

Branchline

CANADA'S RAIL NEWS MAGAZINE

January/February 2024 \$6.00



The Montfort and Gatineau

A brief history of a Colonization Railway

CP's Princeton Subdivision

Once vibrant now vanished Part 2

Extra Gang Foreman

One man's diary from the early 1900s

Snoozing in Stations

My budget said I should sleep in closed stations

Branchline

Branchline Magazine is published bi-monthly by:
The Bytown Railway Society Inc.
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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, February 6, Phil Jago and John Bryant will present *Scandinavian Steam in Québec*.

On Tuesday, March 5, Michael Berry will speak about *Railfanning around Montréal*.

C. ROBERT CRAIG MEMORIAL LIBRARY

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Deadline for submissions to
the March/April issue is
March 8, 2024.

COVER PHOTO

Ex-CPR Royal Hudson No. 2860 was leading a train across Canada promoting BC tourism when photographed on April 2, 1978 while crossing the CP bridge over the Nipigon River near Nipigon, Ontario. Built by Montreal Locomotive Works in May 1940, No. 2860 is now on display at the Railway Museum of British Columbia, located at Squamish, BC. Photo by Jim Brown.

TEN YEARS AGO IN BRANCHLINE:

- CN has announced a program to acquire additional monitoring equipment to enhance its already strong base for early defect detection. At a cost of \$10 million the program will include amongst other items: 30 Wayside Equipment System units to detect hot bearings, hot wheels and dragging equipment; and a new track geometry test car.
- The first nine new cars developed for Montréal's subway system have been unveiled. Developed jointly by Bombardier and Alstom, the cars are part of an order of 468 cars to be in service by 2018 with a life expectancy of 50 years or more.
- A report released in Toronto proposes a 3¢ per litre tax on gasoline rising to 10¢ over the ensuing 10 years. 54% of the revenue would be directed to fund transit in the greater Toronto area with the remaining 45% funding infrastructure projects elsewhere in the province.
- Bombardier has won a contract to provide train operations for TransLink's West Coast Express commuter rail system in the lower mainland region of BC. Commencing in May, 2014, the \$17 million contract is for five years with options for three additional five-year periods.

TWENTY YEARS AGO IN BRANCHLINE:

- With the new, larger rail tunnel now operational, CN is considering the sale of its old tunnel under the St. Clair River between Sarnia and Port Huron, MI. Built in 1891, and shuttered since 1995, the old tunnel could be potentially used as a one-direction truck route thus alleviating congestion on the Blue Water Bridge.
- CPR is honouring Ernest "Smoky" Smith by renaming a vintage passenger car in his honour. Smith is Canada's last surviving Victoria Cross recipient, having won the honour for his heroic actions in WWII. Previously the *Laurentian*, the 80-seat passenger coach is part of CPR's fleet of vintage cars used on excursions with the *Empress* steam locomotive.
- Following the collapse of a wooden bridge in northern BC resulting in the deaths of two train crew, CN has been ordered to check all of its 650 timber bridges across the country and to ensure ongoing routine inspections and maintenance are carried out.
- Using gamma ray scanners paid for by the US government, US inspectors will be stationed in CN's Sarnia Yard to inspect cargo before it enters the St. Clair Tunnel. Setting-up on the Canadian side is necessary because trains would not have the speed to climb the hill leading from the tunnel if made to stop on the US side.
- CP will be testing a "Green Goat" unit for 90 days under winter operating conditions in its Moose Jaw, Saskatchewan and Coquitlam, BC yards. The 2,000 hp Green Goat features a small diesel generator and long-life batteries which are claimed to not only reduce emissions but cut fuel consumption by 50%. CP maintains a fleet of about 260 active yard locomotives.

A Short History of the Montfort AND Gatineau Colonization Railway

By Shawn MacWha

During the latter half of the 19th century various political, religious, and social leaders throughout Québec were becoming increasingly concerned about the number of young people leaving the province to find work in the burgeoning industrial centres of New England. To counter the lure of American jobs significant efforts were undertaken to open new areas of the province to economic development. One of the main ways of doing this involved the construction of several colonization railroads connecting the urban centres of Montréal and Québec City with the vast untapped agricultural and forest lands away from the St. Lawrence River [1].

The Montfort Colonization Railway Company was one such enterprise. Incorporated on April 2, 1890, it was intended to encourage the development of the Laurentian Mountains west of the existing Canadian Pacific Railway (CPR) line that ran north from Montréal to Saint-Jérôme and, eventually, on to Labelle near Mont-Tremblant [2]. The original French, Irish and Scottish families of this area had arrived by foot or canoe sixty years earlier and many villages in this part of the country still lived in almost total isolation from the outside world. It was hoped that this new railway would open up the region to new settlers and provide easier access for its farm produce, timber and mineral wealth to larger markets [3]. The original charter called for either a standard or narrow gauge railway to be built from “a point on the line of the Canadian Pacific Railway or the Montreal and Occidental Railway either from Lachute, St. Jerome (sic), or St. Sauveur” to the localities of Montfort and onward to the Rouge River near Arundel [4].

In the autumn of 1893 construction began on a narrow-gauge (36-inch) railway from the existing CPR Saint-Jérôme line approximately two miles (3.2 kilometres) north of Shawbridge (photo 1), a place which came to be known as Montfort Junction (see map). From here the route crossed over the North River on a trestle bridge and set out in a northwesterly direction towards the mountains and the Rouge River valley [5]. By the spring of 1894 mixed-train service was opened as far as Morin Flats (which, incidentally, changed its name to Morin Heights in 1911 to encourage tourism), a distance of 10 miles (16 kilometres) from Montfort Junction [6], (see photos 2 and 3). Later that year a further 12 miles (19.3 kilometres) of track bed was cleared and graded, reaching as far as Sixteen Island Lake (photo 4), and

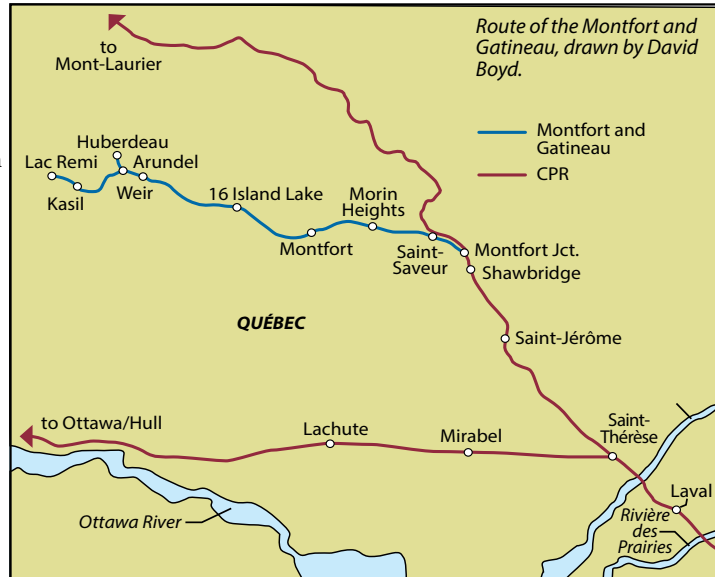
six more miles (9.7 kilometres) of track were laid to the village of Montfort [7] (photo 5).

The railway to Montfort officially opened on Saturday, October 27, 1894 when a special train of delegates, including several federal and provincial legislators, travelled north from Montréal to visit the local orphanage

(photo 6), then home to over 200 children [8]. During that winter the track was completed as far as Sixteen Island Lake with the first train arriving there on March 8, 1895 [9]. In reaching this settlement, trains passed over the highest elevation encountered on the entire route, 1309 feet above sea level, 755 feet above the start of the line at Montfort Junction, and fully 1240 feet higher than Montréal's Central Station [10]. The grades along this section of line were not insignificant and sometimes trains could not make it up the incline, leading to cars being uncoupled and passengers disembarking so that the engine could carry part of the load up the hill and then return for whatever was left behind [11].

Almost unbelievably, the cost of this 21-mile (33.8-kilometre) line and its rolling stock was only \$306,000 (approximately equivalent to 11 million dollars today), with \$73,500 coming from the provincial government, \$67,200 from the federal government and the remainder from various stockholders, many of whom came from the community of Saint-Sauveur [12] (photo 7). In addition to track subsidies the railway was also given land grants totalling 210,000 acres along the route [13]. Despite this support, by the middle of 1895 the company was out of funds and further construction stopped while additional money was requested from both levels of government to complete the line as far as Arundel [14]. These allowances were not granted until the winter of 1896 when the provincial government allotted an additional subsidy of \$5,000 per annum for 12 years. Flush with these new funds, in 1897 the existing narrow-gauge line was converted to standard gauge, using new 56-pound steel rails, and was extended 10.4 miles (16.7 kilometres) through Weir (photo 8) and Arundel (photos 9 to 10) to the east side of the Rouge River at Huberdeau [15] (see photo 11).

No definitive record could be found concerning the origin of railway's narrow-gauge rolling stock. It has been soundly speculated that the equipment of the Lake Temiscamingue Railway Company was used. For



1. Shawbridge, QC, 1948, BANQ, P833.S3.D968, public domain.



2. Morin Heights, QC, early 1900s, BANQ, 0004231472, public domain.



example, in 1962 noted railway historian Omer Lavallée observed [16] that “It may be more than coincidental that construction of the Montfort line started in the autumn of 1893 – the same year that the Temiscamingue line was dismantled and rebuilt by the Canadian Pacific Railway as a standard gauge branch; that the gauge selected was the same one as the Temiscamingue railway, three feet; that both lines only ever possessed two locomotives; and that both were owned by related colonization groups.”

While this assertion is certainly logical there are some challenges to it because in June 1894 it appears that the two companies possessed a total of three engines between them, not two. While it is possible that the two owned by the Lake Temiscamingue Railway were new standard gauge locomotives, and the one possessed by the Montfort Colonization Railway had come from the former company, the fact remains that in mid-1894 the Montfort line only owned one locomotive [17]. The engine was named the “Senecal”, and it was described as “a most compact little piece of machinery” that was well-suited to the steep grades of the line [18].

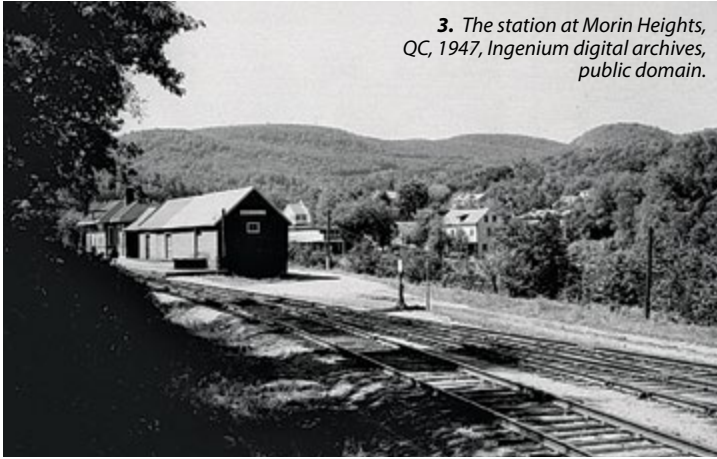
By the following year, the company’s equipment had expanded to include an additional engine (perhaps the second engine from Temis-

comingue), two passenger cars, two box cars, a baggage car and at least 19 flat cars [19]. Just as the origin of this rolling stock is unclear, so too is its fate following the conversion of the Montfort line to standard gauge in 1897. It has been suggested that the equipment was sold to a lumber company near Mont-Laurier, further north in the Laurentians, although no further details could be located [20]. Photo 7 shows a Montfort and Gatineau Railway locomotive at Saint-Sauveur, c.1910. Photos 6 and 11 show locomotives at Notre-dame de Montfort and Huberdeau in the late 1890s.

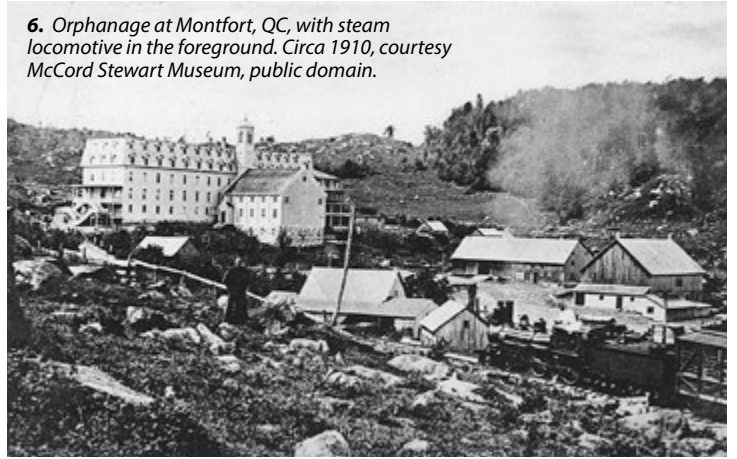
Regardless, in 1898, the year following its conversion to standard gauge, the railway’s name was officially changed to the Montfort and Gatineau Colonization Railway. At the same time, its charter was expanded, allowing it to extend its terminus from Huberdeau to “some point on the Ottawa and Gatineau Railway in the County of Wright” [21]. However, despite the assurances of the railway’s backers in the late 1890s that the extension to Huberdeau would make the company solvent, the years following this work were extremely difficult and in 1902 the line was declared bankrupt.

