

March 2003 \$4.75



# Branchline

CANADA'S RAIL NEWS MAGAZINE



Winter Around Parry Sound • Icons, Bazookas and the Brotherhood



# Branchline

Published monthly (except July and August combined)  
by Bytown Railway Society  
PO Box 141, Station A, Ottawa, ON K1N 8V1

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

## Executive -

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

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

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

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

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

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

We will gladly accept articles in WordPerfect, Word or ASCII text file format on an IBM-compatible 3½" disk (please include a printed copy), or via the Internet (see above). All material submitted for publication in **Branchline** is considered gratis.

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

	12 months	24 months
For addresses in Canada -	\$40.00 CAD *	\$79.00 CAD *
For addresses in the U.S.-	\$29.00 USD	\$57.00 USD
Foreign - surface delivery -	\$56.00 CAD	\$111.00 CAD
Foreign - air mail delivery -	\$84.00 CAD	\$167.00 CAD

\* subject to GST or HST as applicable.

Please direct all membership and distribution correspondence to: Paul Bown, **Membership Chairman**, Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1 (Internet: [brspaul@sympatico.ca](mailto:brspaul@sympatico.ca)). Please make your cheque or money order payable to: **Bytown Railway Society**.

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

The expiry date of your membership appears on your mailing label (eg. 200402 = expiry with the February 2004 issue). Notice of expiry will be mailed prior to mailing the second to last issue.

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

For general information about Society activities, meeting details, or should you wish to convey information, kindly call (613) 745-1201 (message machine).

Printed by St. Joseph Print Group, Ottawa

*Branchline* (USPS 015-381) is published 11 times per year for \$29.00 (US); also available for two years at \$52.00 (US). Periodicals postage paid at Champlain, NY, and additional mailing offices. US address changes should be sent to IAMBUS of N.Y., 100 Walnut Street, #3, P.O. Box 1518, Champlain, NY 12519-1518. For details call IAMBUS at 1-800-428-3003. Send Canadian address changes to the Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1.

## ON SHEET

Winter Around Parry Sound, "Hip-Hoppin' on the Bunny Trail"	3
Icons, Bazookas and the Brotherhood	6
Information Line	12
Tid Bits - Activities of the Bytown Railway Society	19
Letters to the Editor	20
Selected Stories	21
A Selection of Passenger Consists / Samples of Diesel Lashups	22
Photo Corner	23
The Motive Power and Equipment Scene	26

A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. The **March 4** meeting will feature a slide contest. The three categories are 1) freight trains, 2) passenger trains and 3) your favourite railway slide. There will be a limit of three slides per category. Refreshments will be available for a small fee.

An **informal slide and video night** is held on the third Tuesday of each month, except July and August, at the Canada Science and Technology Museum. The next informal slide and video night will be **March 18**.

**Equipment Restoration** takes place every Saturday at the rear of the Canada Science and Technology Museum in Ottawa year round. Come out and lend a hand.

**Archives:** The Society maintains its archives at the Canada Science and Technology Museum. As well, many of the Society's books have been placed in the C. Robert Craig Memorial Library located at the City of Ottawa Archives. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us.

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

**Can You Spare A ...?** Canadian Tire money is eagerly sought to help defray the Society's restoration expenses. Kindly forward to our address.

### Corrections re the February "Branchline":

- \* The caption for the photo on Page 9 should read FP9 6516, not 6519.
- \* The photo of CP 2-8-2 5201 on Page 20 was taken on July 26, 1947 at North Bay, Ontario, by George Parks.
- \* Re the photo of CP M-636 4716 on Page 23, Cherrywood is in Pickering, not Ajax, Ontario.
- \* The photo of CP 4-6-0 893 on Page 23 was taken in the early years of the 20<sup>th</sup> Century, not the 21<sup>st</sup> Century.

### Ten Years Ago in "Branchline":

- \* A task force with a mandate to have garbage from Metro Toronto sent north to Kirkland Lake for disposal in abandoned mines claims that such a venture would give a badly-need shot in the arm for the financially ailing Ontario Northland Railway.
- \* CN North America was given approval on January 29, 1993, by the U.S. Corps of Engineers to begin construction of a new railroad tunnel linking Port Huron, Michigan, and Sarnia, Ontario. Detroit area officials are still pressuring government agencies to stop or delay the tunnel.
- \* In mid-January 1993, CP Rail System's executive approved a new livery design that soon will be adorning the railway's locomotives. The new design will feature a uniform red background (namely the "SOO" red) and a symbol on the carbody sides which incorporates elements of the Canadian and U.S. national flags.
- \* CN plans to remanufacture its last 26 unrebuilt GP9s in 1993. To be produced are Class GS-418 7079-7083, Class GY-418 7271-7280 ("mothers") and Class GY-00g 271-281 (slugs).
- \* Ontario Northland FP7 1502, retired in 1988, is having a 16-cylinder Caterpillar 2075-hp prime mover installed.
- \* CN is on the verge of finalizing a deal for the sale of its trackage between Truro and Sydney, to RailTex, a Texas-based short line operator. It now must be approved by the National Transportation Agency.

**On the Cover:** CP SD90MAC 9135 and SD40-2s 5977 and 5920 lead Train 107 at Lytton, BC (mile 93.4, CP Thompson Sub.) at 15:47 on May 20, 2001. Photo by Jim Johnston.

Press date for this issue was February 10  
Deadline for the April issue is March 9



# Winter Around Parry Sound, "Hip-Hoppin' on the Bunny Trail"

Article and Photographs by Peter Jobe

## Wednesday, 13th March 2002

With the prospect of some half-decent sun for Wednesday and Thursday, I decide to head north to "snow country" around Parry Sound, Ontario, to experience some winter railroading. In Southern Ontario around the Greater Toronto Area, there has been a definite lack of snow; green grass in January is not the way it is supposed to be.

The players in the "train game" are Canadian National, Canadian Pacific and VIA Rail Canada.

- \* CN 1xx and CP 1xx: double-stack intermodal
- \* CN 2xx and CP 2xx: premium mixed freight
- \* CN 3xx: general mixed freight; CP 3xx: grain trains; CN 8xx: grain trains

There were to be five southbound trains on the CP MacTier Sub., but it was not to be as "trains almost always get later" and today was no exception.

1130: Utopia - CP 221 sets off cars for the Barry-Collingwood Railway; BCRY is not running today. [BCRY operates Monday-Wednesday-Friday at 0830 for Barrie, and Tuesday-Thursday at 0830 for Collingwood. CCGX GP9 1001 currently points east].

1220: Craighurst, CP 104 - 9004 and 5906 [SD40-2F / SD40-2] to meet CP 221 at Essa.

1400: Dock Siding, CN 103 - 5788 and 5797 [SD75I x 2].

1415: Clouds move in and by 1630 it is raining. The rain is to pass through overnight. The weather forecast for Thursday is a mix of sun and clouds, so I decide to stay overnight in Parry Sound.

1430: MacTier, CP 221 - 5873, 5591 and STLH 5651 [SD40-2 x 3].

1545: MacTier, CP204 -6020 and 9131 [SD40-2 / SD9043MAC] had arrived in MacTier in AM hours.



CP SD40-2F 9004 and SD40-2 5906 lead Train 104 through Craighurst, Ontario (mile 77.9, MacTier Sub.) at 12:20 on March 13, 2002.

CN South Parry, mi 146.2 Bala Sub. / CP Reynolds, mi 20.1 Parry Sound Sub.

1620: CN 104 - 5420 and 5379 [SD50F / SD40-2].



CN SD75Is 5788 and 5797 power intermodal train 103 through Dock Siding, Ontario, at 14:00 on March 13, 2002.

1637: VIA 2 - 6435, 6446 and 9 cars [F40PH-2 x 2] - 30 minutes late.

1708: CP 210 - 6014 and 5655 [SD40-2 x 2].

1724: CN 105 - GCFX 6078 and CN 6019 [SD40-3 / SD40u] met CN 104 at Dock Siding and VIA 2 ("Canadian") at Falding.

1730: CN 878 - 2423, 5288 and GCFX 6034 [C40-8M / SD40-2W / SD40-3] grain train, meets 105 and 303.

CN Parry Sound, mi 150.2 Bala Sub. / CP Parry Sound, mi 23.3 Parry Sound Sub.

1743: CN 105 meets CN 304. 304 holds the main from 1750 to 1915.

1819: CP 204 - 5757 and 5673 [SD75I x 2].

1905: CN 303 - 5755 and 9515 [SD75I / GP40-2LW] runs through siding with over-length train.

1910: CP 220 - 6053 and 4 other SD40-2 [SD40-2 x 5].

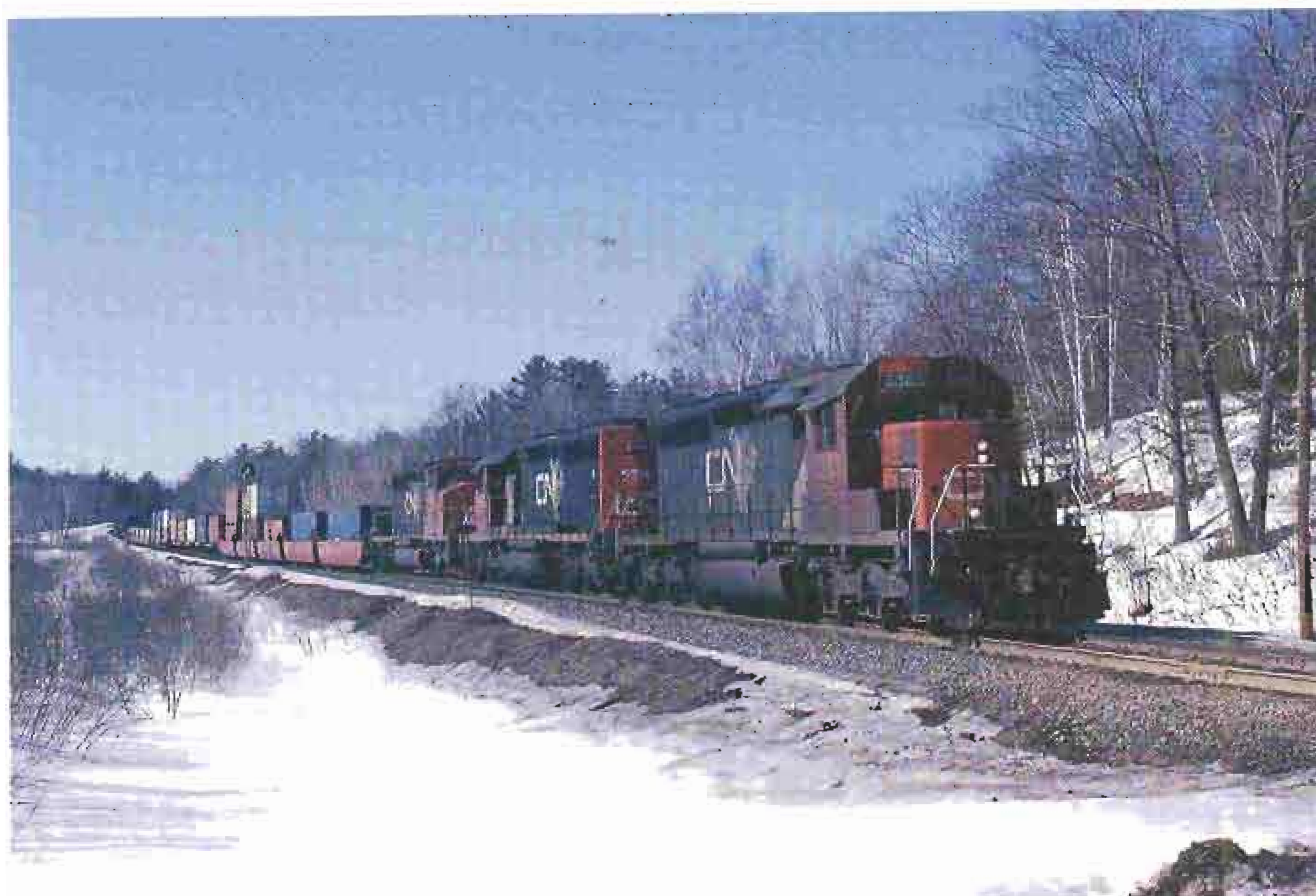
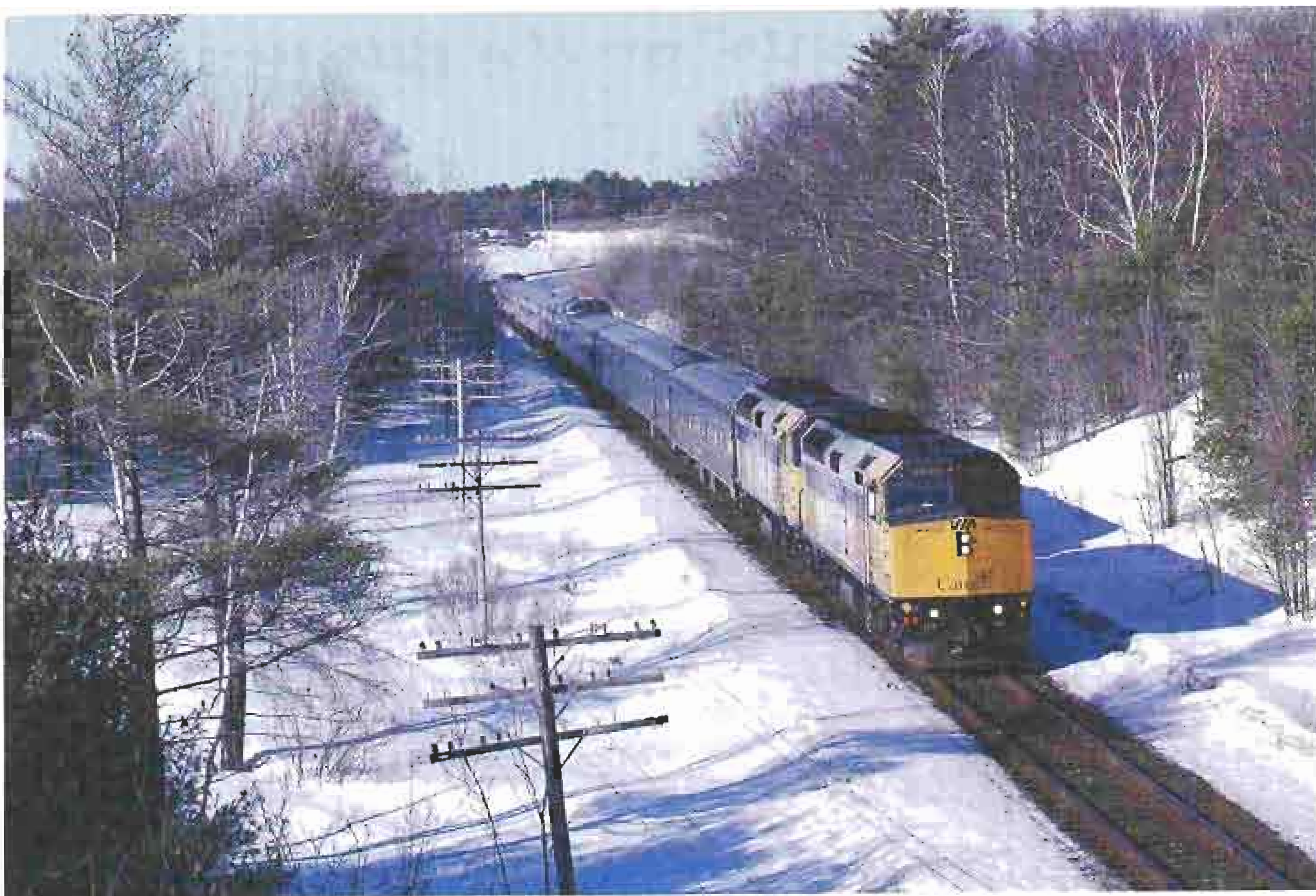
1915: CN 304 - 5281 and 5373 [SD40-2W / SD40-2] finally departs after meeting 105 and 303.

I retire to the Town and Country Motel on Church Street, in the north part of town. Quite nice accommodation at \$52.00 plus taxes for single room.



CEFX SD90MAC 131, CP AC4400CWs 9542 and 8500 and CP SD40-2 5844 hustle Train 407 through Dockmure, Ontario, at 08:59 on March 20, 2001.





**Thursday, 14th March 2002**

The forecast was AM: sunny with cloudy periods, PM: clouding over with freezing rain for Friday. Environment Canada broadcasts on 88.9 FM. I thus just have the one-day to get some shots. Mr. Sun awoke from his slumber just prior to 0700 and it took until 0830 for the thin clouds to burn off. For the rest of the morning it was mainly sunny. The clouds rolled in at 1445.

CP activity heard on the scanner, CP5 161.325 and CP11 160.845 [Train Status Report at 0800].

CP Parry Sound Sub. MacTier mi 0.0, Brignall mi 10.4, Dockmure mi 18.1, Nobel mi 29.6, Pointe-au-Baril mi 48.5.

0730: CP xxx eng 8512 South take siding Bragnall, to meet CP 221 eng 5585 North and CP 101 eng 8527 North.

0800: CP 104 eng 8627 South take siding Dockmure, to meet CP 221 and CP 101.

0830: CP 300 eng 9568 South take siding Nobel, to meet CP 221 and CP 101.

CP 101 to then overtake CP 221 at Pointe-au-Baril. The next southbound is CP 220 at Romford at 1400. The next northbound is CP 03 at MacTier at 1030.

0840: Nobel - I photograph CP 101 and CP 300 meeting. The crew on CP 300 was on yesterday's CP 221. CP 101 8527, xxxx, 5647 [AC4400CW / AC4400CW / SD40-2]. CP 300 grain train, 9568 and 9150 [AC4400CW / SD9043MAC].

That's it for CP for the day. Next stop is Tim Hortons at Nobel for a "java fix" and "roll up the rim to win" and guess what! "play again, next time". Perhaps next time will be: you just won a 2002 GMC Envoy! Let's hope so.

Meanwhile, it is time to point the '96 Blazer east on Highway 124 to Waubamik, then north on the "Bunny Trail" to Ardbeg. The rest of the day was spent shooting CN on the Bala Sub. between Waubamik mi 158.5 and Ardbeg mi 171.8.

0915: arrived at Bunny Trail south grade crossing, mi 160.6. A beautiful morning shot, light good until 1100. Hot box and dragging equipment detector at mi 163.2 provides ample warning of any southbound trains. Stay tuned to CN1 161.415 and CN2 161.205 for all the latest hits!

### Captions

**Top:** VIA F40PH-2 6445 and a sister lead the 11-car eastbound "Canadian" near Parry Sound, Ontario, at 15:58 on March 19, 2001.

**Middle:** A CP "Royal Hudson" mural in MacTier, Ontario, features 4-6-4 2850. Photo taken on March 13, 2002.

**Bottom:** CN SD40-2 5383 and SD40-2(W) 5319 lead intermodal Train 104 at South Parry, Ontario (mile 143.7, Bala Sub.) at 14:08 on March 20, 2001.



