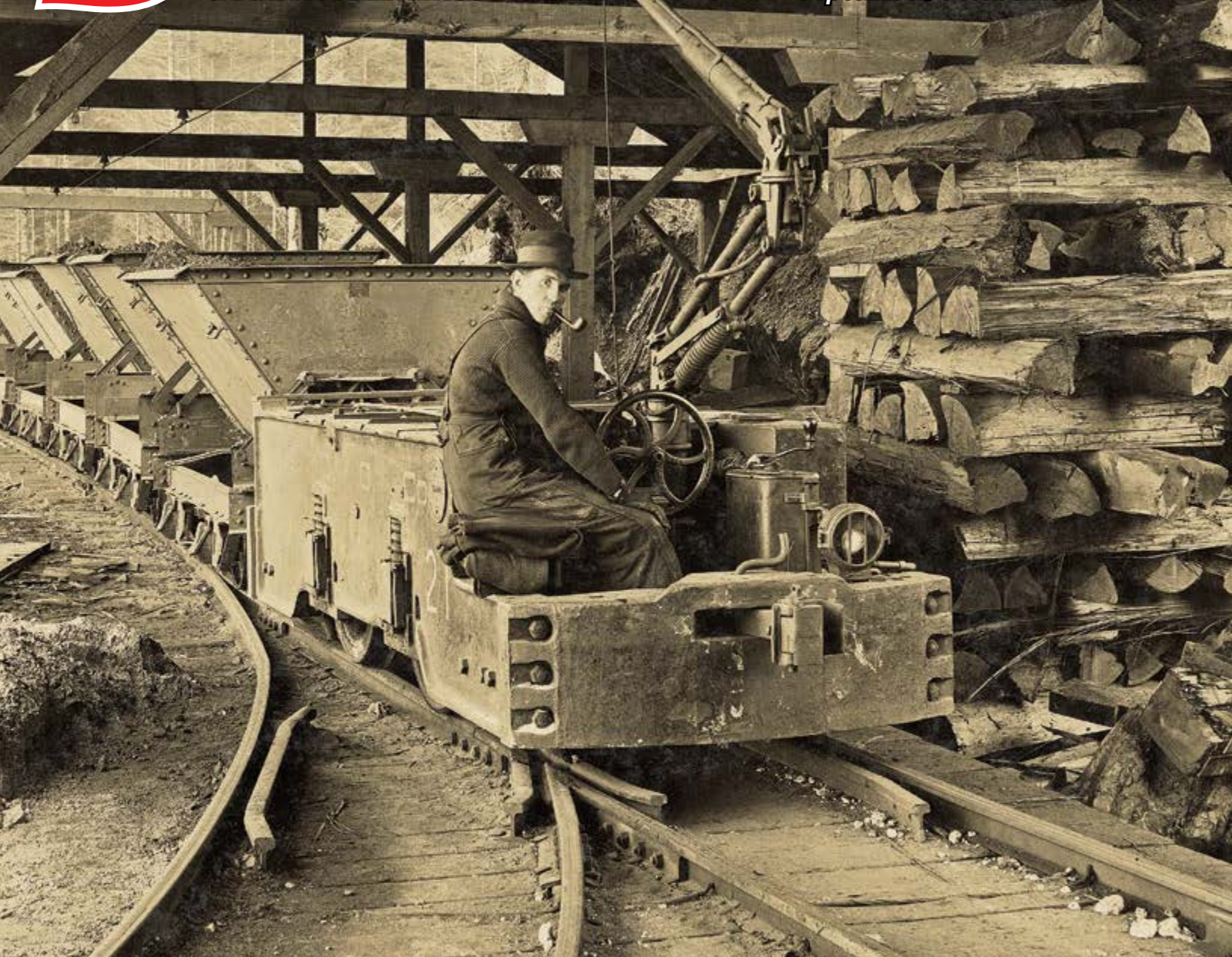


Branchline

CANADA'S RAIL NEWS MAGAZINE

September/October 2023 \$5.50



The Anyox Railway

*A once busy line
in a very remote
corner of BC*

Dispatcher's Desk

*It takes all
kinds to make
a railway roll*

CP's Baldwins

*Last years of
the Vancouver
Island fleet –
Part 4*

CN Steam in Moncton NB

*Photos and
memories from
the late 1930s*

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

In-person meetings at the Canada Museum of Science and Technology have resumed.

Given the success of the virtual meeting in attracting interesting presentations from far afield, as well as allowing more Bytown members to participate, they will continue to be part of our schedule. In-person meetings may feature a speaker on stage or at other times will be a virtual presentation shown on the museum theatre's large screen. Whatever the format, both meeting types will be available via Zoom.

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 lvgoodwin@rogers.com to register.

On Tuesday, October 3 Ron Brown's presentation is titled *Rails Across Ontario – Ontario's Railway Heritage*.

The Tuesday, November 7 presentation was not yet finalised at press time.

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/tsearch.php to search the current collection – that you might like to donate, please contact the Timetable Curator dave.stremes@gmail.com.



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Content deadline for this issue
was September 8, 2023.

Deadline for submissions to
the November/December issue is
November 10, 2023.

COVER PHOTO

From the underground mine at Anyox, BC, an electric locomotive has brought cars of copper ore to the transfer station. From here it will be loaded onto a train destined for the smelter and refining. The now refined metal will be cast into ingots and taken by train to the docks for loading onto ships. Source UBC Archives reproduced with permission (Accession Number BC1456-7-41).

TEN YEARS AGO IN BRANCHLINE:

- The former CPR station at Goderich, Ontario has been moved 100 metres from its original location to a new beachfront position. The 400 tonne structure was moved on a 96-wheel portable foundation. Last used to board passengers in 1956, the station will have a new life as the Beach Street Station restaurant.
- Following an announcement by Société du chemin de fer de la Gaspésie of the suspension of traffic on their tracks due to rail corrosion and malfunctioning crossing signals, VIA Rail in turn announced cancellation of rail service between Matapédia, New Carlisle and Gaspé. VIA said that service will only resume when they have assurance that safety standards are met.
- A \$100-million rail hub is being built in Kerrobert, Saskatchewan to ship 168,000 barrels of oil to the U.S. each day. Expected to be completed in 2014 it will create up to 50 permanent jobs. A spokesperson for Plains Midstream Canada says the location is central to the products its customers are seeking and says following the Lac-Mégantic disaster has reinforced and will continually evaluate safety practices.

TWENTY YEARS AGO IN BRANCHLINE:

- CN has removed the words Canadian National from employee communications. An internal newsletter to employees instructed workers to use only the name CN in emails, telephone calls and voice mail. Not to be used again are Canadian National, Canadian National Railway, CN Rail and CNR. The name Canadian National Railway Company will only appear on contracts and other official documents.
- CP's new fleet of high-capacity boxcars specifically designed to handle paper rolls are impressing customers with their 25% greater capacity and damage-free conditions. The 625 new cars have eliminated 800 older cars with no loss in overall capacity.
- CN celebrated the opening of its new \$16-million Winnipeg Intermodal Terminal at Symington Yard. The new facility can handle 100,000 container transfers per year, a 20% increase over its predecessor.
- BC Rail has sold its mothballed money-losing *Pacific Starlight Dinner Train* to an American buyer. The nine 1940s vintage luxury railcars plus one power car ran a four-hour dinner trip for six years before being placed in storage at the end of the 2002 season
- A huge wildfire that burned through the Okanagan Mountain Provincial Park has destroyed 12 of 16 Kettle Valley Railway wooden trestles. The rail line had only been declared a national heritage site in January when fire took the trestles in August. BC's Premier and the federal Heritage Minister have both committed to financing a rebuild of the site which drew upwards of 50,000 cyclists and hikers who contributed about \$5-million to the local economy each year.

A SHORT HISTORY OF THE ANYOX RAILWAY

By Gerald Harper Ph.D., P. Geo. (NL), P. Geo. (ON).

Anyox is located on Observatory Inlet which is the furthest north inlet on the British Columbia coast that is entirely within the province before reaching the Alaska panhandle. The inlet was surveyed by the Vancouver Expedition in 1793 and the name Anyox was recorded as a bay on the north side of the inlet some 100 kilometres up from the open Pacific Ocean and a 145 km sailing distance from the port of Prince Rupert. The name "Anyox" was recorded as meaning "hidden waters" in the Nisga'a language. (Map 1)

Prospectors were active in the area at the end of the 1800s and the first record of a copper mineral discovery and staking of claims is from 1900, with serious work in 1901 demonstrating the potential for a substantial deposit. Various investors funded further work and by 1910 a resource was defined. At this point the Granby Consolidated Mining and Smelting Company ("Granby") merged ownership of all the claims and determined to put the orebody into production. (Taylor, G.W., 1978.) Granby was a successful British Columbia based copper mining and smelting company with a mine and smelter in the Phoenix - Greenwood area of southeastern British Columbia, which had been in production for a decade or more. However, management could see the end of its life approaching so a replacement mine at Anyox would be well timed. As an aside, the Granby mine at Phoenix utilised the services of the only Shay geared steam engine that Canadian Pacific Railway ever owned, to haul ore from the mine to the smelter over standard gauge track.

While Granby was undertaking the detailed engineering for the processing plant, they were continuing exploration, refining the understanding of the orebody and driving adits (a horizontal passage leading into a mine) into the mountainside to allow access to the orebody for testing samples and subsequent mining. The orebody, known as the Hidden Creek deposit after the adjacent creek, was located a mile inland from the bay in Observatory Inlet now named Granby Bay. The exploration camp was expanded into a town site on the northeast edge of the bay and the smelter was planned for locating on the west side of the bay. Between the two areas were two river mouths: Hidden Creek flowing from the north down a broad gentle valley and Falls Creek from the northwest down a narrow defile with multiple rapids and waterfalls. (Maps 2 and 3).

For engineers designing a mine in 1910, the technology of that day did not include the more modern invention of flotation to beneficiate the ore. [Ed. Note - froth flotation is a process in which the ore is crushed to release the ore grains of interest and then the crushed ore is put in a flotation tank along with a frothing agent (surfactant). The mix is agitated by air bubbles and the hydrophobic (water repelling) valuable ore particles float to the surface to be skimmed off, https://en.wikipedia.org/wiki/Froth_

flotation June 12, 2023.] Also, there were no self-propelled, internal combustion engine-powered trucks of any capacity or ruggedness. Therefore, they utilised rail transport and smelting to extract the ore.

Just to get the mile to the mine to start its development with tunnels, it required a railway from the ocean, where a dock had been built with the ability to unload ships. The ore grade was high enough that the project would still be economical if raw ore was fed straight into smelters. Five such smelters in parallel were planned with five reverberatory furnaces doing the initial beneficiation of the ore to copper matte. [Ed. Note - A reverberatory furnace is a metallurgical or process furnace that isolates the material being processed from contact with the fuel, but not from contact with combustion gases. https://en.wikipedia.org/wiki/Reverberatory_furnace June 24, 2023] Then, converting furnaces purified the matte further to provide a finished product of cast blister copper slabs, weighing several hundred pounds with a copper content in excess of 99%. Such purity was high enough for most manufacturing purposes including alloying with zinc to make brass. For electrical uses, such as for wiring, further refining electrolytically would have to be undertaken. In this case, it was done at Tacoma in Washington State.

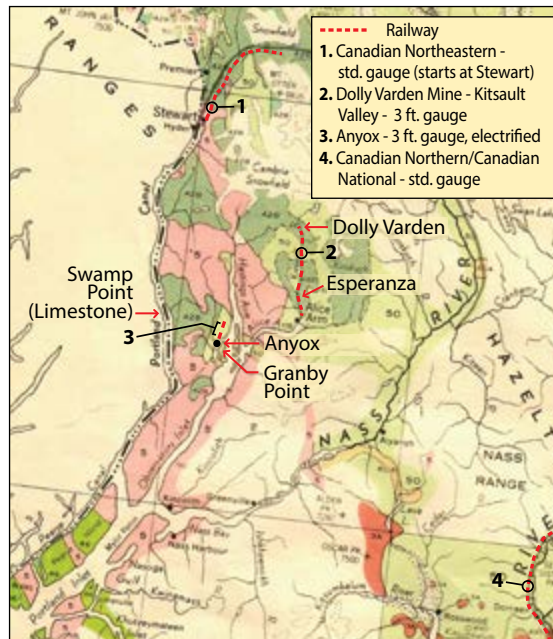
By 1913, railroad contractors were working at the site building the railroad grades, laying track and supporting the other construction activities (photo 1). A gauge of 3 feet was selected for all the surface trackage and 2 feet for the underground mine trackage. Maps 4-7 show details of the mine site and the trackage. The basic track plan was a triangle with a line from the docks up grade to the mine where an interchange was built with the underground rail system. This rail line was joined with a second one which ran, more or less, on the contour round the head of the bay, on a bridge over Falls Creek. It then went to the top of the smelters complex where ore was unloaded to be fed by gravity through the smelter. A third rail line was built from the base of the smelter in one direction back to the docks to connect to the original line and in the other direction to the area where slag would be dumped into the bay. Slag is the molten waste rock that is separated from the melted copper in the furnaces, which, being lighter, floats above the liquid copper and is poured off first before the copper is poured into moulds. When liquid rock at a temperature above 1,000 degrees Centigrade is poured into water it granulates, as it solidifies and yields a gravel like material. Finally, a series of switchback tracks up the hillside through the smelter complex provided connection between the high line and low line and access to the smelter construction site for bringing in heavy steel components and maneuvering rail mounted cranes.

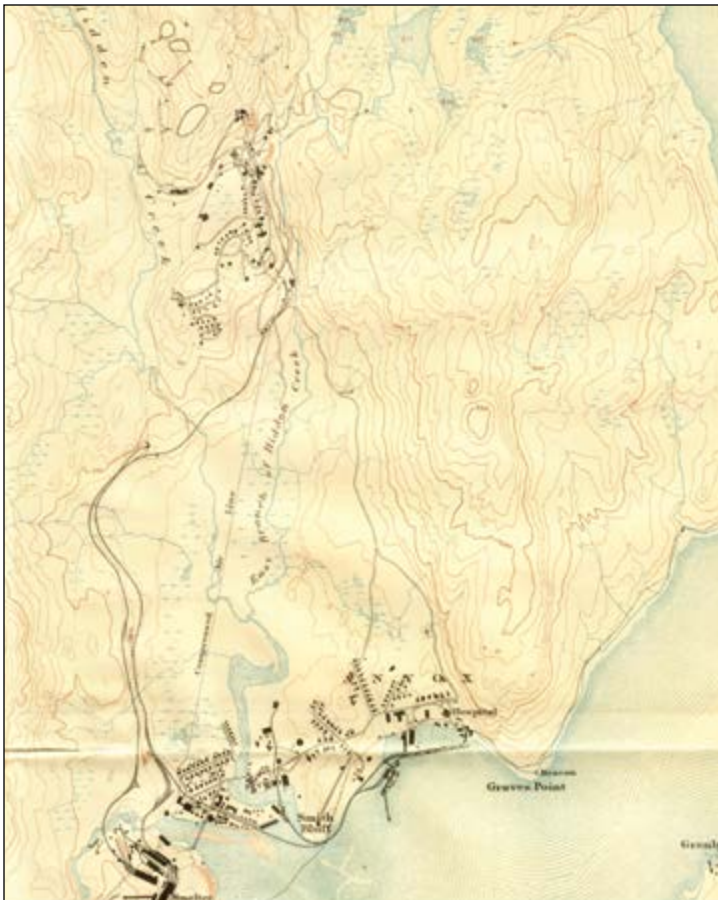
It was decided to operate the whole complex by electricity so there would be no need for



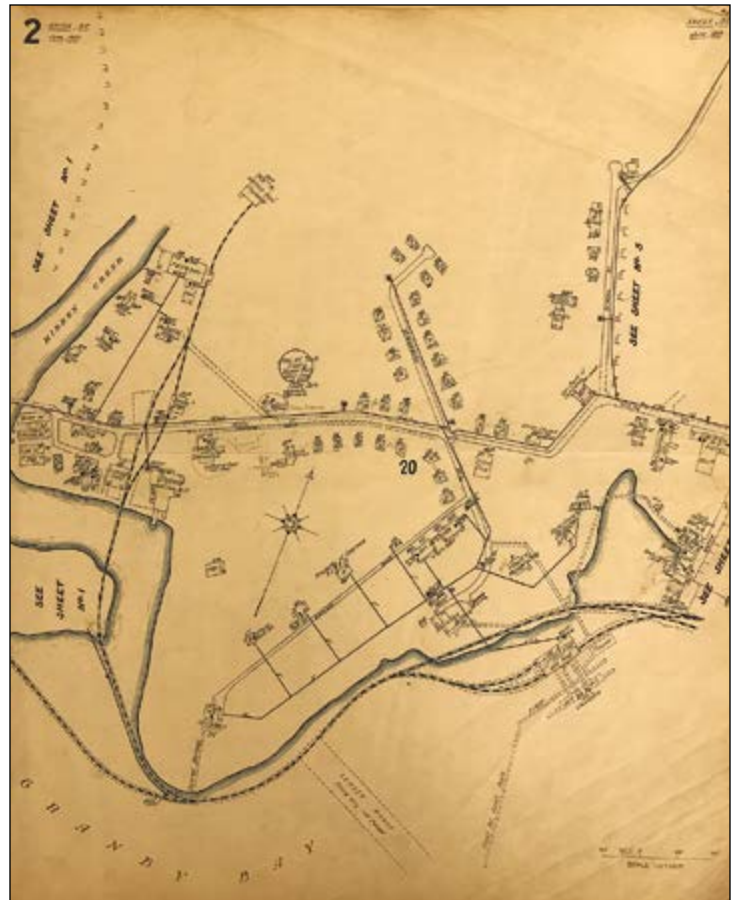
Map 1. Above - General location of Anyox in NW British Columbia, it is just south of Alaska panhandle (in pale grey).

Map 2. Below - Extract from Geology Map of British Columbia showing location of Anyox, some of the other mines developed to provide flux and all the railways built in the area including the short-lived line out of Stewart which was intended to be the third trans-continental line.





Map 3. - Government of Canada topographic map of the Anyox area dated 1917, showing all rail lines and facilities.