In October of that same year, it was announced that the company would

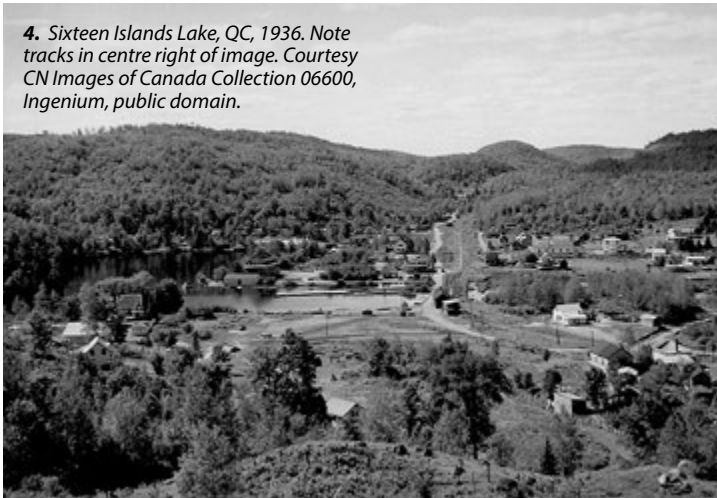
3. The station at Morin Heights, QC, 1947, Ingenium digital archives, public domain.



6. Orphanage at Montfort, QC, with steam locomotive in the foreground. Circa 1910, courtesy McCord Stewart Museum, public domain.



4. Sixteen Islands Lake, QC, 1936. Note tracks in centre right of image. Courtesy CN Images of Canada Collection 06600, Ingenium, public domain.



7. Wood burning locomotive and crew at Saint-Sauveur, QC, c. 1910, McCord Stewart Museum, public domain.

5. Notre Dame de Montfort, QC, c. 1890, McCord Stewart Museum, public domain.



8. The bridge near Weir, QC, taken September 30, 2022. Courtesy Ann Zottoli.

be purchased by the Great Northern Railway Company (GNRC) [22]. The Great Northern itself was, however, already in trouble at the beginning of the 20th century and in 1906 it was incorporated into the Canadian Northern Quebec Railroad Company, as part of the broader Canadian Northern Railway (CNoR) system [23]. Unfortunately, the CNoR was also on tenuous financial ground due to fierce competition with the Grand Trunk Railway and its rapid over-expansion throughout the country. As a result, it was eventually nationalized in 1918 to form the basis of the Canadian National Railways (CNR). It was thus, after a series of failed ownerships, that the original Montfort Colonization Railway became the CNR's Montfort Subdivision.

Although a connection to the Gatineau River had been envisioned, at least as early as 1891, the railway never made it that far west despite its new charter [24]. It was, however, extended twice in that direction. In 1916 the CNoR laid an additional 8.5 miles (13.7 kilometres) of track, crossing the Rouge River via an impressive steel bridge (*photo 12*) and connecting Huberdeau to an important clay deposit near the tiny hamlet of Kasil. Ten years after that, in 1926, a final 3 miles (4.8 kilometres) of track was added by the CNR, bringing the line to the village of Lac-Remi, 93 miles or 149.7 kilometres, from Montréal [25]. These extensions necessitated the creation of a branch line starting just west of Arundel. The original line to Huberdeau went north across Beavan's Creek while the new line to Kasil and Lac Remi took a long detour to the south before crossing the Rouge River just below Gray Valley.

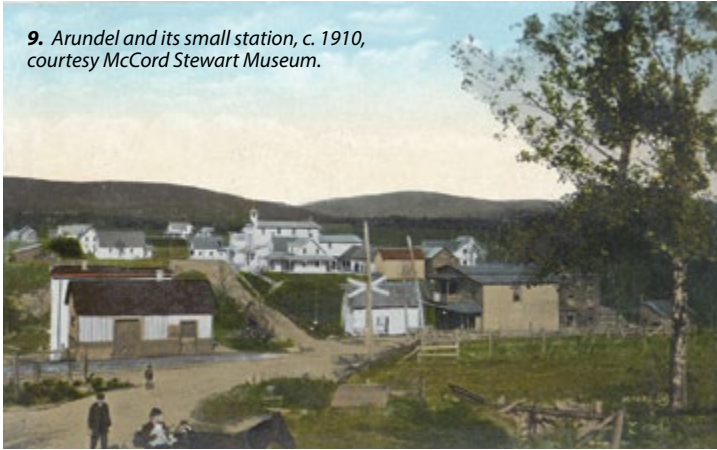
While in many ways the railway enjoyed its heyday under CNR management, the operation was, like so many other smaller lines in Canada, never really sustainable. One historian aptly noted of the line "Wood industries, butter and cheese-making and mining all had a period of modest prosperity from 1910 to 1940, but the volume of trade was never sufficient to make

the operation of the railway economic, especially after the introduction of trucking." [26]

Indeed, during its later years it was neither settlement nor resource extraction that kept the railway in business, but rather its use by vacationers seeking an easy way out of Montréal. In the summer, cottagers came north to swim and sail in the idyllic Laurentian lakes while in the winter special ski trains carried weekenders to the burgeoning downhill and Nordic ski centres around Saint-Sauveur and Morin Heights [27] (*see photos 13 to 17 of the snow plow and Morin Heights in winter*). Unfortunately for the CNR, with the widespread adoption of the family automobile following the Second World War even this source of revenue began to dry up in the late 1940s and early 1950s. When the Québec Government announced plans in 1956 to build Autoroute 15 connecting Montréal to Saint-Jérôme, the writing was clearly on the wall for the Montfort Subdivision. Unable to compete with vehicle traffic, the line was finally closed, with the last train running on May 27, 1962 [28]. The CN Public Timetable of April-October 1961 still showed regular weekend trains (*see timetable*).

Today no trains run along the former Montfort Colonization Railway's right of way and the tracks have all been lifted, as have the former tracks north of Saint-Jérôme. Fortunately, a line still does link Saint-Jérôme and Montréal, and it continues to carry passengers between these two cities as line 2 of the Exo commuter rail network. Up in the Laurentians, where generations of families use to ride the rails on their way to their cottages and ski hills, much of the old track bed has been converted into a multi-use rail trail. People can now hike, bike, ski, or snowmobile along a 58-kilometre-long aerobic corridor linking Morin Heights with Lac-Remi. In many ways this trail stands as testimony to the economic frailty of many of Québec's former

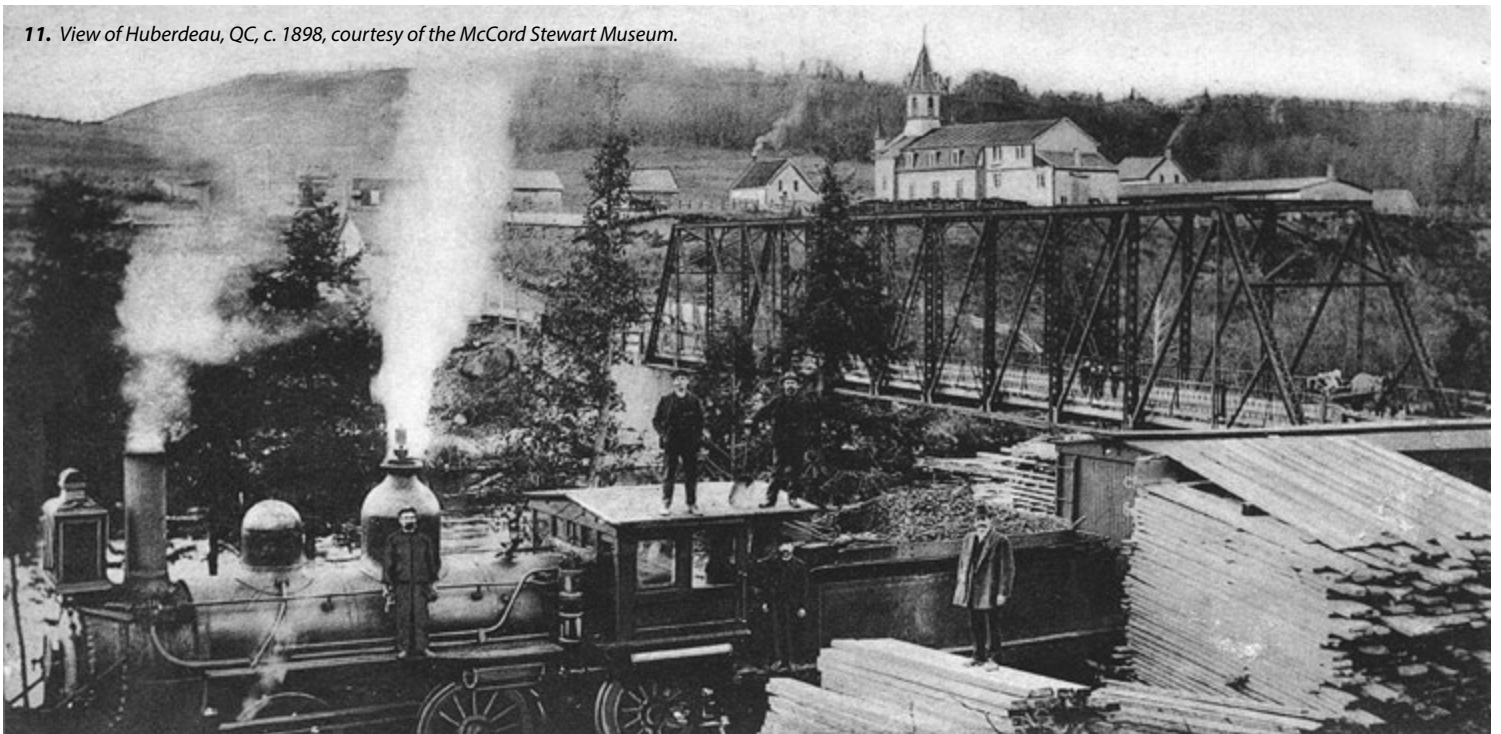
9. Arundel and its small station, c. 1910, courtesy McCord Stewart Museum.



10. View of former Arundel Station on September 30, 2022. Courtesy of Ann Zottoli.



11. View of Huberdeau, QC, c. 1898, courtesy of the McCord Stewart Museum.





railways, as well as the beauty of the terrain through which they passed.
Left - 12. Former CNoR bridge across the Rouge River is now part of a multi-use trail. Taken September 30, 2022. Courtesy Ann Zottoli.

Endnotes

1. O.S.A. Lavallee, "The Montfort Story." *Canadian Rail*. No. 135, July – August 1962, p. 107.
2. M. Peter Murphy, "CN in the Laurentians." *Canadian Rail*. No. 284, September 1975, p. 263.
3. Sandra Stock, "Iron highways brought people and prosperity up north." *Quebec Heritage News*. Vol. 2, No. 2, January 2003, p. 6.
4. Section 3, An Act to Incorporate the Montfort Colonization Railway Company. Statutes of the Province of Quebec Passed in the Fifty-Third Year of the Reign of Her Majesty Queen Victoria; and in the Fourth Session of the Sixth Legislature. (Quebec: Charles-Francois Langlois, 1890), p. 624.
5. Don Stewart, *The History of Morin Heights*. (Ste-Anne-de-Bellevue, QC: Shoreline Press, 2017), p. 207.
6. Murphy, p. 264 and Stock, p. 7.
7. "Quebec Province Items" *The (Montreal) Gazette*. Monday, October 15, 1894, p. 6.
8. "The Montfort Railway" *The (Montreal) Gazette*. Monday, October 29, 1894, p. 6.
9. Lavallee, p. 109.
10. David Page, "Railways to the Western Laurentians: colonization, connecting villages, logging, mining, skiing and cottages." *Branchline*. Vol. 53, No. 3, March 2014, p. 19.
11. Stewart, p. 210.



13. Plow battles heavy snow conditions at Mile 34.2 of Montfort Subdivision, March 11, 1943, Ingenium digital archives, public domain.



14. Ski train at Morin Heights, QC, station, 1942, CN Images of Canada Collection x13390, Ingenium, public domain.



15. Sleigh near Morin Heights station, CN Images of Canada Collection x44921, Ingenium, public domain.

The Princeton Subdivision

Part 2

Story and photos by Ken Perry except where noted.

This is the second installment in a four-part series by Ken Perry that documents in photographs the now-gone Princeton Subdivision of the Canadian Pacific. We pick up the story after having left Brookmere on our way to Penticton. See part 1 for the map and timetable for the Princeton Sub.

