Dash 9-44CW units are slated to undergo rebuild from dc to ac traction (to Model AC44C6M) at Wabtec's Fort Worth, Texas, facility commencing in late 2022. Delivered to Fort Worth at press time were CN Dash 9-44CWs 2563, 2570, 2572, 2573, 2579, 2588 and 2591.

SOLD: CN GP9RM 4102 to Lambton Diesel Specialists in Sarnia, Ontario.



NEW ARRIVAL: The second of 32 Siemens Venture five-car trainsets was delivered from Siemens' factory in Sacramento, California, in August. Received were SCV-42 locomotive 2202, Business Class Cars 2601 and 2701, Economy Class Coaches 2901 and 2801, and Economy Class Cab Car 2301.



CN 2572 is one of several Dash 9-44CW units noted in the story at top of page. Photo by Gordon Allsopp at Valemount, BC on September 19, 2005.

The Regional Scene

GRAND FORKS RAILWAY: Interfor Corp. – Grand Forks Division, has donated ex-CP SW8 6703 to the E&N Division of the Canadian Railroad Historical Association in Victoria, BC. Grand Forks purchased CP 6703 in 1993 when the railway started operations. CP 6703 was built by GMD in London, Ontario, in November 1950. The unit will be taken by rail and car ferry to the former CP roundhouse in Victoria, BC, where she once worked.

STEWART SOUTHERN RAILWAY: In the last issue, retired GTW GP9R 4610 and 4620, CP SD40-2 5927 and CN GP9RM 7014 were reported acquired by Stewart Southern. All four have been dismantled at Richardson, Saskatchewan, along with retired CN GMD-1u 1440.

ONTARIO NORTHLAND RAILWAY:

- ONT's recently purchased former Norfolk Southern SD70M 2631 and 2642 have been numbered ONT 2120 and 2121.
- ONT has acquired former FURX GP38-2 5553 (ex-NS 5553, exx-NS 2770, nee SOU GP38 2770) - numbered ONT 1853; and former FURX GP38-2 5567 (ex-NS 5567, exx-NS 2806, nee AGS GP38 2806 - numbered ONT 1867.
- ONT has leased PRLX GP38-2 2270 (ex-GMTX 2270, exx-LLPX 2240, nee LIRR 252); and PRLX GP38-2 5276 (ex-NS 5276, exx-CR 8069, nee PC 8069).
- ONT Baggage Car 412 (built new in 1953), Coach 841 (built in 1949 as Norfolk & Western 532) and Coach 855 (built in 1954 as CN Coach 5484) were forwarded to a scrapper in North Bay in August.

NEW BRUNSWICK SOUTHERN RAILWAY:

- NBSR has leased PRLX GP38-2 2501 (ex-CSXT 2501, nee SCL 501), PRLX Road-Slug 2348 (ex-CSXT 2348, nee SCL GP40 1597), PRLX SD60M 6767 (ex-NS 6767, nee CR 5507), and PRLX SD60M 6773 (ex-NS 6773, nee CR 5519) - billed to Eastern Maine Railroad.
- NBSR SD40-2 6304 (nee UP 3021) has been renumbered NBSR 8145.

The Industrial Scene

TRACTIVE POWER CORP.: FWDX 0006 is a Cummins-powered Model TP90 four-axle switcher built on a new frame. Completed by Motive Power Resources, it has been shipped to grain exporter Richardson International Limited in North Vancouver, BC, for tests.

Thanks to: James Lalande, Len Thibeault, "NY 4". ■

"OS Don"

"OS Don" is the story of author John F. Mellow's early years working for the Canadian Pacific Railway in southern Ontario. It gives readers a 1960s front row seat as the Canadian railway industry transitioned from traditional Morse-code telegraphy and train-orders to the present age of computer-assisted operations.

Mellow's career as a train-order operator began at Toronto's Don station in 1963. Before recalling his own experiences there and elsewhere on the CPR, he presents the history of Don station and its role in the operations of CPR and CNR trains of the steam and diesel eras through Toronto's scenic Don Valley.

A hardcover book measuring 8-1/2" x 11," it has 128 pages with more than 160 colour and black and white photographs, as well as maps, steam locomotive assignments and a glossary.

"OS Don"

Recollections of a CPR Telegrapher and Train-Order Operator



by John F. Mellow

Available wherever
Canadian Trackside Guide is sold
or order by mail or online.

Mail – Bytown Railway Society,
P.O. Box 47076, Ottawa, ON
K1B 5P9.
Make cheque payable to **Bytown
Railway Society**. Please be sure to
include your mailing address.

Online – www.bytownrailwaysociety.ca (PayPal accepted, credit cards accepted through PayPal).

Prices –

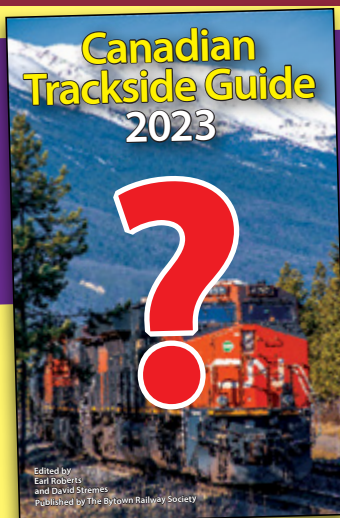
- \$64.95 CAD to Canadian addresses (postage/taxes included)
- \$64.95 USD to United States addresses (postage included)
- International addresses please inquire

A publication of **The Bytown Railway Society**.

CPR 8913-8918, with a westbound grain train following, are approaching a level crossing near Winnipeg, Manitoba in the fall of 1960. Both locomotives are H24-66 Train Masters, a Fairbanks-Morse design built by the Canadian Locomotive Company in 1956.



Photo by Barry Williams.



Call for Photos!

Canadian Trackside Guide 2023

The only comprehensive guide to Canadian Railways – 41st edition coming in March, 2023.

The BRS Publications Committee is looking for recent photographs (last two years) for the outer and inner covers of the 2023 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 itself 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 16, 2022.

By mail: "Cover Photos," Bytown Railway Society, PO Box 47076, Ottawa, Ontario K1B 5P9. Please submit digital images on a CD or USB flash drive.

By email: tsg@bytownrailwaysociety.ca. Please indicate "Cover Photos" in the subject line.

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. Please indicate if we may retain unused images for potential use in **Branchline** magazine. Upon request, submitted materials will be returned. If you submit any image with a suggested cropping, please also include the unaltered original.