Map 5. - Detail of track from smelter (previous map) and dock No. 1 on right. Source: Rob Bryce, used with permission.



Map 4. - Detail of rail track around smelter on left and town site on right. Source: Rob Bryce, used with permission.



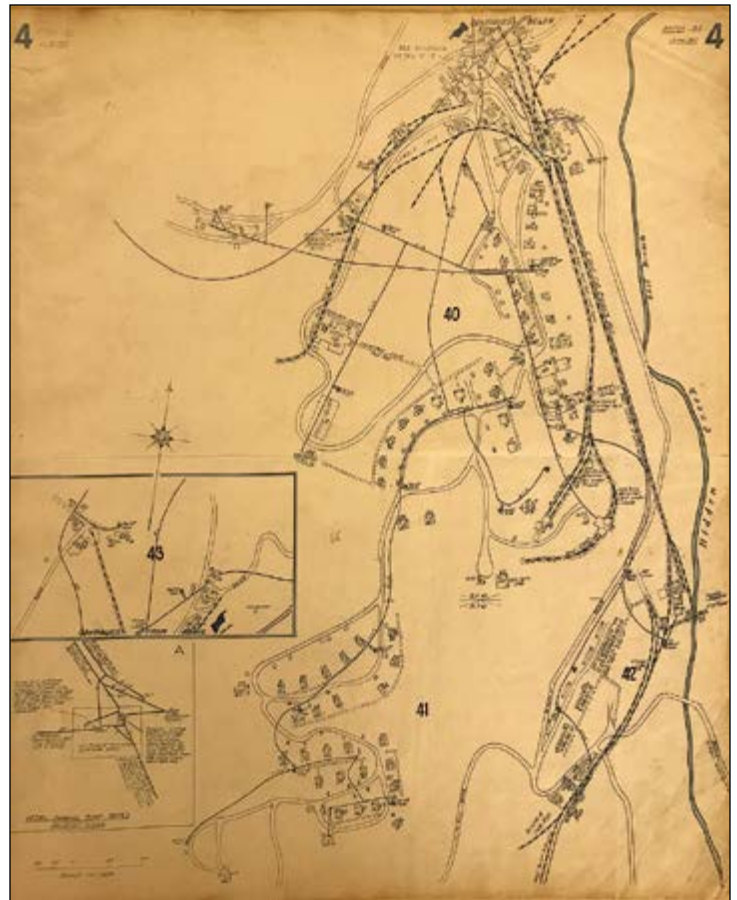
1. Smelter under construction, showing rail trackage used to assist in the construction. In the foreground to the left of the trestle is a steam-powered rail-mounted crane. Photograph reproduced by permission of UBC Archives (Accession Number BC1456-7-42).

multiple coal- or wood-fired boilers or furnaces. That included electrification of all the major rail lines. So once the contractor-owned small 0-4-0 ST (saddle tank) style locomotives had done their job Granby purchased steeple cab electric locomotives as the prime movers and they performed remarkably well for the full life of the operation including hauling 25,173,313.81 tons of rock of various compositions in 22 years from 1914 – 1935. Photo 2 shows No. 11, one of the steeple cab locomotives, working the dock.

Initially Granby built a hydro electric plant close to the smelter with water delivered by penstock from a dam on Falls Creek a short distance inland. This facility was inadequate when the water flow dropped in the winter and a thermal power plant utilising coal-heated steam was also installed. Later a larger hydro-electric plant was built based on a substantial



Map 6. - Tracks from dock No. 1 on left (previous map) to docks Nos. 2 and 3 and coke plant at far right. Source: Rob Bryce, used with permission.



Map 7. - Plan of tracks through works area and yards on left bank of Hidden Creek. Source: Rob Bryce, used with permission.



2. Dock view with steeple cab No. 11 on left track. The steam switcher, under the ore bin and the clam shell loaders, is switching the ore cars, loaded with flux, to the left hand track to add to the steeple cab's train. Photograph reproduced by permission of UBC Archives (Accession Number BC1456-7-54).

concrete dam higher up Falls Creek.

The 25 million tons of rock hauled, included much more than just the ore from the mines. For a smelter to work it needs coal or coke to: (a) provide the initial heating and (b) provide carbon to ensure a reducing environment in the smelter after the furnace was up to operating temperature and the roasting of the sulphide ore had become a self-perpetuating exothermic reaction. Because the host rock of the copper minerals was a dark volcanic rock it did not have the difference in density, when molten, to provide good gravity separation. So quartz was added to the furnace charge to reduce the density of the slag. The quartz was called flux and if it contained any gold or silver this would result in the extraction and recovery of those metals as well. Granby concluded agreements with various other mining companies who had made discoveries of quartz veins with gold and silver in the region and bought their ore and barged it to Anyox. Dolly Varden silver mine is one example of such a flux source which is

described in the book by Muralt (1985). (Map 2)

Coke is a much more efficient fuel than coal, so after the mine and smelter were operational Granby invested additionally in a coking plant with its own dock at the site and purchased a coal mine on Vancouver Island from which it shipped the coal to be turned into coke at Anyox. (Taylor, G.W., 1978.) The coking plant by-products such as gas and benzol were then used to the benefit of the community and/or exported and sold. The coke plant was connected to the rest of the rail system by extending the docks across two small bays. As the docks were extended more cranes with ore bins were built until a total of seven were available to handle all the incoming flux and coal.

Table 1 lists the total tonnages of all the commodities moved in and around the site on the railway system.

| MATERIAL | MOVED WHERE TO WHERE | SOURCE OR DESTINATION | TONNAGE (lbs. for copper) |
|-------------------------------|------------------------------|--|---------------------------|
| Flux for smelter | Dock to smelter | Granby Point mine via barge | 181,174 |
| Flux for smelter | Dock to smelter | Dolly Varden mine via barge | 8,583 |
| Flux for smelter | Dock to smelter | Golkeish mine via barge | 62,446 |
| Flux for smelter | Dock to smelter | Rambler mine via barge | 66,918 |
| Flux for smelter | Dock to smelter | Esperanza mine via barge | 536 |
| Flux for smelter | Dock to smelter | Other mines | 121,960 |
| Limestone for smelter | Dock to smelter | Swamp Point quarry via barge | 241,347 |
| Coal for coking plant/smelter | Dock to coking plant/smelter | Cassidy colliery on Vancouver Island via coastal steamer | 2,020,319 |
| Smelter to dock | Copper ingots | To refinery or market via coastal steamer or ocean freighter | 667,515,363 lbs. |

Note that throughout this article there is reference to "tons", but the writer has not been able to find confirmation as to whether they were short, long or metric tons. Given the period and the British Columbian location he presumes they were long tons of 2,240 avoirdupois pounds.

The above information, which is to the nearest ton, is a good example of the excellence of some available information. The British Columbia Department of Mines prepared an annual report with accurate details of all mines: quantities mined and produced, accidents, fatalities, significant developments, etc. Accurate records of every ton of material going in and out could be summed up. A mining inspector would visit every operation

once each year or two. In the case of the bigger mines, they would visit every year or more frequently if a fatality needed to be investigated. In the 1916 report, the Anyox description includes the following text:

The arrangement for handling ore is by a gravity system throughout, by chutes, specially designed, from the stopes to the 230-foot level, where the crushers are located, and from the crushers into the ore-cars, each of 25 tons capacity on the 150-foot level, whence it is transported to the ore bins at the smelter on Granby Bay, one mile distant over a 3-foot gauge electric railway laid with 56-lb rails.

The total length of the electric railroad main line is 3.22 miles, distributed as follows: "A" line on nearly level grade with switchback, connecting the mine with the smelter-yard, 7,913 feet in length; "B" line with 2 per cent grade, connecting the wharf with "A" line, 7,490 feet in length; copper track with 2½ per cent grade, connecting "B" line with the smelter, 1,516 feet in length. Spur sidings and yard-tracks total 2.36 miles, consisting of smelter-yard tracks, 2,626 feet; ore and coke tracks on high line, 2,753 feet; charge tracks, 3,167 feet; wharf track, 1,710 feet; sawmill spur, 1,770 feet, storage sidings, 458 feet. There are on the line of this railroad 1.95 miles of trestle-work.

The equipment consists of two 42-ton Baldwin-Westinghouse locomotives, twenty-five hopper-bottom steel ore-cars, each of 25 tons capacity, as well as the necessary flat cars for hauling freight from the docks to the smelter and mine."

(Note that the elevations of the tunnels at the Hidden Creek Mine are named for their elevation above sea level.)

Because this was a private railway it was not covered by the Canadian Federal Railways Act or their reporting and so information is non-existent from that source. The BC Government did have a Railways Act and reporting requirements up to 1917, which provides some information but nothing for the later years (First World War secrecy?). The information for this article is derived therefore from a diversity of sources some of which were very hard to cross check to provide absolute confirmation.

The first table below lists known surface locomotives, and the second table lists known freight cars. In the comments box there is some text in italics which is attributable to Chris Sundstrom (personal communication).

Table 2. Surface Locomotive roster – 3-foot gauge.

| UNIT NO. | DESCRIPTION | EVIDENCE | COMMENTS |
|----------|------------------------------|--|--|
| 1 | 0-4-OST | Photos | Three domes and a coal box on left side of roofed cab. Has number but no text. <i>Davenport 9 x 14 (14 ton),* probably construction number 126.</i> |
| 2 | 0-4-OST | Photos | Three domes and a coal box on left side of roofed cab. Has number but no text. <i>Davenport 9 x 14 (14 ton)* ex-Canadian Northern.</i> |
| 3 | 0-4-OST | Photos and Muralt book | Three domes and a coal box on left side of roofed cab. Has number but no text. Leased to Dolly Varden Railway from 1918-1919. <i>Davenport 9 x 14 (14 ton).*</i> |
| 4 | 0-4-OST | Photos | Three domes and a coal box on left side of roofed cab. Has number but no text. Is possibly the unit abandoned at mine site which is reputed to have been built by H K Porter in 1879 (source is internet miscellany) <i>Davenport 9 x 14 (14 ton).*</i> |
| 5 | 0-6-OST | Old photos (see photo 4) | Likely the first new steam engine purchased and so there are several photos. Reputed to have been built by ALCO. Has three domes and a coal box on left side of cab. Number and text say "GRANBY COMPANY 5." <i>ALCO 13 x 15 (35 ton) construction number 55418.</i> |
| 6 | 0-4-OST | | <i>Porter 10 x 16 (18 ton) construction number 4496</i> |
| 7 | 0-4-OST | | <i>Davenport* 10 x 16 (18 ton)</i> |
| 8 | 0-4-OST | | <i>Davenport* 10 x 16 (18 ton)</i> |
| 10 | 42-ton steeple cab electric | Old photos and Muralt book (see photo 5) | Likely first electric locomotive delivered given that there are several photos. Baldwin Westinghouse electric loco, 42 ton, with four 84-HP motors, 500 volt. B-B type built in 1913. One picture shows text saying "HCC" on side and another "GRANBY R.R." Presumably was repainted at some point and relabeled. <i>Construction number 39986, 6/1913.</i> |
| 11 | 42-ton steeple cab electric | Old photos | In the one photo it is partially hidden behind No. 10. Other details as for No. 10, except not as many pictures so less information on labeling. <i>Construction number 39987, 6/1913.</i> |
| 21 | 42-ton? steeple cab electric | Ministry of Mines record | Probably purchased to supplement the first two steeple cabs when the tonnage of ore increased after the concentrator was added into the circuit to handle lower grade ore. Ministry of Mines report states built in 1913, with construction number 39986 (conflicts with No. 10) and a total of 300 HP. No pictures found. However, there is a photographic record of a No. 21 which is an underground electric locomotive, originally 2-foot gauge and widened to 3-foot gauge. |

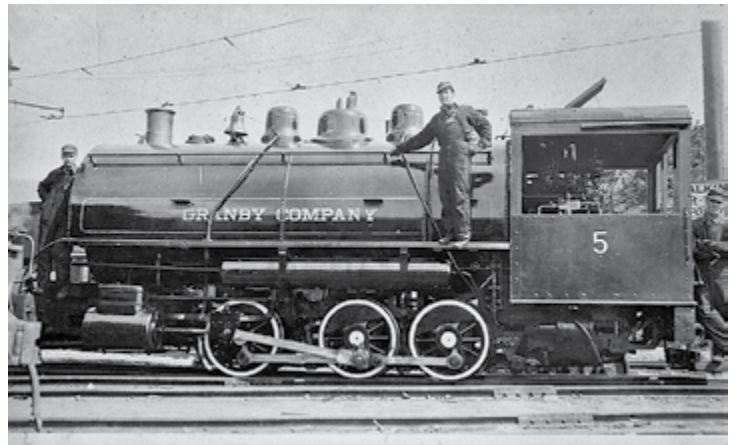
Missing from Table 2 are two 0-4-0s which appear on a Y trestle in one old photograph, neither of which have cabs such that they have a similarity to steam engines used in the Welsh slate quarries. Did they subsequently have cabs and extra domes added and become No. 1 or No. 2 or were they some of the sequence from 6 to 9 or 12 to 20? Another possibility is that the photo had been wrongly located and they are not Anyox locomotives at all.

One saddle tank steam engine is still at the site abandoned and rusting. It has two domes, one steam dome and one sand dome but may have had a third sand dome at the front. However, the water tank that would have supported it has rusted right through and it may have fallen off (photo 3). It has some similarities to a 0-4-OST in another old picture on which the name "Davenport" can be read on the smoke box door. However, according to the *Granby News* record there were no Davenports, only ALCO and Porter steam engines.



3. Above - Rusted remains of 0-4-OST on former right of way between Anyox high line and Dam No. 2. The locomotive may have originally had three domes, two for sand and one steam. Photograph by the writer taken in June 2023.

4. Below - Posed photo of steam engine No. 5, the first 0-6-OST in the fleet. Has two sand domes and one steam dome. No fuel box on side of cab. The shininess of the locomotive suggests it may have been just delivered and warranted the photographer recording it. Vancouver Public library accession No. VPL-764, used with permission, photographer unknown date 1913.



In 1919 the *Granby News* (1919) reported:

The railroad equipment is made up as follows: three 40-ton Baldwin Westinghouse electric locomotives; one 35-ton six-drive-wheel American Locomotive [ALCO]; two 18-ton Porter steam dinkeys; four 12-ton Porter steam dinkeys; fifty steel bottom dump cars; eighteen flat cars; two box cars; eighteen 4-yard Western dump cars."

This relates only to the 3-foot gauge railway equipment. There were many more electric locomotives and cars of various types serving the 2-foot gauge underground rail lines and around the smelter.

There is a relative abundance of photos of a few locomotives. In the period under discussion almost no one had a personal camera and most, if not all, were "plate" cameras. It is very likely that the only time that photos were made was when a professional photographer came to town by ship

Notes: HCC = Hidden Creek Copper Mine which was the local operating subsidiary company of parent Granby Mining and Smelting Company.

*The *Granby News* indicated that there were no Davenports, so it is possible that these locomotives were actually Porters.



5. Steeple cab No. 10 identified as belonging to HCC Co. Source UBC Archives used with permission (Accession Number BC1456-7-39).

with all his equipment including portable dark room. He would then take commissioned photographs which almost inevitably would record a personal event such as a wedding, birth, baptism etc. or corporate visitation by directors. Therefore, except for two locomotives, which I assume were the first units of a new type, none were intentionally photographed. What few others that were photographed were accidentally included in views taken for some other primary purpose, namely a more important event. There is one of a crowd on the dock greeting someone arriving on the weekly passenger steamer and in the middle of the crowd is a tiny steam engine gently simmering but completely hidden below the level of the top of the saddle tank (photo 8) by the people in the photograph. Presumably it was there to pull the coach for the passengers from the dock to town or the plant site. It looks like an 0-4-0ST and if so, is likely the dock switcher which appears in several other photographs.



6. Above - Steeple cab No. 10 named for Granby RR. August 1923. Photographer unknown. Source B.C. Archives Call No. C-05445, (Accession Number 193501-001), used with permission.

7. Below - The Roundhouse with an assortment of locomotives: front track from left to right: 0-4-0ST No. 2 with three domes, 0-4-0ST No. 4 with two domes, 0-4-0ST No. 3 with three domes, 0-4-0ST No. 1 with three domes; rear track from left to right: steeple cab No. 10, 0-6-0ST No. 5 with three domes, steeple cab No. 11. Photograph reproduced by permission of Vancouver Public Library Archives (Accession Number VPL-14408).



All the steam engines were saddle-tank design to hold the water supply; none had fuel bunkers on the rear, but some had boxes on the cab sides and most had three domes with two being for sand to provide adequate traction on the steep grades. The short distances over which they operated suggests that fuel supplies could be located trackside at strategic points to provide for refueling. Photo 6 is another view of steeple cab No. 10 taken after the company name on its cab side had been changed. Photo 8 shows the engine shed, or roundhouse as it was sometimes referred to, with several steam locomotives (Nos. 1-5 are visible on their sides) and two steeple cabs (of which one is numbered 11).



8. A passenger liner at the dock with an 0-4-0ST hidden among the crowd – the photo record states date as 1919 with steam engine pulling flat car loaded with luggage and freight for departure of Union SS ship. Vancouver Public Library Leonard Frank Collection photo accession No. VPL 35576, used with permission.