In part 1, I had travelled as far as Brookmere, and had recorded its iconic water tower that still stands today. This second part starts several miles east of Brookmere at Thalia. Imagine, please, what the trestle bridge at mile 102.7 at Thalia would look like with an eastbound train. Logically, it would seem very possible to catch one with a bit of planning, however that's not how it turned out. This was a classic situation of being there too soon and putting the lens cap back on after getting set up, and you guessed it, forgetting to remove the cap when the train arrived! Phooey! As a consolation, photo 20 shows the bridge without a train.



20.

20. Looking west at the trestle bridge at mile 102.7 over a road near Thalia, 30 May, 1977.

21. The view east towards the small shelter at Manning, April 28, 1974.



21.

Farther east, Manning had a named shelter and a siding (photo 21).

Although I walked the stretch west from Tulameen for the length of Otter Lake, there was nothing that caught my eye to photograph, not even the bridge at Tulameen. So the next place I explored was farther east at Coalmont (photos 22 and 23). No train was photographed there, much as I would have liked to, but the canyon of the Tulameen River further east offered some opportunities too good to miss. Photo 24 captures an eastbound train as it approaches the canyon section. This is the same train that was shown in photo 15.

Downriver from Coalmont, the Princeton Sub. crossed from the east to the west bank of the Tulameen River at mileage 79.8. See photo 25, taken from a perch along Coalmont Road. With luck, I found a path down to the west end of the bridge which provided me a campsite and gave me the



22.

22. Trackside at east end of the small shelter at Coalmont, April 28, 1974.

23. Trackside at the west end of the shelter at Coalmont. A few boxcars are spotted on the siding. April 28, 1974.



23.

opportunity to catch a westbound train with four GP38ACs passing in moonlight (*photo 26*).

Not sure of the precise location of this shot, but somewhere closer to Princeton than the previous one, the next one was taken on my second foray into the area, just a few years after I got my driver's licence (*photo 27*). The eastbound train has GP38ACs for power.

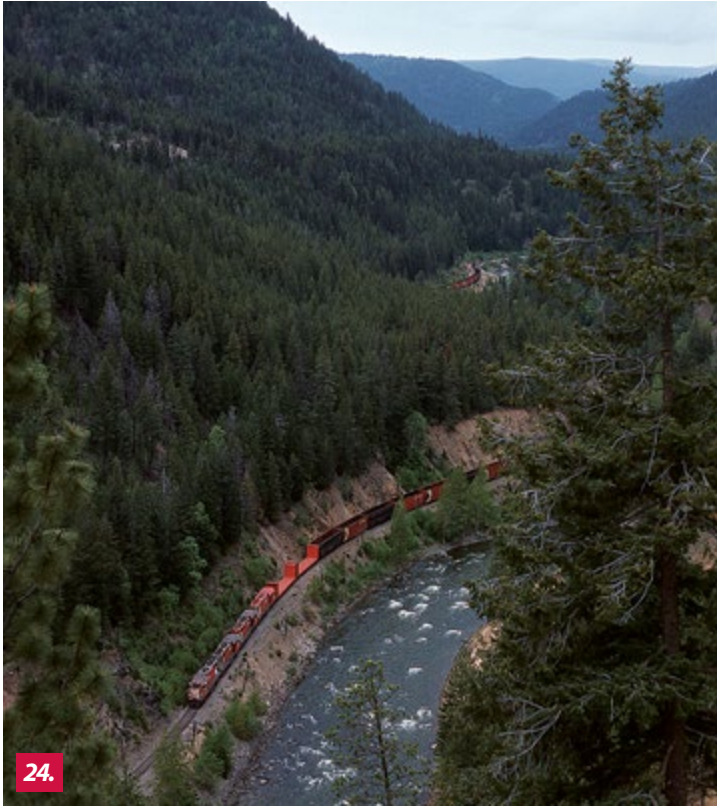
Closer to Princeton, the Vermilion Bluffs provided a great background for catching a shot of an eastbound trio of GP38ACs (*photo 28*). In earlier (pre-1963) years, this was the location of West Princeton, and just a bit east was a spur northward along the river for the Tulameen Valley Coal Co.

Just east of the Vermilion Bluffs, at the bridge at mileage 71.7, the Princeton Sub. crossed the Tulameen River for the second last time when going east and then it entered a tunnel to Princeton. In the later years, catching a westbound train there in daylight became possible. From ground level at

the east end of bridge at mileage 71.7, an eastbound quartet of GP38ACs is just about to enter the tunnel (*photo 29*). Photo 30 shows what is left of the bridge after the flooding.

The tunnel itself, at mileage 71.37 was 1072 feet long and concrete lined throughout. Photo 31 shows the west tunnel portal and photo 32 the east. The tunnel east portal was quite plain, with the mainline popping out just before the loop track switch. The loop track was quite extensive (*photos 33 and 34*). It was once part of the Copper Mountain Sub. which had its junction to the south, and in later years it was utilized for car storage. That is the Similkameen River in the distance in photo 34, a name I learned to spell when I was around six years old on family vacation there.

The Princeton depot is still standing today at 49.45489, -120.50965 and is being used as a Subway restaurant. I first knew it as an active train order office. The station was built in 1909 for the Vancouver, Victoria and Eastern Railway (VV&E). A proposed railway that was initially to connect



24. Four GP38ACs, 3010, 3005, 3016 and 3007 eastbound along the Tulameen River near Coalmont, May 31, 1977.

25. The view down to the CP bridge over the Tulameen River at mile 79.8, June 1, 1977.

26. Headlight beams of the lead locomotive of four westbound GP38ACs, 3016, 3005, 3010 and 3007, at Tulameen River bridge, mile 79.8. June 1, 1977 near midnight.

27. GP38ACs, CP3010, 3005, 3016, 3007 eastbound along the Tulameen River, May 31, 1977.



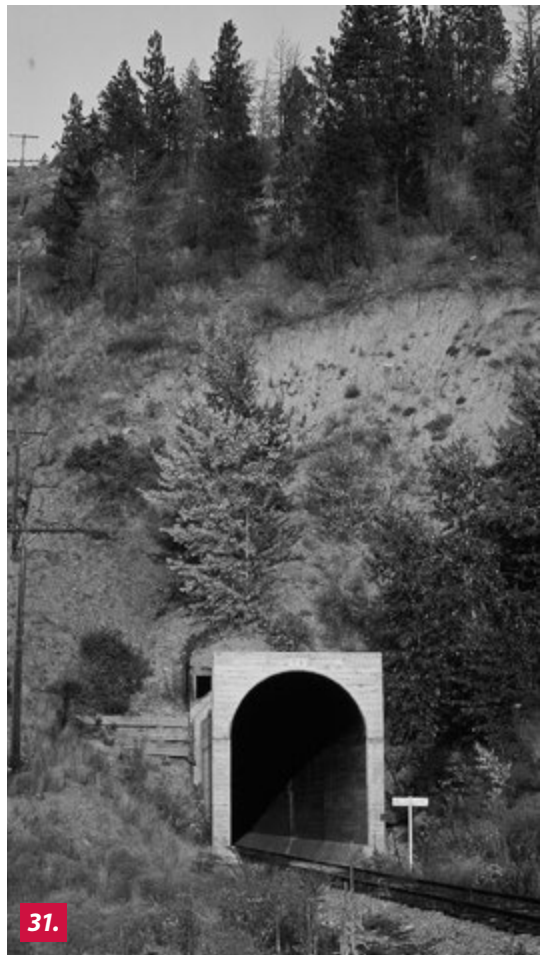


28.

Metro Vancouver with the Kootenays. It was absorbed by the Great Northern and the line was instead built south from Princeton to the U.S. Princeton was the connection with the Canadian Pacific (Kettle Valley). Photos 35 and 36 show the station as it was in 1974. Timetable 93 of 1974-04-28 still showed Princeton as an active office "OD", but a year later (I am missing TT 94) timetable 95 showed it as gone, and as seen in 1977, the depot was boarded up with order boards wrapped up (photo 37).

The Weyerhaeuser mill spur east of town at mileage 69.4 was a significant shipper and the primary reason for the daily way freight from Penticton (photo 36). East of the mill spur, the track turned north, climbing steadily. On my second visit to the area, it was near sunset and I caught an eastbound GP7-F7B-GP7 consist with a short train (photo 39).

Having made it as far as the namesake for the subdivision, it's time to take another break. Join us again for Part 3 as we make our way from Princeton to Penticton. ■



31.



29.



32.



30.



33.



34.



35.



37.

- 28. A trio of GP38Acs, 3007, 3006 and 3015 eastbound along the Tulameen River approaching Princeton, September 18, 1979.
- 29. A quad of GP38ACs, 3007, 3010, 3005 and 3016 eastbound on the bridge over the Tulameen River near Princeton, at mile 71.7, June 2, 1977.
- 30. Flood damage on the east end of the Tulameen River bridge at mile 71.7. Photo by Andrew Waldegrave, June 6, 2022. Used with permission.
- 31. The west portal, of the tunnel west of Princeton, October 9, 1974.
- 32. The east portal, at mile 71.3, of the tunnel west of Princeton, April 21, 1974.
- 33. The Princeton Turn's locomotive, GP38AC 3019, and its caboose 437168, have turned on the loop track and are at its west switch, with the east portal of the tunnel just visible behind the caboose. June 2, 1977.
- 34. View down to the extensive loop track at Princeton, May 30, 1977.
- 35. Trackside at the west end of the depot at Princeton, April 21, 1974.
- 36. Trackside at east end of the depot at Princeton, April 28, 1974.
- 37. The Princeton Turn's locomotive, GP38AC 3019, and its caboose 437168, in front of the depot in Princeton, June 2, 1977.
- 38. GP38AC, 3012, on the Princeton wayfreight is switching the Weyerhaeuser mill spur near Princeton, September 6, 1978.
- 39. An eastbound GP7-F7B-GP7 combination consisting of 8416, 4431 and 8423 east of Princeton, October 9, 1974.



38.



36.



39.

The Journal of an Extra Gang Foreman in the Early 1900s

By Bruce Ballantyne

My wife's grandfather, George Crampton, worked for Canadian Pacific (CP) during the first 15 years of the twentieth century, initially on the Galt Subdivision (Sub) (photo 1) and later the Oshawa Sub (now part of CP's Belleville Sub). He was in his twenties or early thirties at the time and was employed as an extra gang foreman.

No one in the family knows why or how he got the job in southern Ontario as he was from the small village of Innisville southwest of Carleton Place near Ottawa. It may have been because of family connections to the railway as his older brother, William, worked in maintenance-of-way for CP at the time and was in southern Ontario.

For some reason, during his employment with the railway, he kept a detailed account of the work he and his crews did. It doesn't appear that it was a requirement of his job as the small black book (4-1/2" x 6-3/4") has no company markings on it as one might assume would be the case if it had been company policy for foremen to keep such detailed records. His journal covers the period from 1907 to 1910 (photo 2).

For a rail historian, the journal is a wealth of information that is quite interesting, giving a good idea of the labour-intensive maintenance-of-way work that was done at the time. The work ranged from installing/repairing fences, laying tracks for new sidings, loading coal into tenders (photos 3 and 4) and assisting at wreck sites. George's records were so detailed that he often included the numbers of the flat cars they were unloading (usually ties) and of locomotives, how many feet of fencing they installed each day and so on. The records include the mileage for the locations they worked at.

Here are a few examples of his entries:

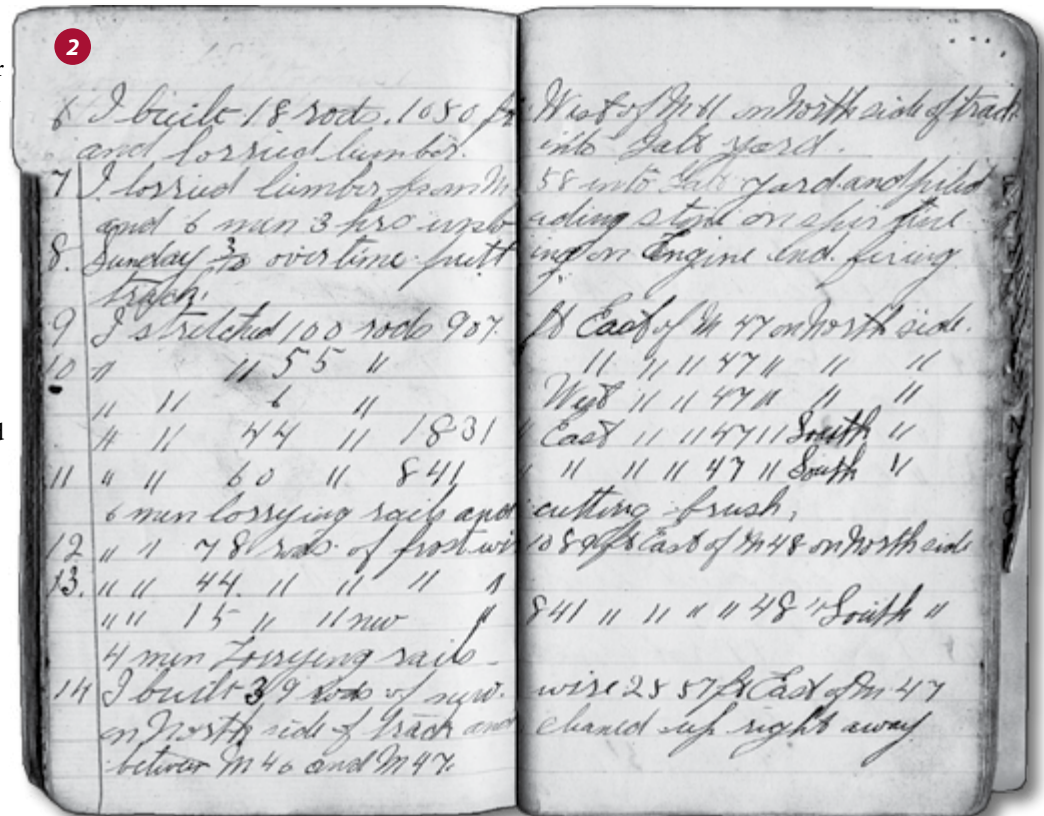
- ♦ I built 50 rods, 2475 ft, east of M59 on North side of tracks (referring to fencing).
- ♦ I completed siding at Lakeside and switch.
- ♦ I was assisting section gang at Milton putting in ties.
- ♦ Unloading coal 22 tons CP car No. 45497 in Ayr.
- ♦ 10.4 hrs overtime unloading balast (sic) Eng 1492 East of Streets Jct.
- ♦ Unloading earth for siding at Guelph Jct. Unloaded 32 cars 3 men 1/10 overtime cleaning off flat cars.