0956: mi 160.6, CN 304 - 5442 and GCFX 6073 [SD50F / SD40-3] takes siding at Waubamik.

1022: mi 157.0, CN 303 - 2583, 5296 and 5358 [C44-9W / SD40-2W x2] meets CN304 at Waubamik.

1042: mi 154.5, CN 304 shot from the side of Highway124.

With thin to medium cloud to the south, I head north on the "Bunny Trail". The speed limit sign says 60 kmh; if you drive that fast, you're crazy! With so many bumps and hops, the "Bunny Trail" is aptly named and is only good for 40 to 50. The road is surprisingly well travelled; it is a short-cut to Parry Sound for the good citizens of Ardbeg and area.

1222: mi 172.2, CN 102 - 5661 and 2595 [SD75I / C44-9W] - Highway 520 in Ardbeg.

1303: mi 170.2, CN 300 2404 and GCFX 6050 [C40-8M / SD40-3] - Bunny Trail North grade crossing.

CN 102 meets VIA 1 at South Parry and CN 300 meets VIA 1 at Waubamik.

1344: mi 160.6, VIA 1 - same consist as yesterday, "Strathcona Park" bringing up the markers. VIA 1 meets CN 878 at Ardbeg.

1425: mi 157.9, CN 201 - 5611, 2432 and 5415 [SD70I / C40-8M / SD50F] takes siding at Waubamik.

1430: mi 157.8, CN 878 - 2548, GCFX 6039, GCFX 6065 and 9542 [C44-9W / SD40-3 x 2 / GP40-2LW].

The thin cloud is now thicker and it's time to head for home. It's been a good two-day shoot! CN 878 goes to South Parry to meet CN 105.

1500: South Parry, mi 146.3, CN 105 - 5373, 7201 and 5558 [SD40-2 / GP9u / SD60F].

CN 878 was to go to Dock Siding for CN 103, however, this changed as CN 878 had problems with the 9542 [dead] and a weak battery in the SBU. RTC "DJP" brings CN 103 up to South Parry for CN 878.

1530: Rosseau Road P.O., mi 138.7, CN 103 - 2586 and 5651 [C44-9W / SD75I].

While I am primarily a CP fan, I have been known to take the odd CN shot. CN certainly does offer a wide variety of motive power of various makes, models and colours. I got many quality "winter" action shots, which is what I was after. These compliment the shots that I got in the area in March 2001.

Parry Sound / Muskoka offers many photo opportunities for the railfan photographer all year round. I find autumn and winter to be best, autumn with its myriad of colours and winter for its snow covered landscapes. ■

### Captions

**Top:** CP SD90MACs 9116 and 9113 drift through MacTier, Ontario, with Train 400 at 14:10 on March 19, 2001.

**Middle:** CN SD60F 5523, GCFX SD40-3 6037, CN SD40-2 5391 and CN SD40-2(W) 5271 are at South Parry, Ontario, with Train 304 at 12:26 on March 20, 2001.

**Bottom:** VIA's "Strathcona Park" brings up the rear of VIA #1 (9 cars) at Waubamik, Ontario (mile 160.6) at 13:45 on March 14, 2002.





# Icons, Bazookas and the Brotherhood

by Mark Perry

"Has that guy got a machine gun aimed at us?" were the words faintly transmitted from the trainman sitting in the second unit of CPR train VALM-25, on the roaming digital scanner.

For the Assiniboia-based CPR train and engine crew occupying the confines of the spartan cab of leading GMDL GP38-2 3040 late in May of 1998, the image they were witnessing, must have been a tad bit daunting to say the least. For just ahead of them, up on a slight knoll located just east of Orkney, Saskatchewan, standing out against the vividly blue prairie sky, were two cavaliers and three tripods lined up in a row. One, a tall lanky sort with a trivial camera set upon a short black tripod, didn't look all that abnormal considering the circumstances. The other a shorter, stouter gent with an "Indiana Jones" type brimmed hat, was seen to be peering down the long and fat barrel of what seemed like a bazooka mounted on a tripod. Now it probably can be safely said that there have been railfans out in the barren and desolate lands of the southwest corner of the province before but none with as intimidating photographic equipment as this. They surely must have thought they were under attack for some unknown reason!



The subject of this article with his Pentax 6x7 and 800 mm bazooka at Killaly, Saskatchewan, on May 29, 1998. Photo by Mark Perry.

Who was this guy with these big glass optics and what was he trying to prove anyways?

A question that I had asked myself, for a quite a number of years. The photo credit "A. Ross Harrison" had enthralled and mystified me for some time. I first remembering seeing it in the February 1988 **Branchline**. A smallish Black & White photo of Expo 86 painted, CP Rail SD40-2 5748 appeared under my first published photograph in the magazine. The theme of that month's mag was heritage and the back page of the issue was photographic proof. The rare, obscure and one-of-a-kind exposures were right up my alley in my railway photographic ventures. Little did I know that in later years, the two impressionists that created these photographs would come together in a distinctive and a mutually supportive brotherhood.

The first A. Ross Harrison photograph, which had me hooked on the creative efforts of this accredited impressionist, was published on Page 48 of the summer 1991 issue of **TRAINS Illustrated**. Neatly tucked under a classic and enduring J. Parker Lamb image, was an absorbing photo of a CP Rail operator, highballing a blurred train with the Medonte interlocking machine in the foreground. "This guy knows what he is doing" I reflected after studying the image over and over. Imagine to my surprise years later, finding myself staring at that same interlocking machine located in Jim Brown's Alliston Station (relocated to Tottenham) while in Ontario attending a J. Parker Lamb book launch!

Then again, upon receiving my copy of Douglas N.W. Smith's 1st edition of the **Canadian Rail Passenger Yearbook** in the mail in 1993, I noticed that same photo credit line, again and again. Between the covers were some truly unforgettable and stunning, black and white and colour images by one A. Ross Harrison. While I assumed the gentleman was living or located somewhere in the Ottawa/Montreal area, judging from the location of most of the portraits, I foolhardily took it for granted that the photographer was an older aristocrat,



The CP Rail operator at Medonte, Ontario, inspects Second 955, Extra 5625 north, at 21:25 on January 2, 1991. Photo by Ross Harrison.

judging from the exquisite and stunning composition of each representation, contained in the volume.

While there are a good number of railway photographers located on all four corners of the planet we inhabit, the odd one for whatever reason or significance will stick in the back of one's mind. That photo credit "A. Ross Harrison" had always lingered in my mind, since I first noted it.

It wasn't until a few years later when Craig Lebowicky, a CPR buddy of mine living in Winnipeg, casually informed me that a guy by the name of Ross Harrison had moved to Winnipeg and had hired out as a brakeman for the CPR, that the name came to become a realization for me. "You know the one, the guy that has all those photos in **Branchline**?", Lebo remarked. Well yes, I certainly did remember that name and those unforgettable images. "Just hired out as a brakeman?" I quietly pondered to myself. While I was a running trades employee with the CNR at the age of 34, with 17 years of company service under my belt, I thought it a bit odd that an older fellow would hire out with the railway, with the ups and downs of this occupational calling. Man was I fooled! Seems one A. Ross Harrison was a good ten years younger than I was. Wow, how did a young pup like him, master those photographic skills? I vowed one day I'd like to meet him and maybe get to know him better.

That day would come on August 17, 1996, in the small railroad town of Minnedosa, Manitoba. The reason being? Lebo and I had previously made arrangements to meet up there for a day of railway photography on the Manitoba prairie. The day was declared special by **CTC Board** magazine as the "Day in The Life Of North America", a take-off of the **LIFE** magazine photography event, in where various photographers from all walks of life, participate in shooting various subjects throughout the day, from midnight to midnight. **CTC Board's** day focussed on all railways in North America for that particular day.

An unfamiliar vehicle ground to a halt outside of the CPR's brown vintage station. I recognized Craig right off the bat but the other fellow was unfamiliar to me. Soon greetings were exchanged and I



realized that I had fulfilled a longtime yearning of meeting the man, whose photographic endeavours had captivated me for quite some time.

We made the circuit that day and roamed the vast Manitoba landscape calling in and photographing trains at places such as Minnedosa, Rivers, Stenberg and finally a date with the CPR mainline at Brandon. I was impressed with the man and his arsenal of photographic equipment in both 35mm and medium format. The monopod-mounted 500mm bazooka lens fitted on the end of his bulky tripod-mounted Pentax 67 was some kind of photographic glass, the likes I've never seen before! The efforts put forth that day paid off in spades as a ARH accredited photograph appeared in the December 1996 'Day in the Life of North America' issue of **CTC Board**. A crisp vertical 8 x 10 black and white print of CPR train #467 leaving Brandon at 16:03, showcased Ross' representational talents to the railfan masses once more.



The "Day in the Life" contest winner - It's time for CP Train 467 to blast off from Brandon, Manitoba, at 16:03 on August 17, 1996. Today, No. 467 (Winnipeg to Calgary general merchandise) is amply powered by GP38-2 3071, SD40-2 6061, SD40 5548 and SD40-2 6071. Photo by Ross Harrison.

From that day on, the boundaries of life long friendship were cast. I think we can all admit that we as mortal human beings will go on to learn a new trick or two, every day for the rest of our natural lives. I knew that this fellow colleague could enrich and better my attempts in this hobby we call railfanning and in the simple pleasures of life itself.

Soon we were corresponding back and forth and promptly planned for a week-long venture to the vastness of Saskatchewan. It was truly ironic that we shared almost the very same enthusiasm for many similar non-related subjects, whether it be trains, grain elevators or the infinite sound of Canadian rockers, The Tragically Hip. It was like we had already known each other for a good number of years.

The trip we made in May 1998 was pure gratification to say the least. While these types of jaunts can become testy at times owing to the differences and preferences of each individual, there was none of that between the two of us and the visual images from that trip are proof enough that they are amongst the best I have ever composed on film. But this is not to say they were not some individual trying

moments.

Driving into the small hamlet of Rockglen, Saskatchewan, at midday, located in close proximity to the Canada-USA border, on our way westward to the southwestern part of the province, we noticed a demolition crew that was soon to be taking down the old unused wooden Pioneer grain elevator. Tough call? Stay to shoot the demolition or keep venturing west in search of a certain CPR branchline train running? While we knew we couldn't do both, it didn't take a very long deliberation to determine that we were staying put in Rockglen to capture on film, the end of a distinctive prairie icon.

Minutes turned into hours as we anxiously awaited the befalling of the ancient wooden structure. Finally after suppertime, in the slowly falling evening sun, a backhoe pushed over the tall imposing orange/red structure. That notable prairie constitution erupted into a mushroom cloud of grain dust upon hitting the earth with a tremendous shudder. As the elevator was toppling over to its death; the motor drive on my Nikon was going FULL speed, exposing frame after frame, of Kodachrome film, capturing the rapid descent. But it was not to be for Ross and his bulky, manually advanced Pentax camera. Sadly, after a night before of composing lengthy time exposures at a grain elevator at Val Marie, the batteries finally gave out and locked up the shutter of that big black weapon.

While I shot a dozen or more photos, Ross only managed to fire off one exposure before the batteries died. I sensed a deep and regretful disappointment at the missed photo opportunity. It was looking like it might be a quiet ride back to Moose Jaw, to tie up for the night but after about a half hour of driving, we laughed and joked about it and all was well again. While we are compassionate and serious about our photography, we can still detach and know that it is only a hobby and is not to be taken as the end all and all.



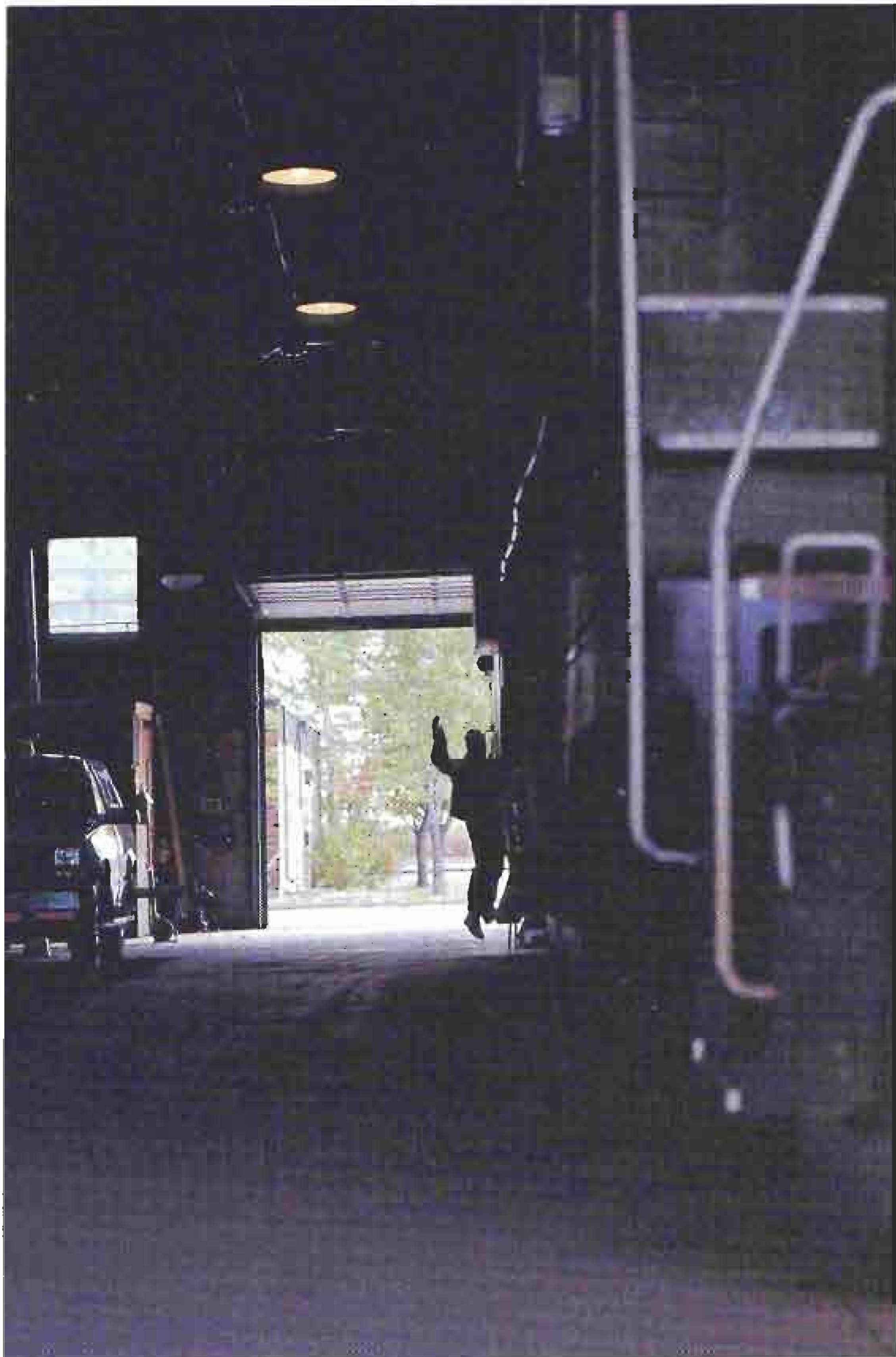
The only shot Ross got ... the aftermath of the shot Ross missed of the fallen Pioneer elevator at Rockglen, Saskatchewan, on May 26, 1998. Photo by Mark Perry.

It is also truly astonishing to know how we are so in tune together when it comes to agreeing about the photographic and written accomplishments of other railway photographers such as Richard Steinheimer, Ted Benson, O Winston Link, David Plowden or Greg McDonnell. But at the same time I truly can envision Ross' prominent photographic capabilities, so much so that when Greg asked me, a few years later, to contribute to his upcoming Boston Mills Press book entitled "Wheat Kings", an illustrated writing about prairie grain elevators and railroading, I just knew that Ross had to also contribute to the effort. He initially was somewhat reluctantly sceptical with the merits of his own work but, with a little prodding on my part, he fit into the volume nicely with some magical prairie images throughout the volume.

Soon we were trying to get out as much as possible, as employment and family priorities would permit, for photographic safaris. Whether it is for a week-long excursion or a one-day affair, we made the best of it. Likened to a perfect union amongst two people, we always managed to enjoy each other's company and shared each other's interests. We are always feeding off each other in our ideas and visions for a photograph, exchanging theories on how each individual might create and compose a vision. Always in agreement, a vast majority of truly memorable images have been produced in our mutual and combined undertakings. Witness the photographic proof, fashioned at the Burlington Northern and Santa



Fe's shops in Winnipeg one elegant fall day in 1998. Fabricating a real life situation, that's Ross pretending to be a crewman giving a "highball" on the tail end of caboose 12580 behind BNML GP9 #2.



Burlington Northern & Santa Fe (Manitoba) Inc. "Highball" ... Ross Harrison on BNSF caboose 12580 at Winnipeg, Manitoba, on September 28, 1998. Kodachrome slide by Mark Perry.

While the slides boxes and negative binders grow in stature as I get older in my life, it is the experiences and tales that keeps me motivated, fresh, compelled and inspired to continue my friendship with Ross in my pursuit of merited individual railway photographs. But that is not to say that each of us are biased in our own senses towards any selfish individual photographic accomplishments and pursuits of this avocation over the other. Each of us, gratefully respects each other's accomplishments, and strives to ameliorate each other's efforts.

When Ross became frustrated at the quality and the process of shooting both colour and black and white images at the same time, it was I that pushed him to take a big step to leave the colour behind and concentrate shooting only black and white. He hesitated for a bit but I knew his black and white work was marvellous and would stand on its own virtues. I wasn't knocking his colour achievements nor insinuating that mine were superior to his. No, not at all, I just felt that the extra concentration he was putting forth, composing the colour material, was taking away from his extraordinary Black & White work. He hasn't looked back since. That's how our friendship works.

That being said, there was no second guessing on my part that we quit the chase of a southbound CPR branchline train one day in Nipawin, Saskatchewan, and instead retraced our footsteps from the night before, trying to find Ross' irreplaceable photo notebook containing five years worth of notations, facts and figures.

By participating in that kind of connection, the images that we do

manage to expose, speak for themselves. Witness the results after a long day of chasing Canadian Pacific's "Royal Canadian Pacific" luxury train across Saskatchewan and Manitoba in the summer of 2002. Ross suggested a spot high up on the hillside, west of Minnedosa, might be a great spot for the final shot of the day for the train before the sun fell below the horizon. It was a tough and tiring climb up the side of that hill with camera gear in hand. It had been a long day and I was getting tired and hungry but I trusted Ross' knowledge of the area.