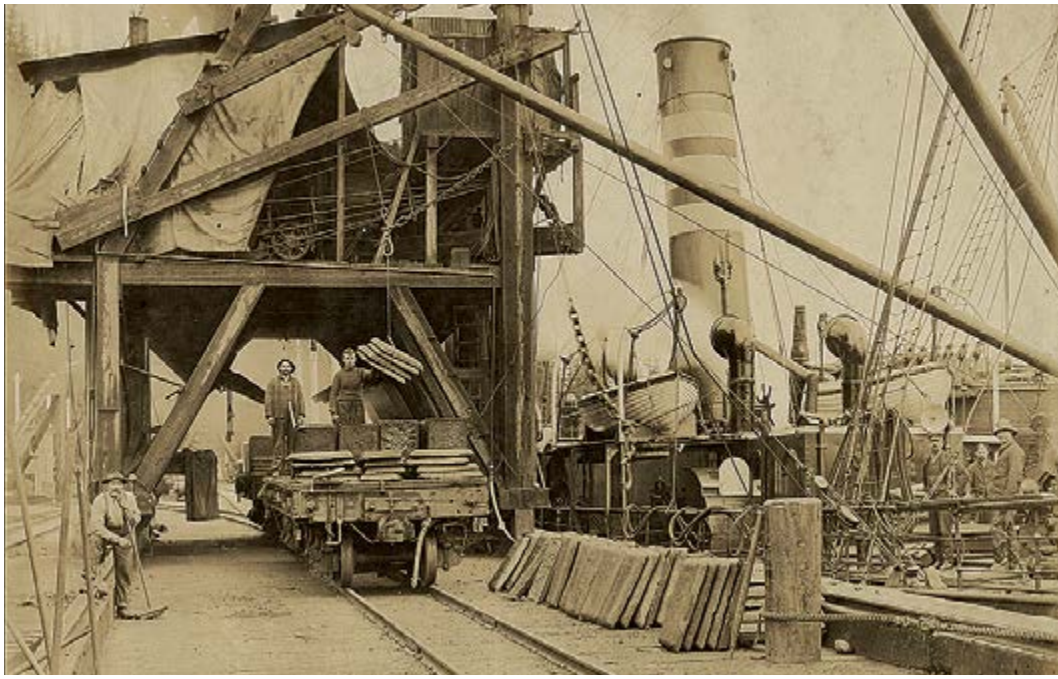
Table 3 Freight cars (for which there are references that they were purchased new).

| TYPE | NUMBER SEQUENCE and NUMBER BUILT | BUILDER | COMMENTS |
|--------------------|----------------------------------|---|--|
| Ore cars | 300 series unknown number built | Seattle Car and Foundry (SC&F) based on design by Kilbourne and Jacobs, who may have built the first car. | 370 cu. ft. capacity by volume, all steel, 80,000 lb. capacity by weight. Bottom dump. Order dated March 1915. There are engineering drawings of one of these cars in Muralt's book, Appendix B. |
| | 500 series unknown number built | Pacific Car and Foundry successor to SC&F. | 432 cu. ft. capacity by volume, side dump ore cars, 50,000 lb. capacity by weight. Order dated April 1923. Some of these cars survived the mine closure and were sold to the White Pass and Yukon Rwy. where they are still operating as ballast cars. |
| Flat cars | | Seattle Car and Foundry | 34 ft. long, 50,000 lb. capacity. Built in 1914. |
| | 300 series? | Seattle Car and Foundry | 26 ft. long, 50,000 lb. capacity. Ordered July 1915, delivery date unknown. |
| Logging spine cars | 170 series 10 built? | Pacific Car and Foundry, successor to SC&F. | 2 bunk-connected log cars built under order dated Jan 1924. |

Of interest are the first and second orders for flat cars (see example flat car in photo 9 next page). Their primary purpose was to transport blister copper slabs to the dock. The writer surmises that, if the 34-foot-long cars had been loaded their full length with two rows of stacked ingots, the load would have been grossly in excess of the design capacity and broken-backed cars would have resulted. Therefore, the replacement cars were shortened to prevent the overloading problem.

All steeple cab locomotives, ore cars and flat cars were delivered with knuckle couplers and air brakes. One old picture of a 0-4-0ST shows it with a bar and pin coupler arrangement at the front which suggests it may have been an early contractors' locomotive.

None of the pictures or old maps show any indication of any roads. Given the distances and hilly topography, the railroads must have been used to move personnel as well as freight. While some of the freight is documented, none of the passenger movements are. I have assumed that the mining company brought in an adequate fleet of coaches, freight cars (such as box cars for moving supplies), explosives cars, tank cars, maintenance cars (such as ballast dumpers and overhead catenary service



9. View on Anyox dock of flat car loaded with blister copper ingots being loaded onto adjacent ship. Structure above flat car is a clam shell unloading crane with ore bin. Photograph reproduced by permission of UBC Archives (Accession Number BC1456-7-55).

equipment) and last but not least snow plows or rotaries. The writer has found one old photo of a steam shovel working somewhere at Anyox and several photos of a rail-mounted crane, which was an early arrival to assist in construction of the smelter.

The town had a population of approximately 3,000 of which probably 2,000 would have been workers. There were three operating shifts at the smelter and mill and two shifts at the mine. Half the workers would have worked at the mine and the other half in the mill, smelter, docks and ancillary areas. The mine was a mile away up hill and 500 workers had to be delivered at the start of each shift and 500 returned to town. If a coach held 160 people, then a three-coach train would be needed, and it would make two round trips a day to the mine and three round trips to the smelter. So, if there was one passenger train, it would have been very busy.

There were two mines producing copper ore: the main mine called Hidden Creek and the second Bonanza Mine. Bonanza only operated for a few years and was connected to Anyox by an aerial rope bucket-way. The Hidden Creek mine produced a total of 23,693,557 tons of ore or an average of 1.1 million tons of ore annually, which is 2,950 tons per day, if Christmas Day is included. It is reported that the steeple cabs pulled eight-car ore trains with each car having a payload of 25 tons, so 15 round trip trains per day would have been required. A one-mile, one-way trip at



10. Steeple cab pulling standard eight-car train back to mine on the high line. Note the covered utility corridor lower down the cliff. Photograph reproduced by permission of UBC Archives (Accession Number BC1456-7-38).

ten miles per hour would have taken six to eight minutes. If the loading and unloading at 30 and 20 minutes, respectively, are included, a round trip would have occupied just over an hour. With one ore train, it would have had to operate continuously for 16 to 17 hours per day. That would not have left too much time for supply trains, snow plowing, maintenance, etc. on the high line. Photo 10 shows a representative ore train being pulled by a steeple cab.

The rail line from the dock to the mill and smelter hosted trains of flat cars carrying ingot slabs to the docks. In addition, there were trains of ore cars bringing coal from the ships to the coke plant and taking coke from the coke plant to the smelter. Other trains would have had to carry general supplies and fluxing ore from the ships to the smelter. The fluxing ore was critical to the functioning of the smelter as can be seen in Table 1 which lists some of the mine supply movements over the lifetime of the mine.

The mine and smelter went into operation in August 1914 and unlike many large engineering projects of today started up on

time and worked almost perfectly right from the start. Within a few days of start up, the First World War erupted, and the copper produced by Anyox became a highly sought after commodity. Copper and zinc are combined to make brass and every shell and bullet casing was made of brass. Anyox became the largest copper mine in the British Empire and was a critical component of the Allied war effort. The war drove up the price of copper dramatically and Granby became very profitable. If one examines constant dollar copper prices from 1914 till now it was only in 2022 that the price reached the same level as it had been in 1915-1916.

The port was an extremely busy place with an average of three ships at dock at any one time. Three regularly scheduled passenger liners served the town on a weekly basis as well as coastal freighters, ocean ships and local tugs and barges. The docks, which were mounted on piles driven into the sea bottom, were extended several times in a linear approach such that dock No. 2 was beyond No. 1 and No. 3 beyond No. 2. To access dock No.3 meant running on the rail line along all the docks. The



11. One of the few standing catenary poles that remained in 1973. Photo taken by Paul Binney and reproduced by permission.



12. Detail of catenary support for pick up wire. Image by Rob Bryce, reproduced with permission.

docks were mostly three rail tracks wide with the landward side track electrified and the waterside track straddled by overhead cranes some with clamshells. In photo 2, a 0-4-OST switches ore and flat cars between the waterside track and the landside track to make up trains for the steeple cabs .

The *Granby News*, quoted earlier, also describes details of the railway operation and the technical details of the electrified track.

A schedule of each train is recorded in the conductor's wheel report, giving the number of cars and contents carried each trip, the time of departure and arrival at destination, delays, etc., bad-order cars and repairs to track are immediately reported, the cars being marked for round house inspection and repairs. Our electric block signal system is operated by each train crew with ease and success, minimizing accidents and damage in a remarkable degree.

There are about six miles of track including yards, all equipped with trolley over centre of track at a height of eighteen feet from the top of the rail. On the wood cedar poles, spaced an average distance of 55 feet apart and seven feet six inches from centre of three-foot gauge track, a No. 0000 copper feeder is carried. The trolley construction is mast arm on tangent, double pole and span wire on curves.

Photos 11 and 12 (previous page) show the remnants of the catenary pole system.

According to the 1919 Minister of Mines report:

The railroad runs into the mine tunnel at the 150-foot level, where eight and ten 25-ton cars are made up into trains for one of the 42-ton electric locomotives to haul to the smelter storage bins. The 42-ton locomotives are also employed to convey ore, coke, etc., from the dock to the smeltery bins. These locomotives are provided with four 84-horse-power, 500 volt, No. 909 mine motors, double-end series-parallel control with independent automatic air for breaking[sic]. When operating in series, two motors, one for each truck, are in series, and parallel operation gives full line voltage to each motor.

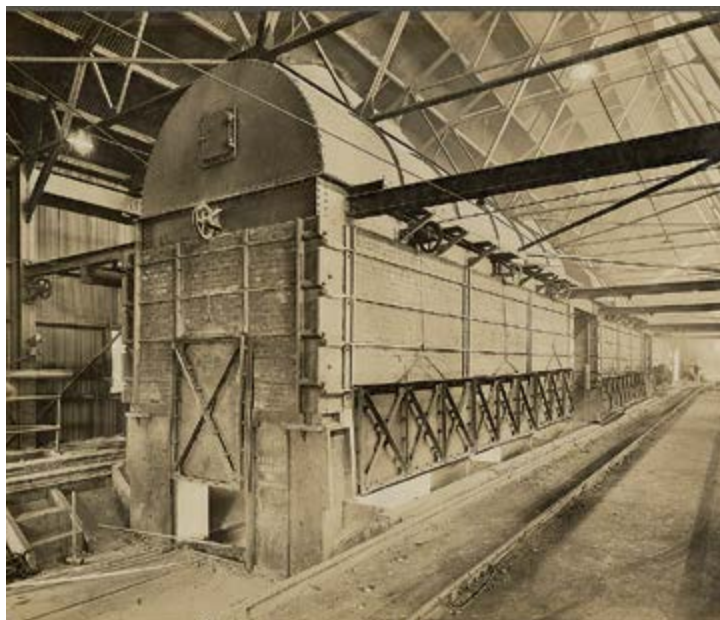
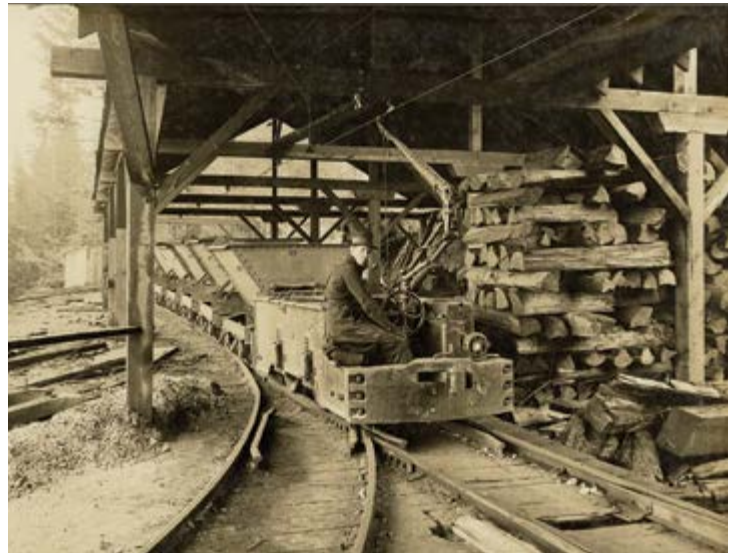
Photos 13 and 14 show the underground ore train emerging from the mine before it discharges the ore into the surface ore train. This underground line was regauged from two feet to three feet in or around 1920.

By 1920 the grade of ore from the mine was declining, the copper price had dropped, so the company decided to add a concentrator utilising the newly developed flotation technology to allow profitable processing



13. Above - Ore transfer station from 2-foot gauge underground line to 3-foot gauge surface line. Source UBC Archives reproduced with permission (Accession Number BC1456-7-40).

14. Right - Ore transfer station as it appeared after the underground line was regauged to 3 feet. Source UBC Archives reproduced with permission (Accession Number BC1456-7-41).



15. Left - Inside the smelter; 3-foot gauge track for charging the reverberatory furnace. Source UBC Archives reproduced with permission (Accession Number BC1456-7-47).

16. Above - Interior of the smelter showing converter furnace line. (Ed note: converter furnaces are used in the smelter for additional cleaning up of the molten copper before pouring of the final ingots.) Source UBC Archives reproduced with permission (Accession Number BC1456-7-51).

of lower grade ore. Several rail developments were also added at this time. A temporary branchline was built to a point on Falls Creek where a concrete dam was constructed with a six-foot diameter penstock pipe to a new hydro-electric generating facility at the ocean side near the smelter (photo 18). The extra power was needed for the concentrating mill and supporting facilities. The underground railway lines were changed from 2-foot gauge to 3-foot gauge to allow handling of greater tonnages of ore. At the smelter, as a result of running the ore through the flotation process first, the feed became a much higher-grade copper concentrate so less smelting was required. Consequently, four of the five smelters were closed and one upgraded. Photos 15, 16 (previous page) and 17 show the smelter interior.

These changes allowed the mine to continue operating profitably into the 1930s, at which time the company decided to stockpile the copper ingots at the dock side until metal prices, decimated by the great recession, improved. By 1934 several thousand tons of ingots were stacked on the dockside in a "coffin" shaped pile. Maybe the shape was a premonition of things to come! In 1935 the mining engineers came up with an idea to reduce the mining costs by letting off one giant blast which would break enough ore to keep the mill fed while reducing the number of miners employed. Unfortunately, they used too much dynamite and damaged the ore extracting infrastructure such that production came to an abrupt halt. By early 1936, the mine and smelter were closed and over the next five years a skeleton crew dismantled and salvaged the plant and shipped out the stockpiled copper ingots as markets became available. The writer has some old photos reputed to be from 1941 showing ore cars loaded with scrap steel from the smelter dismantling program. The Canadian Mines Handbook for 1939 reports that Granby sold the properties and plant at Anyox to the Consolidated Mining and Smelting Company of Canada Limited for \$300,000.00 in November 1935. Presumably the subsequent dismantling and scrapping was conducted by the latter company (the predecessor of the Teck Corporation of today).

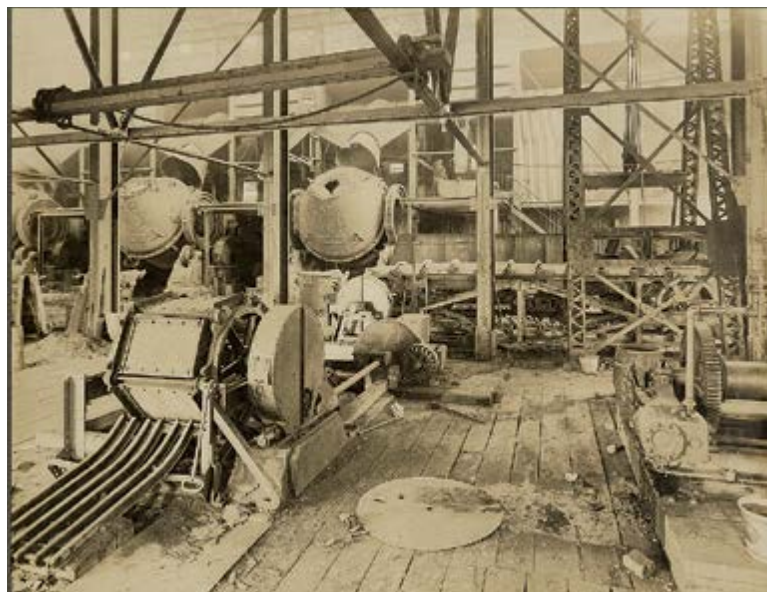
There are precious few remnants of that busy railway. At Anyox, there are three ore cars, numbers 203, 221 and one other, abandoned in the woods where they ended up after a derailment off the high line (photo 19). There is also a steam dinkey rusting in a swamp. A few of the ore cars survive at Skagway, Alaska, where they were used as ballast cars to assist in upgrading the White Pass and Yukon line during the Second World War. At Anyox, the permanent right-of-way can still be walked and a few of the catenary poles with their insulators still exist, as seen in photos 11 and 12.

Acknowledgements

The writer is very grateful to Paul Binney, Rob Bryce, Walter Reid and Chris Sundstrom for their assistance with researching information sources and for their permission to reproduce illustrations. The helpful staff at the Vancouver Public Library Archival records, University of British Columbia Archives and the Geological Survey of Canada western office library also provided valuable information. The author's own library of mining documents includes a complete set of the BC Ministry of Mines Annual Reports.

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17. Top - Inside smelter, converter furnaces in background and ingot casting system in foreground. Source UBC Archives reproduced with permission (Accession Number BC1456-7-52).



18. Centre - The hydroelectric dam under construction with the temporary access railway, used to access it, shown on left. The railway was operated with a winch system to raise and lower rail cars on the steep incline. Source Rob Bryce, used with permission

19. Bottom - One of three Anyox ore cars that were left upside down in the woods after a derailment. This shows the walkway that was only located on one side of the car and used by workers to access the car in winter to bar down (knock loose) frozen rock during the automated unloading process. Photo taken by the writer in June 2023.



Stories from the Dispatcher's Desk

the Reminiscences of Bruce Chapman

It takes all kinds ...

During one's career, you are bound to meet all kinds of people: interesting, boring, kind, helpful, quiet, grumpy, loud, cantankerous, and so on. Like so many others, I crossed paths with all sorts of people that matched these descriptions during my long career with Canadian Pacific (and even before).

I started hanging around the CP station at Ottawa West when I was seven or eight years old. I had an uncle, named Benjamin, who was an engineer out of Ottawa West, and we got along really well. He was an example of an interesting, helpful and kind person from whom I learned a lot about the railway.

His regular run at the time was the Rigaud way freight, No. 91, and his regular power was D4g 433 4-6-0 (*photo 1*). On one of these trips, he hit a Smiths Transport truck at Young Street (just south of today's Queensway – highway 417). But that's another story.