George also did a little bookkeeping, keeping track of some of the expenses and "cost recovery." One entry lists items that were purchased, mainly tools such as axe handles (\$1.00 for three), wire stretcher (\$.75) and a claw hammer (\$.50). Another entry appears to be for fencing material sold to individuals as the page is titled "Sold old fence posts and broken lumber" followed by a list of names with a dollar amount in the right column. The total came to \$51.00 (about \$1,300 today). The railway was already practising "reuse" and recovering a bit of their expenses to boot!



1. From a postcard of Canadian Pacific's Ayr, Ontario yard on the Galt Sub., circa 1914. George would have been quite familiar with this scene. (From the Canada-rail website at <https://www.canada-rail.com/ontario/a/ayr.html>)

2. An example of the entries George made in his journal. (Author's collection)



In a family album, there are two photographs taken at a gravel quarry. Photo 5 shows a large steam crane and flat cars in the scene. Presumably at some point, he was involved in getting ballast loaded onto flatcars for spreading along tracks at a location nearby.

At some point after the last entry in his journal, George was relocated to the Oshawa Sub, which ran from Trenton to Toronto. His move was probably about the time CP's new line to Toronto opened in 1914, which is now part of the Belleville Sub.

After his move to work on the Oshawa Sub, George returned to his home in Innisville for a short period to get married. He and his new bride returned to Oshawa and for a time, according to family lore, the



couple lived in a boarding car (photo 6). Was this a practice that the railway allowed: permitting a family to live together in a boarding car? In the photo there are sheer curtains in the small window – not something you'd expect when there were just men living in the car.

Apparently after their first son was born, the three of them lived in a boarding car as well. This did not last for too long as George quit the railway and moved his family back to Innisville where he got a job working for the Ontario Department of Highways as a foreman, a job he held until his retirement. ■

3. George mentions in his journal loading coal into the tender of engine No. 1496. This image is of identical locomotive No. 1414. BRS Collection.

4. Loading coal into tenders can be done in several ways. The most common is by using a coaling tower. However, large buckets were used in smaller locomotive facilities and branch lines such as this one at Chipman, NB. (Wendall Lemon collection).

5. Workers take a break at a quarry along with some "brass" who have come out to check on the work and have their pictures taken (as can be seen with several of them in suits and bowler hats). (Author's collection).

6. George (with the dog) and his crew stand next to several boarding cars at an unknown location but obviously on a siding next to a feed mill from the looks of the signage on the walls. Note the sheer curtains in the windows of the car behind them. Perhaps George's new wife has been at work! Author's collection.



CN 6521-6859 with the "Scotian" at Windsor Junction, Nova Scotia in May 1976. Photo by David Othen.

SNOOZING IN STATIONS

Railway enthusiasts have many ways of pursuing their hobby, but not too many combine railfan activities with bicycling. From 1971 until 2000, I did just that. This entailed making long (and sometimes not so long) trips by bicycle, following railway lines, usually, but not exclusively within Canada. In the 1970s there was a unique window of opportunity. The advent of centralized traffic control (CTC) and the end of the use of the telegraph to control the movement of trains meant that many railway stations were closed after the telegraph operators were removed.

Often the buildings stood empty for years before eventually being demolished. Usually, they were boarded-up and securely locked, but this was not always the case. For a bicycling railfan who, especially in the early years, was travelling on a very tight budget, an empty and unlocked station offered a roof and four walls and a place to sleep without spending any of my very limited funds. Yes, I knew that I was trespassing on railway property, but I reasoned that what the company didn't know wouldn't trouble them.

On June 28, 1971, I was in my second day out from Vancouver, having arrived there by the Super Continental on the afternoon of the previous day. East of Chilliwack, the highway ran directly alongside the CN main line. As the evening advanced, I came to Cheam View and there, across the tracks, stood the station, empty, boarded-up and forlorn. Photo 1 shows Cheam View in better days.

To my surprise, the back door was not locked. The floor of one of the two upstairs bedrooms was covered in rodent feces, but the other was quite clean. I spread my groundsheet on the floor, unrolled my sleeping bag and settled in for the night. My slumber was interrupted by the passage of numerous freight trains which shook the entire building, but the night was otherwise uneventful.

By the evening of July 4 on the same trip, I had arrived at Lempriere, Mile 106.3 of the CN Alberta Subdivision. I had been travelling on British Columbia Highway 5, which follows the valley of the North Thompson River north from Kamloops. There was no community worthy of the name at that point, but there was a passing siding on the railway and a station building (photo 2). This station was also surplus due to the installation of CTC. The weather had been deteriorating, and when I reached Lempriere a light drizzle was falling.

The station building had been removed from trackside and was sitting, slightly askew, on timber cribs. I climbed in, spread my groundsheet

by **Bill Knoll**



1. Cheam View Station. This mid-1960s image was recorded when the station, on the Canadian National line between Chilliwack and Hope, BC, remained active. The station was built in 1915 for about \$2,000 by the CNoR as a Type C, combination station and section house. As built, the ground floor interior included a ticket office, a passenger waiting room and a freight shed. Also on the ground floor was accommodation for the agent's family including a living room, two bedrooms and a kitchen extending behind the station. The top floor had two bedrooms. Cheam View is on the Yale Subdivision at Mile Point 54.1. When I visited Cheam View station, it was a different setting, mist and gloom surrounded the station on the evening of June 28, 1971. Photo courtesy Mark Horne.



2. Lempriere Station was a CNoR combination station and section house, Type C, built to CNoR Plans 100-47 and 100-98. When I visited the site, the station was standing on timber cribs, apparently being prepared for removal to somewhere else. However, the station was demolished in 1973. Photo by Stan Styles, Les Kozma collection.



3. The Galloway Station Museum in Edson, AB, is a CNoR Type 100-47, standard combination station and section House. It was constructed in 1911 as the Dandurand Station and was abandoned in 1917. In 1923, it was relocated to mile 15.3, on the GTP Brule Subdivision, close to Marlboro, as housing for the pump man. When diesel locomotives replaced steam, the station was moved to Galloway, a few miles west of Edson, AB. The station was purchased for \$1 by the Edson District Historical Society and moved to the RCMP Centennial Park in Edson in 1975 where it began its incarnation as a museum. In its Galloway life it was situated at mile point 150.2 of CNR's Edson Subdivision. Information received from Les Kozma indicates that the station has been altered almost beyond recognition. Photo by Les Kozma.

and sleeping bag and prepared to spend the night. The very fact that the building had been moved and placed on cribbing would suggest that the railway had sold it to some local individual who possibly planned to convert it into a home. If the intention had been to demolish it, that could have been done in situ, and there would have been no need to move it. All of this suggests that the station at Lempriere may still exist.

Four days later, on July 8, I started out from Jasper, Alberta. By the time I reached Galloway, the sun was getting low in the sky. I turned off Highway 16, the Yellowhead Highway, and discovered the derelict station, still standing but with no windows or doors. This was another opportunity for a night spent within four walls and under a roof, that would not deplete any of my precious cash. I noticed that there was a bank of cloud to the west but thought little of it.

In the morning it was chilly and raining hard, so what had been planned as a one-night accommodation turned into something more. It poured all day July 9. And July 10, and July 11. When I awoke on the morning of July 12 to find that it had finally stopped raining, I was only too happy to leave the station at Galloway behind. By nightfall, I had reached the western outskirts of Edmonton. It seemed obvious that the wreckers would be coming to demolish the building at Galloway any day, but in fact it was saved and moved to a Centennial Park, a heritage park in Edson (photo 3). It probably looks much better today than it did more than fifty years ago when I spent three days and four nights shivering in the chill and damp under its shelter. For the balance of that trip, I did not sleep in another railway station.

It should be noted that the station in Centennial Park is a former Canadian Northern Railway depot. While admitting that my memory is not infallible, especially after the passage of more than fifty years, I would have sworn that the building in which I spent a very unpleasant three days was a Grand Trunk Pacific structure. Both railways built through the area just before World War 1. Is it possible that both had stations at Galloway?

It was not until July 1974 that I again spent a night in a depot. On that trip, I was following the old Canadian Northern Railway (CNoR) main line between Edmonton and Saskatoon. At Vermilion, Alberta, I had taken a room at the local motel on July 5. The next morning, I set out again. Because that line was then very much a secondary main, train movement was still

being controlled by train orders, so many of the small-town depots were still manned by operators. The station at Lloydminster, on the Saskatchewan boundary, was very much open for business, as was the depot at Marshall, the next town on the line.

By the time I reached Delmas, the evening was well advanced. I photographed the station building there, which was boarded-up (photo 4). But much to my surprise, the door to the waiting room was open, but only to a sort of foyer. The door leading into the rest of the station was nailed shut, but some enterprising individual had built a sort of platform in the foyer, clearly with the intention of using it as a place to sleep. If it was good enough for him, it was good enough for me, so I unrolled my sleeping bag and made myself comfortable. There was just enough room in the foyer for me and my bicycle, so I did not have to leave it outside. I half expected that someone would show up at any moment to claim his sleeping quarters, but no one did. During the night, only two trains passed the old depot.

Several years later on July 31, 1978, I staggered off the Greyhound bus at the bus depot in Regina at about 2:00 a.m. (I had left it too late to get a ticket on The Canadian.) My bicycle was partly dismantled and packed in a box. I unpacked the bike and began to reassemble it on the floor of the bus depot waiting room, when the custodian told me that the depot would be closing in a few minutes. I had to finish putting the bicycle back together under the streetlight on the sidewalk in front of the bus station.

It was obviously much too late to get a room for the night, so I made my way to the C.P.R. station. With nowhere else to go, I sat on the front steps and dozed off. I was awakened by the station caretaker, who wondered

what I was doing there. After I explained the situation, he invited me into the waiting room, saying that I could sleep on one of the benches there. This was a considerable improvement over where I was, so I accepted. In that way I came to spend part of the night of July 30 to July 31 in the Canadian Pacific station at Regina (photos 5 and 6). That was the last time that I spent a night, or part of a night, sleeping in a railway station.

On the same trip, I did come very close to spending the night in another depot, but if I had done so the results might have been catastrophic. While I was travelling north toward Saskatoon, the weather became unfavourable. There were cold headwinds and colder rain showers. By the time I reached Kenaston on the evening of the second day, I was thoroughly chilled and exhausted.

The station there, though empty, was not locked and I gave serious consideration to spending the night right there (photo 7). Of course, the depot was also not heated, so I resolved to press on to the next town, Hanley. There I took a room for the night in the local hotel. In the morning, it was obvious that that had been the right choice; there was frost on the ground in all the low spots! Remember that this was the night of August 1! So much for summer in Saskatchewan. The irony was that a few days before I arrived in Regina, it had been fiendishly hot, or so I was told. Had I slept in the vacant depot at Kenaston, hypothermia would have been a very real danger.

Thanks to Mark Horne, Les Kozma and Ted Rafuse for their assistance.

Reference – Bohi, C.W. & Kozma, L.S., Canadian National's Western Stations, 2002: Fitzhenry & Whiteside, Markham, ON. ■



4. Delmas, Saskatchewan, at Mile Point 18.9 on CNRs Blackfoot Subdivision, is west of North Battleford. Its image was snapped in 1974. Delmas station was a Canadian Northern Railway standard third class building constructed to Plan 100-3. It was built in 1905 for \$2963. Over several years the station received an addition to the original structure, had stucco applied to its exterior and eventually witnessed the installation of electricity. The station was demolished in 1982. Photo by Bill Knoll.