After that classy piece of CPR varnish slipped by us and vanished down into the valley at 19:45, we both stood there speechless for a second or two. "Unbelievable" was the first word, simultaneously spoken by each of us at the very same second! Similar minds thinking alike, in many more ways than one! That photo worked because of the respect between us as photographers and friends. Ross' B&W shot made CTC Board's "A Day in the Life" contest again!



CPR's classic 7-car "Royal Canadian Pacific", powered by FP7u 1400, F9B 1900 and FP9 1401, slides by the photographers near Minnedosa, Manitoba, at 19:45 on June 1, 2002. Kodachrome slide by Mark Perry.

I can say for sure that by knowing Ross Harrison and by watching and participating with him, out shooting and documenting Canada's railways, I have become a better impressionist in this hobby of ours. The mystical photographs we have produced together, will hopefully be envisioned with honour and esteem in the future, much like the older photographers' material, Ross and I have celebrated and reflected upon for a good number of years.

As we hit the new millennium in the year of 2000, it was apparent that many of the first generation of masterful railway photographers were and are passing on, the guys who broke the mould and were out there taking chances and gambling with ideas, shooting in the 1940s and 1950s. They were passing the torch onto the second generation of shooters. But in this day and age with same-day processing, computers and digital cameras, does the second generation have the knowledge and the know how, and the thought process required to produce a rivetting and lasting impression of current day railroading? Only time will tell.

Ross' photographic capabilities are second to none in my mind. He likes to ride on the edge at times and gamble with a photo opportunity. He's not afraid to take a chance and fail. It is what makes a ordinary photographer excel above the rest. I trust his photographic judgment enough, to be out there with him in dead cold of winter at -35°C or the sweltering heat of a long hot summer day trying something new and unknown. In my mind I believe he's that good. He has made me a better photographer by sharing but that is just my opinion, you be the judge for yourself.

But most importantly I feel it's an honour to be able to call him a good friend and it is only added gravy in taking pleasure in knowing that the second and third generations of up and coming railway photographers, myself included, will be inspired with the photographic accomplishments of such people as A. Ross Harrison.

Editor's note: A selection of Ross' black and white images from the Branchline photo library appears on Pages 9, 10 and 11.

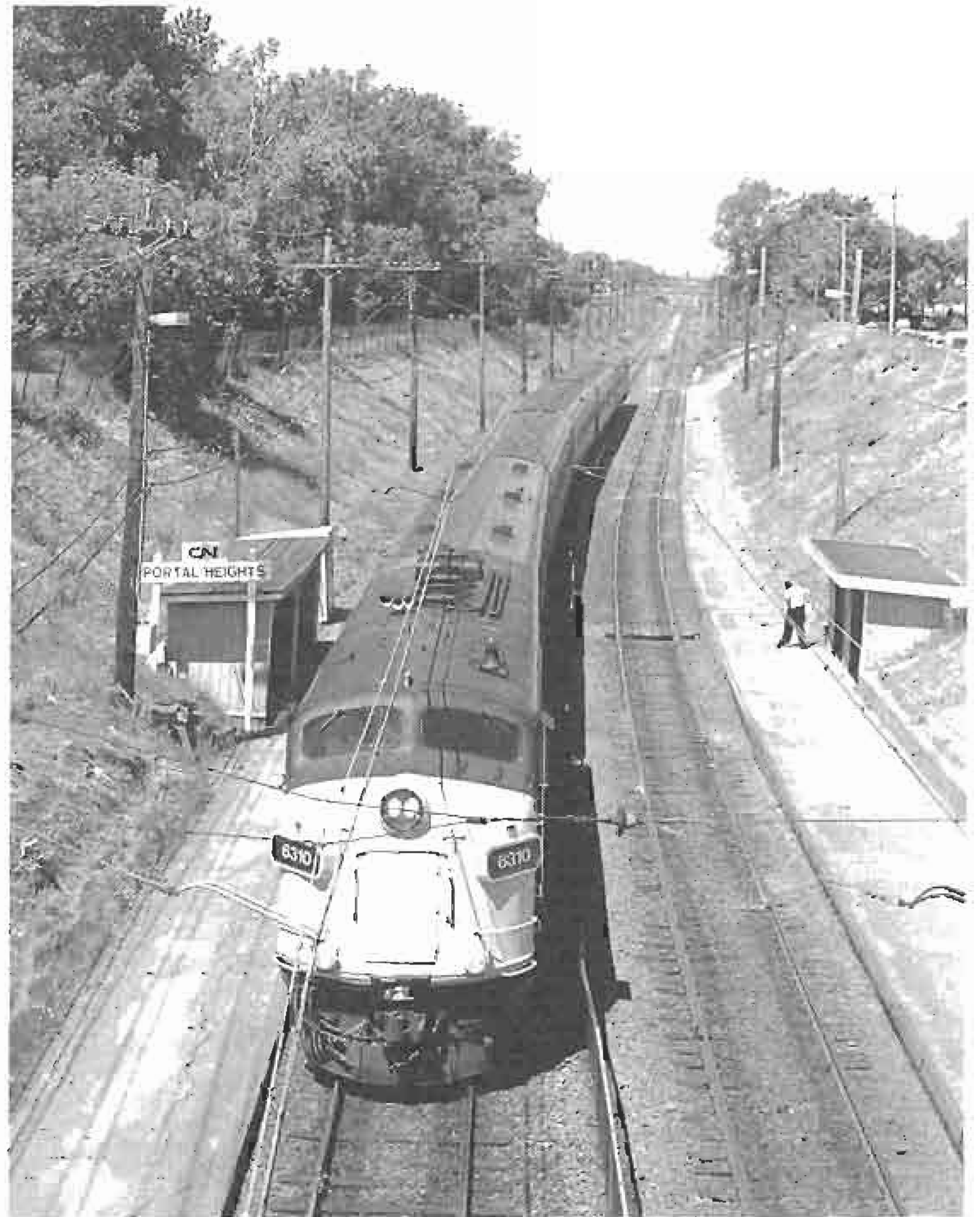
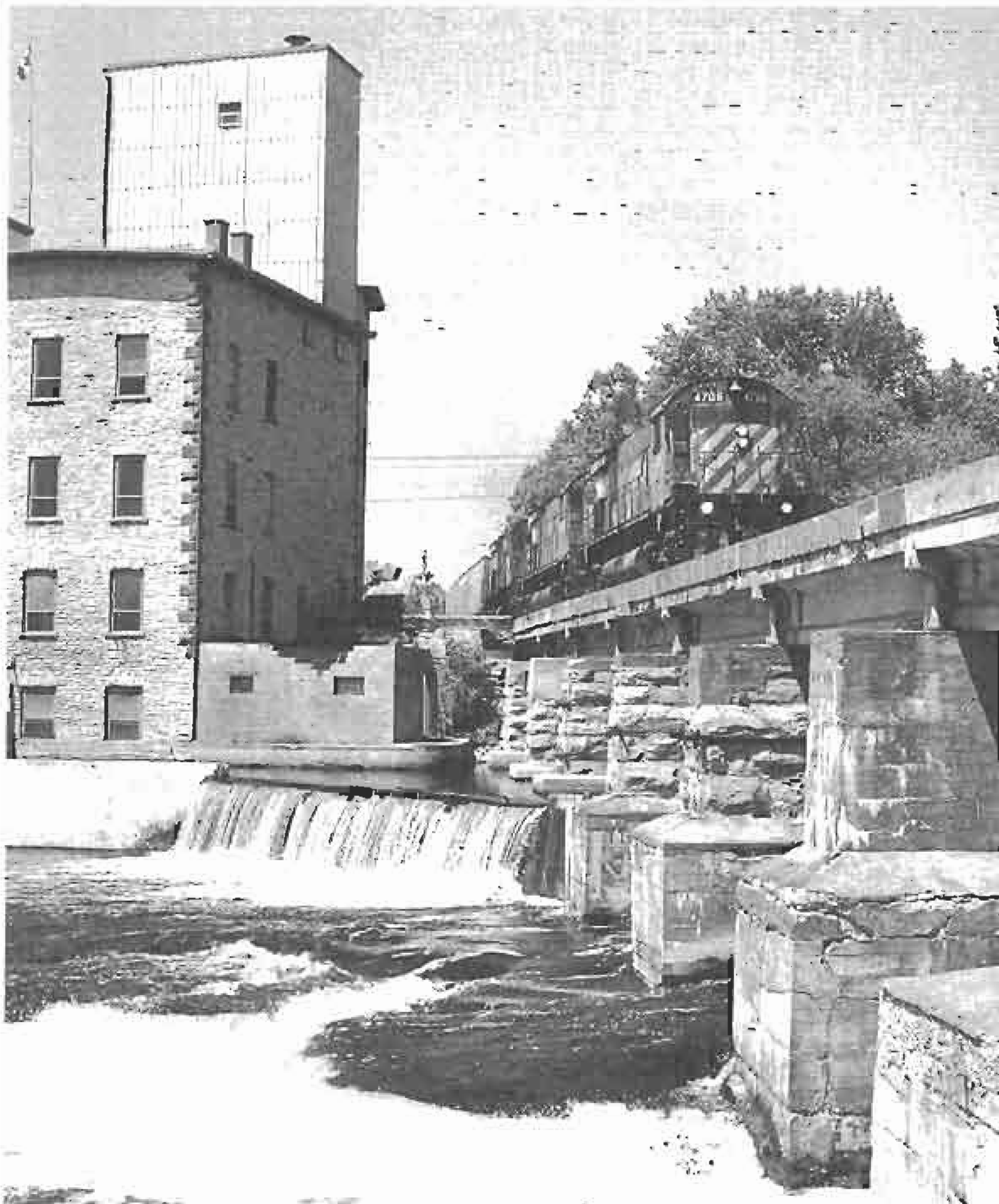


## A Selection of Ross Harrison Images

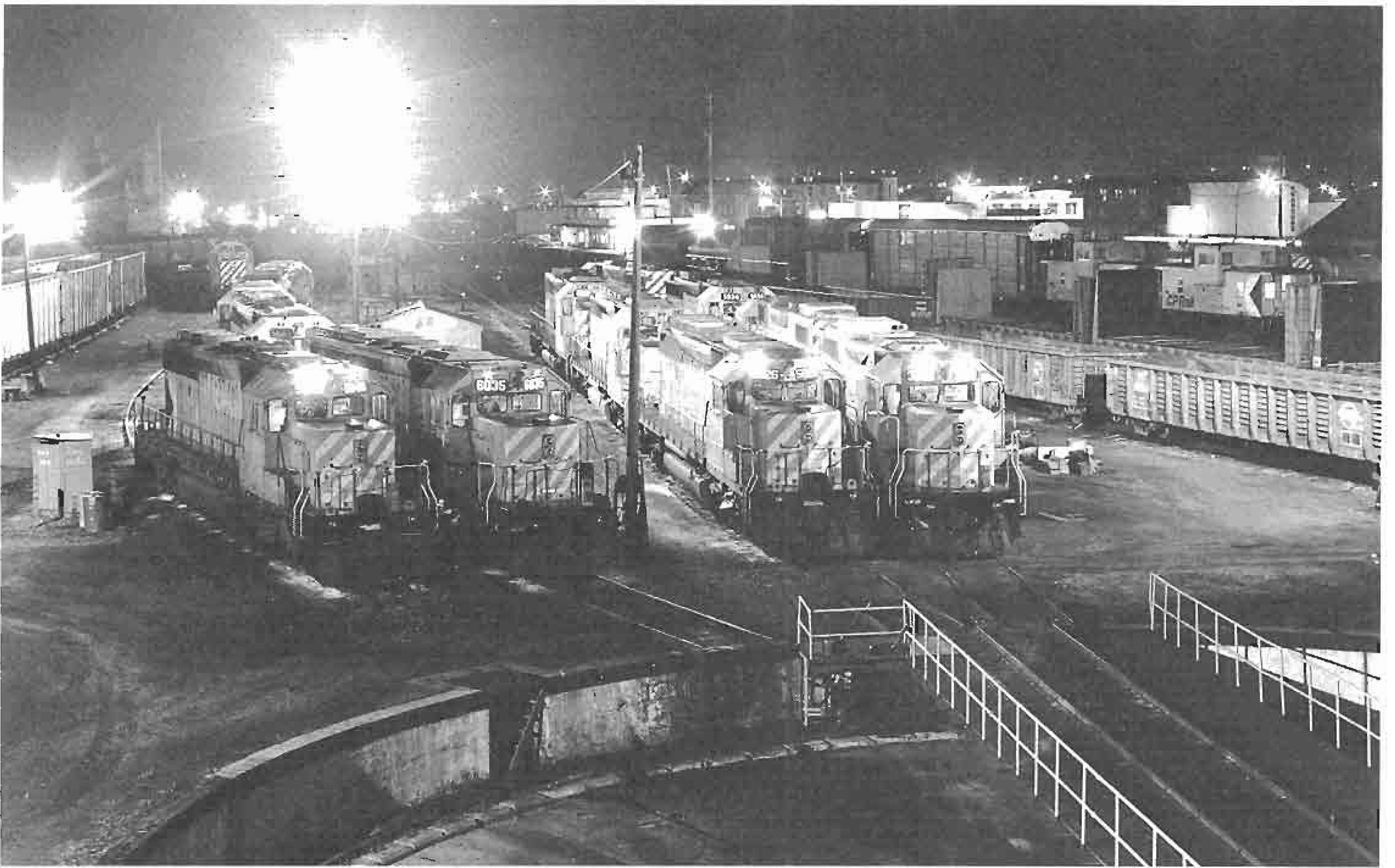
**Right:** CP SD40-2 5590 and SD40-1 5414 kick up the snow at Medonte, Ontario, at 15:02 on December 27, 1990.

**Bottom Left:** CP M-636s 4706, 4726 and 4719 storm across the mighty Mississippi River .... the one at Almonte, Ontario, that is. The MLWs are leading Vancouver-Montreal Train 482 on May 22, 1991.

**Bottom Right:** VIA FP9u 6310 is southbound at the Portal Heights commuter station in Mount Royal, Quebec, on June 21, 1991. The 5-car train is about to enter the 3.25-mile long Mount Royal Tunnel and drift down to Central Station in downtown Montreal. Northbound diesel-powered trains were hauled upgrade by one or two electric locomotives.









**Right Top:** CP SD40-2 5656 and GP38-2 3094 are eastbound at Kenora, Ontario, on May 18, 1990.

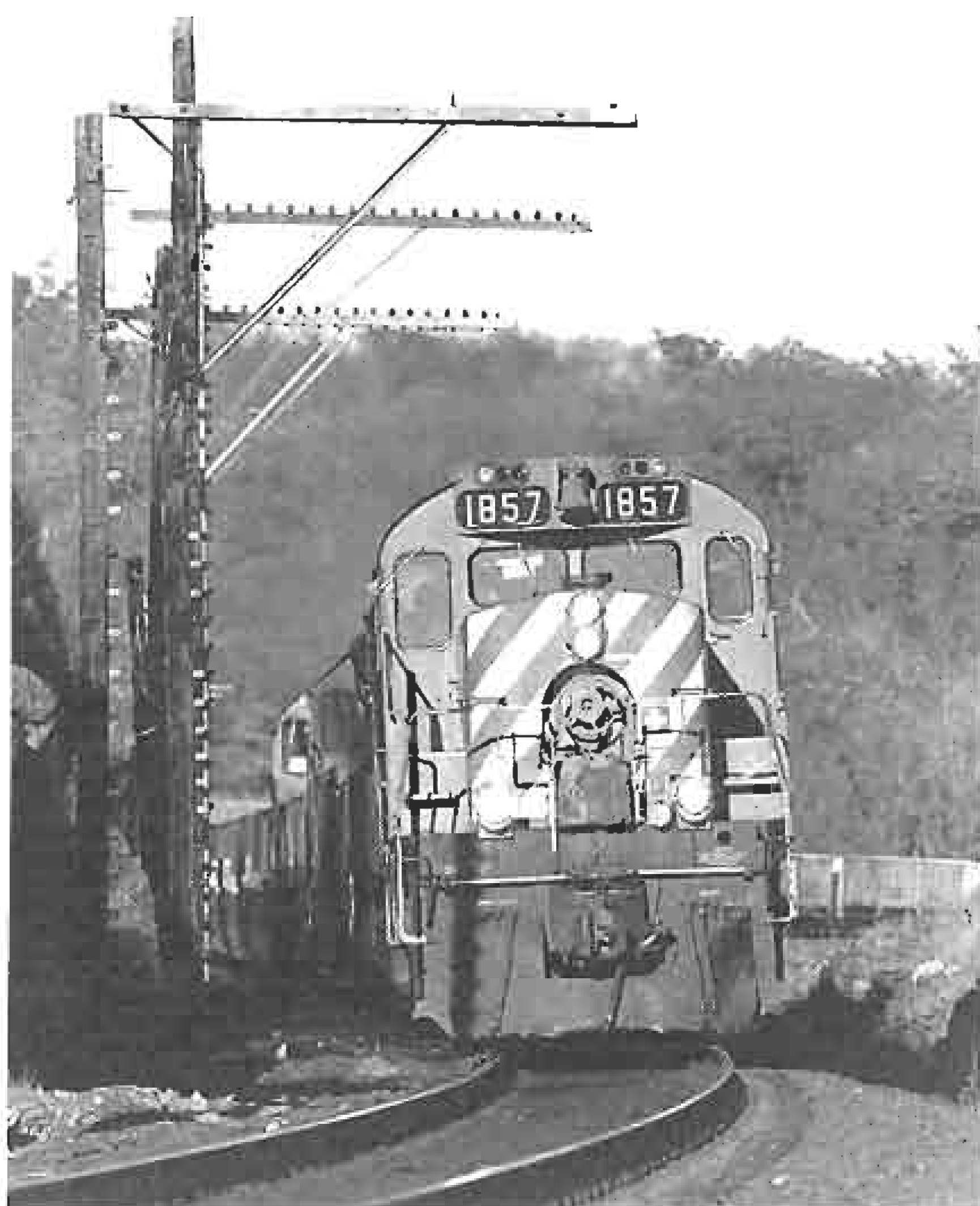
**Left Top:** Twelve CP SD40-2 and two GP38-2s await assignment at Cranbrook, BC, in the wee hours of May 29, 1990. Specially thanks go to the night foreman for turning on the number boards and class lights of the nearest units.

**Right Middle:** CP C-424 4213 receives a cab upgrade, and SW8 6701 undergoes conversion to a slug in the St. Luc Roundhouse in Montreal in May 1994.

**Left Bottom:** CP SD40-2 5691 and M-636 4717 are eastbound with Train 472 at Nipigon, Ontario, on May 1, 1989.

**Right Bottom:** CP C-424s 4237, 4220 and 4241 pause with Train 261 at McAdam, New Brunswick, at 01:00 on August 23, 1991.

**Below:** CP RS-18u 1857 leads Train 509 past the slide protection at Sucker Lake, Ontario, in October 1993. ■







**CN FOURTH-QUARTER PROFIT DIVES ON CHARGES; DIVIDEND HIKE:** Net income at CN tumbled more than 92% in the fourth quarter, as the company took charges for layoffs and personal injury claims in the U.S. But investors will no doubt welcome news that the railway has increased its quarterly dividend by 16%.