I have memories of doing things with him. On one day in the winter, he walked from his home at 84 Hinton Avenue up to our place at 38 Gilchrist (which took him in the opposite direction from Ottawa West). I walked back with him to the roundhouse via Spencer and Armstrong Streets to see him off on one of his trips. He never owned a car until shortly before his passing in 1960 and therefore walked everywhere.

I waited in the station while he brought his old hog around from the roundhouse, and I saw him leave town. After, I noticed that there were several train order hoops in the snow both east and west of the station, so I thought it would be my good deed to collect them all and bring them to the operator working. He appreciated my efforts.

Soon, I was spending my weekends there helping out with any odd chores that the operators didn't want to do. They were so obliging, and I learned a lot from them. Certainly, some nice people. Most of the railroaders in the 1950s thought it was funny that a kid would spend his time on the weekends like this, but they were all good-natured about it.

Most of the guys were very good to me. However, once I started my career with CP, I found a couple of employees who weren't so agreeable, including one who was a fireman/engineer at the time. If he could be mean to anyone, he'd do his best at this vocation.

The first time that I had a run-in with him was on our RDC BRS fan trip to Eganville and Calabogie with CP RDC-1 9051, which was 'painted' with fluorescent stripes that were getting pretty tattered by that time (*photo 2*). This was October 6, 1968.

We first traversed the old Kingston and Pembroke line south from Renfrew to the outskirts of Calabogie. The superintendent didn't trust the bridge over the Madawaska River coming into Calabogie, so we settled on

shots of 9051 about to enter that bridge.

As we were about to leave backwards back to Renfrew, one member of the BRS whose responsibility was to take the BRS-issued tickets from passengers was in the now-rear cab compartment. He pushed the buzzer three times to alert our cranky engineer that we were all on board. I was nowhere near the buzzer, but he told ME not to touch it. Of course, I had had no intention of touching it! As he walked back to the now-front end, everyone laughed at his antics.

I guessed he was just unhappy about getting called for this railfan excursion to nowhere, on a Sunday (and the weather wasn't too great either).

Next time I had a run-in with him was at Carleton Place where he was running No. 1, The Canadian, in 1977. I was there taking pictures with Fred Clark who was a student at Carleton University at the time.

This cantankerous engineer saw me from the cab of No. 1, and when he stopped to get the baggageman to throw the switch for entering the Chalk River Subdivision (Sub), he got down from the cab of his engine, No. 1414, to give me 'hell' about an odd train order that he was given at Carleton Place by the train dispatcher in Smiths Falls. I had been a train dispatcher there from 1969 to 1974, but by this time I had become locomotive manager in Windsor Station in Montreal. So, I had had nothing to do with train orders for over three years by this time. Needless to say, the fireman in the cab of 1414 was having a laugh about this 'meeting for train order rules'.

Not long after this, this engineer was running No. 52, the Hilton Mine ore train, and was heading south to Walkley Yard one afternoon. There had been a diversion at Ellwood Diamond where the CNR Beachburg Sub. crossed over the CP Prescott Sub. from Ottawa West to Walkley Yard and on to Prescott. Several reports had been submitted from the engineering department that trains were crossing this diversion diamond at too great a speed and a speed restriction was put on the diamond. So, on this day, the assistant superintendent decided to get his 'speed gun' out to check the CP trains there. His first "customer" was this engineer on No. 52. The speed limit over the diamond was 25 mph, but he took it at about 40 mph.

The assistant super drove to Walkley Yard, and as the train was coming into the yard, he asked this engineer on the radio to come to the yard office booking-in room after he had booked off at the shop. When the engineer arrived at the yard office, he seemed to know that his goose was cooked, and dropped dead in the yard office.

I'm not sure how old he was at the time, but it was certainly a tragic end for him despite his attitude. Fortunately, most of the people I knew and worked with were really great and lived to "ripe old ages." ■



1. Diminutive 4-6-0, D4g, No. 433 beside the roundhouse at CP Ottawa West. Addy Schwalm photo.



2. RDC-1 9051 beside the Eganville station during the BRS fan trip on October 6, 1968. Bill Williams photo. Courtesy of the Craig Library, photo W1-0537.

The End of CP Baldwins on Vancouver Island Part 4

By Ken Perry All photos by the author

Branchline is proud to present the fourth and final instalment in a multi-part series by Ken Perry chronicling the last years of the Canadian Pacific's Baldwin diesels on Vancouver Island. The first instalment in the January/February 2023 issue dealt with a major crash involving several of the Baldwins. The second covered the scrapping process for the four units involved. The third instalment covered another part of the fleet-reduction-by-accidents story and this, the final instalment, discusses the CP Baldwin 1000 series switchers, found on the island and elsewhere.

Following the departure of the last CP Baldwin roadswitcher, 8010, from the Esquimalt and Nanaimo (E&N) in March 1975, my priority became to record the Baldwin DS4-4-1000 switchers still working in the Vancouver terminal. A CP statistical practice, crediting a yard engine with 100 miles work per 8-hour shift, meant the Baldwin switchers were accumulating 300 miles per day versus 140 actual miles per day for the roadswitchers on the E&N. So the statistical running cost per mile was significantly lower for the switchers, which meant they could continue in service after the roadswitchers had been retired. I made several mainland trips to photograph them before they were also gone. However, apparently I wasn't quite done with the DRS4-4-1000 roadswitchers. Wonder of wonders, during one trip on my day off, Monday, June 2, 1975, I found roadswitcher 8009 of Elliott turbo infamy at Drake Street roundhouse, first inside stall 12, and later outside idling on the shop track. An educated guess is that there was a switcher shortage, so the last-overhauled roadswitcher had been reactivated to cover for it (*photo 1*).

Several years later on Sunday, January 22, 1978, which was two years and ten months after 8010 left the E&N, I was surprised and somewhat skeptical of a report that Baldwin switcher 7070 was working at Wellcox yard in Nanaimo, just 72 railway miles north (a bit under two hours on the highways with my vehicle of the day). I just could not take the chance that the report was true and not just a prank (the source of the report was Sam Magaton, the shop foreman, who was well known for his tall tales and pranks). So, the next day I headed off early to investigate. As I was passing through Ladysmith about 13 miles south of Wellcox, the distinct and familiar sound of a Baldwin's independent brake being released came over the scanner! A few minutes later, I was on the harbourfront access overpass over the top of the C-yard watching and listening to a real live Baldwin, No. 7070, unloading the Carrier Princess ferry at the barge slip (*photo 2*). Kodak did well that day!

Several days later on Friday, January 27, for some reason, which I forget now, an overtime graveyard shift (00:01-08:00) came my way. The MLW S-3 yard engine 6572 and Budd car 9103 were in the shop. But the interesting part was that at 23:45 the night before, and well after my afternoon shift mates had already left, the "wee-hours" freight from Wellcox to Victoria had arrived earlier than normal with the usual two GP9s (8531 and 8662) plus 7070. I could hardly believe my eyes and ears! After sanding and fuelling the GP9s and putting them to rest in the roundhouse, I got to do the same for a Baldwin, the first of the switchers I had ever tended, and as far as I have since been able to determine, that was its first time in Victoria! That one engine out of all 24 CP Baldwins managed to avoid visiting the E&N during its entire 30-year service and then finally it turns up. It amazes me still (*photo 3*).

Perhaps needless to say, 7070 got a little extra attention that weekend before going back to Wellcox on Sunday's train No. 51. One night shot that sums up my happy state was taken from near the centre of the turntable with a collection of five units from four builders (MLW, GMD, Budd/CC&F, and Baldwin) in the roundhouse and backshop (*photo 4*).

Photo 5, taken on February 20, 1978 shows the Wellcox day roadswitcher crew with Baldwin 7070 switching the Nanaimo Industrial Development Co. industrial spur (Superior Propane) west and south from the mainline at mile 75.7 and crossing Dorman Road.

With a Baldwin switcher available at Victoria, the 06:00 yard crew was naturally going to use it. It had so much better a response than an MLW S-3. Here, 7070 is on the Harbour Road bridge up from the CN interchange, just west (by compass) of the Johnson Street rail and road bridges (*photo 6*). My photo platform was the bridge at mileage 0.2 that still stands and is now end-of-track at Victoria.

On its occasional trips to Victoria for maintenance attention, 7070 continued as a very regular camera subject. A favourite viewpoint was from the roundhouse roof at night. With long time exposures and careful positioning of the locomotive, half on and half off the turntable, plus my swift descent and ascent of the roof-access ladder, I was able to create a simulation of myself running 7070 onto the turntable (including dim rear headlight and bright front, and me sitting very still for eight minutes). Note brakes applied and no exhaust (*photo 7*!).

In December 1979, the E&N Baldwin population increased to two with 7072 added as a replacement for yard engine MLW S-3, 6572, at Port



1.

1. – DRS4-4-1000, No. 8009, at left-front on shop track at Drake Street roundhouse in Vancouver, June 2, 1975.



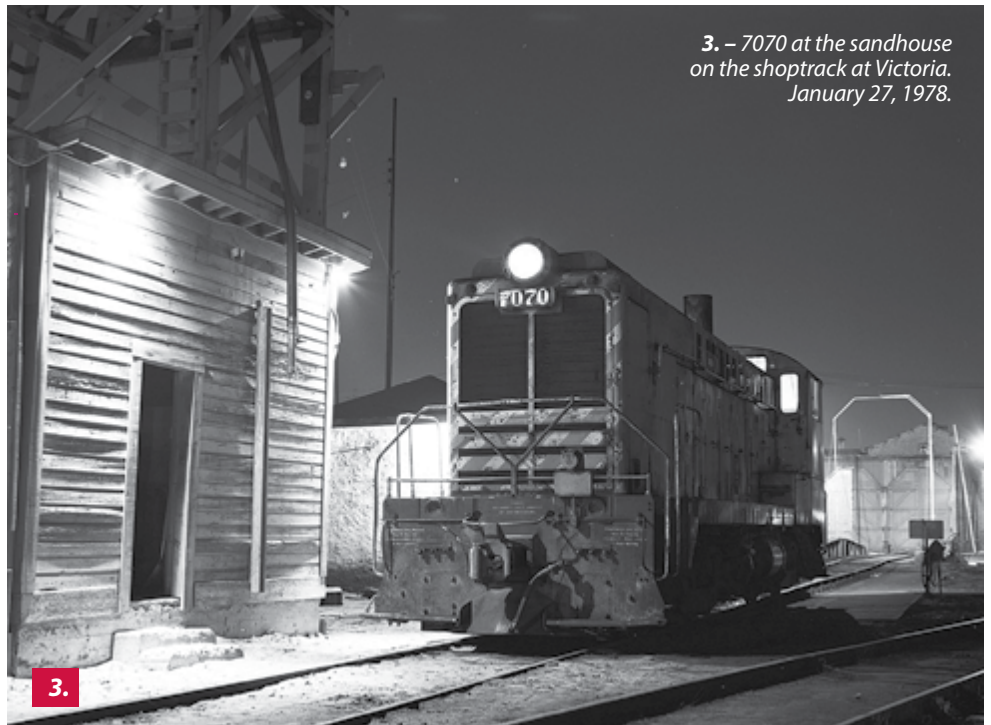
2.

2. – DS4-4-1000, No. 7070, switching the Carrier Princess at Wellcox Yard in Nanaimo. January 23, 1978.

Alberni. Naturally, I went to record that, and on January 23, 1980 caught 7072 outside the original roundhouse there (photo 8).

A few days later, by the simple coincidence of me knowing the engineer of 6572, which I was photographing while it was being fuelled, I was asked to save the crew the bother of mailing the fuel bill to Wellcox by dropping it off there on my way back to Victoria. This was a life-changing moment for me because that is when I met mechanical supervisor Jack Mathison. He happened to have an unexpected vacancy for a chargehand at Wellcox coming up in two weeks, and asked if I could cover it. As you may well imagine, with a Baldwin to tend, I said YES. And one step better, Jack arranged for the Port Alberni yard caboose CP 437204, which was not needed there, to be brought to Wellcox shoptrack to be my accommodation. With this move, a whole array of photo and work opportunities opened up for me, and my railway education got into high gear. Jack was an informal but effective mentor for me, and much of my later success had its roots in those two years as a relieving chargehand at Wellcox.

Working at Wellcox put me in a prime position to know when 7072 would replace 7070 there. The road overpass of the C-yard provided a perfect photo platform to watch the barge switching operations, which when done by a Baldwin was the perfect



3. – 7070 at the sandhouse on the shoptrack at Victoria. January 27, 1978.



4. – From left to right, MLW 6572, GMD 8531 and 8662, Budd 9199 and Baldwin 7070 in the roundhouse and backshop at Victoria. January 29, 1978.

5. – On Wednesday, February 20, 1978, the Wellcox day roadswitcher crew with Baldwin 7070 is switching the Nanaimo Industrial Development Company industrial spur (Superior Propane) west and south from the mainline at mile 75.7 and crossing Dorman Road.

6. – 7070 on the Harbour Road bridge in Victoria, April 6, 1979.





7. – 7070 posed going onto turntable at Victoria on April 9, 1979.

match of an air-throttle unit and task (photo 9).

Catching the two Baldwins together became a goal. Typically, this occurred when one or the other was rotated to Victoria for maintenance. A week after starting at Wellcox, my first opportunity to catch them together arose, with 7070 tied onto the power for train 52 to Victoria (photo 10). Note the 3-note Nathan P-3 horn (a spare for the Dayliners) above the cab roof, a modification done at Victoria for best sound projection in both directions for the many uptown Nanaimo crossings encountered by Wellcox roadswitcher assignments.

Another dream of mine was to document one of the Baldwin switchers on the mainline outside yard limits. This was highly unlikely since they were always assigned to yard duties. However, one Thursday after pulling and loading the “boat” at the Wellcox barge slip, the afternoon roadswitcher crew was tasked with taking a cut of ballast empties down to the Fiddicks gravel pit at mileage 66.1. This was beyond the southern yard limits at Stockett at mileage 69.2, so they were operating under work extra orders. Thus, a nasty tree (with fragile branches) at South Wellington became my perch, and at 17:00 precisely, along came 7070 and its entourage. Engineer Al Sweeten was happily relaxed and totally oblivious to me in the tree. He was a fellow who took unkindly to criticism, so I never drew his attention to the missing white flags, and in hindsight realized I should have supplied him a fresh set for the occasion. Note, however, the fine Baldwin-origi-



8.

8. – 7072 on the shoptrack outside the original engine house at Port Alberni. January 23, 1980.

9. – 7072 switching the Seaspan Doris at Wellcox in Nanaimo. February 7, 1980.



9.



10.

10. – Baldwin 7070, GMDs 8689 and 8822, and Baldwin CP 7072 on the shop tracks at Wellcox in Nanaimo. February 7, 1980.

11. – 7070 heading southward on an extra train of ballast empties. Photographed at South Wellington, October 16, 1980.



11.

nal “thumb” coupler very apparent in that afternoon lighting (photo 11).

On August 13, 1981, which just happened to be the 95th anniversary of the E&N last spike, my shoptrack duties included both switchers, so a back-to-back pairing was arranged, which was photographed 18 times in colour (plus in black-and-white) from various angles (photo 12). This encounter was the last time I photographed them still active. Six months later, on February 15, 1982, I started as an electrician helper at the very new diesel shop at (Port) Coquitlam.

On September 6, 1982, I took my final shots of 7070 and 7072 on the shoptrack of the not-quite-year-old diesel shop at (Port) Coquitlam (photo 13). They had left the E&N two days earlier and were on their way east to be scrapped at Ogden shops in Calgary, after over 33 years of service.

Little did I know then that a slightly younger (new June 1953) ex-TH&B GP7 No. 75, rebuilt as CP 1685, would be coming into my work life, and would continue running after 61 years when it was retired July 1, 2014, shortly before my own retirement with only 41.5 years in.

So concludes my tale of involvement with Baldwin diesels on the E&N. While the Baldwins were somewhat primitive, they were simple and rugged, and an excellent introduction for me to the locomotive mechanical world. I relished my ten years working around them.

There is a postscript to the story. After the Baldwin roadswitchers were withdrawn from the E&N, experimentation to find a suitable effective unit for pulling barge traffic at Wellcox resulted in a variety of units being tried out: MLW S-3s, one S-10, several MLW S-4s, one MLW RS-23, and a selection of GP9s from the road pool. Only the RS-23, 8020, was reasonably capable, primarily due to its gentle load-up that came close to an air-throttle Baldwin in careful hands.

On one occasion, GP9 8668 was the day roadswitcher’s unit, and it failed miserably at unloading the Carrier Princess at a slightly low tide. Fortunately, that crew included a fireman and RS-23 8020 was idling on the shop track, so 8020 with the fireman running double-headed with 8668, run by the engineer, pulled the boat (photo 14).

After that, 8020 was accepted as the best of not-so-great choices, and with some familiarity with its loading characteristics, it became a reliable performer. It had one feature lacked by the Baldwins, MU control compatible with the GP9s, so was worked under power on runs to and from Victoria for maintenance, resulting in high productivity.

My hope is that you have enjoyed this illustrated tale as much as I enjoyed taking the photos and assembling the story.

Sharing my E&N Baldwin story was enjoyable for me. Numerous forgotten escapades were brought back to mind by the photographs.

A particular thank you to Paul Crozier-Smith of Victoria, who on numerous occasions supplied a specific date from his list of units arriving and leaving the E&N. ■



12.

12. – 7070 and 7072 on the shoptrack at Wellcox in Nanaimo. August 13, 1981.

13. – 7070 and 7072 plus 1210 on the shoptrack at (Port) Coquitlam. 7070 and 7072 were waiting to go east to Calgary for scrapping. September 6, 1982.



13.

14. – RS-23 8020 and GP7 8668 switching the Carrier Princess at Wellcox in Nanaimo on May 6, 1977.



14.

CN Steam at Moncton in the late 1930s

By Tom Patterson

While attending the University of New Brunswick, I made the acquaintance of a fellow train nut who had obtained an impressive selection of black and white negatives taken in Moncton during the late 1930s and later. He was quite familiar with photo reproduction processes, so for few weekends, we commandeered the photo lab in the Geology building and went to it. He was kind enough to give me a few of the results.