6. This 1930's era image of CPR's Regina station, which was constructed in the period 1911 to 1913, clearly depicts its Beaux-Arts architectural style. It was designated as a provincial heritage property by Saskatchewan in 1999 (PHP 431) and added to the Canadian Register of Historic Places in 2005. It remains in use today as a casino. Photo Courtesy Les Kozma.



5. Track side of the CPR station in Regina. Photo by Bill Knoll.



7. The station at Kenaston, Saskatchewan, is at mile post 109.3 on the CNR's Craik Subdivision. Note the author's bicycle and back pack on the platform. The history of this station is unusual. The station was built in 1890 for \$3000 by contractors Mackenzie and Mann for the CPR- controlled Qu'Appelle, Long Lake and Saskatchewan Railway. An addition was made to the building in 1904. In 1906 the line was acquired by the CNoR, the Mackenzie and Mann railway company, and in 1908 a concrete foundation was built. Perhaps at this time the building was revised to CNoR Plan 100-00 as a standard CNoR combination station and section house, (CSS-CPR). The station was sold in 1980. Photo by Bill Knoll.

In Memoriam Earl Walter Roberts

March 29, 1939 – December 1, 2023

By Philip Jago
(Based on a Facebook Post by Dave Stremes)

It is with incredibly deep regret that the Bytown Railway Society announces the passing of Earl Walter Roberts, Co-Editor of the Society's flagship publication *Canadian Trackage Guide* and former Managing Editor of *Branchline*.

A long-standing employee with Bell Canada, Earl moved to Ottawa from Montreal in the mid-70s, and soon became an active member of the Society, becoming a member of the crew of Society volunteers who helped to operate ex-Canadian Pacific G5a steam locomotive No. 1201 primarily between the Canada Science and Technology Museum and Wakefield, Quebec, as well as special trips to rail destinations in eastern Ontario and western Quebec. Working with input from the late L. Bruce Chapman, he also began to compile lists of railway motive power and train sightings which became a regular feature in the pages of *Branchline*.

Because of his interest in motive power, Earl finally suggested to the Bytown Executive in 1981 that the Society publish an annual motive power review book in loose leaf format, to be supplemented on an annual basis with updated pages that could then be added as required. While there was some initial scepticism, the success of the first edition of the *Canadian Trackage Guide*, published in March of 1982 with data current to February of 1982, resulted in the third year's edition being perfect-bound.

That first edition, described in the preface as being "intended to fill the void for a compact reference which provides details of locomotives rostered on Canada's major railroads" was 56 pages long with several additional pages of appendices. It listed all locomotives and self-propelled rail cars for ten Canadian railways from Canadian National to Devco. Each year the Guide continued to grow, and with the assistance of Dave Stremes, it is now almost 800 pages in length and includes just about every piece of active and preserved motive power, passenger and OCS (On Company Service) rolling stock in Canada, in addition to

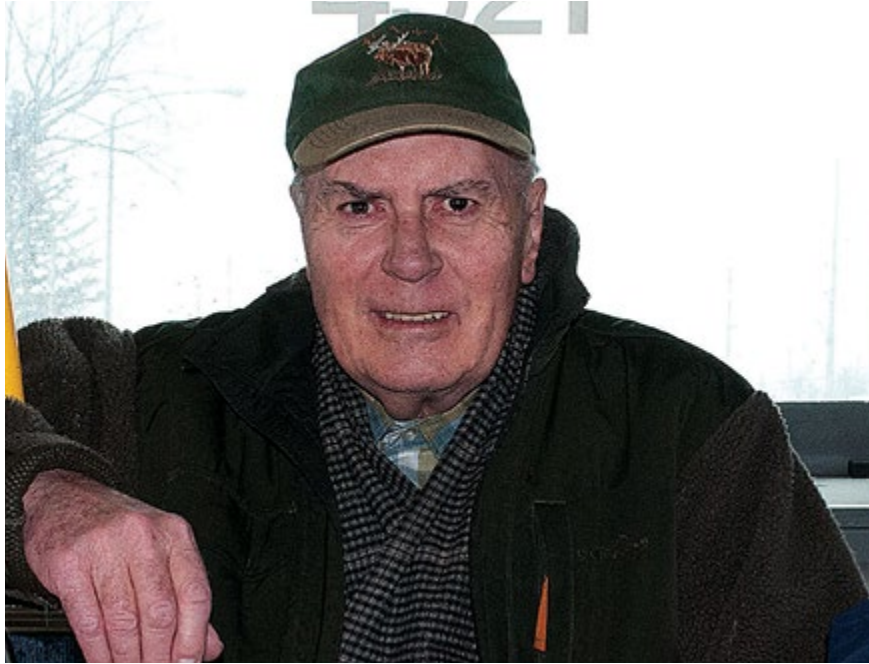
details on signals, urban track layouts and freight and passenger timetables.

That initial publication, designed to fit in a small notebook or the rear pocket of a pair of blue jeans and compatible with Ken Gansel's "Canadian Railway Radio Guide"^[1], measured, 5.5"x 8.5" and was approximately ¼" thick. Today's version has the same overall dimensions but is now more than 1.25" in thickness.

With an annual, sold-out, press run of over 1,100, the Guide has been critically acclaimed and is eagerly sought after by both railfans and members of the Canadian railway and rail transit industry.

Earl's involvement in *Branchline* began with the March 1982 issue when he began preparing the "Motive Power Report," replacing Bruce Ballantyne. This was part of a strategy to provide future updates for the soon-to-be published first edition of the *Trackage Guide*^[2]. Commensurate with the June/July 1982 edition, he assumed the title of Motive Power Editor. In the March 1985 issue, Earl assumed the role from John Halpenny of "Managing Editor," a title he kept until the December 1998 issue. In January 1999 he became the Editor of *Branchline*, a position he held until stepping down in September 2015, in favour of today's Editorial Board headed up by Malcolm Vant.

During his 30 years at the helm of *Branchline*, he transformed the publication from a stapled set of paper reproduced on both sides by a Gestetner machine to its current saddle-stitched, glossy paper colour format. Under his leadership, the *Branchline* press run exceeded 2,000 copies with distribution throughout Canada, the United States and elsewhere in the world. He established a strong set of principles for the publication, ensuring that all information was factual and well-grounded and steering clear of advocacy and other forms of sensationalism. During his



Above - Earl Roberts celebrating his 75th birthday in March 2014 on OC Transpo bus No. 4521 hired by his family to tour Ottawa on his special day. Photo by Ray Farand.

Below - Earl, 2nd Row, right side, sports a jacket and tie while working as a Car Host on what would prove to be the last day that ex-CPR G5a 1201 was under steam. It was hauling the "Glengarrion" from Ottawa to Hawkesbury, Ontario and return on October 14, 1990. Photo by Ray Farand.





Earl Roberts enjoys the view from Bytown's ex-Canadian Pacific van No. 436436's cupola as it departs Ottawa's Walkley Yard en route to the National Museum of Science and Technology on March 29, 1988. Photo by Ray Farand.

Earl Roberts strolls through a VIA Rail Renaissance set on display at Ottawa's Walkley Yard during an Ottawa Central Railway "Open House" on April 30, 2004. Earl was a tall man and almost a match for the vertical clearances inside the cars. Photo by Ray Farand.

Fireman Earl Roberts in the cab door of ex-CP G5a 1201 at Brockville, Ontario on September 16, 1990. Photo by Ray Farand.

tenure, *Branchline* was published eleven times per year (July and August were combined) and never once did he ever let a deadline slip. Indeed, *Branchline* became part of the Roberts' family way of life with vacations and other special events carefully co-ordinated around the production deadline. Even after stepping away from the role of Editor in 2015, right to the end Earl continued to contribute to every issue of *Branchline* compiling information for the "Consists" and "Motive Power" columns. Knowing there are large shoes to fill, the editorial staff will strive to maintain those columns into the future.

Earl was also involved for a number of years on the Executive of the Bytown Railway Society, filling the role of Director, Secretary, Vice-President and, for several years, President. Aside from faithfully attending monthly BRS meetings, he was a constant fixture at the popular monthly BRS informal slide show meetings, bringing along treasures from his time railfanning around his native Montreal, his tenure in Newfoundland when he was on special assignment with Newfoundland Telephone and whatever he might discover during jaunts around Ottawa and eastern Ontario.

Earl had an encyclopedic knowledge of railway motive power and the uncanny ability to recall engine and train numbers even years after an event had taken place. This ability also extended to his normal commute home be it in Montreal on CN's Deux-Montagnes line or, later, the buses of Ottawa's OC Transpo – Earl could always tell you the number of the engine or bus as well as the car he was riding in. Through *Branchline* and the *Guide*, Earl kept readers informed of every bit of information on Canada's motive power and rolling stock, and in many cases of their re-birth after various levels of re-building.

In 2004, Earl was awarded the Lifetime Achievement Award by the Canadian Railroad Historical Association, "for significant contributions over a period of years." The CRHA had previously recognized the *Canadian Trackside Guide* 1989 with their "Book Award".

He was also an active model railroader with a large John Armstrong-inspired layout in his basement featuring CN and CP railroading just after the end of steam and using Montreal-area place names. He received the prestigious Herb MacEwen Award presented on an annual basis by the Ottawa Valley Associated Railroaders. I can remember seeing the layout for the first time and remarking that Earl had more passenger cars on it than VIA Rail Canada! He was proud of the fact that many of his rolling stock acquisitions came from club auctions and other venues that facilitated the acquisition of gently-used model equipment.

As noted earlier, Earl was also a member of the steam crew during the years that Bytown helped to run ex-CPR 1201 to Wakefield in conjunction with the National Capital Commission and the National Museum of

Science and Technology and also when Bytown operated excursions within Ottawa and to Eastern Ontario locations such as Pembroke, Hawkesbury and Brockville. His proudest moment was when he was made part of the Bytown crew that operated 1201 to Saint John, New Brunswick in June of 1989 to celebrate the centennial of Canadian Pacific service to the Maritimes. For Earl, working on 1201 brought back memories of his albeit brief railway career. Prior to working for Bell Canada, he had initially hired on with Canadian Pacific as an apprentice electrician at the Glen Yard in Montreal, but his job ended after three months following the Fireman's Strike of 1957. Indeed, Earl used to take great delight in verbally jousting with the late Duncan du Fresne over the Fireman's Strike, and how the strike set Earl on a whole new career path. Dunc had been a witness for the Fireman's union during Supreme Court hearings into the reason for the



On March 27, 2004, Earl Robert's family gifted him with a tour of Ottawa in vintage OC Transpo bus No. 5931 on the occasion of his 65th birthday. A similar event marked Earl's 75th birthday, but the bus was much more contemporary. Photo by Ray Farand.

strike and had a number of tales to tell when it came to that experience.

On a personal note, I had the good fortune to benefit from Earl's tutelage as I learned the ins and outs of servicing and firing 1201 during my early years with Bytown. Never was there a more, patient and composed teacher and instructor. We enjoyed a similar relationship as he guided my input to *Branchline* while I was the News and Features Editor for several years. He had a quiet self-effacing personality that completely belied his multitude of achievements as a railway and model railway enthusiast. Amidst it all, he also found time to be involved with his family as a Scouter, soccer coach and family chauffeur, in addition to participating actively in the affairs of St. Mary the Virgin Anglican Church in Blackburn Hamlet as Envelope Secretary and Secretary/Treasurer of the Cemetery Board. He transferred these enthusiasms to St. Helen's Anglican Church in nearby Orleans following the decision to close St. Mary's. Earl was also dedicated to his parents and in-laws. In the latter situation, he even took on the roll of bingo caller in their retirement home, continuing with that function long after their passing.

We offer our deepest condolences to Barbara, his wife, a fellow Montrealer whom he first met while both were vacationing in the United States



Left - Fireman Earl Roberts (standing) and steam-qualified CNR Locomotive Engineer Tim Verge with the BRS's "Thousand Islander" excursion at Brockville, Ontario on September 16, 1990, Photo by Ray Farand.



Right - Earl was generous to a fault and always willing to give of himself to help fellow enthusiasts. One such example involved noted Canadian steam photographer Robert Wanner who spent his US Air Force service on bases in northern Ontario, adjacent to the CN main line during the 1950s. Wanner's photos have graced the pages of *Branchline* for years and he and Earl became fast friends to the point where he was invited by Earl to Montreal. Or, as Wanner put it in a note upon learning of Earl's passing: "...he invited me to Montreal to search out MLW units in mainline service. [Here is] a photo of Earl and myself on the platform at Dorion, [Quebec]. He had just arranged for me to get a cab ride in the F7 on the commuter line. What a great weekend that was in 1986." Photo by Robert Wanner.

and whom he courted over the years by using both the Montreal streetcar system and Canadian Pacific's suburban train service for transportation, and to his children Brian, David and Laurel and his many grandchildren and great grandchildren. ■

[1] *Branchline*, March 1982, p 2.