CN said its Q4 net income was \$22 million (11 cents a share), compared to \$296 million (\$1.48 a share) in the corresponding quarter in 2001. Overall revenues in the quarter rose 1% to \$1.55 billion, even though revenues from grain and fertilizer shipments dropped 21%, reflecting the prairie drought. The railway upped its quarterly dividend from 21.5 cents to 25 cents per common share – the seventh increase in seven years.

For the 2002 fiscal year, CN reported net income of \$800 million (\$3.97 a share), compared to 2001's \$1.04 billion (\$5.23 a share). Revenues rose 8.1% to \$6.11 billion. "Thanks in large part to the discipline of our operating plan, CN turned in a solid 2002 financial performance in an extremely challenging environment for bulk commodities," CN chief executive Hunter Harrison said in a statement. CN's fourth-quarter and full-year results were hit by charges of \$281 million (\$173 million after tax) for a change in the company's estimated liability for U.S. personal injury and other claims, and a \$120-million (\$79 million after tax) charge for workforce reductions. Looking ahead, CN said there were many variables that would effect its business in the coming year. "For 2003, we remain cautious about CN's prospects given uneven North American economic growth, uncertain precipitation levels in Western Canada, and potentially volatile international energy prices," Harrison said. (CBC.CA, Jan. 21)

**RAIL CAR COMPROMISE FOR HALIFAX:** CN is promising to station empty rail cars in Halifax so that ships can off-load directly onto them. Businesses that rely on rail to move their goods have been complaining about delays. CN recently reduced the number of trains coming to Halifax to two, instead of three. Last fall it cut the number of rail cars. The railway now says it will park cars to create a buffer zone, so that the cars can be loaded on weekends when more ships come to port. The two sides will meet again in March to evaluate how well the changes are working. (CBC.CA, Jan. 15)

**WOMAN WELDER BLAZES TRAIL:** A Moncton welding student has received a \$500 boost to her academic career thanks to an award from CN designed to encourage women to train in non-traditional careers. The welding 101 class at the New Brunswick Community College in Moncton has long been dominated by men. Cara Gallant is the only woman in the class, in fact the only woman to take the class in recent memory. She says her family back in Dalhousie has encouraged her to follow her heart into the trade. Her dad is a welder, and is keen to bring her along on jobs when she graduates.

Instructor Louis Leblanc says the CN scholarship helps encourage women to take on new challenges. He says Cara fits into her class well. "But it takes a real strong character and Cara has those attributes going for her so I think she'll do pretty good" For Gallant, passing her welding classes is only the first hurdle she must pass to move through a welding career. New Brunswick's welding workforce is almost exclusively male, which means life could get tough in the coming years for Gallant. But she looks forward to the challenge. "A lot of people are telling me that I'm not going to have a lot of trouble, because I am a female and females are known to be very good welders". Gallant will complete her pre-employment program in the spring. She plans to enter the workforce through a work placement program in the summer. (CBC.CA, Jan. 28)

**CN REVAMP ON THE WAY: FEWER DIVISIONS?** CN will likely undergo a reorganization of the company's Canadian operations in the next 12 to 18 months, Hunter Harrison, the ceo, told analysts.

"There are timing issues, but I would expect within 12 to 18 months there will be more changes in shrinking the divisions," Harrison said in a presentation to Wall Street analysts. "We don't have the model as we'd like it at this point." He said the integration of the Illinois Central and Wisconsin Central railways left the company with six operating divisions in the United States. CN has since consolidated the operations, leaving only two operating south of the border. Consolidation has come slowly in Canada, Harrison explained, "because of sensitivity to the old shop ... and political implications. But I've learned the hard way that when you create another division, you create costs." CN has worked hard to contain costs, including laying off workers. Late last year, it announced that it was reducing its workforce by 1,146, recording a \$79-million after-tax charge for severance packages and early retirement incentives. (National Post, Jan. 23)

**CN OFFICIAL FOLLOWS TELLIER TO BOMBARDIER:** Bombardier has announced that William J. Fox is appointed Senior Vice President, Public Affairs, reporting to Paul Tellier, President and Chief Executive Officer, and his former boss at CN. The appointment is effective February 3, 2003. (Bombardier, Jan. 28)



**CANADIAN  
PACIFIC  
RAILWAY**

**CPR SELLS NEW BRUNSWICK RAIL LINE TO CANADIAN NATIONAL:** CPR has sold its low-density railway spur line in northern New Brunswick to Canadian National. The 12.6-km spur line, known as the Edmunston Spur, runs between Grand Falls and Cyr Junction, near St. Leonard, NB. Financial details of the sale were not released. "CN is pleased that this agreement will enable CN to maintain rail service to an important customer, McCain Foods Ltd.," said Keith Heller, svp, Eastern Canada Division, CN. (Canada NewsWire, Jan. 16)

**CPR GETS \$1 MILLION IN PA:** The state of Pennsylvania has announced that as part of a \$6.3 million package of Rail-Freight improvement projects, CP will be getting \$1 million, for rehabilitation work on the mainline from Sunbury to Taylor Yard. Five new jobs should be created. (PA Dept. of Transportation, Jan. 14)

**CPR PROFITS JUMP 29%:** Canadian Pacific Railway posted strong fourth-quarter profits on flat revenues. The railway said it made \$125.6 million (79 cents a share), up almost 29% from last year's Q4 net income of \$97.7 million (62 cents a share). "The combination of cost containment and strong growth in several business sectors offset the effect of the second year of depressed grain shipments due to Canadian prairie drought," the railway said in a release.

Revenue in the fourth quarter was \$950 million, matching last year's Q4 figure. CP said grain revenue was down 18% due to the drought, but it made up for that with a strong increase in its intermodal truck-train container revenue, which rose 18%. Shipments of fertilizer and vehicles also rose.

The railway said it expects to see more productivity improvements in 2003 despite many uncertainties facing the company, but it offered no specific numbers. Over the full year, CPR said it made \$496 million (\$3.11 a share), up a third from 2001's net income of \$372.5 million (\$2.34 a share). For the year, the company said its operating ratio, a measure of efficiency in the railway industry, improved 0.7 percentage point to 76.6%, its best ever. (CBC.CA, Dow Jones Business News, Jan. 27)

**WISCONSIN & SOUTHERN SEEKS TO ACQUIRE CPR LINE:** Wisconsin & Southern Railroad recently filed a notice of exemption with US Surface Transportation Board to acquire from Canadian Pacific Railway a 32.5-mile line between Watertown and Madison, Wisconsin. Since 1998, WSOR has been leasing



and operating the "Waterloo Spur." After obtaining ownership of the line, the 650-mile regional plans to upgrade track pending funds from the Midwest Regional Rail Initiative, a coalition comprising nine states, Amtrak and several private companies. The coalition aims to create a Madison-to-Milwaukee commuter-rail corridor. The track upgrade would enable freight trains to increase speed from 10 mph to 40 mph, and commuter trains to travel at 110 mph. (**Progressive Railroading**, Jan. 21)

**CPR MEETS WITH GROUP SEEKING TO SAVE HISTORIC STATION:** A group of Portage la Prairie residents met with CPR officials to get a first-hand look at a fire damaged heritage site it wants to refurbish and transform into a tourist attraction. They have been advised by CPR to create a business plan outlining how the group intends to restore the old station. "We like their goal of preserving the site for community use but we would like them to come up with a more specific proposal to find out what they want to do. We'll be working with the committee to try to come up with a solution," CPR spokeswoman Darcie Park said. (**Portage La Prairie Daily Graphic**, Jan. 23)



**NB CABINET LOBBIES FOR RAIL SERVICE RETURN:** Passenger trains may become a familiar sight again in Saint John as the province's transportation minister attempts to convince VIA Rail to bring back passenger service from Saint John to Edmundston. Percy Mockler will make his case with VIA in April, but, he says the company will have to make a case for him as well. "They have to convince me that they should not expand in New Brunswick, I think we have to be proactive here." Transportation problems in northern New Brunswick will form part of his argument. Airports in Charlo and Miramichi have struggled to maintain air service and Mockler says that threatens economic development in the north. (**CBC.CA**, Jan. 16)

**HIGH-SPEED RAIL SALES CAMPAIGN COMING TO CANADA:** Bombardier is bringing its high-speed JetTrain to Canada for show-and-tell demonstrations with federal officials and rail operators in February - a signal that discussions on a fast-train launch in this country are advancing more quickly than expected. Bombardier had originally planned on showing off the train in the U.S. only in the short-term, said Lecia Stewart, Bombardier's vp for high-speed rail.

Bombardier developed the JetTrain system in a \$26-million joint project with the US Federal Railroad Administration. It was designed to meet U.S. specifications and hit the market first in the U.S., where high-speed rail plans are more developed. But Bombardier will now extend its JetTrain marketing to Canada, Stewart said. It will run the train on existing tracks starting in Montreal or Toronto, and then show off the product in Western Canada. The company has identified the Montreal-Toronto and Edmonton-Calgary routes among 13 potential markets for its product, Stewart said.

VIA Rail, which is expected to run the Bombardier-built trains day-to-day, is now heavily lobbying Ottawa to unbuckle \$3 billion for a high-speed rail system between Quebec City and Windsor. Bombardier's JetTrain is considered the favoured project. The timing appears right for the federal government to make a financial high-speed-rail commitment. The prime minister has just signed the Kyoto Accord, pledging to reduce so-called greenhouse-gas emissions and train travel is considered environmentally friendly.

Quebec is seeking a firm to study proposals for a high-speed rail link between Montreal and New York City. Transport Minister Serge Menard said the firm, once hired, would conduct a "preliminary evaluation of the plans, technology and costs of a high-speed train." New York Gov. George Pataki raised the idea of a high-speed rail link last May at a Quebec-New York economic summit. André Meloche, a top Quebec transport official, says one proposal submitted by the two governments calls for a train that could reach speeds of between 170 and 250 kilometres per hour. Officials are also considering a faster train that could zip along at

more than 250 kilometres per hour, said Meloche. The faster of the two trains could complete the Montreal-New York run in less than four hours, he added. (**Montreal Gazette**, Jan. 11; **Canadian Press**, Jan. 13, thanks to Ray Corley)

**PROVINCE HAS NO INTEREST IN JET TRAIN:** Bombardier is welcome to bring its jet-powered train to Alberta, but it shouldn't expect the provincial government to pay for the special track it needs to link Edmonton and Calgary, says Alberta Transportation spokesman Trent Bancarz. Bombardier has said it plans to bring the 240-kmh locomotive to Alberta, where there has been talk of a high-speed rail link between Edmonton and Calgary for years. "We are not really interested in investing in high-speed trains," said Bancarz. "We believe that should be done by the private sector," he added. Bancarz said studies into the high-speed link carried out in 1981, 1986 and 1995 have all shown that predicted passenger numbers would not make it a paying proposition. (**Edmonton Sun**, Jan. 21)

**MONTREAL TO TORONTO IN 3 HOURS?:** Rail passengers may soon be rocketing between Montreal and Toronto in under three hours aboard new VIA trains flying along the tracks at over 200 kilometres an hour. The federal government is set to announce construction of new high-speed service that will cut the Ottawa-Montreal trip to only 75 minutes, while the express run between Toronto and Ottawa will take only two hours and 15 minutes. In addition to dramatically cutting travel times, new tracks and other improvements will also allow more frequent service between the three cities.

The massive project is expected to cost taxpayers almost \$3 billion just for new track and other infrastructure improvements, not including the new high-speed trains. The government is hoping the faster travel times and more frequent service will persuade travellers to park their cars and ride the rails, reducing pollution and highway congestion. Transport Minister David Collenette - a driving force behind the high-speed project - said in an interview he hopes the work will be completed within five years. The minister also opened the door for a similar high-speed rail service between Edmonton and Calgary, sometime after the service is under way in the Toronto-Montreal-Ottawa corridor. "It wouldn't be in this (initial) phase ... but that wouldn't come too far after," Collenette said. "There's really compelling grounds for having a high-speed rail between Calgary and Edmonton." Collenette said the ultimate funding decision will come from Finance Minister John Manley. But senior government sources say Manley is planning to announce initial funding for the rail project in his federal budget this month. (**Ottawa Sun**, Feb. 2)

**CANADA EYES DEVELOPING HIGH-SPEED RAIL LINE TO AIRPORT:** Transport Minister David Collenette said he plans to ask for proposals to build a rail link between central Toronto and its international airport. "We hope to go out for a request for proposals in the next couple of months, and that would be a private-sector venture," Collenette told reporters.

The idea of a \$300-million rail link that would carry passengers from Toronto's downtown Union Station to Lester B. Pearson Toronto International Airport, Canada's busiest, in about 18 minutes received municipal approval about two years ago. Pearson accommodates about 25 million users a year and is about 50 kilometres (30 miles) from downtown. The airport line would not involve VIA Rail, the government-funded passenger rail company. "We made the decision VIA will maintain itself as a Crown corporation (state company) and the notion of franchising is just not on, except what I'm looking at for the link between Union Station and Pearson airport in Toronto," he said. (**Reuters**, Feb. 4)

**VIA OFFERS "GOURMET TRAINS" FOR TRAVELLERS HEADING TO MONTREAL'S "HIGH LIGHTS FESTIVAL":** VIA Rail's Corridor service from Toronto to Montreal is the "main course" for gourmet-loving travellers going to Montreal's High Lights Festival this February 13 - March 2, 2003. Each Friday during this year's festival, VIA will be running a "Gourmet Train" from Toronto to Montreal as part of a weekend package that allows travellers to experience not only the wonders of the High Lights Festival but the romance of enjoying a gourmet meal aboard a train. (**Canada NewsWire**, Jan. 7)



## OTHER PASSENGER

### TOWN SETS OUT TO MAKE STEAM ENGINE DREAMS REALITY:

A community of 300 people located on the edge of Saskatchewan's badlands plans to run a \$1-million plus steam engine tourist excursion train within a few years. The town, 120 kilometres east of Assiniboia, has already turned down an offer of a diesel locomotive and cars from the 1950s owned by former Moose Jaw resident Bob Nagel. "We looked at the Okanagan Wine train last year but it wasn't what we wanted. We want steam," said Mayor Wayne Myren of Ogema. Nagel did open Myren's eyes to the potential when they made a scouting trip on the 117-kilometre Red Coat Trail Short Line Railway from Assiniboia west. The rail line, owned by the Ogema-based short line, passes through salt flats, bird sanctuaries, around canyons, through badlands and over vintage wooded trestles. He compared the potential to a vintage passenger railway at Stettler, Alberta, that books 25,000 passengers from tour buses before the summer season starts. The passenger train is the third phase of an Ogema project to tell the story of the railway influence on Prairie settlement. The Deep Country Pioneer Museum at Ogema has already relocated a vintage railway station like the one that once sat on Main Street, with plans to make it a centre of the story. (Moose Jaw Times-Herald, Jan. 10)

**PAFF GRANTED CERTIFICATE OF FITNESS:** The Prairie Alliance for the Future has been granted a certificate of fitness from the Canadian Transportation Agency to operate a railway in Saskatchewan through a lease agreement with CNI. The CTA first found that the certificate applied for relates to a railway that is within the legislative authority of Parliament, then found that the applicant has adequate liability insurance coverage for the proposed construction or operation. (CTA homepage, Jan. 13)

**PLAN CALLS FOR O-TRAIN EXPANSION:** Ottawa's future could include an O-Train from Kanata to Cumberland. A report to be released in February on the future of the city's transit system proposes a \$3-billion road map that would include just such a service. The latest rapid transit expansion study report identifies four stages to successfully network light rail and bus transit in the capital. A draft of the report reveals the expansion will cost more than \$2.1 billion within 20 years. Additional costs, including the purchase of land, trains and buses, will increase costs to \$3 billion. The soon-to-be released report is a followup to preliminary plans put out last month for public consultation. The latest report makes some changes and recommends four phases of implementation, beginning with buying new trains for 2005 and expanding light rail to Lebreton Flats and around the downtown core by 2007. The first phase is estimated at \$276 million, including \$264 million for light rail and \$10 million for bus transit (and does not include the purchase of buses, trains or land). Of the \$1.6 billion dedicated for the second phase, more than \$1.1 billion will be dedicated to expanding the O-Train to south of the airport, to the Kanata hi-tech sector and to the south end of Trim Road in the East. (Ottawa Sun, Jan. 17)

**TOURIST RAILWAY HOPES TO ARRIVE AT MUSEUM'S DOORSTEP:** Port Stanley Terminal Rail (PSTR) is the longest tourist attraction in Elgin County, and it just got longer. The City of St. Thomas, Ontario's recent acquisition of the Talbot spur will now permit the PSTR to run a longer route into St. Thomas to the Elgin County Railway Museum. PSTR now stops in front of Parkside Collegiate Institute on Sunset Drive. "The acquisition of the spur will help tourism all around," said PSTR president Dan Vernackt. "It will benefit the entertainment train greatly." PSTR will reopen for business on Sunday, March 9, just in time for March break. (St. Thomas Times-Journal, Jan. 18)

**AMTRAK'S "INTERNATIONAL" COULD STOP IF CONTRACT WITH STATE IS NOT REACHED:** The "International" could stop March 31 if an agreement is not reached between Amtrak and the State of Michigan. Though the state's contract with Amtrak expires at the end of March, neither party has been negotiating a new deal since October. The state Department of Transportation has been subsidizing the "International" and the train to Grand Rapids \$5.7 million a year for the past five years, but Amtrak now is asking for \$7.9 million to operate the "International" line, which

runs through East Lansing and eight other stops in Michigan. (Lansing State Journal, Jan. 30, thanks to Tom Box)

### BURLINGTON, VERMONT'S COMMUTER RAIL WILL HALT

**MARCH 1:** The Vermont government is suspending Vermont's only commuter train around March 1, saying it doesn't carry enough riders to justify its cost, and will save about \$150,000 a month. The administration had proposed stopping the "Champlain Flyer" by July 1. The "Champlain Flyer" was launched in December 2000 to run the 13 miles between Charlotte and Burlington, with stops in South Burlington and Shelburne, as an alternative for commuters to Route 7, where major construction was scheduled to start. But the construction still hasn't started and it's now due to begin this summer. The state might start using the "Champlain Flyer" again if doing so appears likely to ease congestion on Route 7 during the road work. The state owns the cars used on the train and Vermont Railway owns the engine. Last fall, the state received federal funding for an 8-mile extension to the "Champlain Flyer" between Essex and Burlington that the Flyer's operators said would help the commuter line be more viable. Among other things, operating the train enabled the state to receive \$17 million from the federal government to rehabilitate a stretch of track near Burlington for freight service. (Boston Globe, Jan. 31)

## SHORTLINE

**GENESEE & WYOMING EXEC RETURNS FROM AUSTRALIA:** The ceo of the Australian Railroad Group, Martin D. Lacombe, has declined an invitation to extend his term with ARG and will return to North America. ARG is a joint venture owned 50% by GWI and 50% by Perth-based Wesfarmers Ltd. (PR Newswire, Dec. 16, 2002)

**DOFASCO RESTRUCTURES QUEBEC CARTIER IRON ORE UNIT:** Dofasco has restructured its Quebec Cartier Mining iron ore subsidiary, reducing its ownership in the company and taking a charge against earnings to reflect its reduced value. Dofasco announced that it had struck a deal to sell part of the company to unnamed outside investors in a move to help finance the iron ore producer's expansion as it develops a multi-year mining plan. Dofasco and CAEMI of Brazil each own 50% of Quebec Cartier.