Most significant, in my view, were the following shots of the royal tour in 1939. The photos at Moncton would have been taken on 14 or 15 June 1939. The train arrived the night before. While the Royals went to Saint John, NB by car the trains deadheaded to Saint John where the royal party reboarded the train for a trip to Cape Tormentine, scheduled to leave at 10 am.

The Royal Train had 12 cars. Locomotive No. 6028 took over the train from the Quebec Central at Joffe, QC and ran to Moncton, then to Saint John and on to Sackville. At Sackville, the motive power was changed, and No. 3430 handled the train to Cape Tormentine. No. 3430 also hauled the Royals from New Glasgow, NS to Halifax, NS.

There was also a Pilot Train with 12 cars the press rode on, which operated 30 mins ahead of the Royal Train.

On one of the eastbound legs on the CNR, there was a third train referred to as a 'Guard Train', which operated at least across Saskatchewan.

In photo 1, Mountain 6028 has been "tarted up" with coloured elephant ears and an additional panel along the walk way, a new paint job and of course with the royal insignia under the headlight and on the tender.

With a change in consist, photo 2 shows the same locomotive on display. As a clear sign of the times, most gentlemen are wearing hats, and most ladies are sporting skirts (long skirts!). In the background is what was probably the largest building in Moncton at that time, the Swift Canadian meat processing facility. I'm guessing that the train is departing westbound.

In photo 3, locomotive 6028 is moving back to the station from the locomotive shop in the east end. It is crossing over an underpass on the main downtown drag, which the locals called "The Subway".

Leaving the Royal Train for now, there are other interesting photos from the Moncton area. The city was the home of a backshop. Others existed in Montreal (Pointe St. Charles), QC; Stratford, ON and Transcona, MB. They all were used to build cars and locomotives and to undertake heavy repairs and re-builds for these types of equipment.

In photo 4 there is a pair of "Brass Hats", accompanied by someone of not-so-equal status, but backed up with a personal guard! No. 8415, a 0-8-0 heavy switcher, was built in the Moncton Shop in 1931, and was the second to last 0-8-0 built by the CNR. This photo might have been taken directly after the locomotive was built - it appears to be in pristine shape, and that raised brass numbers (a later addition) have not yet been added to the cab sides. Notice the spats being worn by the dignitary to the right. I don't recall ever seeing anyone wearing spats, so that is another indication that this shot might have been taken early in the locomotive's life. Otherwise, I would assume that it has just been "shopped". Note the location of the front number board. Many switchers had this item moved back to the smoke box area so that crew members crossing on the pilot beam would not smash their heads into a headlight mounted board.

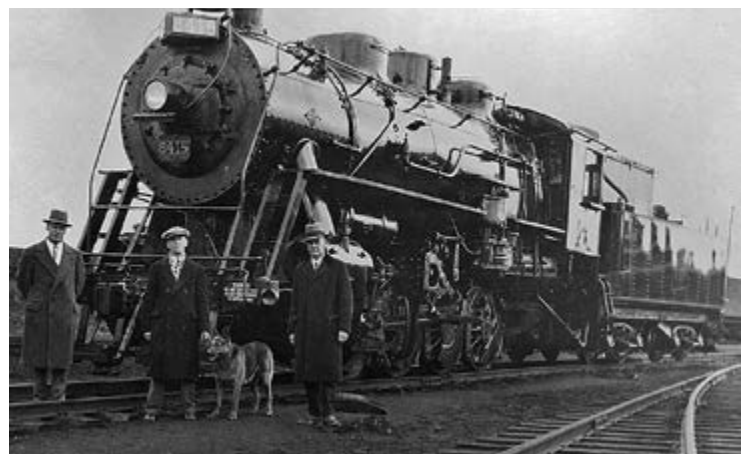
In photos 5 and 6, we have a pair of locomotives also in pristine shape, complete with smoke deflectors. Given the extraordinary detailing, and the need for posed photographs, these Pacifics must have been prepared for a special occasion. Note that 5261 does not have its drive rods in place. Royal train tours often involved two trains, for security reasons (I think). Perhaps these two were set up to pull the other train. No. 5261 was outshopped by Moncton

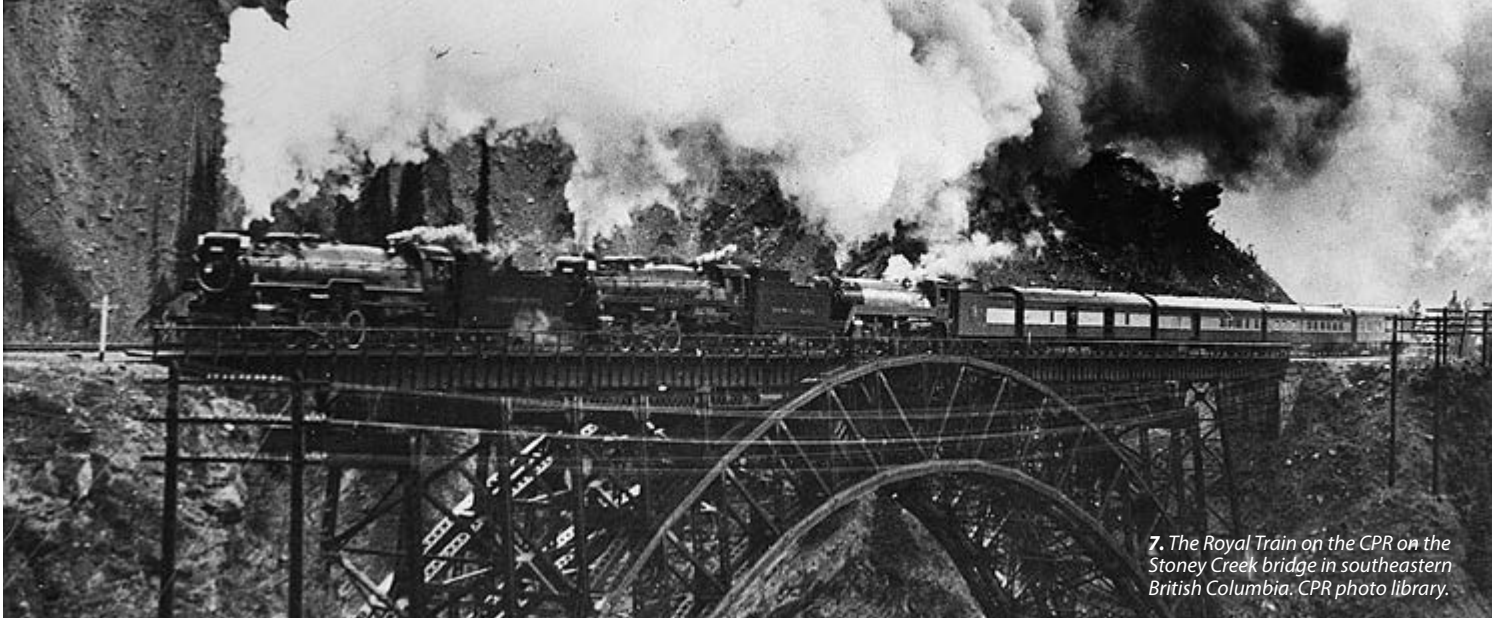


1. Above - CNR 6028 specially decorated for the Royal Train of 1939, at Moncton June 1939.
2. Below - CNR 6028 with a different consist and change of direction, on display at Moncton, June 14 or 15, 1939.



3. Above - CN 6028 backing up to the station after leaving the shops. June 1939.
4. Below - Heavy switcher, 0-8-0, No. 5218 shiny from the shop.

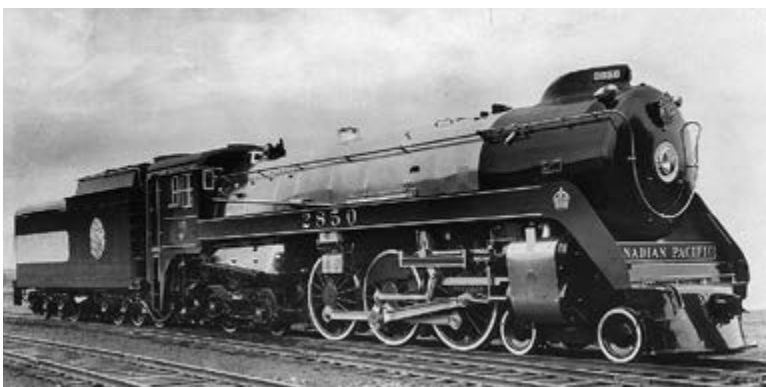




7. The Royal Train on the CPR on the Stoney Creek bridge in southeastern British Columbia. CPR photo library.



5. Above - Pacific 5261 in a special paint scheme with CNR wafers on the smoke deflectors. Below - Pacific 5268 looking immaculate has attracted a number of workers for a posed shot.



8. Another photo of "Rail Royalty," but this time CPR Royal Hudson 2850. CPR photo library.

on 21 June 1939 with a one-of-a-kind paint scheme with wafers on the smoke deflectors.

Photo 7 provides one last look at the Royal Train, but in this case, on the CPR, and nowhere near Moncton. It's crossing the Stoney Creek bridge westbound. The CPR is taking no chances powering this train as it heads for the Rogers Pass in BC! The Royal Hudson has two friends helping!

Photo 8 captures a CPR Hudson 2850 decked out in a similar fashion as 6028 was in Moncton. However, CP locomotives of this class had at least one up over the CNR. This class was dubbed Royal Hudson as a result of the 1939 royal tour. This is a CPR photo library item.

Admittedly, these last two photos are not really "Steam in Moncton", but they are of the same era. Photo 9 is of a GM demonstration power consist doing a run through Moncton. GM 9051 was a FP7A, so it was steam generator equipped and intended for passenger service. It ran as a demonstrator on the CNR from Nov 1949 to March 1950.

Next, we have the real thing in photo 10. Apparently, this is the first passenger train to arrive Moncton pulled by diesels. Judging by the high, "parade boot" polish on the lead unit, this must have been a special occasion of some sort. This is definitely Moncton. Where else would one find this "bee-hive" shaped roofing seen in the background?!!

Acknowledgement: Thanks to Doug Wilson who provided several notes on the Royal Train and the GM 9051 demonstrator. ■



9. Above - FP7A GM demonstrator on CN tracks in Moncton.



10. Left - The first passenger train to arrive Moncton pulled by diesels. CNR FP9A 6500 is in the lead position.

James A. Brown



masterful
railway
photographs

The Bytown Railway Society is privileged to have many of the late Jim Brown's photos in its archives. Jim's life-long employment in the railway industry allowed him access to areas out-of-bounds to most rail fans, yielding some outstanding images.

From the Jim Brown collection we present photos of railway equipment in and around a railway station. While Toronto's Union Station, seen in photo 2, remains a busy rail hub, many smaller centres lost their rail service long ago, and their station only slightly afterwards. Here are five images dating from the late 1950s to mid-1960s.

1. CPR No. 1412 with train No. 12, the Toronto Section of The Canadian, is seen at Nobel, Ontario on September 8, 1965. An FP9A built for CPR by General Motors Diesel in 1954, it became part of VIA Rail in 1978, retaining its number. Retirement came sometime between 1981 and 1983.

2. An unidentified Canadian National Railway Post Office car is seen parked in Toronto's Union Station. A heavyweight car, it was one of twenty-five, numbered 7815-7839, built between 1937 and 1940 by Canadian Car and Foundry. In this circa 1959 image there's an impressive pile of mail waiting on the Post Office-owned wagons, but with more and more mail being carried by trucks and airplanes, the railway mail car service ended on April 24, 1971.

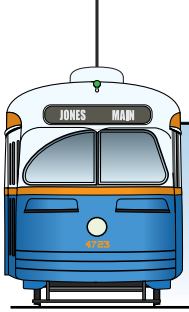
3. The Canadian Railroad Historical Association sponsored a Fall Foliage Excursion that ran a return trip from Montréal to Ste-Agathe, Québec on October 16, 1960. Pulled by CPR No. 1270 it's seen approaching Ste-Agathe where the train order signals are showing a stop order in both directions, perhaps indicating the train met another at Ste-Agathe.

4. The conductor and engineman appear to be doing their mandatory watch comparison as CPR No. 9051 awaits its 1:00 pm departure from the station at Peterborough, Ontario. Running as train No. 603, it will arrive in Toronto at 2:20 pm on this day in July 1956. Built by Budd in May 1953, this 90-passenger RDC-1 was part of CPR's first order of what became known to the railway as Dayliners. The car became VIA 6128 in 1978. Eventually sold off, it is reported to have been scrapped in 2016.

5. CNR No. 3275 is seen at Stratford, Ontario on August 7, 1958. Built by Canadian Locomotive Company, it was one of an order of fifty 2-8-2 Mikado locomotives built for the Canadian Government Railways between 1917 and 1918. Stratford was home to several furniture manufacturers and some of their products appear to be on the platform ready to ship.







UNDER THE WIRE

by J.R.Thomas Grumley

IN THE NEWS

- **Ottawa, ON – Car 696** – In the last issue of UTW, it was reported that the CRHA were in discussion with OC Transpo on the disposition of car 696, as OC Transpo needed the space for the fleet of new para buses which are due to arrive in 2024. It has been estimated that the restoration of the body is about 85% complete but an extensive amount of funds will be required to complete the mechanical components. The 696 Group and other interested parties had searched for a location to house the car but no solution could be found at this time. As such, OC Transpo decided to move the car to a rural storage location in a secure area. However, the car will not be available for further restoration work.
- **Ottawa, ON** – What happened to the body of the second former OTC streetcar, No. 905? It now sits between containers on the site of former Cumberland Works Yard in Navan, ON. It is not covered. A local interest group is looking at ways to cover and preserve the car from the weather elements.
- **Ottawa, ON** – The Confederation Line went back into reduced service on August 14 after a month long outage due to bearing issues and track adjustments. While the work is being finalized on the rest of the fleet, single car trains are operating along the line on a somewhat slower time schedule. After inspecting the fleet, it was determined that a new inspection and replacement regime, which included increased maintenance on leading and trailing wheel assemblies and axles every 60,000 km, was required. Probably single car trains will operate until the end of 2023 or until all maintenance issues and replacement of parts have been completed.
- **Edmonton, AB** – During the summer it was discovered that approximately 140 km of signal cable needed to be replaced because of oxidization. No new opening date has been established yet.
- **Toronto, ON – TTC** – The massive rebuild of the Route No. 501 line which has been underway for quite some time (the Queen Street – Queensway – Long Branch line) has basically been completed. This included the completed junction at Roncesvalles, Queen and King Streets and the replacement of century-old water pipes. In some cases along the route, the track has been raised by up to 2 metres. This was done because the new streetcars had difficulty with vertical bend-

ing of their frames while negotiating the previous gradient and developed cracks. The TTC website indicated that service would commence on the rebuilt line on September 3, but that date has come and gone without the service restarting. At press time no new date had been established.

- **Toronto, ON** – The CEO of Metrolinx announced on August 10 that an announcement would be forthcoming by the end of summer as to the official opening date of the long awaited Cross Town LRT line. At press time no announcement had been made, recognizing that autumn 2023 does not start until September 23.



Above - This is a view about 200 metres west of Roncesvalles Junction in the middle of construction.

Below - This is a second photo taken on Wednesday September 6. All that is missing is a few hundred feet of overhead wire at this location. Workers can be seen doing electrical work. By the time you get your next copy of **Branchline** the line should be open. Both photos by Gerald Harper



- **Montréal, QC – REM** – During the weekend of July 29-30, during an informal opening of the line, Montrealers had the opportunity to ride the Réseau express métropolitain (REM) for free between Brossard and Central Station. Central Station serves five stations. More than 120,000 passengers took advantage of this offer. On the Friday before, which was July 28, a number of selected guests were invited to view and ride on the line. The official opening took place on Monday morning July 31 but not without a hitch, in contrast to the trouble free weekend. At 8 am the system suddenly shut down. It was determined there was a problem with a switch on the track. By 9:30 am service was back to normal and has been running consistently ever since.

At top - On Friday July 28, Ian MacDonald had the opportunity to ride the REM. The photo was taken through the rain splattered front window of a north-bound (inbound) train at Ile des Soeurs station as an outbound train approached.



Oshawa Railway No. 86 is northbound on Simcoe Street at the corner of Athol Street in Oshawa with possibly two company executives posing with the car. It might have just been delivered from the manufacturer.
 Photo courtesy of Oshawa Public Library and BRS Archives.

WAY BACK WHEN... (above)

The Oshawa Railway was built, during the mid-1890s, to provide both freight and passenger services to Oshawa. The passenger line operated in a north-south direction along Simcoe Street, which is the main thoroughfare from Ross' Corners to Lakeview Park, beside Lake Ontario. Construction started in 1894 and almost 14.5 km (9 miles) of track were built north from Lake Ontario. Of this, 3 km were double-tracked and there was a 1.5 km passing track. The line opened to the public on Thursday June 13, 1895 and the fare was six cents a ride or five tickets (rides) for 25 cents. By the end of WW I, the Oshawa Railway had over 29 km of track. At the

time, the company had six freight locomotives and eight passenger cars. In 1923, the company was merged into the Canadian National Electric Railway. With that move, the company was treated more like an interurban line than a city streetcar system. With the Depression of the late 1920s and 1930s, and the advent of the Second World War, Canadian National ceased passenger operations on the former Oshawa Railway on Monday January 27, 1940. The passenger cars were distributed to some of the other CNR electric railway lines. However, electric railway freight operations continued until the line was finally dieselized by CNR on Saturday May 2, 1964.

FROM THE BRS ARCHIVES (at Right)

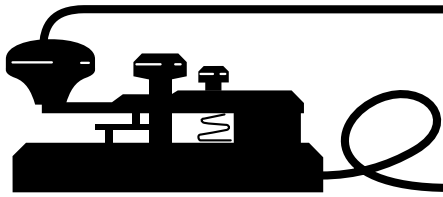
Oshawa Railway electric motor, No. 400, is posing on Simcoe Street, probably with company executives, just after taking delivery of the freight locomotive.