[2] "Earl Robert's regular column in *Branchline* will help you keep your guide up to date, and amendment pages or new editions will be issued from time to time." *Branchline*, March 1982, p 2.

Meeting in Winnipeg, Manitoba on May 22, 1955, CNR No. 6711 and 5297 were both products of Montreal Locomotive Works built thirty-five years apart.

No. 6711 was a brand new FPA-2 built in 1955 and in this photo was leading the eastbound Super Continental. No. 5297 was a class J-7-c heavy Pacific built in 1920.

Photo by Robert Wanner on May 22, 1955.



Stories from the Dispatcher's Desk

the Reminiscences of Bruce Chapman

Short Stories from the Dispatcher's Desk

Sadly, Bruce Chapman passed away on October 26, 2023. We have been very fortunate to have been able to share some of his many stories with you in this column over the last eight years and in Branchline for many years before that. Luckily, Bruce was able to provide us with a couple more columns before he passed away. We all miss him greatly.

GETTING WHAT YOU WANT

When I went dispatching in Smiths Falls in 1969, there was a cantankerous old Irish dispatcher who hated the CNR. I have no idea why this was the case. Perhaps he had worked for CNR and had gotten fired or something.

Anyway, whenever CN had a wreck and had to detour trains on CP, this dispatcher would put them in sidings as often as he could manage and hold them there for as long as possible.

During the same period, there was a CNR yardmaster at Brockville who hated the CPR.

One day back in the 1950s, CPR steam locomotive G5 class 4-6-2 No. 1223 arrived in Brockville on the passenger train from Ottawa with a very bad water leak in the tender.

After the passenger cars behind the engine were removed and added to the CNR train for Toronto, the fireman alighted and saw water leaking so badly from the tender that he knew they'd never get back to Smiths Falls for more water.

As usual, the engine was turned on the wye, and was spotted behind the station. The fireman went into the station and asked if he could cross the CNR main line and go to their shop for water. But the aforementioned yardmaster absolutely refused.

The fireman went to the CPR's section man's tool house, managed to find a tool house key, and called the train dispatcher in Smiths Falls to tell him of their predicament.

The train dispatcher called the chief train dispatcher at home who called the superintendent at home. Up the corporate ladder went the message until someone in Montreal called someone higher up in the CNR and the situation was resolved.

Obviously, the word had come down from CNR's head office to let the CPR's crew fill the tender, as the Brockville yardmaster finally let the 1223 cross the mainline for water. No doubt he wasn't pleased about getting the order.

I don't know how long this all took, but certainly it would not have been quick. Sometime later, 1223 would have been needed to haul the next train to Ottawa from Toronto but presumably there was sufficient time for the yardmaster to receive his order from head office.

When 1223 arrived at Smiths Falls, it was changed out with another locomotive to get the passenger train to Ottawa. Photo 1 shows 1223 on a pool passenger train near Ashton, ON, on the Carleton Place Subdivision, part of the route the engine would have taken during the incident in this story.



1. CPR G5 class 4-6-2, 1223, on a pool passenger train near Ashton, ON, on the Carleton Place Subdivision. Photographer unknown. Bruce Chapman Collection.

LEARNING THE ROPES

Back in 1965 when my career with CPR started as an operator, I sat in with Claude Desrosiers at Hurdman Tower in Ottawa to learn the plant there (photo 2). With all the coming changes to the rail network in Ottawa, the railways had just put in a temporary interlocking plant for the new switch at Smyth Road, a mile west of the tower on the combined Beachburg (CNR) /Sussex Street

(CPR) Subdivisions. It was at that switch that the two subdivisions diverged.

On this particular day, CNR No. 1, The Super Continental, was heading westward bound for Vancouver when a bell went off on the little automatic 'plant' in the west side of the tower. I assumed it meant that No. 1 had gone by Smyth, so I cancelled the light there meaning that the light would go out on the signal on the tracks. Claude noted what I had done and hollered that the train had just cleared the switch for the Sussex Street subdivision and not the Smyth signal which it was heading for, not passing it! He told me to give No. 1 back the light right away, which I immediately did.

I didn't hear any horns in the distance at 01:00 in the morning so I assumed there had been no consequence from my action.

That was my first fast learning experience at Hurdman!



2. Hurdman Tower, early 1960s, Ottawa, ON. Looking north along the Sussex Street Subdivision. The switch leads to M&O Sub. Mattingly Collection, photo 6258, used courtesy of Ingenium (formerly Canadian Museum of Science and Technology).

GETTING ANGRY

One day, the B&B (bewitched and bewildered) foreman on CPR's Waltham Sub, had a pile driver up at Breckenridge, Quebec, about 16 miles west of Ottawa. He was using it to put some more secure pilings into the bridge there. He called the dispatcher in Smiths Falls at about 08:00 to get some information from the train dispatcher about his work orders. This was the same dispatcher as in the first story above.

So, he says on the phone: "Hello, dispatcher, this is McNabb at Breckenridge...are my work orders out please?"

Dispatcher: "I'm just making out a lineup; I'll be with you in a minute"

McN: "Well, what time can I go out on the track?"

Dispatcher: in a higher voice "I'll be with you in a minute, I'm making up a lineup!"

McN: "Look, dispatcher, I've got a \$100,000 machine here, and I don't want a train coming and piling into it!!"

Dispatcher: "Yeah, you've got a \$100,000 machine there, and you don't own a f***ing bolt on it!!"

A couple of weeks later, I was working 4-12 pm at Ottawa West, and McNabb came in to give me a message about his work limits the following day. So, I casually remarked..."How are you and F... getting along?" His blood pressure rose quickly. "That S.O.B. told me that I didn't own that pile driver...GRR!"

Photo 3 shows a CP pile driver from that era. ■



3. CP Pile Driver CP 400043, which was active on the CP roster in the 1960s, according to the CP Summary of Equipment, dated Jan 1, 1965. A Dick George photo from the Paterson-George Collection, Courtesy of Dave Stremes.



Photo Corner

Top: A Windsor & Hantsport Railway train led by leased CN 1423, followed by WHRC Nos. 8041 and 8042, is approaching a level crossing in Ellershouse, Nova Scotia. Built in 1958 as CN 1000, No. 1423 was the first GMD-1 built. It was remanufactured at CN's Point Ste Charles Shop in 1989. Nos. 8041 and 8042 are both ex-CP RS-23 locomotives built by Montreal Locomotive works in 1960. Through their WHRC years both former CP units carried their original number along with much of the CP paint scheme. Both were scrapped in 2006. Photo taken January 21, 2005 by David Othen.

Centre: BNSF No. 7943 is pushing on the rear of a heavy grain train passing through Fernie, BC. Not seen in the lead position is CP 8578. It's early morning and there's still snow in the air after an overnight dump of 40 cm, something to keep the skiers happy on the runs in the background. Moving away from the camera the train has just passed over 4th Street in Fernie, heading towards Cranbrook via the Crowsnest Pass. Photo by David Franklin on March 10, 2017

Below: CN 8890 and 2162 along with IC 2460 are leading train No. 121 at a brisk pace through Montmagny, Québec. Photo by Dannick Fournier, taken March 5, 2012.



Top: Looking like a modern-day version of a mixed train are CN yard booster unit No. 203 along with CN No. 7213 and their train comprised of two boxcars and one newly built GO Transit coach. No. 7213 was originally numbered 4514 when built as a GMD GP9. It was changed to 7213 when remanufactured to GP9RM configuration by CN's Pointe St. Charles Shops in the last half of 1985.

Tim Gobeil photographed the scene in Thunder Bay, Ontario on January 25, 2009.

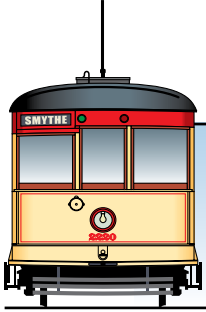
Middle: CP No. 5990 is providing the power for Jordan Spreader No. 402886 clearing a siding at Nipigon, Ontario. The spreader is a modern heavy hydraulic model built in September 1966. CP No. 5990 is one of 75 SD40-2 units built by GMD between October 1980 and March 1981. The locomotive was retired in 2019 and sold in the same year to Motive Power Resources.

Photo by Brian Martyniuk, January 28, 2011.

Bottom: CP No. 8578 is working with an unidentified Union Pacific locomotive moving a westbound grain train through newly fallen snow in Fernie, BC.

Photo taken March 10, 2017 by David Franklin.





UNDER THE WIRE

by J.R.Thomas Grumley

IN THE NEWS

- **Québec City, QC** – After a meeting between the city and the Québec government concerning the city’s proposal to be the prime contractor for the \$8.4B LRT project, the Québec government has rejected this proposal. On November 8, Québec Transport Minister Genevieve Guilbaut announced that the government would direct the Caisse de dépôt et placement du Québec (which spearheaded the recently opened REM system in Montréal) to produce a study within six months which will provide recommendations for a public transit project.
- **Cornwall, ON** – A written decision issued on November 1, by the Ontario Land Tribunal, agrees with the City of Cornwall move to repeal the bylaw that placed a heritage designation on the location on which former Cornwall Street Railway locomotive No. 17 sits. A number of parties want to retain No. 17 in Cornwall for its heritage value and were attempting to block the potential move of the locomotive to the Railway Museum of Eastern Ontario in Smiths Falls, ON. The attempt to keep it where it is based on the heritage designation of the land it sits on has now failed. Some in Cornwall would still like to keep it in the city and have suggested No. 17 be relocated to the grounds of the Benson Centre in Cornwall. A decision will have to be made by city council as to the final resting place for No. 17.
- **Hamilton, ON** – In November, Metrolinx announced some major changes to the LRT project which could save up to \$100 M. The existing Main Street bridge will be used to take the LRT line across the Chedoke Valley in the city’s west end. This eliminates the need to build a new LRT bridge across the valley. It is anticipated that further savings will be achieved by realigning the track work connecting to the carhouse and shops. These changes are not expected to delay the start of the LRT project which is scheduled to start this year.
- **Toronto, ON – TTC** – As part of an order for 60 new streetcars, announced just prior to the completion of the Bombardier order for 204 cars a couple of years back, the first of the new streetcars (No. 4604) entered inaugural service on the 504 King route on Friday, November 17. It was followed by No. 4605. The cars were built by Alstom (formerly Bombardier) at its Thunder Bay facility. The order should be completed by 2025. The numbering scheme will be 4604-4663.
- In other news, on November 27 the Premier of Ontario announced the takeover of both the Don Valley Parkway and the Gardiner Expressway

from the city of Toronto. In exchange for this, Ontario will purchase 70 new subway trainsets for the TTC. Fifty-five will be allocated to Line 2. The remaining 15 trainsets will be allocated to the Scarborough Subway extension scheduled to be completed by 2030 and the Yonge North Subway. In addition, the province will provide operating support to the provincially owned Eglinton Crosstown (awaiting service introduction date) and the Finch West light rail systems. The overall deal which includes redevelopment of Ontario Place will provide the city with \$9B in provincial funding.

- It was recently reported that the proposed 2024 TTC budget included numbers for the operating and maintenance costs for the Cross Town line commencing in September 2024. This could indicate an expected launch date for the long awaited service.
- **Toronto, ON – TTC Scarborough Line** – As you may recall the Scarborough Rapid Transit (RT) line was closed earlier this year as a result of a train derailment which injured five people. An internal investigation came to the conclusion that the line should not be reopened. The provincially funded Scarborough Subway extension will serve a similar area to the RT when it opens in 2030. The city of Detroit is interested in acquiring the Scarborough RT trains for their Detroit Mover system. This could result in a \$1M sale for the TTC.
- **Toronto, ON – Crosstown West Extension** – While the Crosstown line has not yet opened, and is many years behind schedule, plans are already underway for the 9.2-km extension of the line from Mount Denis Station to Renforth Drive. Metrolinx has chosen AECOM as a delivery partner for the project. As part of the delivery team, the company will provide program management, advisory, commercial management, procurement and supply chain management, and project supervision services.
- **Toronto, ON – Finch West Line** – The 10.3-km, 18-station line is expected to open later this year. The track and overhead wiring have all been installed. All station structures and shelters have also been completed leaving just the signage, seating and lighting to be finished. Testing of the line is expected in the spring.
- **East Windsor, CT** – The Connecticut Trolley Museum recently announced that CN box cab No. 6714 would be sent to the Halton County Radial Railway in Milton, ON. The electric, built by GE in 1914-17 as Canadian Northern No. 605, operated in Montreal until 1995. The body arrived at the museum on Friday, November 17 and the trucks arrived the next day.
- **Saint-Ouen-Sur-Seine, France** – In November, Alstom, the world’s second largest railway rolling stock manufacturer (the largest being the Chinese company CRRC Corp. Ltd.) is seeking to sell up to 1 billion euros in assets and reduce the workforce by 1500 jobs. The fallout from the acquisition of Bombardier has resulted in financial issues for the company.