Under terms of the restructuring, the two companies will see their ownership stakes "reduced significantly as a result of the contribution of new capital to QCM by the other parties to the agreement." "This is a win for the company's employees and the local communities of the North Shore," said Bill Solski, evp of finance for Dofasco and Quebec Cartier's chairman. (Canadian Press, December 19, 2002)

### CAPE BRETON MUNICIPALITY LOSES LEGAL STAY IN SHORT-LINE RAILROAD APPEAL:

The Cape Breton Regional Municipality has lost its bid to stay a Nova Scotia Utility and Review Board ruling that allows the abandonment of a short-line railroad on the island. Justice Linda Lee Oland of the Nova Scotia Court of Appeal ruled on January 24 the stay would not be granted. The municipality had to prove that not granting the stay would do irreparable harm and "in her decision we failed to meet that test, we failed to prove irreparable harm," said John Whalley, the municipality's manager of economic development. Whalley said the appeal of the URB decision will not be heard for several months. Economic Development Minister Cecil Clarke will meet Mayor John Morgan and council on January 27 to discuss what the province and federal government are doing to save the Cape Breton section of the line. (Canadian Press, Jan. 24)

**PRIVATE MEETING HAS CAPE COUNCILLOR FUMING:** At least one Cape Breton regional councillor is refusing to meet behind closed doors to hear the economic development minister's plan for the island's railway. The Cape Breton and Central Nova Scotia Railway plans to discontinue service in April on the commercial line between Sydney and Port Hawkesbury. Councillors say the railway is the key to the island's economic survival. The council and the minister, Cecil Clarke, have been waging a war of words over the way each side is handling the rail issue. Clarke calls Monday's meeting (January 27) a good first step "in the efforts of trying to achieve some positive momentum



and building some positive relationships." Earlier in January, Clarke held a meeting to discuss the railway's future but didn't invite the mayor of Sydney. Clarke said the mayor doesn't keep sensitive discussions confidential. In turn, regional councillors have accused Clarke and the provincial Tory government of only pretending to have a plan to save the railway. Clarke has invited the council to meet at a Sydney hotel – in private. Councillor Vince Hall says he won't be there. "I have no interest in going behind closed doors with Cecil Clarke, given what he has already shown in contempt for this mayor and council," he says. Hall says the minister should be prepared to share his plans for the railway with the public. Clarke insists he will be talking about information that must be protected, including the business plans of individual companies. Mayor John Morgan says he would rather that the meeting was open. But he says since Clarke arranged the meeting, the council will have to abide by the minister's wishes. (CBC.CA, Jan. 27)

#### **MAYOR SAYS HE HASN'T SEEN PLAN TO SAVE RAILWAY:**

Mayor John Morgan and Cape Breton Regional Municipality councillors left a meeting with provincial Economic Development Minister Cecil Clarke on January 27 saying they still haven't seen a plan to save the island's rail line. Morgan said the sudden thaw in the relationship didn't bring the results Morgan had been hoping for. He said Clarke failed to reveal exactly how the province plans to prevent the Cape Breton and Central Nova Scotia Railway from abandoning the money-losing St. Peter's-to-Sydney portion of its short line. And the province isn't willing to make any commitment to maintaining rail service beyond Port Hawkesbury, he added. "I'm not even sure that I even got any substantive information today, so why the media was excluded is really beyond me," Morgan said after municipal councillors and provincial representatives filed out of a conference room at a downtown Sydney hotel. "The public has a right to know what is going on with this situation and the public has a right to judge for themselves whether or not there is a plan. I'm not aware of any plan that they have as a result of anything that occurred today."

Clarke, who inherited the task of finding ways to save the line when he became Nova Scotia's economic development minister in June, said he believes new business can be found to keep the troubled section alive. In addition to ongoing talks with Nova Scotia Power and Canadian National, he said he plans to update stakeholder groups, including some 16 businesses that use the line and local port officials. While he declined to offer specific details, Clarke said a plan should be ready by February 28, after the net salvage values of the line are finalized and a joint provincial-federal report on transportation in Cape Breton is completed. "I remain very optimistic that there's going to be positive business found to keep the railway open," he said, noting that the issue falls out of the municipality's jurisdiction.

"There's huge amount of bargaining power there that the province of Nova Scotia has over all of the stakeholders," Morgan said. "At the end of the day we know that if they chose to put the interests of the people of the Cape Breton Regional Municipality ahead of the interests of Nova Scotia Power, and ahead of the interests of Canadian National, the rail line will be saved. So it's important that the people of the region understand that the province can save this rail line and insist that the province take the steps necessary to force those users to use the rail line." (Canada.com, Jan. 28)

**STRIKE BRINGS HBR LAYOFFS:** The labour dispute between Tolko Industries and its unionized wood workers is taking a toll on another big business in the town of The Pas, Manitoba. The Hudson Bay Railway Company has laid off 11 of its 95 employees. The railway company hauls logs for Tolko. HBR owner OmniTRAX spokesman Tom Henley says the layoffs could not be avoided. "Tolko is our largest customer in the area, and – obviously – to reduce the costs that are happening because of the strike and loss of business for ourselves as well as our customer, we have to react quickly to that." OmniTRAX hopes the strike doesn't last long. If it does, Henley says, more layoffs could come. He says railway services to the communities of Lynn Lake and Churchill will not be hurt by the labour dispute. (CBC.CA, Feb. 3)

**E&N DEAL NEAR:** The Vancouver Island Railway Development Initiative is very near to completing a deal to take over the E&N

Railway from Rail America and CPR, Lake Cowichan Mayor Jack Peake told the Cowichan Valley Regional District board on January 8. Peake, a member of VIRDI, said on January 9 he can't make financial details public but the parties have reached a deal to purchase the portion of track owned by CPR and a tentative agreement to lease the section running between Nanaimo and Parksville from RailAmerica. "The CP Rail deal is a foregone conclusion," he said. "The RailAmerica lease deal has had a slight setback because they've been reducing staff and three of the four people we were dealing with are gone." Peake said a company called the Vancouver Island Railway Company has been formed to operate the railway once the purchase and lease are finalized. Peake said the deal to purchase the bulk of railway right-of-way from CPR won't be signed until a lease agreement is reached with RailAmerica. Once that happens, the new company will begin operating freight and passenger service on the railway and take a hard look at starting up a commuter train service between the Cowichan Valley and Victoria, he said. (Cowichan Valley Citizen, Jan. 12)

**E&N LINE SAVED BY UNLIKELY SOURCE:** RailAmerica will keep the Esquimalt and Nanaimo Railway running indefinitely, reports the **Oak Bay News**. Shawn Smith, RailAmerica's northwest region vp, says the company is interested in finding a viable solution for operating freight and passenger services. "We have no plan at this point to suspend the operation. Obviously it's a difficult challenge to operate the railway because it's not really financially viable. However, we've made a decision to try and come up with a solution that makes the most commercial sense for ourselves and E&N," he said. The Vancouver Island Rail Development Initiative is surprised RailAmerica decided to keep the E&N running without added financial cash from VIRDI. VIRDI will soon release details of a plan outlining what it considers a viable option for the continuation of the railway. It involves handing ownership of the line over to the Island communities the train runs through, integrating both the freight and passenger services on the E&N and managing them locally. (Oak Bay News, Jan. 17)

**ONR WORKERS RATIFY CONTRACT:** Six unions have voted 86% in favour of ratifying new contracts with the Ontario Northland Transportation Commission. Bargaining representatives had unanimously recommended acceptance of the deal reached following six days of round-the-clock talks. Phil Koning, president of the General Chairpersons Association, said the settlement includes wage increases of 2% for 2002, 3% in 2003 and 4% next year. The six unions, which all bargained independently, are the Brotherhood of Maintenance of Way Employees, Brotherhood of Locomotive Engineers, Canadian Auto Workers, International Brotherhood of Electrical Workers, United Steelworkers of America and the United Transportation Union. Koning believes the agreement is a building block for future sessions with the Canadian National, should it take control of the ONTC. "CN will have to take us with the collective agreements we just received," he said. "However, it wouldn't stop them from laying people off because they can do certain jobs in other spots along their system." He said CN would not be able to have its current employees bump ONTC people because of seniority. (North Bay Nugget, Jan. 14 and 18)

#### **VERMONT RAIL SYSTEM TAKES OVER CONNECTICUT RIVER**

**LINE:** Vermont officials have selected Vermont Rail System to operate the former CPR line between White River Junction and Newport, Vermont. Vermont Rail's Washington County Railroad is providing service on the 100-mile-plus route formerly operated by the Northern Vermont. The line had previously been owned by the Bangor & Aroostook, which sold the line to the state after filing for bankruptcy. The lease agreement between the state and VRS is for six months. State officials say a longer-term lease is in the offing, but that a temporary lease was needed as an interim measure. (Trains.com, Jan. 15)

**RAIL COMPANY MAINTAINS FIGHT:** Forrest Hume, lawyer for Ferroequus Railway Company, says that the fight to allow the company to ship grain on CN's main line to Prince Rupert could run into 2004. Hume said that Tom Payne, president of FRC, has now been granted a leave to appeal on December 10 to contest the Canadian Transportation Agency's decision to deny his



company's application to operate trains and transport grain over 1,911 kilometres of CN track, from Camrose, Alberta, and Lloydminster, Saskatchewan, to Prince Rupert. He estimated that the legal process could take about a year for all the stages to be completed - depending on how busy the court is. First was the decision made by the CTA not allowing Ferroequus to run on CN rail lines. Second, came the process of asking the court for an appeal case. After that was granted on December 10, Payne was able to file his notice to appeal. All parties involved are then given the opportunity to file their documents to the court for the hearing. After all the documentation is collected, the court then will set a date for the federal court of appeal hearing. (**Prince Rupert Daily News**, Jan. 16)

**ONR COMES TO STUDENTS RESCUE:** After the collapse of a bridge on Highway 11 over the Montreal River at Latchford on January 14 (approximately 100 kilometres north of North Bay, and 20 kilometres south of New Liskeard) stopped highway traffic and forced a 45 minute detour through Quebec, the ONR instituted a temporary train service January 20 between Temagami and New Liskeard, to get area students to school. Consist was a GP38-2 unit, Electric Generator Unit, and a coach. Once a temporary bridge was opened on January 27, the train stopped running. (Thanks to James Lalande)

**MONTREAL, MAINE & ATLANTIC RAILWAY FACES DROP IN TRAFFIC:** The new owner of the Bangor and Aroostook Railroad has slashed pay by up to 40% and is seeking voluntary layoffs because of a 25% drop in business linked to the bankruptcy and shutdown at Great Northern Paper. Montreal, Maine and Atlantic Railway is losing about US\$800,000 a month in revenue from the paper company and suppliers who ship wood chips, pulp, logs and other materials to the Millinocket and East Millinocket mills, president Robert Grindrod said. The only product being delivered to Great Northern by rail is heating oil, after a federal bankruptcy judge approved a 12-week, \$12.6 million financing plan that allowed Great Northern to maintain its properties. Grindrod also said capital improvements will be delayed in an effort to conserve cash. (**Boston Globe**, Jan. 17; **Bangor Daily New**, Feb. 6)

## OTHER INDUSTRY

**RAC RAILWAY TRENDS 2002 NOW AVAILABLE ON-LINE:** The 10<sup>th</sup> edition of Railway Trends, which provides financial and operating statistics of Canadian railways, is now on-line at [www.railcan.ca](http://www.railcan.ca). The 10-year review shows the change in the railway industry from 24 railway members in 1992 to 55 members by year-end 2001. (**RAC**, Dec. 4, 2002)

**FEDERAL LOAN KILLS GM JOBS:** Canadian tax dollars were used to finance work in Mexico, and it is costing London workers their jobs, the Canadian Alliance and Canadian Auto Workers union charged. A \$3.2-billion loan from Export Development Canada, a Crown corporation, helped General Motors Electro-Motive in London land a large order for locomotives in 1999. But the Oxford Street plant contracted more than half the work to Canadian industrial giant Bombardier, which is doing the work in Mexico. "Canadian taxpayers should not be involved in that whole process," James Rajotte, Canadian Alliance industry critic and MP for Edmonton Southwest, said. GM human resources manager Rick Jess said the Union Pacific order had to be split with Bombardier because the London plant couldn't handle such a large order over a short period of time. (**London Free Press**, Dec. 11, 2002)

**TRINITY INDUSTRIES ANNOUNCES AGREEMENT TO SELL ITS RAILCAR REPAIR BUSINESS:** Trinity Industries has announced the signing of an agreement with Rescar, whereby Rescar will purchase Trinity Industries' existing railcar repair facilities for cash and enter into a supply agreement for a portion of the railcar repair work required by Trinity's other railcar related businesses. Rescar is a privately held company that offers maintenance services to companies that own and/or lease railcars. The deal is subject to certain conditions including financing and is expected to close by the end of January 2003. The move will allow Trinity Rail to focus on its core businesses of designing, manufacturing, leasing and managing railcars. (**Houston Chronicle**, Dec. 18, 2002)

**AAR RELEASES MOST RECENT EDITION OF RAIL-INDUSTRY TRENDS:** The Association of American Railroads' Policy and Economics Department released the 19th annual edition of "Railroad Ten-Year Trends," which offers freight-rail industry data from 1992 through 2001. The publication provides tables and graphs presenting an economic overview of the U.S. freight railroad industry, including Class I performance, traffic, financial statistics, employment, plant and equipment, and operations. Railroad Ten-Year Trends also includes a list of all U.S. freight roads, selected information on regionals and short lines, Web sites of about 250 U.S., Canadian and Mexican roads, and profiles of rail-related organizations.

Copies are available from AAR for \$100 (non-members) or \$50 (AAR members), plus a \$5 shipping and handling fee. Order forms are available at AAR's Web site ([www.aar.org](http://www.aar.org)), or by calling (202) 639-2102 and pressing 1. (**AAR**, Jan. 16)

**FORKS TO REFURBISH VINTAGE RAIL CARS:** They've been sitting idle for ten years, but a pair of rail cars from the 1920s are about to get a makeover. The cars were moved to the Forks (in Winnipeg) about a decade ago and have been sitting unused ever since. Now, the Forks is ready to spruce them up. "It takes a lot of detective work and researching the old pictures and files," says Paul Jordan, operations and programs manager at the Forks. "They've been changed so many times over the years, it depends what level we want to restore them to, and then it's going to take some pretty fine carpentry." An architect and carpenter are being hired to refurbish the cars. Jordan hopes the work will be complete by the end of March. The Forks Renewal Corporation is looking for tourism-related businesses to move into the cars. <http://www.theforks.com/> (**CBC.CA**, Jan. 31)

**CPR STATION MAY BE SAVED:** CPR is interested in saving its Portage la Prairie train station, which was badly damaged by fire last autumn. City officials and Fort La Reine Museum want to repair and keep the building as a historic site. CPR is considering a letter from city officials outlining plans for the station. (**Winnipeg Free Press**, Jan. 13, thanks to Jim Lewis)

**UTU GETS RIGHT TO RUN ENGINES BY REMOTE CONTROL IN RAIL YARDS:** Members of the United Transportation Union have the right to operate remote-controlled locomotives in U.S. rail yards, an arbitrator has ruled. The UTU and the Brotherhood of Locomotive Engineers both had claimed rights to the job of moving locomotives using computerized remote-control technology. The National Carriers Conference, which represents the six largest U.S. railroads, negotiated an agreement with the UTU in 2001, but the BLE said its members had exclusive rights to drive locomotives, regardless of the method. (**BLE**, Jan. 13)

**TRAIN ENGINEERS UNION IS ANGERED BY DECISION TO LET RIVALS RUN REMOTES:** Leaders of the Brotherhood of Locomotive Engineers say they're outraged at an arbitrator's decision to award locomotive remote-control jobs to the rival United Transportation Union. Don Hahs, president of the BLE, urged the Federal Railroad Administration to impose "enforceable rules" addressing his union's concerns about safety and training of remote-control operators. "Trains carrying nuclear waste and other hazardous materials will now be operated - at least in terminal operations - by employees who have as little as 80 hours ... of training," Hahs said in a statement. "To ensure safety, each remote control (crew) should have at least one federally certified locomotive engineer." (**BLE**, Jan. 14)

**BLE FILES DISSENT IN LOCOMOTIVE REMOTE-CONTROL ARBITRATION CASE:** The Brotherhood of Locomotive Engineers filed a dissent on January 16 to an arbitrator's recent decision in the locomotive remote-control arbitration case. BLE believes the decision was an "aberration" that was "fundamentally flawed," according to a prepared statement. "As far back as 1944, the carriers and BLE expressed their understanding in the so-called 'Diesel Agreements' that a locomotive consist could be operated from one cab by one engineer with one set of controls and that the 'duties and responsibilities of engineers' regardless of the size of a consist 'will not be assigned to others,'" wrote BLE international president Don Hahs in the dissent, adding that the operation of locomotives to move cars and freight is what those



duties and responsibilities "have always been." BLE also disagrees with the arbitrator's assertion that a computer or microprocessor has replaced or eliminated engineers' duties. (**Progressive Railroading**, Jan.21)

**AAR WEIGHS IN ON REMOTE CONTROL:** Association of American Railroads' president and ceo Ed Hamberger took issue with claims that Portable Locomotive Control Technology will lead to an increase in accidents, citing data that proves the new technology could sharply reduce the number of train accidents in rail yards. U.S. railroads are in the process of installing PLCT in rail yards, where more than half of all train accidents occur. "There is absolutely no data or evidence to support those who say the new technology compromises safety," said Hamberger. "In fact, experience and logic tell us just the opposite."

PLCT has been widely used in Canada for more than 10 years and has proven to be far safer than conventional technology. It has been credited with sharply reducing the number of yard accidents on Canadian railroads, and recent statistics from both of Canada's major railroads show just how much PLCT improves yard safety. Between 1998 and 2000, CPR reported that the accident rate at locations where PLCT was used was only one third of that at facilities where conventional technology was used. CN reported that accident rates attributed to human factors were reduced by at least one-third at locations where PLCT was used between 1997 and 2001. (**AAR**, Jan. 14; **Railway Age**, Jan. 15)

**HISTORIC RAIL STATION SOON TO BE FOR SALE:** After a century of ownership, CPR is intent on selling a vital piece of Old Strathcona's history. The land, at the corner of Gateway Boulevard and Whyte Avenue in Edmonton, Alberta, includes the historic Strathcona railway station, leased to the Iron Horse Eatery and Watering Hole since 1996. "It's part of a bigger, broader effort to get rid of some of our assets that aren't being used for our core business of running trains," CPR spokeswoman Darcie Park said on January 13.