Photo courtesy of the Oshawa Public Library and BRS Archives.



Many thanks to Gerard Harper, Ian Macdonald, Peter Murphy, Earl Roberts, John D. Thompson, Malcolm Vant, and Doug Wilson for their contributions to this issue.

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



Infoline

Edited by Dave Stremes



CN'S OUTLOOK DIMS DUE TO ECONOMY, PORT STRIKE, AND FIRE AND FLOOD IMPACT

Canadian National has lowered its outlook for the year in light of the slowing economy and the impact of Canadian wildfires, flooding, and the two-week port strike in British Columbia. CN, in reporting lower earnings, pushed its volume recovery expectations into next year instead of later this year. Second-quarter volume was down 7% when measured by carloads or 8% when measured by revenue ton-miles, the preferred metric of the Canadian railways. The biggest culprit for the volume decline was intermodal, which was down 17%, followed by forest products, which was down 10%. Petroleum and chemicals traffic declined 7%. CN's operating income declined 10%, to \$1.6 billion, as revenue dropped 7%, to \$4 billion. Earnings per share declined 8%, to \$1.76. The railway reported a quarterly operating ratio of 60.6%, an increase of 1.3 points compared to a year ago.

Weather-related delays in Western Canada — by far CN's busiest region — were eight times higher than a year ago due to wildfires. The 13-day dockworker strike in British Columbia, plus a 24-hour wildcat strike, also hit traffic volumes. And a main line washout in Nova Scotia has hurt volumes in Eastern Canada, which also has been affected by wildfires in Quebec and Ontario. Although the widespread fires are not currently affecting the CN system, they have curtailed production at a number of the railway's customers. Volume so far in July is down 11%. CN believes it will take eight weeks to move all of the volume that backed up during the port strike.

CN's key operating metrics improved for the quarter despite the impact of weather and traffic stoppages related to the port strike that hit Vancouver and Prince Rupert, British Columbia. On-time train origin performance was 91% for the quarter, up 12% compared to last year. Car velocity, average train speed, and terminal dwell all improved. And local service performance improved 9%, to 90.6%.

CN's safety stats were mixed: The injury rate improved 17% but the train accident rate increased by 5%.

(CN.ca, July 25)

CN RELEASES 2023-24 GRAIN PLAN

CN has published its 2023-2024 Grain Plan, www.cn.ca/grain which builds on the operational improvements introduced this crop year. "We at CN know that Canada's agricultural industry has always been the cornerstone of our nation's economy, contributing significantly to its growth and stability. Through the collaborative efforts of CN and our supply chain partners, we aim to optimize the movement of agricultural goods efficiently and sustainably. Together, we can navigate the challenges ahead, capitalize on new opportunities, and ensure the continued success and prosperity of the Canadian agricultural sector." The new Grain Plan contains several new actions and initiatives for 2023-24 as well as details on ongoing initiatives. These include the delivery of 750 new high-efficiency grain hopper cars in 2024, the expansion of CN's locomotive modernization program to upgrade older Direct Current locomotives to the newer, more powerful and reliable Alternating Current technology, and a new Precision Dispatch System to help optimize train movement

across the network. CN will also standardize the improved coordination and execution established between network and field operations this year. CN's staff resourcing for 2023-24 will be in line with anticipated customer demand. It will also account for new government regulations related to personal leave days and sick days that are expected to impact labour availability.

CN's annual Grain Plan is prepared through extensive consultation with, and input from, key stakeholders, including the CN Agricultural Advisory Council — a group of western Canadian farmers and industry leaders. The plan reviews CN's performance during the last crop year and assesses the company'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.

(CN.ca, August 1)



CP 4-6-4 NO. 2816 TO EMBARK ON CANADA-U.S.-MEXICO TOUR IN 2024

Mark your calendars for April 2024. That's when Canadian Pacific 4-6-4 No. 2816 will embark on a celebratory tour of the Canadian Pacific Kansas City system from Calgary to Mexico City. The Final Spike Steam Tour will depart Calgary on April 14, the one-year anniversary of the merger of CP and Kansas City Southern. Along the way the 2816 and CPKC business train will be on display in Moose Jaw, Sask.; Minot, N.D.; St. Paul, Minn.; Bensenville, Ill.; Davenport, Iowa; Kansas City, Mo.; Shreveport, La.; Laredo, Texas; and Mexico City. A full, detailed schedule will be released early next year.

Dubbed the Empress, the 2816 was built by Montreal Locomotive Works in 1930. CP acquired the 2816 in 1998 and returned the locomotive to service in 2001 after an extensive overhaul that included converting it to burn oil. It's been in storage since 2012. CPKC had initially planned for the 2816 trip to run this summer. More information is available at www.cpkc.com/en/community/final-spike-steam-train.

Last month, the Empress successfully completed a stationary steam test, moving another step closer to its transnational voyage. Leveraging a specialized set of skills and encouraged by overwhelming support from the public, CPKC's restoration crew ran the railway's 2816 Empress steam locomotive 250 miles straight on the mainline this week to prep for next year's North American tour, CPKC announced Aug. 11 via a Linked In post.

(Trains.com, July 18; RailwayAge.com, August 14)

UDR LED TO 2019 CP TRAIN DERAILMENT

The Transportation Safety Board of Canada (TSB) on July 19 released its investigation report into the January 2019 Canadian Pacific freight train derailment in the Upper Spiral Tunnel, near Field, British Columbia (BC), citing the undesired release of air brakes (UDR) as the cause. On the morning of January 3, 2019, a mixed-merchandise CP (now CPKC) freight train, hauling 159 rail cars, including 13 carrying dangerous goods, was descending Field Hill, a section of track known for its steep grades and sharp curves, "an in-cab alert activated as the front end of the train was exiting the Upper Spiral Tunnel,

indicating a train-initiated UDR," which occurs when the air pressure in a train's brake pipe spontaneously increases. In response, the locomotive engineer "made a full-service brake application, as required by operating rules, and applied the locomotive dynamic brakes to bring the train to a controlled stop," according to the report. The subsequent rapid deceleration, TSB says, "resulted in the block of heavy loaded cars at the tail end of the train running into the empty cars near the center, leading to the derailment of 15 empty cars in the Upper Spiral Tunnel."

In this occurrence, the train had been assembled using destination marshalling—meaning cars were grouped in blocks destined for the same location, according to TSB. Therefore, according to the report, several heavy loaded cars were placed at the rear end of the train in preparation for the first stop in Golden, BC. According to TSB, the investigation revealed that, "although the train cleared CP's computer-based train marshalling verification program before departing, it was not compliant with the railway's General Operating Instructions, which states that heavy cars must be placed as close as possible to the head of the train and light cars should be placed as close as possible to the rear unless the cars behind them are also relatively light."

Additionally, TSB's investigation also found that the train had experienced an earlier UDR six hours prior to the occurrence, "yet a decision to proceed was made without an alternative plan of action."

The decision to proceed after the first UDR, TSB says, "likely did not take into consideration the risks associated with potential high in-train forces should another UDR occur, especially on the steep descending grade and sharp curves of Field Hill." Following this occurrence, CP issued a maintenance alert to inspect certain rail cars and make necessary repairs and conducted an extensive review and analysis of mixed-merchandise train make-ups operating west of Calgary. The Class I also issued an operating bulletin concerning restrictions for handling mid-train empty cars on westward trains.

(EdmontonJournal.com, July 22)

BALLARD TO PROVIDE MORE HYDROGEN ENGINES FOR CPKC LOCOMOTIVE PROGRAM

Ballard Power Systems will provide 18 additional hydrogen fuel cell engines to Canadian Pacific Kansas City for expansion of the CPKC hydrogen locomotive program, Ballard announced today (July 27). The 200-kilowatt engines are planned for delivery this year. Specific details on CPKC's plans for their locomotive use were not immediately available.

Ballard has previously supplied 20 fuel cell engines to CPKC with a combined power of 4 megawatts for use in three types of locomotives that have been undergoing testing in 2022 and 2023. Success of these tests, along with CPKC's efforts to reduce emissions, have led to expansion of the hydrogen program. CPKC recently announced a plan to use hydrogen locomotives in coal train service, as well as a joint project with CSX Transportation to develop hydrogen conversion kits for diesel-electric locomotives.

(Trains.com, July 27)

AS TRAFFIC DECLINES, CPKC HAS CHALLENGING QUARTER AS A COMBINED SYSTEM

Canadian Pacific Kansas City had a challenging first quarter as a combined system as demand softened and costs rose while the railway was carrying extra train crews in anticipation of merger-related growth later this year. "No doubt a challenging quarter as we deal with a softer demand environment," CEO Keith Creel said on the railway's earnings call. On a combined basis, CPKC's operating income grew 9%, to \$944 million, as revenue grew 2%, to \$3.3 billion. The operating ratio increased 9.7 points to 70.3%, but was 64.6% when adjusted for the impact of one-time items. Combined volume declined 2% when measured by carloads but declined 5% when measured by revenue ton-miles. Canadian Pacific gained control of Kansas City Southern on April

14, but the combined results treat the merger as if it happened on Jan. 1, 2022, to provide a baseline for comparison purposes this year.

CPKC's volume was hurt by softer grain shipments; lower potash exports due to a mechanical failure at Canpotex's terminal in Portland, Ore., that likely won't be fixed until the end of the year; lower crude and plastics traffic; and lower domestic intermodal volumes. CPKC's international intermodal volumes set a second-quarter record. But the lengthy dockworkers strike in Western Canada will dent volumes in the third quarter, and it will take weeks for the railway to work off the traffic backlog from the port of Vancouver. Creel says the merger has gone smoothly from an operational perspective, although the railway will conduct an operational blitz to improve operations on CPKC de Mexico. CPKC's safety results were mixed. Personal injuries were up 25% for the combined system, while the train accident rate improved 45%.

(Trains.com, July 27)

CPKC ISSUES ANNUAL GRAIN SERVICE OUTLOOK

Recovery from British Columbia's port strikes could last into 2024, potentially impacting grain movements, CPKC said in issuing 2023-24 Grain Service Outlook Report. The annual report outlines plans to handle Canada's grain harvest for export. The railroad has completed purchase of more than 5,900 higher-capacity grain hoppers, costing more than \$500 million, as part of its efforts to handle grain traffic. CPKC says completion of the merger will provide Canadian grain shippers with access to new markets in Mexico, as well as new options for shipping grain for export. Notwithstanding CPKC's robust preparation and investments, there are several factors constraining Canada's export-driven grain supply chain, including:

- The recent strikes at port terminals across B.C., including at the Port of Vancouver, Canada's largest port, once again demonstrated the damaging and compounding impact of labour disruptions on supply chains. The prolonged duration of the strike means that supply chain recovery will stretch into 2024, potentially impacting grain transportation this fall.
- The federal government's commitment to introduce legislation prohibiting replacement workers by the end of 2023 would lead to even more frequent and longer labour disruptions at Canada's railways and ports.
- The persistent challenge of loading grain onto vessels during periods of rain or snow in Vancouver must be resolved to maximize supply chain capacity and reliability.
- The government's decision to resurrect extended interswitching on the prairies risks undermining rail efficiency and capacity. This policy incentivizes inefficiencies, causing higher transportation costs for all users of the rail network, and drives Canadian investment dollars and jobs to the U.S.
- Low demand for Canadian grain transportation at certain times during the 2022-2023 crop year, and in particular throughout the spring period, resulted in significant unused capacity on CPKC's rail network, undermining Canada's ability to maximize grain exports to global markets. Maximizing Canada's grain exports requires customers to use the available supply chain capacity throughout the entirety of the crop year.

(CPKCR.com, July 31)



VIA BOSS AIMING TO RETURN POPULAR COMMUTER TRAIN TO SOUTHWESTERN ONTARIO THIS FALL

VIA Rail trains 82 and 83 are on track for a return to the Toronto-Brantford-London corridor. The new President and CEO of VIA Rail, Mario Pélouquin, announced: "We are going to renew trains number

82 and 83, most likely in the fall. We have a few little t's to cross and i's to dot". The decision to cut the two trains was a cost-cutting measure during the COVID-19 pandemic. The route had provided a critical link for daily commuters. The train arrived in Toronto before 9 a.m. and returned to London in the early evening. VIA will have more details about the returning train routes after an agreement is finalized with its infrastructure partners CN Rail and Metrolinx. "They'll be in Toronto before 9 a.m., and for London they'll be back home in the early evening," Pélouquin added.

(London.CTVnews.ca, June 29)

VIA INVESTS IN LONDON STATION UPGRADES

VIA Rail Canada announced over \$25 million in upgrades to its London, Ontario station. Once completed in 2025, these investments will make the station – one of the busiest in VIA Rail's network – a more comfortable, more accessible, and more efficient station and will improve the passenger experience in London. "At VIA Rail, we are continuing to transform the way Canadians travel from reservation to destination, and this includes our stations," said Rita Toporowski, VIA Rail's Chief Customer Officer. "The investments in this station will allow us to enhance the customer experience in London, and also demonstrate the commitment of VIA Rail to continue being a key member of the London community," she adds. By improving installations and placing a focus on hiring local contractors for the renovations, VIA Rail aims to contribute to regional economic development. Additionally, the station upgrades will foster opportunities for commercial real estate space and local businesses.

Upon completion, VIA Rail will have invested over \$25M in upgrades. The nature of the upgrades varies from necessary civil, structural, mechanical, and electrical work to retrofitting and rehabilitating core building systems and services. This work on the station is planned in four phases:

- Phase I – Civil and structural upgrades (already completed).
- Phase II – Building envelope refurbishment (already completed).
- Phase III – Passenger platform replacement (contract to be awarded summer 2023).
- Phase IV – Interior and base building services refurbishments (contract to be awarded fall 2023).

(VIArail.ca, July 11)

VIA BREAKS GROUND ON NEW TORONTO MAINTENANCE FACILITY

VIA Rail Canada has broken ground on a new maintenance facility for its fleet of Quebec City-Windsor corridor trains at their Toronto Maintenance Centre. The project involves demolition of part of an existing structure; construction of a new state-of-the-art facility; infrastructure improvements throughout the maintenance yard; and addition of a stand-alone wheel lathe facility. Among the new facility's features will be a Vehicle Equipment Measurement System, which VIA says will provide early warnings of potential issues, avoiding prolonged downtime. The project coincides with the delivery of 32 new trainsets from Siemens for VIA's corridor service. Delivery of that equipment continues through next year. The new maintenance facility is slated for completion in 2026. More on the project is available at <https://corpo.viarail.ca/en/projects-infrastructure>. (Trains.com, July 12)

TIMELINE FOR CANADA'S HIGH-FREQUENCY RAIL CORRIDOR GROWS LONGER

High-frequency rail is developing at something other than a high-speed pace in the hands of the Canadian government. Transport Minister Omar Alghabra said that he hopes the proposed passenger-only route between Toronto and Quebec City could be operational by the mid-2030s, rather than early in that decade, as Alghabra had projected as recently as March. Alghabra acknowledged "it is a lengthy process," the CBC reports, but contends,

"this is the best way to do it, because we want to do it right." Alghabra has also backed away from a project price tag. In 2021, when the Transport Minister announced the government was launching the process to develop the high-frequency route conceived by VIA Rail Canada, he said it could cost between C\$6 billion and C\$12 billion. But during a press conference, he said the government will first have to assess proposals before discussing the price. "While I may have a sense for the overall number," he said, "I also wouldn't want to give Canadians an inaccurate number that later on I have to change."

The press conference was to announce that three consortia have been invited to move to the Request for Proposals stage in planning for the high-frequency rail route, as determined through Request for Qualifications protocols announced in February. The groups selected, and the companies that form those organizations, are:

- Cadence (CDPQ Infra; SNC-Lavalin; Systra Canada; Keolis Canada).
- Intercity Rail Developers (Intercity Development Partners; EllisDon Capital; Kilmer Transportation; First Rail Holdings; Jacobs; Hatch; CIMA+; First Group; RATP Dev Canada; Renfe Operadora).
- QConnexion Rail Partners (Fengate, John Laing, Bechtel, WSP Canada; Deutsche Bahn).

The Request for Proposals will launch in September. Those groups will be asked to present proposals that Transport Canada says should include "a technically and commercially feasible solution, a business plan, and a management plan for the co-development, construction, and operations phases of the project." Evaluation of the Request for Proposal submissions is scheduled for summer 2024. The high-frequency rail project was first proposed by then-VIA CEO Yves Desjardins-Siciliano in 2015. It initially envisioned building a 110-mph route between Toronto and Montreal using a secondary Canadian Pacific route, parts of which had rails removed decades ago. It subsequently was expanded to include a route between Montreal and Quebec City.

(Trains.com, July 21)

CANADIAN UNION RIPS STATE OF HIGH-FREQUENCY RAIL PROJECT

Canada's largest private-sector union Unifor has criticized the latest step in the high-frequency rail project, calling out the selection of two European companies to participate in the Request for Qualifications while also questioning the slow development of the plan. "The federal government continues to ignore the voice of workers throughout this process," Lana Payne, president of Unifor, said in a statement last week. "It's ironic that [Transport Minister Omar Alghabra] selects two foreign state-owned railway companies from Germany and Spain to advance to the final phase of the RFQ process, despite previously claiming that government-owned passenger rail is not a viable solution."

One of the consortia, Cadence, features all Canadian firms. The others, Intercity Rail Developers and QConnexion Rail Partners, include Spain's Renfe Operadora and Germany's Deutsche Bahn, respectively.

Unifor's release said the opening of the RFP phase indicates the high-frequency rail project "remains largely undefined, with any potential benefits unlikely to materialize for at least 10 years. Despite the Federal Government spending millions of dollars on the process to date, there seems to be little hope of improved passenger rail service for Canadians in the foreseeable future." Said Payne, "The Canadian public's significant contributions, exceeding \$1.5 billion, towards VIA Rail corridor improvements cannot be overlooked. Ignoring workers and entering into a privatization deal is reckless and demands a change of course." The union calls for preserving VIA's public ownership, arguing that public-private partnership agreements "have historically harmed Canadians, cost more, and resulted in lower service levels to the public." Unifor represents 315,000 in a

broad range of areas, including more than 2,000 VIA workers.