From the BRS Archives, three examples of work equipment used by the Toronto Transit Commission (TTC) in Toronto. All three photos were taken by Bob Webster at the TTC’s Greenwood Yard on July 6, 1974.

1. - This car was a result of the conversion of W-27 to a Rapid Transit Grinding car from a street railway grinding car. W-27 was originally a scraper car built by the TTC in 1955. Since RT-7 was not equipped with third rail shoes it was pulled/pushed by RT-6, a double-ended, double-truck snow blower built by the TTC in 1954.
2. - Converted from PCC No. 4410, this single-ended, double-truck car was turned into a rail grinder by the TTC in 1970.
3. - Both 16 and 17 are wall washing cars built by Nippon Sharyo in 1973-74 for the TTC. The two cars were pulled by RT-12, a locomotive built by Nippon Sharyo in 1968.



WAY BACK WHEN...

Hull Electric car No. 22 can be seen at Rue Eddy and Promenade Portage, in downtown Hull during in the 1940s. This is a rare colour example given that colour slides and film were still a novelty then. The car was part of an order for seven streetcars built in 1906 by the Ottawa Car Company. The body of No. 22 was sold in late 1947. Photo from the J.R. Thomas Grumley Collection.



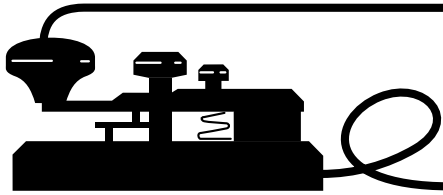
FROM THE BRS ARCHIVES

British Columbia Electric Railway (BCER) No. 106 can be seen travelling in downtown Vancouver on Route 1 at Hastings and Hamilton. The date is Monday, July 24, 1950. The car was built by BCER in 1908 as a two-man, single-ended car. Photo from the BRS Archives. ■

Many thanks to Kevin Nicol, John D. Thompson, Dr. 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@bytown-railwaysociety.ca





Infoline

Edited by Dave Stremes



CN DONATES FORMER ILLINOIS CENTRAL E9 TO MONTICELLO MUSEUM

Canadian National Railway has donated a former Illinois Central E9 to the Monticello Railway Museum in central Illinois. The locomotive arrived at the museum via Norfolk Southern earlier this month. The unit wears a variation of CN's classic 1950s green-and-black paint scheme — most notably with the CN “noodle” logo in place of the original maple-leaf emblem — applied at the railroad's Woodcrest Shop in Homewood, Ill., in 2014. It is the fourth paint scheme No. 102 has worn since the 1990s. The locomotive was built in January 1950 for the Chicago, Burlington & Quincy as its No. 9940-A, and became Burlington Northern No. 9940 in 1970. It was part of the purchase of the BN E-unit fleet by Chicago's West Suburban Mass Transit District in 1972, and along with the other locomotives was sent to Morrison-Knudson for rebuilding for commuter service. The resulting units were designated as E9s. There are no plans to repaint No. 102 (Trains.com, November 8, 2023)

CN RELEASES INVESTOR FACT BOOK

CN recently announced via LinkedIn that its customers can learn more about the railroad's “vision for building the railway of the future together by accelerating sustainable, profitable growth” through the newly released 2023 CN Investor Fact Book. “At CN, we are committed to delivering reliable service to our customers and continuously improving our performance,” the Class I railroad wrote. It is available at <https://www.cn.ca/-/media/files/investors/investor-fact-book/2023-cn-investor-fact-book-en.pdf>



CPKC HOLIDAY TRAIN PROGRAM RAISES A RECORD \$1.8 MILLION

Canadian Pacific Kansas City proudly announced that the 2023 CPKC Holiday Train program raised a record \$1.8 million and collected more than 160,000 pounds of food for local food banks and food programs in the United States and Canada over the last four weeks. Completing its 25th year, the CPKC Holiday Train has raised more than \$24.3 million and collected approximately 5.3 million pounds of food for community food banks in Canada and the United States since its inaugural journey back in 1999.

Additionally, the CPKC Holiday Express train this year visited 20 communities in Louisiana, Texas and Mississippi raising US\$200,000 for the Salvation Army.

“Once again, people in big cities and small towns across the CPKC network came together to celebrate the season and support their local communities,” said Keith Creel, CPKC President and CEO. “We wish to thank the

hundreds of thousands who gathered to see the Holiday Train over the past four weeks and express our gratitude to all those who gave so generously to support local food banks.”

This year's Holiday Train concert tour stopped in 191 communities in six Canadian provinces and 14 U.S. states and for the first time traveled to communities south of Kansas City, Mo. in Missouri, Kansas, Oklahoma, Texas and Louisiana.

CPKC also operated the Tren Navideño, a specially-decorated train adorned with lights and festive scenes, bringing the holiday spirit to nine communities across Mexico as part of a unique holiday tradition running since 2010. (CPKCR.com, December 22, 2023)



VIA REACHES OVER 100,000 BOOKINGS WITH NEW RESERVATION SYSTEM

VIA Rail recently reached its 100,000th booking with its new reservation system which offers passengers an easy and intuitive booking process and a wide range of new functionalities. VIA completely replaced the booking platform and carried out a full overhaul of all related infrastructure and systems (such as the loyalty program and Point-of-Sale systems) along with the integration in other existing systems. With this new system, our passengers will be able to enjoy, amongst others:

- An increased autonomy and a simplified process to book online for a wider variety of needs (specific needs, pets, service animals);
- A fully user-friendly experience on all devices;
- Autonomous booking modifications and upgrades;
- Autonomous seat selection in the Corridor.

(VIARail.ca, December 6, 2023)

VIA PUT BAGGAGE FEES ON HOLD; UNION IS CRITICAL OF POLICIES

Canada's largest private-sector union has blasted VIA Rail Canada's new baggage policy, a complex set of fees which were set to take effect Nov. 18, saying they “inconvenience travelers and complicate [union members'] working conditions.” VIA, however, says it had elected to waive the fees a week prior to their implementation, and the Nov. 30 statement from the Unifor union came almost two weeks after that decision had been made. The new baggage fees were to be introduced at the same time VIA introduced an updated booking system allowing online seat selection in the Quebec City-Windsor, Ontario. Baggage allowances vary on corridor, regional, and long-distance trains, with the number and size of bags charged \$25 fees also varying by fare type. A note on the website at <https://www.viarail.ca/en/plan/baggage> indicates the fees have been waived “for a limited time” as the company gathers and assesses feedback from customers. Comparing the fees to those charged by budget airlines, Unifor said students and economy-class passengers were particularly affected, with students no longer allowed a second free bag and economy travelers facing stricter baggage-size limits. Sleeping car and Prestige

class passengers also face revised onboard and checked-baggage limits.

(Trains.com, December 4, 2023)

SASKATCHEWAN MAYORS SEEK TO SHIFT ROUTE OF VIA'S CANADIAN

A group of mayors in Saskatchewan are proposing to shift the route of VIA Rail Canada's Canadian northward from its current route to Canadian National's Prairie North Line, saying the shift would offer a number of benefits for the passenger train. The mayors of Lloydminster, North Battleford, Warman, and Yorkton, Sask., presented the proposal at a meeting in Saskatoon, Sask., on Tuesday, Dec. 12. They say it would increase the population served by the train in communities along the route, improve timekeeping by moving the Canadian away from heavier freight traffic, offer a more scenic route, bring the train closer to a number of National Parks and National Historic Sites, and connect more Indigenous and rural communities. A table in the presentation accompanying the proposal says the population of communities along the Prairie North Line is more than 128,000, compared to about 22,600 on the current route. The Prairie North Line would add about 60 miles to the length of the trip.

“The opportunity to help grow Indigenous and non-Indigenous tourism businesses is key to helping grow our economy for the prairies, and having VIA Rail travel with foreign tourists to the areas rich in Indigenous history and culture is the first step,” Lloydminster Mayor Gerald Aalbers said in a press release.

(Lloydminster.ca, December 12)

BILL INTRODUCED IN PARLIAMENT TO GIVE VIA TRAINS RIGHT OF PREFERENCE

A member of Parliament from British Columbia has introduced a bill to create a right of preference for passenger trains on the nation's railroads — the lack of which has long hampered VIA Rail Canada operations. Taylor Bachrach, a House of Commons member of the New Democratic Party from the riding of Skeena-Bulkley Valley — a district representing roughly the northwest quarter of the province — introduced the bill last week. Bill C-371 would amend the Canada Transportation Act to require preference for passenger trains — and sets a maximum penalty of \$250,000 for each violation. “Right now, people are avoiding the train because they can't get to where they need to go with any sense of consistency,” Bachrach told the CBC. The broadcaster reported the MP was making his 4,500-kilometer (2,800-mile) trip home to Smithers, B.C., for the holidays by train, rather than flying, in part to “experience the state of passenger rail in Canada” and in part to build support for his bill. “I'm pretty familiar with the passenger train the Skeena in northwest B.C.,” Bachrach told the CBC, “but this is going to give me a chance to talk to passengers and communities right across the country about a vision for Canada catching up to the rest of the world and having a viable passenger train service, which we don't right now.”

VIA CEO Mario Pélouquin called for a statutory right of preference — similar to the one granted to Amtrak — earlier this year. At that time, CEO Marc Brazeau of the industry trade group Railway Association of Canada cautioned that “any passenger service proposal must demonstrate that freight capacity to handle current and future anticipated volumes can be preserved,” while John Corey, president of a shippers' group, the Freight Management Association of Canada, said passenger priority would be “the tail wagging the dog. Freight

railways, their customers, and Canadians in general would be subsidizing the few people using the rail passenger system.” The Bill is available for reading at <https://www.parl.ca/DocumentViewer/en/44-1/bill/C-371/first-reading>

(Trains.com December 18)

VIA LOOKING AT OPTIONS FOR F40s

VIA has issued an invitation to tender for the overhaul of 39 F40 locomotives. It says, “VIA is operating a fleet of fifty-one (51) GPA-30H locomotives, that were built by General Motors (EMD) from 1986 to 1989. The objective of this project is to further extend the expected lifetime of thirty-nine (39) GPA-30H locomotives until 2035 by restoring system performance and increasing reliability. VIA is looking to analyze the possibility of overhauling the locomotives according to a fixed and optional number of units, as explained in the ITT Scope of Work. “It is to be noted that this program is NOT related to VIA’s Long-Distance, Regional and Remote Fleet Renewal project (LDRR).”

(Merx.com, December 20, 2023)

VIA HISTORICAL SOCIETY

LAUNCHES FUNDRAISING CAMPAIGN TO ACQUIRE FP9A

The VIA Historical Society has launched a major fundraising campaign to acquire its first locomotive, former VIA Rail Canada FP9A No. 6539, to be used as part of the organization’s touring exhibition train to celebrate VIA’s 50th anniversary in 2028. The organization is seeking to raise \$250,000 to purchase, move, restore, repaint and maintain the unit as a operating locomotive. It would be the only operational F unit wearing VIA colors. An anonymous benefactor will match donations up to \$125,000; the non-profit organization is a registered Canadian charity, and donations from Canadian taxpayers are tax receiptable. The society will acquire the locomotive from the Ontario Southland Railway, where it currently wears No. 1400. Ontario Southland has offered to donate back almost half the purchase price to the VHA. The unit was built by General Motors Diesel in London, Ontario, in 1958 as Canadian National FP9A No. 6539, and retained that number when it joined the VIA Rail Canada roster in 1978. It was one of 15 units remanufactured in the early 1980s, becoming FP9ARM No. 6303 in 1983. It was one of the five FP9ARMs that retained its original side-panel configuration after remanufacturing, meaning it can be restored to its late 1970s-early 1980s appearance as VIA 6539 while retaining the benefits of its mechanical upgrades.

More information on the VIA Historical Society and the fundraising campaign is available at <https://viahistory.ca/donate/>.

(Trains.com, November 30, 2023)

Other News

CANADIAN GOVERNMENT ANNOUNCES SECOND PHASE OF NEW BRAKE RULES

The Canadian government has announced new rules regarding rail air brake inspection and maintenance, to take effect Dec. 1, 2025. The new changes to the federal Railway Freight and Passenger Train Brake Inspection and Safety Rules, announced on Friday, Dec. 8, require railroads to:

- Perform more robust brake inspections for heavy trains operating on a steep grade in cold weather;
- Develop and submit procedures related to

those inspection requirements to Transport Canada;

- Strengthen requirements for maintenance of air brake cylinders.

The rule changes reflect the second part of a ministerial order issued in July 2022. That order was in response to Transportation Safety Board findings in the wake of the fatal derailment of a runaway Canadian Pacific train near Field, British Columbia, on Feb. 4, 2019. Earlier changes, regarding general air-brake inspection rules and a winter operating plan for brakes, were approved in January of this year and went into effect on May 31. Transport Minister Pablo Rodriguez said the changes are “to make trains moving in Canada safer than ever before, especially during winter. Safety is always the highest priority, and we’re committed to modernizing and to addressing any safety risks that Canada’s rail system may face.”