To make its sale easier, CPR is asking the city to subdivide and rezone the property between Gateway Boulevard and the railway tracks. If approved, the small park on the corner of Whyte Avenue and Gateway Boulevard would be zoned as a public park. The train station, its parking lot and a building housing CPR's operations would be rezoned so the property would be automatically added to Edmonton's list of protected heritage sites, city planner David Schoor said. The railway station, opened in 1908, just shortly after Strathcona won city status, operated for 80 years. It is also one of the few urban stations of its kind left in Alberta and is a good historical example of the standard CPR station. (**Edmonton Journal**, Jan 14)

**HISTORIC PHOTOS FIND HOME IN BANFF:** Banff's Whyte Museum has purchased one of Canada's most prized photographic collections. Thousands of personal photos taken by world-famous photographer Nicholas Morant, who died in 1999, were recently passed on from Morant's widow to the prestigious Rocky Mountain museum. For more than 50 years, Morant embarked on excursions on Canada's railways, making his way up treacherous mountainsides and dangling over cliffs to capture Canada's awe-inspiring scenery.

Nicholas Morant was born in 1910 in Kamloops and died in 1999. For 50 years, he was the Canadian Pacific Railway's "special photographer." He took pictures of trains, planes and hotels for CPR. And he walked almost every kilometre of the CP line between Calgary and Vancouver in his quest for the perfect photograph. In 1929, he took a job in the CPR public relations department for \$9 a week. His photographs have appeared in **Time**, **Look** and **Life** magazines, **The Saturday Evening Post** and **National Geographic**. His wartime photos have appeared on postage stamps and his scenics have appeared on the back of \$10, \$50 and \$100 Canadian bills.

Bob Kennell, supervisor of heritage marketing for CPR in Montreal, said the CP Archives in Windsor Station in Montreal houses 10,000 of Morant's black and white photos, and about 3,000 colour negatives there. "He was one of the greatest photographers in Canada's history," said Kennell. Kennell said Morant's pictures of trains and the mountains were "his most important work." In a 1992 interview with the **Calgary Herald**, Morant said: "I've always said I let the mountains do all the work.

The railway opened up all this incredible country, and it was my job to take photos to sell it to the public. Not a bad way to earn a living, is it?" (**Calgary Herald**, Jan. 14)

**ALL ABOARD, ALL RAIL BUFFS!** An innovative history teaching project at Vancouver's Simon Fraser University is looking for adult volunteers ... interested in railway history... but they should have regular access to the Internet. Called Tracking Canada's Past, teachers, students and volunteer mentors from selected cities and towns across Canada collaborate on research projects, joining people and events in their communities to themes of national importance. In this instance they are studying the history of the CPR. Volunteers receive a 60-page resource book to guide them as mentors, with further support from staff at SFU. For more information: <http://www.trackingcanadaspast.org/> (**Whitehorse Daily Star**, Jan. 15)

**RAIL LINE PURCHASED FOR TRAIL:** Niagara will spend \$75,000 to purchase an old rail line for conversion into a recreational trail. The amount represents the region's portion of the \$123,000 purchase costs of the so-call Dunnville Spur, an abandoned CPR line in West Lincoln and Wainfleet. The remainder of the costs will be shared by the other municipalities. (**Niagara Falls Review**, Jan. 16)

**GREEN GOAT'S U.P. TRIAL EXTENDED TO JUNE 30, 2003:** RailPower Technologies announced that the demonstration trial of its Green Goat hybrid locomotive with Union Pacific has been extended by a signed agreement to June 30, 2003. The extension is to facilitate testing of the emissions-reducing locomotive at the UP's Proviso switch yards in Chicago. The Green Goat has been at the UP's Roseville switch yards near Sacramento since early March 2002. The Chicago trial will have the Green Goat 'instrumented' to confirm internal data which shows that it gets a minimum of 30% fuel savings and 80-90% reductions in smog-precursor NOx and particulate emissions, said Donnelly. (**Canada NewsWire**, Jan. 17)

**NEW RAILROAD FREIGHT CAR DELIVERIES SINK TO 15 YEAR LOW IN 2002:** Despite predictions to the contrary, the North American railroad freight car industry suffered its worst year in the last 15 years in 2002, according to statistics released by the American Railway Car Institute Committee of the Railway Supply Institute. The entire North American industry produced only 17,714 new freight cars in 2002, the fewest since 1987. The ARCI reported that 4,801 new freight cars were delivered in the fourth quarter of 2002, less than the level forecast by industry observers, but somewhat improved from output earlier in the year.

On the more positive side, industry orders for new cars strengthened in 2002 to 28,457, 43% higher than the total orders placed in 2001. Of the 2002 total, two thirds of the orders were placed in the last half of the year. The increase in new orders has provided hope that the industry down cycle bottomed out in 2002, and output improvements will begin in 2003 and continue. Reinforcing that hope is the fact that the 2002 year-end backlog of unfilled orders totalled 18,402, more than double the year-earlier total. (**RPI homepage**, Jan. 22)

**RPI AND RSA CONSOLIDATE:** The Railway Progress Institute and the Railway Supply Association have announced the formation of the Railway Supply Institute, a consolidation of the two groups. RSI, which formally came into existence on January 1, 2003, will maintain offices in Chicago and Washington, DC, with the Chicago office handling trade exhibitions and technical meetings and the Washington office handling legislative and regulatory matters. (**RPI homepage**, Jan. 22)

**INTERMODAL UP, CARLOADS DOWN IN JANUARY:** Canadian intermodal traffic in January 2003 was up 17.6% (28,441 units) compared with January 2002, while Canadian carload traffic was down 1.0% (3,075 carloads) the Association of American Railroads (AAR) has reported. Grain traffic on Canadian carriers was down 17.4% (6,928 carloads), and carloads of grain mill products were down 17.7% (1,637 carloads). Chemical traffic in Canada in January was up 7.4% (5,139 carloads), while carloads of metallic ores were up 12.2% (980 carloads).



For Canadian railroads during the week ended February 1, the AAR reported volume of 62,930 carloads, up 3.5% from last year; and 40,511 trailers and containers, up 20.6% from the corresponding week in 2002. (AAR, Feb.7)

**U.S. SEEKING CARGO DATA FROM CANADA:** Washington wants transport companies to file cargo data with the U.S. Customs Service hours before trucks and railways are loaded in Canada with shipments headed for the United States. Customs officials have been meeting in January with representatives of the various transportation industries, to brief them on proposed rule changes. Washington is trying to increase border security because of the September 11, 2001, terrorist attacks. The proposed rules would require trucks and trains to electronically submit cargo data up to 24 hours before goods are shipped across the border. Bruce Burrows, vice-president of the Railway Association of Canada, said that's a standard that can't be met because shippers can't always plan that far in advance. "From our perspective, these sorts of restrictions exhibit a pretty clear and fundamental lack of understanding of how transportation works from an operations perspective," Mr. Burrows said. (Toronto Globe and Mail, Jan. 24)

**NEW LAW WILL REDUCE PROPERTY TAX BURDEN ON RAILROADS BY NEARLY HALF:** A bill has been signed into law that will cut property taxes for railroads in New York state by nearly half, and cushion the ensuing revenue blow somewhat for local governments. The Rail Infrastructure Investment Act will also end a long-standing dispute between localities and railroads over the property tax assessments on tracks, rail yards and other facilities. The law will roll back property taxes by 45 percent over the next seven years on railroad holdings. CSX has complained that while it has 7% of its tracks nationwide in New York, it pays 31% of its property taxes in the state. (The Associated Press, Jan. 31)

**TRANSPORT CANADA: IMPROVED SAFETY AT RAILWAY CROSSINGS ACROSS CANADA:** Transport Minister David Collenette announced that the Government of Canada will provide more than \$2 million to improve safety at 35 railway crossings across Canada. Since 1994, Transport Canada has contributed more than \$75.9 million to 786 projects across Canada, to improve safety by helping to reduce crossing accidents, injuries and fatalities across the country.

Under Transport Canada's grade crossing improvement program, eligible railway crossings are either upgraded, relocated or closed. Improvements may include installing flashing lights and gates, adding gates or extra lights to existing systems, linking crossing signals to nearby traffic lights, modifying operating circuits, or adding new circuits or timing devices. The department finances up to 80 per cent of the total cost of the improvements, with the balance provided by the railways, municipalities or provinces. (Transport Canada, Feb. 4)

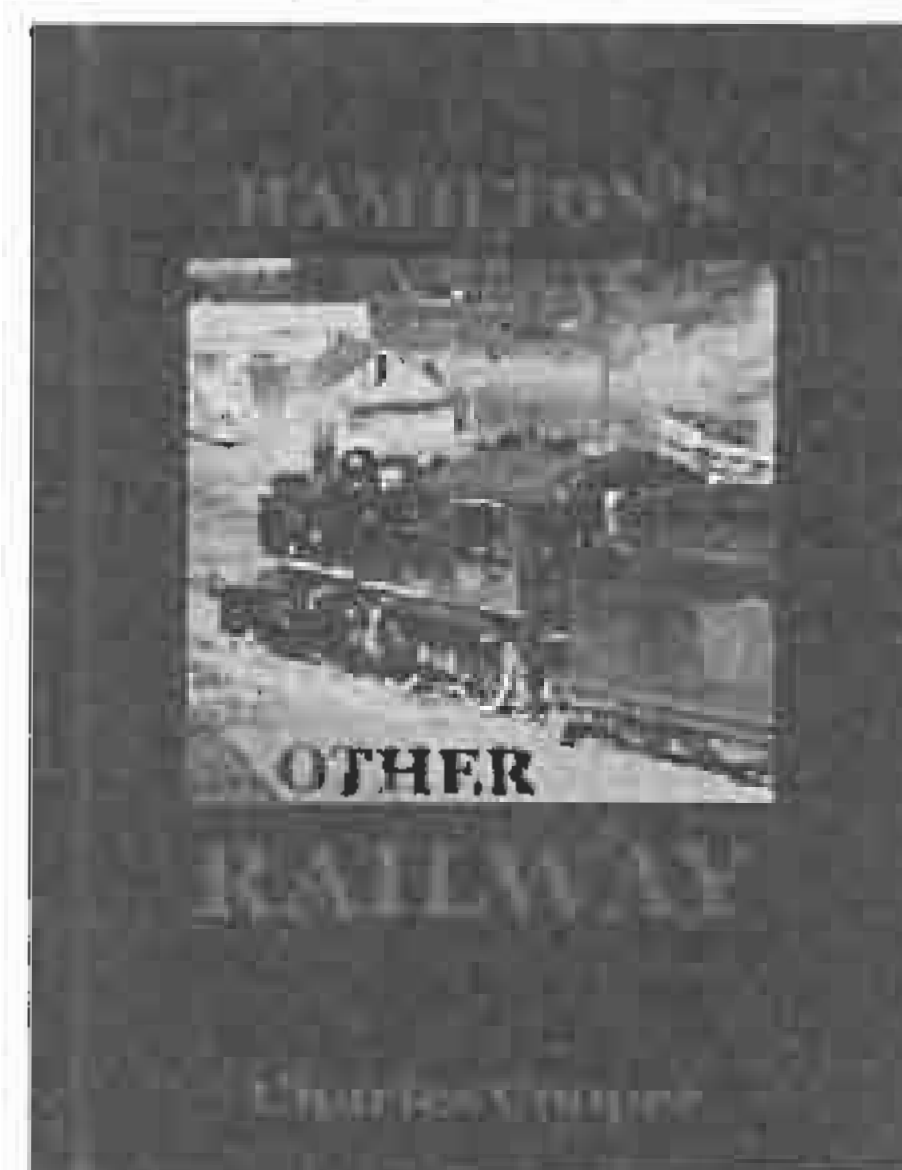
**GREENBRIER RAILCAR DESIGN DISPUTED:** Officials at The Greenbrier Cos. say they are preparing to fight a competitor's patent lawsuit that has halted production of a railcar manufactured in Canada by the Portland-based company. A preliminary injunction granted at the first of the year in the Pennsylvania lawsuit prevents Greenbrier from manufacturing one of its drop-deck centre partition railcars. "We think the suit is without merit and that [the injunction] will be overturned. We've made efforts to settle but haven't been able to do so," said Greenbrier CEO William Furman. "Unfortunately, it looks as if we'll be litigating throughout 2003."

As a result of the injunction, the company reduced its work force by approximately 200 workers at its Canadian facility, TrentonWorks. The lawsuit, filed against Greenbrier's customer Canadian Pacific Railway last fall, centres around the design of the railcar deck. The design allows for a lower centre of gravity and also enables the car to carry more freight. The car is being marketed to Canadian customers, mostly those in the business of moving Canadian lumber. Greenbrier holds a Canadian patent for the deck design and has assumed defense for Canadian Pacific.

National Steel Car alleges in its lawsuit, filed in U.S. District Court, that Greenbrier's railcar shouldn't be allowed because it violates a patent NSC holds in the United States. But that kind of patent defense isn't conducive to international trade, Furman said.

"This is a ridiculous concept in the transportation equipment industry. If we, and other manufacturers of transportation equipment, had to file patents in every country in which our cars might travel, it would absolutely bring commerce to a halt," he said. "It's just bad interpretation of law. We have patents on this car in Canada, which is where it's being made, where we are selling it and where our customer is based," he said.

In 2002, CPR solicited for bids to provide 800 of the newly styled cars. Greenbrier successfully bid the solicitation and began filling the order before the end of the year, which apparently triggered privately owned NSC to file its complaint. Greenbrier estimates that ultimately the market for its new drop-deck car could allow it to produce as many as 2,000 of the cars in a year during strong demand. Officials at NSC did not return calls placed by The Business Journal. (The Business Journal of Portland, OR, Feb. 4) ■



## Hamilton's Other Railway

by Charles Cooper

432 pages in 8 1/2" x 11" format, 390 black & white illustrations

The 19<sup>th</sup> century saw Toronto rapidly developing as the railway centre for the Province of Ontario, with tracks radiating out to the north, east and west. Hamilton saw this as a challenge to its position as an emerging industrial city. The arrival of the Great Western Railway in 1854 spurred promoters of the Hamilton and North Western to build a link with Lake Erie to the south, through a line to Port Dover. However, the real potential lay in developing the hinterlands to the north of the city. This the Hamilton & North Western did as it extended itself to the north, eventually reaching Collingwood on the shores of Georgian Bay.

*Hamilton's Other Railway* traces the H&NW from its engrossing history and pioneering construction through to its absorption into the Grand Trunk Railway and on to its takeover and eventual abandonment by Canadian National Railways. This readable, well researched and abundantly illustrated book examines the line's motive power development, the railway post office service, stations, trestles and bridges, as well as its relationship with the communities along the route. A chapter covers the current operations on the remaining sections of the lines.

*Hamilton's Other Railway* features unique, previously unpublished images from archival and other collections, along with great photographs from the Al Paterson, Dave Shaw and Keith Sirman collections, and many individual contributors, as well as the timeless photographs and carefully researched track diagrams by Bob Sandusky.

Order your copy today. Forward a cheque or International money order for \$88.76 Canadian funds, or \$62.00 US funds (postpaid, applicable taxes included), to Bytown Railway Society, PO Box 141, Station A, Ottawa, Ontario, K1N 8V1.



## Activities of the Bytown Railway Society, Inc.

As I write this Tid Bit, we've just passed the first activity of a nearly new year with the BRS Annual General Meeting, in January. That's a lot of AGMs since our inception in 1969, plus the few we had as the former Ottawa Branch of the Canadian Railroad Historical Association between 1965 and 1969.

If you missed attending the AGM I should tell you, tongue-in-cheek, that it was a railroad meeting, that is to say that everyone, without exception, on the old executive was "railroaded" back into office! This is a good thing, in one way, for it gives the society real continuity. It's not a good thing in terms of not having new, and hopefully younger members, take over the reins. The only breath of fresh air in all this was the appointment of John Bryant, by President Paul Bown, to a position that will put him in charge of our steam operations. John is very well qualified to do this as he proved a year ago when he acted as one of the instructors on the BRS sponsored "steam" training course for the Provincial "Steam Traction Operator" certificate, an absolute must if we're ever to operate anything in steam again. John will attend the monthly society executive meetings and this will bring him up to speed on how the society "works" (or doesn't!).

The 2003 executive is as follows:

President	Paul Bown
Vice-President	David Stremes
Treasurer	Leslie Goodwin
Secretary	Bertram Titcomb
Directors	Bruce Ballantyne, Robert Cummins and Duncan du Fresne
ex-Officio	Earl Roberts ( <b>Branchline</b> Editor)
ex-Officio	John Bryant (steam operations)

Also, at the AGM, our guest speaker was David Jeanes. David is very active and well known, particularly for his participation in "Transport 2000" (he's now President), the "O-Train" project, and many others. He gave a talk on the architecture and architects of major railway stations, terminals really, in Canada and elsewhere, with specific emphasis on Ottawa's old Union Station, still standing as the Government of Canada's Conference Centre, and Canadian Pacific's old Broad Street Station, long since removed. Earlier Ottawa stations also got into the act and it turned out to be, in my humble opinion, one of the best presentations on the subject I have ever been privileged to witness. And he showed only one picture of a steam locomotive in all that! Thank you David!

So, what activities does BRS have for its members? Well, we have our regular monthly meetings, held on the first Tuesday evening of each month, July and August excepted, at 19:30. We always have interesting speakers who all give excellent presentations. These meetings also provide an opportunity for many of the members to stand around over a cup of coffee or a juice at the mid-time break and get re-acquainted during this brief social time, and also to look over our sales table for publications of various sorts or railway videos. In addition we also have a monthly "slide night" where members bring their photographic artistry (colour slides) out for members to examine. Generally it is a somewhat smaller and dedicated group who enjoy this activity. It is at this meeting that the cover and inside photographs for our annual **Canadian Trackside Guide** publication are chosen. Slide night is held on the third Tuesday of the month at the same time, and in the same place. Our thanks to the Canada Science and Technology Museum for providing their excellent auditorium for our use.

Other activities? You bet! Publications. Our activities in the publication business have put the BRS name on the map. Not only is our monthly news magazine, **Branchline**, recognized as the best of its kind in the country, not just by us, but by the readers! And our major work, the ever expanding annual **Canadian Trackside Guide**, is truly, as one U.S. reviewer once called it, a "gold mine" of up-to-date information. To top this all off we have, and continue to publish the works of outside authors, some of whom are BRS members, of quality railway publications. Where does all this lead? Well, with any luck, and some good management, we hope to provide a quality and accurate product that records some part of the Canadian Railway Heritage scene, and make some money while we're doing it. All the money we make is plowed back into the Society to further more publications and other activities we're engaged in. Remember, not one single member gets paid a dime for his or her time and effort. BRS is truly an all volunteer organization.