(Trains.com, July 24)

IMBLEAU TO HEAD VIA'S HIGH FREQUENCY RAIL AFFILIATE

Martin Imbleau, CEO of the Montreal Port Authority, has been named as the first CEO of VIA HFR, the VIA Rail Canada project office for the construction of the passenger-only High Frequency Rail corridor between Toronto, Montreal, and Quebec City. VIA HFR operates as an "arms-length" affiliate of VIA Rail to co-manage project development. Imbleau's background before joining the Port Authority in 2021 was in the energy infrastructure industry. "Martin Imbleau is exactly the right person to lead the development of Canada's largest transportation project in more than 60 years," Robert Prichard, board director for VIA HFR, said in a press release. "Given his knowledge of the partners within the corridor and more specifically in Montreal and its surrounding area, Martin brings valuable experience and perspective to the project. We are very fortunate to bring him on board." Imbleau said he is "both thrilled and humbled to have been offered the opportunity to guide this strategic transportation project, which will offer Canadians better and faster passenger rail service between Canada's two largest cities and to Quebec City and Ottawa. I look forward to working with all stakeholders to move this project forward."

Canada's new Transport Minister, Pablo Rodriguez, said in a statement that he welcomes the appointment. "The unprecedented nature and scale of the High Frequency Rail project requires a strong corporate leadership team. With his many years of executive-level experience in the transportation sector, I am confident Mr. Imbleau will be successful in leading the transformative and visionary High Frequency Rail project."

(Trains.com August 1)

VIA RAIL CANADA PUTS \$80 MILLION INTO PRESERVATION OF FOUR HISTORIC STATIONS

VIA Rail Canada is in the midst of spending more than C\$80 million to preserve and upgrade four heritage stations across its network. That includes \$25 million at Winnipeg, where work is expected to be completed later this year. That money is being spent between 2020 and 2025 for renovation of four classic structures — Winnipeg Union Station, built in 1911; Vancouver Pacific Central Station, which dates to 1917; Halifax Station, completed in 1928; and Gare du Palais in Quebec City, dating to 1915. "These iconic stations embody the history of railroading, and by extension the creation of Canada, which we have a responsibility to protect," VIA Rail CEO Mario Pélouquin said at an event in Winnipeg, according to a press release. "With this announcement we are ensuring that VIA can continue to maintain these landmark buildings and that we improve the customer experience by making these stations more accessible and sustainable for future generations to enjoy." The work in Winnipeg is being conducted within the guidelines of Parks Canada to respect the building's Heritage status. The project has included upgraded interior platforms; upgrades to elevators and escalators, and replacement of the exterior platform, which will be the first fully accessible platform on the VIA long-distance and regional network.

(Trains.com, August 28)

VIA POSTS REVENUE, RIDERSHIP GROWTH IN Q2

VIA Rail continued to garner sustained travel demand growth in second-quarter 2023. The railroad's revenue and ridership climbed 37.7% to \$29.6 million and 31.3% to 240,179, respectively, compared to the same period last year. "Our performance this quarter and over the past year shows a clear and steady trend of growing demand for rail travel in Canada," said VIA Rail President and CEO Mario Pélouquin, who assumed that position on June 26. VIA Rail's Q2 2023 report is available at [\[dia.viarail.ca/en/reports\]\(https://me-\). Meanwhile, four trains in VIA Rail's new fleet continue their pre-commercial launch, and in May the routes expanded to serve the Quebec City-Montreal-Ottawa Corridor. All 32 new trains are on track to be delivered by 2025.](https://me-</p></div><div data-bbox=)

(VIARail.ca, August 31)

Short Line News

GJR SETS REVENUE, CARLOAD RECORDS

The City of Guelph-owned Guelph Junction Railway continues to set all-time records since the City took back the lease from Canadian Pacific in 1998. Revenue for 2022 increased 21.1%, totaling \$6.1 million compared to 2021. This was due to an increase in the customer base, namely business development such as the new AgCatena siding in Guelph, established in May 2022 and extended in September 2022, and a packaging and warehousing siding at Polymer Distribution's Massey Road facility. Total carloads for 2022, estimated at 4,937, are expected to be an all-time record since 1998. GJR services 35 customers, and shares track access with a joint section arrangement in Guelph's northwest industrial park with CN, where both CN and GJR operator Goderich-Exeter Railway (GEXR, a Genesee & Wyoming subsidiary) directly service customers in the park. CN and GEXR connect with CPKC (Canadian Pacific Kansas City) in Campbellville, which was the City and the GJR's founding goal when building the Guelph Junction in the 1880s to maintain two-railway access for competitive shipping rates. The Guelph Junction Railway was founded in 1884 by City interests and industrialists, and the City of Guelph took sole ownership of the railway in 1910.

(RailwayAge.com, July 14)

Other Passenger News

MONTREAL'S EXO TESTING LONG-AWAITED BILEVEL CARS

Montreal commuter rail operator Exo is stepping up testing of new but long-delayed rolling stock, built by China's CRRC under a \$196 million order placed in 2017. A set of the new bilevel cars were seen Aug. 26. The first cars in the 44-car order were originally slated for delivery in 2019, but the first cars did not arrive until February 2022. At the time, Exo attributed the delay to the COVID-19 pandemic, as well as changes to the cars and an increase in the amount of Canadian content involved in their manufacture, and estimated the first cars would enter service early in 2023. The cars, with seats for up to 147 passengers, may be nearing their revenue debut. One of the cars made news when it was damaged upon delivery in February 2022, striking the superstructure of a former lift bridge over Montreal's Lachine Canal.

(Trains.com, August 28)

AMTRAK TENTATIVELY SETS SEPT. 11 DATE TO RESUME 'ADIRONDACK' SERVICE TO MONTREAL

Amtrak has resumed selling tickets for the much-interrupted Adirondack to Montreal and plans to resume service on Sept. 11. WAER radio reports, but the station quotes an Amtrak spokesman as saying the company still needs to "work out several operational details to make that date happen." Operations north of Albany were halted June 24, only about seven weeks after the train began operating to Montreal after a three-year hiatus, because of heat-related speed restrictions imposed by Canadian National on the Canadian portion of the route. In subsequent statements, the host railroad and Amtrak were at odds on the state of Amtrak payments to maintain the track north of the Canadian border and the imposition of the heat restrictions. The train

was subsequently extended to Saratoga Springs, N.Y., in July. NY state Assemblyman D. Billy Jones told the Plattsburgh Press-Republican, "CN and Amtrak need to release their long-term plans to make the necessary fixes to the track so that this doesn't happen again next year."

Service on the New York-Montreal route was suspended in April 2020 during COVID-19-related cutbacks, but remained suspended long after other routes had returned. Amtrak cited "challenges with operations, border facilities, security and staffing" for the inability to restore cross-border operations, and "servicing, staffing, and train operations challenges" for not running the U.S. portion of the route as far as Plattsburgh. Members of New York's congressional delegation eventually became involved in the effort to restore service.

(Trains.com, September 2)

GO TRANSIT ADDS MORE TRIPS

Effective September 2, GO is adding weekday service. On the Barrie line, a number of midday and late evening trains will be added. The Stouffville line will get midday hourly service to Mount Joy. All changes are shown at <https://www.gostransit.com/en/service-updates/schedule-changes> (Metrolinx.com)

Other News

GENESEE & WYOMING CANADA ACQUIRES BMS LOCOMOTIVE SERVICES

Genesee & Wyoming Canada has completed acquisition of BMS Locomotive Service group. The firm based in Edmonton has offered locomotive inspection, maintenance, refurbishment, and repair services in Western Canada for more than 20 years. It has 10 employees. "The addition of BMS enhances G&W Canada's suite of services for customers throughout Canada and expands its footprint into a geography that has potential for tremendous industrial growth," Rocky Hartline, general manager of G&W Canada's western operations, said in a press release. "The BMS team's locomotive expertise, as well as their shared commitment to safety and service, make them an ideal fit for G&W." BMS joins G&W Canadian operations including 10 railroads, railcar loading and switching services, and a railcar maintenance and repair facility in Ontario.

(Trains.com, July 28)

CANADA'S CANDO RAIL TO DEVELOP BATTERY SWITCHER

Cando Rail & Terminals — the Canadian company which operates shortlines, terminals and transload facilities, and handles industrial switching, among a wide variety of rail services — will develop a battery-electric switcher. The company plans to retrofit a legacy, non-tier compliant diesel with a lithium-ion propulsion system for use in yard or closed-loop switching. The locomotive will be able to perform work normally handled by a diesel switcher, saving fuel and reducing greenhouse gas emissions. Once the retrofit is complete, the locomotive's performance will be evaluated in service in the Fort Saskatchewan, Alta., area. The Government of Alberta is committing \$2 million to the \$4 million project through the Emissions Reduction Alberta Industrial Transformation Challenge, the same program that has helped fund CPKC's hydrogen fuel-cell locomotive program. Steve Bromley, chief commercial officer at Cando Rail & Terminals, said that the government funding "is critical to help Cando Rail & Terminals develop a battery-powered locomotive customized for industrial switching operations. This industry-transforming initiative could drastically reduce greenhouse gas emissions, helping rail service providers and industrial companies moving product by rail meet sustainability goals faster." The government participation followed an independent

review by a team of experts in science, engineering, business development, and other fields, followed by a final decision by the ERA board of directors based on the recommendation of those experts. More information is available at <https://www.candorail.com/li-ion2025/>

(Trains.com, July 28)

CANADA'S TSB WARNS OF SAFETY RISKS FROM LOCOMOTIVE, TRACKSIDE FIRES

After investigating a 2021 freight-train locomotive fire, the Transportation Safety Board of Canada (TSB) announced railroads must do more to monitor freight-rail locomotives for common types of fires. Early detection of locomotive fires would allow for prompt intervention to prevent them from spreading to trackside and beyond the right of way, the board said. The TSB warning comes at a time when Canada has been ravaged by record-setting wildfires over the past several months. The incident that prompted the warning was a 2021 fire on a Canadian Pacific (now Canadian Pacific Kansas City) freight train in Elko, British Columbia. On July 8, 2021, the train was traveling east on the Cranbrook Subdivision near Calthness, British Columbia, when its mid-train locomotive experienced a mechanical failure that resulted in flames and embers emanating from the exhaust stack, likely causing a trackside fire. Due to the locomotive's remote position in the train, the locomotive fire went undetected until it was observed by the crew of a train moving in the opposite direction. A member of the public reported the trackside fire, which grew to 1.2 hectares, and was extinguished by the local volunteer fire department with the help of the British Columbia Wildfire Service. According to the province's fire danger ratings, the fire danger in the Elko area was high on that day. Fires on remote locomotives are not uncommon, with 34 incidents involving mid-train/train end locomotives reported in the 10 years before

the July 2021 incident. An additional 21 fires were reported between the CP locomotive fire and the end of June of this year. Currently, modern freight locomotives are not equipped with real-time sensors to monitor, detect and automatically communicate locomotive fires. As a result, the rail industry relies on inspections of passing trains by railway employees and on reports from the public, TSB officials said. "This creates a risk that an on-board fire will go undetected for an extended duration, potentially migrating to the right-of-way and beyond," they added. Railroads use third-party equipment to wirelessly transmit locomotive data to a central processing center; however, these systems are not designed to detect fires or alert train crews. Wayside inspection systems are strategically located to monitor select safety-critical parameters, but they lack cameras or heat sensors to detect fires, including those on remote locomotives, board officials said.

After the TSB investigation, CP implemented the following measures:

- no locomotive is operated through areas where the fire danger is rated extreme, unless it's been inspected in the previous 15 days;
- extreme weather fire risk mitigation plans that address fire detection, monitoring and response measures; and
- enhanced vegetation control measures along the right of way.

In addition, the rail industry developed the "Railway Extreme Heat and Fire Risk Mitigation Rules," which were approved by the minister of transport. The rules require railroads to have appropriate methods in place to detect and prevent fires during periods of extreme fire risk. Although "encouraged" by the industry's adoption of those rules, there is insufficient data to assess the rules' impact on reducing onboard fires and right-of-way fires, TSB officials said. "Therefore, the board is concerned that steps have not been taken to leverage and expand the use

of existing on-board locomotive systems to monitor remote locomotives for common types of fires while trains are in operation," they added. The final report of the board's investigation can be found at <https://www.tsb.gc.ca/eng/rapports-reports/rail/index.html> (ProgressiveRailroading.com, August 28)

ONTARIO HERITAGE RAILWAY SEEKS FUNDS TO PURCHASE CPR 4-6-2

The Southern Ontario Locomotive Restoration Society, operator of the Waterloo Central Railway heritage operation, is seeking funds to support its effort to purchase former Canadian Pacific Railway No. 1238, a G5c class 4-6-2 locomotive. The locomotive, built in 1946 by the Montreal Locomotive Works, operated in excursion and tourist rail service in the U.S. from the 1960s to the 1990s, and was then brought back to Canada by a private owner. It is currently stored at the Prairie Dog Central Railway in Winnipeg, Manitoba, and the society has signed a purchase agreement with Vintage Locomotive Society, operator of that railroad. The society is now embarking on a campaign to raise \$150,000 by Christmas. This will satisfy initial terms of the agreement and secure the rest of the deal, according to Bob Fallowfield, general manager of the Waterloo Central. The locomotive is said to be in good condition, and "although in need of some time and money to put it back in service, it is well within our experience and expertise to return it to steam," Fallowfield writes.

The Waterloo Central says that, once restored, the locomotive would be the second largest operating steam locomotive in Canada. Donations, eligible for a charitable tax receipt, are being accepted via a link at the Waterloo Central website - waterloocentral.com - or by check to SOLRS, 50 Isabella Street, PO Box 546, St. Jacobs, ON, N0B 2N0. Checks should be marked "For 1238 Fund."

(Trains.com July 31)

CORRECTION

In the July/August issue of *Branchline*, the *Info-Line* column erroneously presented a story titled *Canadian Railway Museum Seeking Help to Restore Canadian Pacific RDC*. This story was badly out of date and should not have appeared. *Branchline* extends its apologies to Exporail, the Canadian Railway Museum, for any inconvenience caused.

OBITUARIES

Douglas Irvine 1943-August 2, 2023

Douglas was a member of BRS for many years. He was a farmer from near Hawkesbury. Educated at Kemptville Agricultural College, he always had an interest in trains, but he became especially keen when BRS ran an excursion train through Dalkeith.

His sister Dorothy, a friend of my wife, said that it would be nice if I took Douglas on some of the great train trips that I went on. Those trips together started with the Acadian to Portland, Maine, before trying Scotland, and finally the White Pass. His mobility was getting worse, but he was game to go.

In recent years it was difficult for him to get to meetings, but he supported the society by giving a donation for the oil that the Shay burned. I will miss him.

Robert Meldrum

Dale Wilson (1936-2023)

Author and railway enthusiast, Dale Wilson, passed away on May 5 this year. He was a teacher by profession and worked at Lo-Ellen Park Secondary School in Sudbury from 1963 to 1994, where he enjoyed being a football coach. Being an avid train "buff" led to his becoming an author and a proud member of the board of the Northern Ontario Railroad Museum and Heritage Centre in Capreol. Dale joined the board in 2001. Dale has published a number of books on the Northern Ontario region's railway heritage through his publication company, Nickel Belt Rails. *From Abbey to Zorra, via Bagdad* was one well-known title. He was a member of the Sudbury Railway Modellers and oversaw the museum archives and reference library, which has been named in his honour. He will be missed greatly by the railway history community.

LETTER TO THE EDITOR

Hello!

All good things are (at least) three. This is true about the most recent issue of *Branchline* Magazine:

The third part of the series about Baldwins on Vancouver Island. A wealth of interesting information and lots of pictures in colour. I only wish that the pictures could be reproduced in larger size. Perhaps an addition to Robert D. Turners books about the E&N Railway in the diesel years.

On page 19, a picture of a Model 40 four-wheel switcher, a personal favourite of mine, although I have never seen one in real life.

Last, but not least (all the magazine's contents are interesting in some way) the lower picture on page 17 stirred a lot of memories. CPR FP9A 1411 was part of the power when I took a trip all the way from Vancouver to Montréal in late May of 1974. The trip remains the longest continuous train trip that I have made.

From Vancouver to Sudbury I had a roomette on the north side of sleeping car Aylmer Manor. At Sudbury I was moved to sleeping car Cameron Manor, in one of the open sections, as I recall. (The author provided a list of consists from Vancouver to Montréal. See page 26: *Passenger Consists*, May 23, 1974)

Towards the end of the trip I had gathered enough courage to ask for a ride on the locomotive. I figured that being a railfan from a foreign country would work in favour of my request. Also I wanted to ride the cab of the second locomotive, the 1411. The reason was the view from the cab of the GP9 would be limited, and I wanted to make a sound recording with a simple cassette recorder. The sound of the air horn would be rather loud in the cab of the leading locomotive. I asked the engine crew during the stop in Ottawa station, and, much to my surprise and joy they said OK! We agreed that I would ride to Dorval, because the CPR Police would likely be on hand at Windsor station.

The ride was very rewarding, particularly concerning the sound recording. Ottawa station seems to have been in a "no-horn zone," but once out, doing track speed, the well-tuned air horn of the GP9 could be heard, at just the right sound level.

I soon discovered that the railway cut across land where the country roads had been laid out in a grid pattern, so the whistle posts were very frequent. It seems that whoever was sounding the air horn wanted to "give me my moneys worth," so the signals according to Rule 14-L were long and intense!

Adding to the interest of the trip was a slow start from Ottawa because of a meet with an arriving CNR train at the east end of the yard.

Later there was a very brief stop at Vankeek Hill, followed by a very spirited start and acceleration. This was interrupted by brief reduction of throttle setting while passing over a grade crossing with another railway.

Even later, the train almost stopped but I did not see where we were because of the dusk. It could have been Vaudreuil or Rigaud. The acceleration that followed was an undiluted "Run 8 experience." I am happy to be able to relive my experience through the recording, 49 years later!

When the train arrived at Dorval I hurried from the locomotive. The train started moving almost immediately, so I had to jump up through the open baggage door. The conductor had forgotten to look for me, and the train crew were probably eager to reach their home terminal. Maybe the train also was late, but not by very much.