(Trains.com, December 11)

YORK-DURHAM HERITAGE RAILWAY IN JEOPARDY

The future of a popular train destination in Uxbridge is in jeopardy as the township has denied a request to extend their lease, citing several issues with rent payment and safety concerns. In a release posted to their website, township officials say, “The decision to deny a lease extension resulted after multiple attempts to resolve outstanding issues and timelines for compliance were not met.” Township staff say they have given the owner ample opportunity to rectify several items. The township, which leases both the train station and platform to YDHR detailed ongoing problems at the railyard. This includes the removal of four rail cars, found to have asbestos, lead and horse-hair in them. The owner had plans to refurbish the historical train cars for use, but said costs were mounting. “We had no operating income for close to two years, our insurance is close to \$200,000 a year and you still need to do upkeep on the track and upkeep on the locomotives even if you’re not operating,” said John Perks, executive director of the YDHR. The service has been offering themed holiday train rides in the region for the past 25 years, including Harry Potter, Polar Express and other holiday favourites. But over the past few years, the company has been through a lot of financial stress, including the 2022 tornado that damaged the property. YDHR announced “It is with a very heavy heart we announce our tenure in Uxbridge is coming to an end on May 31, 2024. ...We certainly look forward to hosting you at our new home in 2024.”

(GlobalNews.ca, December 20, 2023; YDHR Facebook post)

CANDO ADDS 12TH RAIL TERMINAL

Cando Rail & Terminals (Cando) has acquired its 12th multi-purpose terminal, Southwest Alberta-based Transmark. The terminal is in the city of Lethbridge; it has a current capacity of 1,700 railcar spots and will offer daily services for railcar staging and storage, including unit train storage, as well as other services such as windmill transloading and railcar repair. All existing Transmark employees will be retained and “operations at the terminal will continue as normal,” according to Cando, which is described as a Brandon, Manitoba-based “provider of specialized rail operating services and terminal infrastructure that allow industrial shippers to optimize their supply chains and connect to Class 1s.” Cando also provides short line operations, industrial switching and material handling services. The terminal, now called Cando Lethbridge Multi-Purpose Terminal, is located adjacent to Highway 4 and serviced daily by Canadian Pacific Kansas City.

(RailwayAge.com, December 13, 2023)

RAC RELEASES RAIL TRENDS 2023 REPORT

The Railway Association of Canada (RAC) released Rail Trends 2023, a rolling 10-year review of financial and statistical results. The 31st edition of the report is a compendium of Canadian rail data up to Dec. 30, 2022. Data is reported by RAC member companies, including Class I and short line railways, as well as tourist, intercity and commuter passenger railways. Highlights of Rail Trends 2023 include:

- “Railways invested \$2.4 billion to improve safety, efficiency, capacity, and supply chain fluidity.
- Railways paid a record \$2.2 billion in taxes to Canadian governments—supporting social programs we all rely on.
- Industry employment increased by 3.2% and average wages increased by 2.2% to \$104,443.
- Freight fuel efficiency improved to 711 revenue ton-miles per gallon—setting another consecutive record.”

The full report is available at <https://www.railcan.ca/resources/annual-rail-trends/>. Data for 2023 will be covered in next year’s report.

(Railcan.ca, December 20, 2023)

CN AND CP EXCEED GRAIN REVENUE ENTITLEMENTS

The Canadian Transportation Agency (CTA) on Dec. 21 ruled that revenues of both CN and Canadian Pacific Kansas City (CPKC) were above their respective maximum grain revenue entitlements for crop year 2022–2023. CN’s grain revenue of \$1,079,522,039 was \$3,457,939 above its entitlement of \$1,076,064,100. CPKC’s grain revenue of \$943,886,400 was \$3,369,407 above its entitlement of \$940,516,993. “CN and CPKC now have 30 days to pay the amount by which they exceeded their 2022–2023 revenue entitlements, in addition to a 5% penalty of \$3,630,836 for CN and \$3,537,877 for CPKC. Regulations require these payments to go to the Western Grains Research Foundation, a farmer-financed and directed organization to fund research that benefits Prairie farmers.” According to CTA, in the 2022–2023 crop year, 45,303,841 metric tons of Western grain were moved. This represents a 60% increase in volumes compared to the last crop year, which saw 28.4 million metric tons transported. The increase in the volume of grain, CTA says, was due mainly to improved growing conditions following the drought experienced in Western Canada during the 2021–2022 growing season. The Canada Transportation Act requires the CTA to determine each railroad’s annual MRE (maximum revenue entitlement) and whether each entitlement has been exceeded. The revenue entitlement is described as “a form of economic regulation that enables CN and CPKC to set their rates for services, provided the total amount of revenue collected from their shipments of Western grain remains below the ceiling set by the CTA.” See the CTA’s guide on the Maximum Revenue Entitlement at <http://tinyurl.com/s5m69z2z> for further information.

(RailwayAge.com, December 26, 2023)

CARLOADS FOR 2023

Canadian railroads reported 75,463 carloads for the week ending Dec. 30, 2023, up 9.9%, and 56,220 intermodal units, up 6.4% compared with the same week in 2022. For the first 52 weeks of 2023, they reported cumulative rail traffic volume of 8,299,862 carloads, containers and trailers, down 2.4%.

(AAR.org, January 3, 2024)

Selection of Passenger Consists Compiled by Phil Jago

Please bear with us as we make the transition to new editors for the Consists and Motive Power sections.

See page 2 for the new points of contact.

Your contributions are always welcomed.

December 2023

CPKC 01H-01 [Holiday Train; White River, ON - Winnipeg, MB] 13 cars

- CP 2249 (GP20C-ECO)
- CP 220031 Boxcar (Canadian/Train)
- CP 220332 Boxcar (Pacific/Holiday)
- CP 220037 Boxcar (Holiday/Pacific)
- CP 220476 Boxcar (Train/Canadian)
- CP 220300 Boxcar (Holiday Train logo)
- CP 220127 Boxcar (Train)
- CP 220458 Boxcar/Generator (Holiday Train logo)
- CP 220508 Boxcar (Decorations)
- CP 42901 Boxcar (Stage Car)
- CP 102 Coach ("Ernest Smokey Smith")

- CP 84 Stateroom ("Banffshire")
- CP 110 Sleeper ("H B Bowen")
- CP 77 Business Car ("Van Horne")

30 November 2023

VIA #600 (Jonquière-Montréal) at St-Paulin, Québec

- CN ET44AC 3203
 - F40PH-3 6454
 - Baggage 8620
 - Coach 8146
- Note: CN 3203 dispatched from Chambord to rescue VIA 601 in St-Gédéon, which had collided with a truck.

4 December 2023

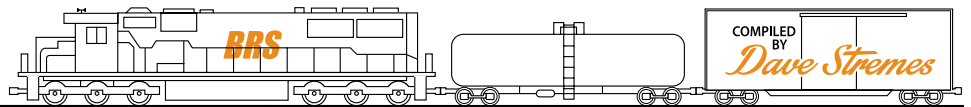
VIA #603/601 (Montréal - Senneterre/Jonquière) at St-Paulin, Québec

- F40PH-3 6421
- Baggage 8623
- Coach 8145
- Sleeper 8214 – Chateau Laval
- F40PH-3 6448 *
- Baggage 8620 *
- Coach 8146 *
- Sleeper 8209 – Chateau Iberville *

* to Jonquière
Note: The "Chateau" cars are added to increase the braking capacity in cold winter temperatures.

Thanks to: André St-Amant, Chris Wilson.

Motive Power and Equipment Scene



CPKC

HYDROGEN POWERED: CP 5943 and 9733 are the next locomotives to enter the H2OEL (Hydrogen Zero Emissions Locomotive) conversion program.

The Industrial Scene

REASSIGNED: A pair of Railserve LEAF models RSSX 320, 1007 have been reassigned from Pembina, at Redwater AB, to Ingredion Incorporated located at Indianapolis, Indiana in the United States.

The Regional Scene

ACQUISITION: New Brunswick Southern is receiving seven former PRLX/NS SD70M-2s numbered 6412-6418.

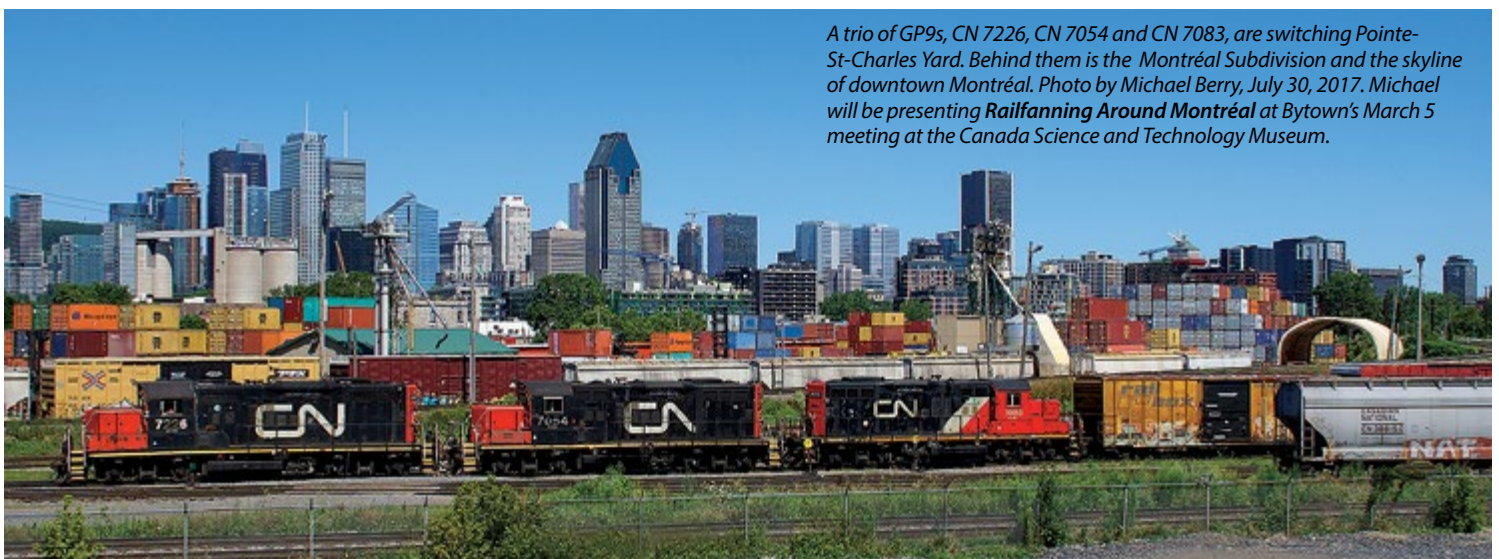
VIA

NEW TRAINSETS: VIA has now received eleven new Siemens trainsets, with five in use on a regular basis. Find out which trains have the new equipment at <http://tinyurl.com/mw2c3kk5>.

The Preserved Scene

NEW HOME: Former CP 4-6-2 1238 has been purchased by the Waterloo Central. Fundraising continues for its eventual move from Winnipeg, Manitoba.

HOME COMING: Former CN boxcab electric 6714 has returned to Canada. It was moved from the Connecticut Trolley Museum to the Halton County Radial Railway at the end of November 2023.



A trio of GP9s, CN 7226, CN 7054 and CN 7083, are switching Pointe-St-Charles Yard. Behind them is the Montréal Subdivision and the skyline of downtown Montréal. Photo by Michael Berry, July 30, 2017. Michael will be presenting *Railfanning Around Montréal* at Bytown's March 5 meeting at the Canada Science and Technology Museum.

From the
BRS
ARCHIVES

Steam locomotives required substantial investment in infrastructure to keep them running. Fuel to feed fires and water to make steam had to be readily available, and those facilities could never be too far apart.



1. CNR 6526 is taking on diesel fuel at Edson, Alberta. In the era of steam to diesel transition this water tower remained full and ready for service as indicated by the ball at top. Photo by Fred Mathews, no date given.



2. CPR 3632 has replenished its water supply from the spigot seen at right, and now waits behind an unidentified locomotive for its turn under the cooling tower at Port McNicoll, Ontario. Photo by Robert Shaw in the winter of 1958.

3. In the waning years of steam if a large wooden coal chute such as seen in photo 2 needed replacement, they were sometimes replaced with a steel structure as shown below. The large barrel held the coal while the smaller barrel to its right held sand. This coal chute was located in CPR's Ottawa West yard in Ottawa, Ontario. Photo by Fred Mills, taken in the late 1950s.

4. A Wabash Mikado No. 2251 exercises trackage rights on CN's Cayuga Subdivision at the head of a westbound freight. This concrete coal chute was so arranged that the siding at Aylmer ran beneath the chute so that trains stopped for a meet could take coal while they waited for an opposing train, which is likely the case here. No. 2251 was built by ALCO Schenectady in December 1923 and scrapped in 1955. As seen at Aylmer, Ontario, circa 1948. From the Sirman Collection.