What other activities? The BRS archives and research collection. Yes, the society does have an archives of its own and actively participates with the collection at the C. Robert Craig Memorial Library. The BRS Archives is located at the Canada Science and

Technology Museum in Ottawa in space they have turned over to us for this purpose. Unfortunately it's not readily available to members who may wish to do research on a daily basis, but a 'phone call to one of the members of the executive can result in access to the collection. This is one activity that is always in need of help. If your interests lie in this area why not give us a call and ask for details as to how you can help.

An activity that has almost totally disappeared in recent years is that of member railway excursion trips. Anyone out there with any good and practical ideas of how to revitalize this? The society's executive would love to hear from you.

For many years now, society members interested in operating a "train", albeit nothing more than a back-and-forth operation on the Museum's private trackage, have had this opportunity. Of course I'm referring to the operation of the society's beautifully restored all wood, 1907, business car No. 27, "Bytown", and our restored ex-CPR, 1913, caboose #436436. For a number of years we hauled this "train" around with the Museum's 1923 two-truck SHAY steam locomotive No. 3, and may again, but the Shay, due to the previously mentioned Provincial Steam Traction operational restrictions, is currently out of service. In the meantime, we have a substitute locomotive, the society's very own restored 1946 GE diesel-electric 50-Ton industrial switcher No. 10, and so, at least up to September, 2002, the show went on. Who knows what the future holds for this operation that has given thousands of Museum visitors over the years their very first ride on a railway, and pleased the BRS volunteers who ran and looked after it. And it wouldn't be happening at all if it weren't for those BRS volunteers!!

And speaking of restored locomotives, let's look at another society activity that has generated some interest. It's a year 'round activity that has, generally, appealed to those members whose interests lie in the mechanical, electrical, woodworking, steelworking, machine shop, maintenance, grease monkey, painting, cleaning, and operations department. I write of course about the activity that takes place on Saturday mornings in the restoration workshop of the Canada Science and Technology Museum. Each Saturday anywhere from 10 to 20 BRS members gather to work on the restoration of society motive power and rolling stock, and occasionally on Canada Science and Technology Museum equipment. It's a great learning experience and a way to get an understanding of how a lot of these old things work and operate and why they work and operate the way they do. Some of our members are tradesmen in one or more disciplines, others are self taught, but the common thread, regardless of depth of knowledge in any area of expertise, is an interest in keeping the BRS railway equipment in the best condition we can, given the constraints of time, money, and tools and equipment. Any BRS member contemplating taking on this activity should have some knowledge of workshop practices, some technical knowledge of railway equipment, and the ability to work, safely, with large and small power and hand tools. As an afterthought I should mention that BRS members (only) are covered by a Museum accident insurance policy when working on Museum property. During mid week periods the BRS workforce is severely reduced to a few retiree members who work for two or three days.

All BRS rolling stock is in a constant state of restoration, and it has to be. This is because much of it has to sit outside and contend with the ravages of the weather, ultra violet rays, etc. The current roster includes the Society's 50-ton steam crane and associated boom car, all wood business car, caboose, box car, Jordan Spreader, Hy-Rail station wagon, GE diesel-electric locomotive and, our most current major project, the 1887 locomotive tender belonging to our crane. Our one and only ex-CN passenger coach has been restored and is currently out on lease, and in excursion service, at the York, Durham Heritage Railway in Stouffville, Ontario.

And speaking of the YDHR, it is one of several railway organizations BRS keeps in contact with. We have an even closer relationship with the South Simcoe Railway in Tottenham, Ontario, and not just because we crewed their ex-CPR 4-6-0 steam locomotive #1057 while it was in Ottawa during the 1970s. We keep in touch with the Vintage Locomotive Society in Winnipeg, mainly because of its ex-CPR 4-4-0 steam locomotive, (Winnipeg Hydro No.3). This locomotive, currently out of service and waiting for the construction of a brand new boiler, operated that society's excursion passenger train called the "Prairie Dog Central" for many years and will, hopefully, live to do it again. Moving further west, we have an unofficial relationship with the West Coast Railway Association in Squamish, BC. Ever taken one of their great trips? It's a blast!

Want to get involved? A simple call to the society's recorded 'phone line will do the trick. ■



# Letters to the Editor

## CNR HUDSONS

Two GREAT COVERS on the February 2003 **Branchline**!!

I usually read Dunc du Fresne's sections first and noticed with some interest his remarks about CN Hudsons.

On page 17 of the February 2003 issue: CNR classes are written with two hyphens (ie, K-5-a) -not K-5a as are CPR classes.

In the photo caption for 5700, the second sentence should really read - The 5700 was the only one of five engines to be equipped with Boxpok drivers, and one of three originally equipped with the outside bearing engine truck.

The first three ordered (5700-5702) had this type of truck; the later order for two (5703-5704) had inside (and thus is why 5700:2 in St. Thomas has them). BUT, sometime about 1956-1957, the pilot trucks of 5702 and 5704 were swapped (and thus is why 5702 at the Canadian Railway Museum in St-Constant, Quebec, has the inside design). [Don McQueen, London, Ontario]

## MORE ON CPR-NYC-CNR HUDSONS

I'd like to add my two cents worth to the discussion of CPR-NYC-CNR Hudsons that has been featured in **Branchline** recently.

Readers interested in learning more about the first two locomotive types will find extensive articles about them in the August 1969 and November 1957 issues of **Trains Magazine**, respectively. The CPR article was written by BRS members Jim Brown and Omer Lavallée.

Of course, both issues are long since out of print, however, copies may turn up from time to time at hobby shops and shows, and will be advertised for sale by dealers in the **Trains** classified ads section.

I don't know of any articles specifically about the CNR Hudsons.

Speaking of the NYC Hudsons, one person with first hand knowledge of them is retired CPR engineer Frank Bunker. He worked on them between Toronto and Hamilton on the joint CPR-NYC-TH&B passenger runs. I recall two things Frank told me about them: that almost every gauge and control in the cab seemed to be duplicated (in short, the backhead was the proverbial plumber's nightmare); and, accelerating westward from Sunnyside Station, the exhaust blasts were so loud that Frank almost thought they would shatter windows at the nearby St. Joseph's Hospital.

An article regarding the technical and performance comparison between CPR and NYC Hudsons would make interesting reading. One operational difference is that the CPR locomotives were used in freight service fairly regularly, especially late in their careers, while their NYC counterparts rarely were. All but ten of the Water Level Route 4-6-4s had 79-inch drivers - the exceptions were ten built by Lima (not ALCO, like all the others) for subsidiary Boston and Albany, with 76-inch drivers to better tackle the grades of the Berkshire Mountains in western Massachusetts.

One advantage both the CNR and CPR Hudsons have over their NYC brethren is that examples survive: CNR 5702 in the Canadian Railway Museum in St-Constant, Quebec, and 5703 (renumbered 5700) at the Elgin County Railway Museum in St. Thomas, Ontario; CPR Standard Hudson 2816, of course, is back in service for its original owner; Royal Hudson 2839 is in a museum in Sylmar, California; 2850 is at the Canadian Railway Museum; 2858 is at the Canadian Museum of Science and Technology in Ottawa; and 2860, after operating for 25 years in excursion service between North Vancouver and Squamish, BC, starting in 1974, is displayed at the West Coast Railway Heritage Park in Squamish.

The failure to preserve even one of the 275 NYC Hudsons is one of the worst examples of railway enthusiasts being asleep at the switch. A letter to the President of the Southern Railway from railfan and Union Pacific engineer Walt Thrall was sufficient to have PS4 Pacific 1401 set aside for the Smithsonian Institute in Washington, DC; a similar letter to the NYC President or Board Chairman might have seen one of the railway's Hudsons in the Henry Ford Museum at Dearborn, Michigan, or the National Museum of Transport at Kirkwood, Missouri. Then, as now, unfortunately comparatively few railfans seem to be interested in preservation, much less do anything about it. [John Thompson, Toronto, Ontario]

## COMMUTER TRAIN MEMORIES

In the "A Selection of Passenger Consists" in the February **Branchline**, I noted that AMT Train 193 at Ste-Thérèse, Quebec, has 8 double decker (gallery) cars but no engine (*the editor neglected to list the F59PHI unit!*). That brought some memories of the passenger trains on the commuter area on the West Island in Montreal.

In 1984, I spent three months on the trains as engineman and I had

three problems in a one-month period, all involving CTCUM FP7 4070 (nee CP 4070).

The first one was on a Tuesday and as we were bringing the equipment for Train No. 33 from the Glen Yard (the storage yard for the commuter trains during the day) down to Windsor Station (the main terminal on the CP and CTCUM). There was smoke coming from the speedometer and I hit it with my hand and the glass broke into a million pieces, or should I say nearly a million.

The second time was a week later with the same engine coming back from Beaconsfield (non-stop from Beaconsfield to Montreal West) and as we went by Dorval at about 70 mph the main generator blew up ... what a bang it was! The train stopped at Ballantyne and I called the supervisor to inform him we needed a rescue engine. He went to the powers that be and he came back and said that there wasn't a locomotive close by and would I please take the train into Windsor Station with the 900 control car. There is no motor in the double decker control cars!, only controls to run the engine at the far end backwards so that you don't have to turn the train on a wye track each time you reverse direction. I said "sorry, but not tonight".

The third time came two weeks later when we were leaving the Glen Yard and on the first switch in the yard the track fell over and the engine went off the track onto the ties. When the boss asked me what happened I said the ties were put in when the railway was first started and they just wore out.

While on these trains I had the privilege of having the last MLW RS-10, namely 8570, and it was the last trip it made before it went to its long deserved rest. [Lee Mayhew, Ottawa, Ontario]

## STRANGE, BUT TRUE

Recently, there was an item in the minutes of a Bytown Railway Society executive meeting that refers to the restoration of former Ottawa Electric Railway (later Ottawa Transportation Commission) streetcar No. 696.

While doing some research in old copies of **Branchline**, I happened upon an article in the May 1978 issue which dealt with the same subject. Here is one quote, verbatim: "Ottawa streetcar 696 may be returned to Ottawa and put on display at Britannia Park. This car was built by the Ottawa Car Company, ran all of its life in Ottawa and then, when the system was abandoned, was sent to the Canadian Railway Museum in Delson where it was allowed to rot to pieces. The Ottawa Electric Railway Working Group have formed a 696 committee and have a commitment of money from Ottawa city council. The car will need a lot of work, mainly woodwork, and the committee is looking for volunteers. Bytown members who are interested in this car should contact Mike Iveson".

Well, the car is back in Ottawa (it has been since 1989) and a group of volunteers meet every Wednesday evening to work on the restoration. For further information contact either Mike Iveson or Bert Titcomb via the Bytown Railway Society. [Duncan du Fresne, Ottawa, Ontario]

### *The Bytown Railway Society's First Book of a New Series on Canada's Traction Heritage*



#### **Montreal Streetcars, Volume 1** by J.R. Thomas Grumley

36 pages in 8½" x 11"  
landscape format, 53 photos

The first volume covers the era from the 1940s to the 1950s in Montreal. There are detailed descriptions of the various classes of cars plus informative photo captions adding other interesting facts.

The centre pages of the volume contain a system map showing where the photos were taken. A roster of preserved cars is also included.

Send a cheque or money order for \$16.53 CDN or \$12.50 US (postage paid, applicable taxes included) to Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1.



# *Selected Stories*

## **A Beautiful Day for a Snowplow**

by Bill Cole

It really was a beautiful winter day on March 23, 1955, when I was ordered at Jellicoe, Ontario at 0700 for a snowplow west to Port Arthur. After a hearty breakfast and some good conversation, my engineer and I headed to the shop track and were pleased to see CN Mikado 3256, all freshly painted and just out of the back shops at Stratford, patiently waiting for us. The locomotive was completely serviced by the shop crew, with a nice clean fire, full tender of water and coal and lubricated completely. The coal bunker on the engine's tender was covered with a huge canvas covering and tied down on all sides to hold it in place. On a snowplow, the coal pile was always covered with a canvas mainly to keep all the flying snow out of the coal, which would keep the coal from freezing in the bunker, and avoiding what could be a serious problem.

This being such a nice sunny day, and not a lot of snowfall in the past few weeks, we anticipated a reasonably good trip home. We grabbed our caboose from the van alley, and nosed onto our plow which had also been tucked into the van alley. The plow had worked east to Jellicoe, plowing the main line, and our instructions were to plow all the sidings from Jellicoe to Port Arthur. Our train orders signified no meets on the way home and the track was ours. The head end brakeman lined up the switches out of the yard, stayed at the main line switch to line it back, and climbed on the caboose as we headed west.

Plowing west was a cinch, and at each siding we entered the east end, and plowed through to the other end, pushing the snow to the opposite side of the mainline, and giving the sectionmen ample time to see that the siding switches at both ends were clean of snow and ice.

Forty-two miles were covered to Orient Bay where we took water, at least I did, and upon returning to the cab, my mate was parked in my seat and promptly informed me that he was confident I could handle the locomotive the rest of the way. I have to admit that I was a little excited at the thought.

Off we go with the next stop being Nipigon where we would be having stew for lunch in the caboose. Those tail end guys were all good cooks and we were all ready for a good feed after plowing the siding and back track, and filling the tender with water. No coal was required at this time because with only a caboose and plow, we weren't using a lot of steam. So the water tank at Pass Lake was highballed since it's all downhill into town from there and only three more sidings to plow.

It was around 15:00 when we pulled into the yard at Port Arthur and the yardmaster advised that we were to put the plow in a service track and the caboose to the caboose track. Nothing to it. We shoved the plow in on top of some other slow clearing equipment and proceeded to the caboose track where our conductor said we would kick the van in and the tail end brakie would ride the brake. No problem?

Here is where my running experience let me down. I assumed everything was fine and never bothered to check. Had I looked at the water glass I would have noticed it was full, meaning the water was high in the boiler and kicking cars was not an ideal situation. In a situation such as that, the high water would work its way into the cylinders, thereby blowing out the piston packing, and practically creating a runaway engine. We called this "working water", and placing the engine brake on full and centering the reverse lever was the only way to stop this runaway.

We kicked the caboose, the brakie swung me down, and "whoosh, whoosh, whoosh" as water shot out the stack and the engine kept going. Fortunately I had my head on in the right place, realized the predicament, and flipped the tipover reverse on to centre with the engine brake on full and we stopped before damage was done. The brand new piston packing took a beating and the scary moment upset me a little. However, no collision was involved and my mate apologized for not keeping a closer watch on the water glass. Just as much my fault I thought and a lesson well learned.

Fifteen minutes later we were in the booking in office, changing clothes, and on our way home to another hot meal and a good night in bed. It all boiled down to a minor detail. By the middle of April I was cut off the fireman's spare board in Port Arthur and headed for the Jellicoe way freight, a Hornepayne assignment, working

between Jellicoe, Longlac and Nakina. I was never to work out of Port Arthur as my home terminal again.

## **Mr. Morse**

by Bruce Chapman

I began dispatching for the Canadian Pacific Railway in Smiths Falls Ontario, 45 miles southwest of Ottawa, in January, 1969.

The dispatcher's telephones in those days were not the best. With one bolt of lightning from a thunderstorm, the phones would often go dead, or so noisy that you couldn't hear anything. Also, when I first started hanging around the CPR when I was less than 10 years old, Smiths Falls had three desks; the M&O (Montreal and Ottawa) desk, the Winchester desk on the double track from Montreal to Smiths Falls, and the Chalk River desk, from Smiths Falls to Chalk River, and a whole bunch of branches out of Ottawa. By the time I got dispatching, the M&O desk had gone to Montreal, and on the weekends, the two remaining desks were combined.

In the summer of 1969, I was working 4-12 pm on the Winchester, with Monday and Tuesday off. Saturday and Sunday, I was all alone.

It was a hot July day, in the 90°F range, and they were calling for late evening thunderstorms. I was busy with my regular duties. At about 430 pm, the operator at Chalk River, the farthest end of my territory, comes on to OS a train, and give me a lineup from my western counterpart in Sudbury of the next planned trains coming to me. I casually ask this new voice..."Do you know the morse?" He replied "Yep".

All the trains were into Chalk River except #1, "The Canadian", the last passenger train on this pike. It was due there at 715 pm. The next train going to him was #949, a transcontinental freight train which would not be there until 7 the next morning. So the Chalk was quiet this evening.

The operator at Pembroke, 20 miles east of Chalk River, reported #1 out at 645 pm, on time. The phone was starting to crackle, and Pembroke said that there was a big storm moving across the Ottawa River towards him, and to expect a big blow in his burg soon.

About 7 pm, a big roar came onto the phone. I asked Pembroke to cut the phone east or west to see where the racket was, and it was west of him. So I had him cut the phone west.

About 730 pm, I started calling RV RV RV/Q on our wire 1W (West), RV being Chalk River's call letters, Q being mine. No response. About 830 pm, same thing. By 930 pm, I had to start getting some train delay messages ready, so called RV again, no answer. At this time, CP and Bell Telephone were very active against each other's interests, and it had to be a real emergency before we used the Bell Long Distance services on the CPR. Anyway, I finally called Chalk River, and he answered on the first ring.

Me: "Do you not hear me calling you on the wire?"

RV: "I don't know the wire!"

Me: "Well, I asked you at 430 if you knew the morse!"

RV: "Oh, I thought you wanted to know if I knew Jack Morse, the west-end conductor!"

Anyway, this guy's name was Warren Mitchell; he had just transferred off the Schreiber Division where they had removed the morse wire a short time before, and it was not a requirement for them to know the wire. Warren became my boss when we moved to Toronto from Montreal in February 1995, where he was a Chief Train Dispatcher, and I was a Locomotive Manager for the St. Lawrence and Hudson Railway, a CP spinoff, and he retired a year before I did. He now lives in Mattawa, 90 miles west of Chalk River, and on our occasional chats, the conversation always starts with "OS Chalk River."