Through different books I later learned that locomotive 1411 was one of the locomotives that pulled the national exhibition train in Canada's centennial year of 1967. I suppose that other people too may have a soft spot for that particular locomotive!

Thank you for bringing back the memories!

Björn Fura, Nacka, Sweden

Selection of Passenger Consists Compiled by Earl Roberts

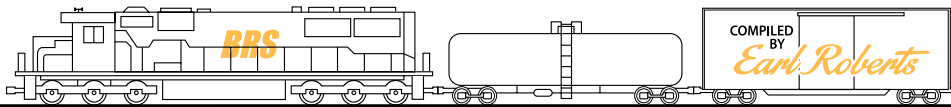
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| <p>29 June 2023 VIA #72 at Woodstock, Ontario <ul style="list-style-type: none"> • P42DC 910 • F40PH-3 6438 • LRC Club 3477 • LRC Coach 3365 • LRC Coach 3333 • LRC Coach 3320 10 August 2023 VIA #14 - "Ocean" at Moncton, New Brunswick <ul style="list-style-type: none"> • F40PH-3 6437 • F40PH-3 6418 • Renaissance Baggage 7011 • Ren. Accessible Coach 70108 • Ren. Sleeper 7519 • Ren. Sleeper 7507 • Ren. Sleeper 7520 • Ren. Accessible Sleeper 79515 • Ren. Service Car 7312 • Ren. Dining Car 7400 • Ren. Service Car 7308 • Ren. Coach 7231 • Ren. Transition Car 7600 • HEP-I Coach 8118 • HEP-I Sleeper 8223 - Chateau Rigaud • HEP-I Sleeper 8221 - Chateau Radisson </p> | <ul style="list-style-type: none"> • HEP-I Sleeper 8220 - Chateau Papineau • HEP-I Baggage 8622 11 August 2023 VIA #73 at Woodstock, Ontario <ul style="list-style-type: none"> • P42DC 912 • HEP-II Club Galley 4003 • HEP-II Coach 4108 • HEP-II Coach 4105 • HEP-I Coach 8127 16 August 2023 VIA #186 (White River to Sudbury) at White River, Ontario <ul style="list-style-type: none"> • RDC-4 6250 • RDC-1 6105 • RDC-2 6217 | <p>25 August 2023 VIA #2 - "Canadian" at Boyne, Ontario <ul style="list-style-type: none"> • F40PH-3 6411 • F40PH-3 6412 • Baggage 8619 • Coach 8119 • Coach 8107 • Skyline 8503 • Sleeper 8303 - Amherst Manor • Sleeper 8327 - Fraser Manor • Sleeper 8307 - Blair Manor • Skyline 8509 • Dining Car 8410 - Frontenac • Sleeper 8324 - Dunsmuir Manor • Sleeper 8341 - Thompson Manor • Sleeper 8309 - Brant Manor • Sleeper 8317 - Cornwall Manor • Sleeper 8310 - Brock Manor • Skyline 8500 • Dining Car 8412 - Kent • Prestige Sleeper 88217 - Chateau Maisonneuve • Prestige Sleeper 88227 - Chateau Varennes • Prestige Dome-Sleeper-Observation 88709 - Laurentide Park </p> | <p>27 August 2023 VIA #602 (Jonquière-Montréal) at St-Paulin, Québec <ul style="list-style-type: none"> • CN ES44AC 3887 • F40PH-3 6438 • Baggage 8620 • Coach 8147 <p>Note: CN 3887 dispatched from Chambord to rescue VIA 602 South of Lac Bouchette (VIA 606 from Senneterre stranded there due to the 'Wye' in Senneterre being unserviceable that weekend)</p> <p style="text-align: right;">Thanks to: Peter Ely, Bill Rood, André St-Amant.</p> </p> |
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Samples of Diesel Unit Consists Compiled by Earl Roberts

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| <p>Jun 20 - CPKC eastbound at Taber, AB: CP AC4400CWM 8107 and KCS AC-4400CW 4583.</p> <p>Jun 27 - CPKC southbound at Kipp, AB: CP SD30C-ECO 5036, CP SD60 6240, CP SD40-2 6018 and BNSF ES44C4 8395.</p> <p>Jun 30 - CPKC 239 at Buffalo, NY: CP AC4400CW 9722, CP ES44AC 8795, CP SD40-2 5905, CP GP20C-ECO 2263, CP SD40-2 5920 and CP GP20C-ECO 2206. (The trailing 4 units were returning from mechanical work at AMP, Dansville, NY)</p> <p>Jul 3 - CN 115 at Bremner, AB: CN ES44DC 2232 and CN SD75I 5754, with CN Dash 9-44CW 2663 mid-train.</p> <p>Jul 7 - CN 583 at London, ON: CN SD75I 5675, CN ES44DC 2228 and GTW GP40-2 6420.</p> <p>Jul 7 - CN southbound at Roma Junction, AB: CN Dash 9-44CW 2677, CN SD75Is 5640 and 5673, and IC Dash 9-44CW 2719.</p> <p>Jul 7 - CPKC 301 at Saskatoon, SK: CP SD70ACU 6644, and CP ES44ACs 8888 and 8872.</p> <p>Jul 7 - CN 383 at Poplar, ON: CN ES44Cs 2310 and 2325, CN SD70M-2 8807, CN GP9RM 7274 and CN GP9-Slug 274.</p> <p>Jul 8 - CN 372 at Napanee, ON: CN SD70M-2s 8926 and 8959, and CN GP38-2s 4939 (ex-UP GP38N 535) and 4940 (ex-UP GP38N 537).</p> <p>Jul 11 - CPKC 113 at Tichborne, ON: CP ES44ACs 8703, 8953 and 8790, with CP AC4400CW 8604 mid-train.</p> <p>Jul 11 - CPKC 230 at Tichborne, ON: CP SD70ACU 7057, CP AC4400CWM 8110 and CP AC4400CW 8624, with CP AC4400CW 9767 mid-train.</p> <p>Jul 11 - SOR 591 at Garnett, ON: RLK GP40 4095 and QGRY GP39-2C 2301.</p> <p>Jul 12 - CN 314 at Washago, ON: CN ES44ACs 2996 and 2951, and CN ES44DC 2337.</p> <p>Jul 13 - CN 522 at Clover Bar, AB: CN SD40-2 5369 and CN SD40-2(W)s 5275 and 5356.</p> <p>Jul 14 - CN 372 at Napanee, ON: CN ES44DC 2226 and CN GP38-2 4941, with CN SD70M-2 8901 DPU.</p> <p>Jul 15 - CN Rover at Clover Bar, AB: CN SD38-2 1652 and CN SD40u 6012.</p> <p>Jul 20 - CN 404 at Saskatoon, SK: CN ET44ACs 3167 and 3117, and CN SD70I 5604.</p> <p>Jul 23 - CPKC westbound (potash) at Saskatoon, SK: CP ES44AC 8732 with CP AC4400CW 9765 and CP ES44AC 8930 mid-train and CP ES44AC 8711 on the rear.</p> <p>Jul 24 - CPKC eastbound at Woodstock, ON: CP ES44AC 8776 and KCSM ES44AC 4889.</p> <p>Jul 26 - CPKC 113 at Mud Lake, ON: CP AC4400CWM 8123, CP ES44AC 8873 and CP SD70ACU 7026, with CP AC4400CW 8649 mid-train.</p> <p>Jul 26 - CN 758 at Edmonton, AB: CN ES44AC 2906, CN ET44AC 3276 and CN ES44AC 2981.</p> <p>Jul 28 - ETR outhbound at Windsor, ON: ETR SW14 104 and ETR SW1200 105.</p> <p>Jul 28 - CPKC H91 at Windsor, ON: CN ES44AC 2915 and CP AC4400CWM 8015.</p> | <p>Jul 29 - CN L562 at Port Robinson, ON: CN SD70M-2 8920, CN Dash 9-44CW 2679, CN Dash 8-40CW 2180, CN Dash 8-40CMs 2444, 2434 and 2431, BCOL Dash 8-40CMu 4620, CN Dash 8-40CM 2432, CN Dash 8-40C 2036, CN Dash 8-40CM 2402, BCOL Dash 8-40CMu 4619, CN Dash 8-40Cs 2037, 2005, 2038, 2003, and 2008, CN Dash 8-40CM 2424, BCOL Dash 8-40CMu 4623, CN Dash 8-40C 2019 and IC Dash 8-40CW 2462. (All 18 Dash-8 units were headed to SLM Recycling in Welland, ON, for scrapping).</p> <p>Jul 30 - CN westbound at Sarnia, ON: CN ES44AC 3833, CN ET44AC 3240 and NS AC44C6M 4538.</p> <p>Jul 31 - CN Extra at Clover Bar, AB: CN SD60 5403 and CN SD40-2(W) 5356.</p> <p>Aug 3 - CN 759 at Breville Jct., AB: CN ET44AC 3057 and CN ES44AC 3836, with ES44AC 3960 on the rear.</p> <p>Aug 13 - CN L545 at Vaughan, ON: CN GP40-3 7600 and CN HBU-4m 600.</p> <p>Aug 14 - CN 100 at Napanee, ON: CN ES44AC 3804 and CN SD60 5427.</p> <p>Aug 16 - CPKC H88 at Cambridge, ON: CP GP38-2s 3063 and 3065, and CP GP20C-ECO 2270.</p> <p>Aug 20 - CN 421 at Burlington West, ON: CN ET44AC 3241 and CN ES44AC 2955, with CN Dash 8-40CM 2423, CN Dash 8-40CW 2196 and CN Dash 8-40CM 2450 dead-in-tow en route to SLM Recycling in Welland, ON, for scrapping.</p> <p>Aug 20 - CN 'Rover' at Clover Bar, AB: CN SD40-2(W)s 5295 and 5276, CN SD40u 6012 and CN SD38-2 1652.</p> <p>Aug 24 - CN 305 at McGivney, NB: CN SD70M-2 8910, CN ET44ACs 3008 and 3015, and CN SD70M-2 8836.</p> <p>Aug 25 - CN M383 at Burlington, ON: CN ET44ACs 3038 and 3241, CN SD75I 5669 and CN SD70M-2 8811, with CN SD70M-2 8870 and CN Dash 9-44CW 2661 mid-train.</p> <p>Aug 28 - CN northbound (unit tank train) at Champaign, IL: CP ES44AC 8722, IC Dash 9-44CW 2724, CN Dash 9-44CW 2673 and CN ES44DC 2222.</p> <p>Aug 28 - CN 527 at Montréal, QC: CN SD70M-2 8849, CN SD75I 5692, CN GP38-2(W) 4787, CN Dash 9-44CW 2535 and CN SD70M-2 8914.</p> <p>Aug 30 - CN 368 at St-Paulin, QC: CN ES44ACs 2879, CN ET44AC 3028, CN SD70M-2 8814, CN SD70I 5610, IC GP38-2 9628 and CN GP38-2(W) 4761.</p> <p>Aug 31 - ONT 214 at North Bay, ON: ONT SD75I 2105, ONT SD40-2 1741, ONT SD70M 2121 and RS GP38-3s 67 and 60.</p> <p>Sep 3 - CN 422 at Burlington West, ON: CN AC44C6M 3307 and CN ES44ACs 2916 and 3884.</p> <p>Sep 3 - CPKC 229 at Lasalle, QC: BNSF ES44AC 6267, CP AC4400CWM 8080, KCS ES44AC 4690, KCSM ES44AC 4875, CP GP20C-ECO 2252 and CP AC4400CW 9706.</p> |
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Thanks to: Michael Berry, Doug Cameron, Ron Colpitts, John Cunningham, Harm Landsman, Bill Linley, Roman Litarchuk, Ed Mello, John Peakman, Doug Renshaw, Bill Rood, Greg Smith, John Soehner, André St-Amant, Lorence Toutant.

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| LEGEND | CN - Canadian National | GTW - Grand Trunk Western (CN) | KCSM - Kansas City Southern de Mexico | QGRY - Quebec-Gatineau | UP - Union Pacific |
| (d/h) - deadhead | CP - Canadian Pacific | IC - Illinois Central (CN) | NS - Norfolk Southern | RLK - RailLink Canada | VIA - VIA Rail |
| BCOL - BC Rail (CN) | CPKC - Canadian Pacific Kansas City | KCS - Kansas City Southern | ONT - Ontario Northland | RS - Roberval & Saguenay | |
| BNSF - Burlington Northern Santa Fe | ETR - Essex Terminal | | | SOR - Southern Ontario | |



DC TO AC TECHNOLOGY: Fifty of CN's Dash 9-44CW units are being/have been remanufactured from dc to ac technology at Wabtec's Fort Worth, Texas, facility. The first 25 (AC44C6M 3300-3324) were delivered from late-2022 up to late-March 2023. At press time, the following CN Dash 9-44CW units were undergoing rebuild to CN 3325-3349: 2565, 2567, 2571, 2574, 2575, 2576, 2577, 2581, 2583, 2587, 2589, 2590, 2593, 2596, 2601, 2602, 2611, 2618, 2619, 2622, 2625, 2626, 2632, 2636 and 2637.

On July 26 CN and Wabtec announced an order to enhance 60 former BNSF Dash 9-44CW units purchased from Wabtec, renumbered CN 1840-1899. On completion in 2024, the modernization program will bring CN's AC44C6M fleet to 110.

SOLD FOR SCRAP: The following Dash 8 series units were acquired by SLM Recycling in Welland, Ontario:

- BCOL Dash 8-40CMu 4601, 4607, 4617, 4619, 4620, 4623
- CN Dash 8-40C 2003, 2005, 2008, 2009, 2012, 2019, 2021, 2030, 2034, 2035, 2036, 2037, 2038, 2122, 2132
- CN Dash 8-40CW 2098, 2137, 2139, 2168, 2180, 2196
- CN Dash 8-CM 2402, 2423, 2424, 2431, 2432, 2434, 2437, 2444, 2448, 2450, 2451, 2452
- IC Dash 8-40CW 2458, 2459, 2462, 2463.

COACH PURCHASED: CN has purchased former San Luis & Rio Grande Coach 145 and numbered her CN 101. Built by Budd in 1949 as Pennsylvania 21-roomette sleeper "Carnegie Inn", she was converted to PRR Coach 1500 and later served on Penn Central and various commuter agencies.



RETIRED: CP GP38-2 7310 (ex-Delaware & Hudson 7310, ex-Delaware & Hudson 7323, nee Lehigh Valley 323).



NEW ARRIVALS: The sixth of 32 Siemens 'Venture' trainsets on order (2206-2305) was shipped from Sacramento, California, to Montréal in mid-July, followed by the seventh trainset in early-August (2207-2306), and the eighth trainset in early-September (2208-2307).

Thanks to: Doug Cameron, James Lalande, "NY 4". ■

The Preserved Scene

COLLECTION DISMANTLED: All 12 pieces of equipment at the Wainwright Rail Park in Wainwright, Alberta, have been scrapped on site. Included were ex-CN GMD-1u 1404, VIA FPB-4 6861, CN Spreader 50976, CN Snowplows 55414 and 55500, CN Work Service Sleeper 59214 (nee "Matapedia"), CN Transfer Caboose 76588 and various freight cars.

The Industrial Scene

RIO-TINTO (CAROL LAKE MINING DIVISION): Rio Tinto has acquired BL14EDC electric units 524, 525 and 526, built by Brookville Locomotive Works in Brookville, Pennsylvania. The three were delivered in July 2023 and join sisters 520-523.

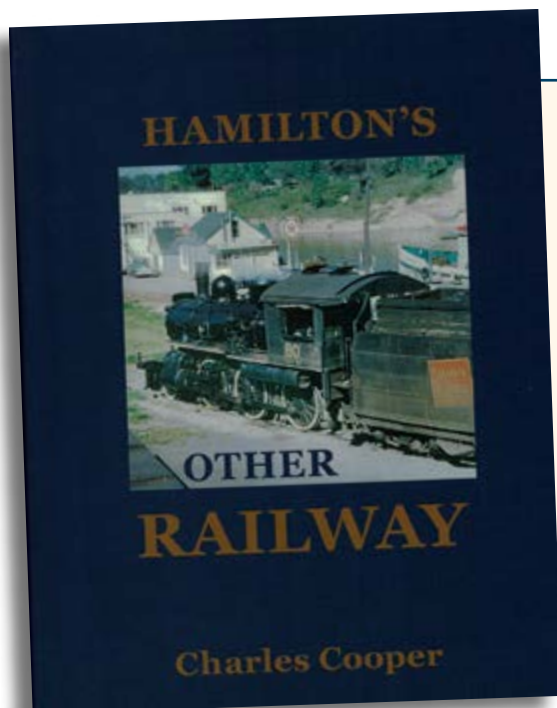


On an early autumn day, CP 1401 and 7019 are seen leaning into a curve near Palgrave, Ontario. Photo by Stephen Gardiner, taken October 9, 2021.

HAMILTON'S OTHER RAILWAY

Respected Canadian Railway Historian, Charles Cooper recently passed away. Copies of his award-winning volume, "Hamilton's Other Railway," published by the Society are still available and now at a special price. It covers the complete history of the Hamilton and North Western Railway whose line from Port Dover through Hamilton to Barrie and Collingwood became the Alliston, Milton and Beeton subdivisions of the CNR. This 8.5" x 11" hard cover book, with 390 photographs/illustrations, contains descriptions of the route, track diagrams, station plans, roster notes and much other useful information. A valuable resource on this portion of the CNR and very beneficial for modelers as well.

Price is \$32.95 Cdn for Canadian orders and \$34.95 US for shipments to the USA. Price includes shipping and any required taxes.





CPR 874 is seen leading a short freight train towards Orr's Lake, a village west of Galt, Ontario. A D10g class locomotive, it was built by Canadian Pacific Angus Shop in 1910. Taken circa 1947 – photographer unknown.

Photo from the Bytown Railway Society Collection.

Canadian
Trackside Guide
2024



Call for Photos!

Canadian Trackside Guide 2024

The only comprehensive guide to
Canadian Railways – 42nd edition
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The BRS Publications Committee is looking for recent photographs (last two years) for the outer and inner covers of the 2024 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 15, 2023.

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.