[For the record, Doug Phillips advises that May 31, 1972, was the last day of the Morse code in Canadian railroading. Canadian National sent its last message at 12:38 pm, just 25 ½ hours before Canadian Pacific tapped out its last telegram. The last use of Morse in Alberta was between the Calgary dispatching office and Lomond, Alberta. It was removed in April of 1972. In the CBC production of the "National Dream" produced in 1973, the hand working the Morse in the documentary was that of Sonny Dickinson, Chief Dispatcher at Calgary in 1973. ■



# A SELECTION OF PASSENGER CONSISTS

11 January 2003 VIA #1 - "Canadian" at Edmonton, Alberta	17 January 2003 VIA #51 - "Enterprise" at Brockville, Ontario	17 January 2003 VIA #2 - "Canadian" at Vancouver, BC	27 January 2003 VIA #14/16 - "Ocean/Chaleur" at St-Lambert, Quebec	2 February 2003 VIA #668 at Cobourg, Ontario
F40PH-2 6449 F40PH-2 6446 F40PH-2 6442 Baggage 8605 Coach 8118 Coach 8101 Skyline 8512 Sleeper <i>Laird Manor</i> Diner <i>Empress</i> Sleeper <i>Amherst Manor</i> Sleeper <i>Sherwood Manor</i> Sleeper <i>Osler Manor</i> Dome-Sleeper-Observation <i>Strathcona Park</i> -----	F40PH-2 6429 (Telus livery) Renaissance Baggage 7004 Renaissance Coach 7216 Renaissance Coach 7206 Renaissance Service Car 7304 Renaissance Sleeper 7511 Renaissance Sleeper 7507 Renaissance Sleeper 7505 ----- 27 January 2003 VIA #70 at Oakville, Ontario  F40PH-2 6401 Baggage 8618 Club Cars 4002, 4001 Coaches 4113, 4106, 4101, 4120, 4105, 4119, 4108, 4117 Club Car 4000 F40PH-2 6425 ----- 2 February 2003 VIA #66 at Toronto, Ontario  P42DC 912 LRC Coaches 3335, 3302, 3311, 3372, 3336, 3353 LRC Club 3453 P42DC 907	F40PH-2 6440 F40PH-2 6448 Baggage 8601 Coach 8112 Coach 8120 Skyline 8516 Sleeper <i>Bliss Manor</i> Sleeper <i>Dunsmuir Manor</i> Sleeper <i>Fraser Manor</i> Sleeper <i>Laird Manor</i> Diner <i>Palliser</i> Sleeper <i>Dawson Manor</i> Sleeper <i>Thompson Manor</i> Dome-Sleeper-Observation <i>Tremblant Park</i> ----- 2 February 2003 ONT #698 - "Northlander" at North Bay, Ontario  GP38-2 1804 EGU 202 Coach 601 Snack Car 702 Coach 609	F40PH-2 6411 F40PH-2 6420 Baggage 8618 Sleeper <i>Chateau Marquette</i> Sleeper <i>Chateau Salaberry</i> Skyline 8515 Coach 8137 Coach 8142 Coach 8113 Skyline 8506 Diner <i>Louise</i> Sleeper <i>Chateau Papineau</i> Sleeper <i>Chateau Radisson</i> Sleeper <i>Chateau Richelieu</i> Sleeper <i>Chateau Closse</i> Sleeper <i>Chateau Varennes</i> Sleeper <i>Chateau Latour</i> Sleeper <i>Chateau Maisonneuve</i> Dome-Sleeper-Observation <i>Revelstoke Park</i> ----- 5 February 2003 VIA #69 at Cobourg, Ontario  F40PH-2 6426 Sleeper <i>Mackenzie Manor</i> Club Car 4002 Coaches 4104, 4108, 4114	F40PH-2 6412 HEP-II Coaches 4104, 4118, 4111, 4108 HEP-II Club 4006 P42DC 915 * LRC Club 3465 * LRC Coaches 3315, 3333, 3341, 3332 *  * Deadhead ----- 3 February 2003 VIA #60 at Cobourg, Ontario  F40PH-2 6404 Baggage 8621 Club Car 4004 Coaches 8144, 4114, 8136 Club Car 4000 Coaches 4120, 4102 ----- 7 February 2003 VIA #48 at Cobourg, Ontario  P42DC 906 LRC Club 3468 LRC Coaches 3328, 3338, 3300, 3368, 3320, 3358 LRC Club Cars 3461, 3455 P42DC 914
21 January 2003 ONT #999 - special shuttle from Temagami to New Liskeard, Ontario, while the collapsed highway bridge at Latchford was being replaced				
GP38-2 1808 EGU 204 Coach 606 -----				
15 January 2003 VIA #199 - "Malahat" at Victoria, BC				
RDC-1 6133				
(Thanks to Douglas Bardeau, John Bruketa, Milne Hall, James Lalande and Harm Landsman)				

## SAMPLES OF DIESEL LASHUPS

Jan 3 - BCOL southbound coal at Prince George, BC: Dash 9-44CWL 4644, Dash 8-40CM 4626, and Dash 9-44CWL 4642, plus Dash 8-40CM 4601 and Dash 9-44CW 4645 as helpers.	Jan 6 - BCOL northbound at Prince George, BC: Dash 9-44CW 4649 and Dash 8-40CMs 4604 and 4619.	Jan 11 - CN 445 at Brettville, AB: GP38-2(W) 4778 and SD40u's 6004 and 6000.	Jan 13 - CP Selkirk Wayfreight at Selkirk, MB: CP Control-Cab 'Daughter' 1127 and CP GP38-2 'mother' 3027, hauling CN GP9RM 7252 and CN SD40s 5081, 5023, 5154 and 5013 to Mandak Metal for scrapping.	Jan 15 - NBSR N905 at McAdam, NB: NBSR GP38-3s 9803 and 9802, CDAC GP40 40 and CN GP9RM 7060.	Jan 17 - CP 938 at Thunder Bay, ON: CP SD90MAC 9102, STLH SD40-2 5649, and CP SD40-2 5755.	Jan 18 - CN switcher at Taschereau Yard, Montreal, QC: GP9RM 7019, S-3 Slug 264 and GP9RM 7248.	Jan 18 - CP westbound at Montreal, QC: SD40-2s 5766 and 5701, and GP9u 1612.	Jan 18 - QGRY westbound at Trois-Rivières, QC: QGRY GP40-2L(W) 3015, HCRY SD45E 460 and QGRY GP40 3102.	Jan 18 - CN 316 at Ash, ON: GP40-2L(W) 9410 and GP38-2 7501(light power only).	Jan 19 - NS 327 at Hardy, ON: C40-8W 8408 (ex-Conrail) and C41-9W 9112.	Jan 19 - CP 417 at Etobicoke, ON: CP SD40-2 5748 and CEFX AC4400CWs 1025 and 1015.	Jan 19 - CN 305 at Rothesay, NB: Dash 9-44CWL 2509, SD75l 5692 and Dash 9-44CW 2670.	Jan 19 - ONT 111 at North Bay, ON: SD75ls 2105, 2103, 2104 and 2102.	Jan 19 - CP 253 at Smiths Falls, ON: AC4400CW 8502, SD90MAC-H 9300, SD90MAC 9149 and AC4400CW 8505.	Jan 19 - CN 334 at Burlington, ON: CN SD75l 5766, CN Dash 9-44CW 2603 and FAIX C30-7 3607 (3607 en route to Montreal, Maine & Atlantic).	Jan 19 - CN 148 at Silver, ON: GCFX SD40-3 6062, CN SD40-2(W) 5292 and CN SD40u 6006.	Jan 20 - CN 334 at Toronto, ON: CN SD70l 5605, SD SD75l 5755 and NS C40-9W 8904.	Jan 21 - CP 218 at Sudbury, ON: SD90MAC 9131, SD40-2s 6039 and 5680, GP7u 1687, and GP9u's 1652 and 1651.	Jan 22 - WHRC Plow Extra at Wolfville, NS: RS-23 8019.	Jan 22 - CP 2 <sup>nd</sup> 494 at Galt, ON: CP SD40-2s 6055 and 5650, and UP SD70M 4735.	Jan 24 - CN 105 at Roberts Bank, BC: SD75l 5628, Dash 8-40CM 2426 and GP40-2L(W) 9567 (203 loads, 6 empties, 10,081 tons, 13,846 feet).	Jan 25 - CN 451 at North Bay, ON: CN SD75l 5705, CN Dash 9-44CWL 2518, CN SD40-2 5380 and ONT SD75l 2100.	Jan 25 - CN transfer at North Edmonton, AB: GP9-Slug 256, GP9RM 7203, and GP38-2(W)s 4778 and 4781.	Jan 26 - CN eastbound at Brantford, ON: CN SD40u 6009 and UP SD40-2 3355.	Jan 26 - CN 213 at Edmonton, AB: SD75l 5663 and SD40 5229.	Jan 26 - CN westbound at Brighton, ON: CN SD75ls 5779 and 5770, and IC SD70s 1029 and 1002.	Jan 27 - NBSR at McAdam, NB: NBSR GP38-3 9801, HLCX GP38 3668, NBSR GP38-3s 9803 and 9802, MEC GP40-2(W) 515 and MEC GP40-2L(W) 500.	Jan 28 - QGRY at Trois-Rivières, QC: QGRY GP40-2L(W) 3014, LLPX GP40 3004 (lettered St. Lawrence & Atlantic) and QGRY GP40 3102.	Jan 29 - CN 334 at Oakville, ON: CN SD40u 6023, NS C40-9W 8963, NS C36-7 8537 with FAIX C30-7s 3613 and 3603 en route to Montreal Maine & Atlantic Ry.	Jan 29 - CP 234 at Toronto, ON: CEFX SD90MAC 126 and UP C44-9W 9569.	Jan 31 - CN 137 at Truro, NS: SD75l 5666, GP40-2L(W) 9425, SD40-2 5379 and GP9RM 7039.	Jan 31 - CN 271 at Toronto, ON: CN SD50F 5430, IC SD40-2 6123 and GTW SD40-3 5941.	Feb 1 - CP 166 at Toronto, ON: SOO SD60 6047, SOO SD60M 6062, CP SD40-2 5643, CP GP9u's 1651 and 1652, CP GP7u 1687 and CP GP9u 1545 (last four transferred to Binghamton, NY).	Feb 1 - CN transfer at North Edmonton, AB: SD38-2 1652, GP38-2(W) 4767, GP9RM 7242 and YBU-4 206.	Feb 2 - CP 117 (Ottawa Valley) at North Bay, ON: SD40-2s 5869, 5431, 5789, 5926 and 5995.	Feb 2 - CN 271 at Aldershot, ON: CN Dash 8-40CM 2431 and UP SD70Ms 4408 and 5117.	Feb 2 - ONT 111 at Feronia, ON: SD75l 2102, SD40-2 1735, SD75l 2103 and SD40-2 1737.	Feb 3 - CP 421 at Hamilton, ON: AC4400CWs brand new 9737, 9739, 9735, 9732, 9733, 9738, 9736 and 9734	Feb 3 - CN 308 at Liverpool, ON: CN SD60F 5535, BNSF SD40-2 8086 and CN SD60F 5536.	Feb 4 - CN 335 at St. Catharines, ON: CN SD75l 5695, BNSF SD60 9235 and CN SD75l 5767.	Feb 4 - CN 121 at Truro, NS: SD75l 5771, SD50F 5442, Dash 8-40CM 2452, SD60F 5560 and SD75l 5741.	Feb 6 - QGRY empty grain westbound at Trois-Rivières, QC: CP SD40-2s 6012 and 5876, and SOO SD60s 6012 and 6009 (two 6012s on same train!)	Feb 7 - ONT 111 at North Bay, ON: SD40-2 1734 and GP38-2 1801.	Feb 9 - CBNS 305 at Truro, NS: HATX SD45-2s 914, 910 and 907.	Feb 9 - BCOL JN (to Fort Nelson Sub.): SD40-2s 754, 746 and 758, with SD40-2s 765 and 763 remotely operated (136 cars, 9000 feet)	Feb 9 - CP 108 (Ottawa Valley) at North Bay, ON: CP SD40-2 6022 and SOO SD60m 6059.	Feb 9 - CN 382 at Aldershot, ON: CN Dash 9-44CW 2629, IC SD40-2 6134 (CN livery) and BNSF SD40-2 7040.
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------	-------------------------------------------------------------------------	------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------	----------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------	----------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------	--------------------------------------------------------	-------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------	------------------------------------------------------------	---------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------	----------------------------------------------------------------------------------------	------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------	--------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------	---------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------

(Thanks to Roger Boisvert, Dean Brown, Doug Cameron, Donovan Case, Dave Durant, John Eull, James Gamble, Ross Harrison, Peter Jobe, Jeff Keddy, Brian Kimmons, James Lalande, Harm Landsman, Bryan Martyniuk, Tim Mayhew, Bill Miller, Mark Paterson, Peter Phillips, Wayne Regaudie, Mark Rushton, André St-Amant, Stan Smith, David Stalford, Adrian Telizyn, Lorence Toutant and Joe Zika)

LEGEND: **BCOL** = BC Rail; **BNSF** = Burlington Northern Santa Fe; **CBNS** = Cape Breton & Central Nova Scotia; **CEFX** = CIT Group; **CDAC** = Canadian American; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **FAIX** = Fadale & Associates; **GCFX** = Connell Finance (lettered GEC-Alsthom); **GTW** = Grand Trunk Western; **HATX/HLCX/HLGX** = Helm Financial; **HCRY** = Huron Central; **IC** = Illinois Central; **LLPX** = Locomotive Leasing Partners; **MEC** = Maine Central (Guilford); **NBSR** = New Brunswick Southern; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **QGRY** = Quebec Gatineau; **SOO** = Soo Line (Canadian Pacific); **STLH** = St. Lawrence & Hudson (Canadian Pacific); **UP** = Union Pacific; **VIA** = VIA Rail; **WHRC** = Windsor & Hantsport. ■



# PHOTO CORNER



**Above:** CP RS-18u's 1853, 1812 and 1834 lead a string of empty hopper cars towards Hilton Mines at Bristol, Quebec, on June 14, 1990. The cars will be filled with tailings from the closed iron ore mine for use as ballast on CP lines. Photo by Pierre Ozorák.



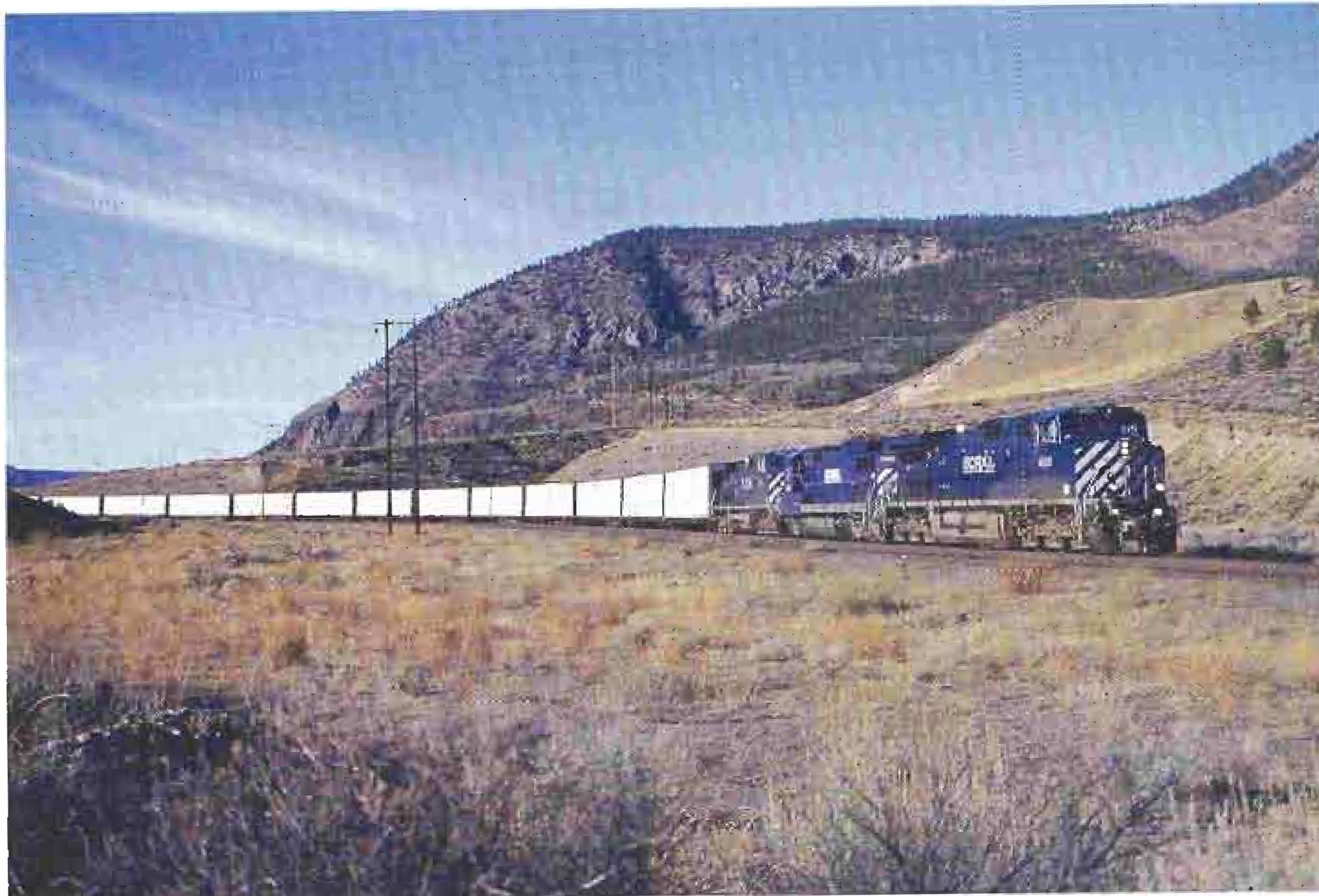
**Top Left:** Brand new CP FP7 4074 is the sole power on Train 902 at Whitby, Ontario, on October 12, 1952. The 4074 was outshopped by General Motors three days before. At age 50, after a career in freight, long distance passenger, and commuter service in Montreal, she was acquired by COE Rail in Walled lake, Michigan, for a dinner train. Photo courtesy Paterson-George Collection.



**Middle Left:** Four Vancouver Wharves switchers pause at the engine facility in North Vancouver, BC, on August 19, 1982. On the left is S-4 23 (nee CN 8019 - now preserved in Squamish, BC), to her right is S-6 29 (nee SP 1050) and to the far right is S-3 27 (nee CN 8468). In 1995-96, the MLW/ALCO fleet was replaced by three former Southern Pacific EMD SW1500 switchers. Photo by Mike Shufelt.

**Bottom Left:** CN SD40u 6027 and Ontario Northland SD40-2 1730 power ONT Train 250 at Cobalt, Ontario, in July 2001. Photo by Ron Lipsett.





**Above:** CN S-1-b Mikado 3292 takes a spin on the 96-foot turntable at Armstrong, Ontario, on August 5, 1955. Armstrong was the dividing point between CN's Western and Central Regions and most steam locomotives were turned back at Armstrong. No. 3292 was built by Canadian Locomotive Company in 1918 as Canadian Government Railways 2892, and was retired by CN in January 1959. Kodachrome slide by Bob Wanner.



**Top Left:** BC Rail Dash 9-44CW 4651, B39-8E 3903 and Dash 9-44CW 4645 lead a southbound train at Glenfraser, BC, on September 27, 2002. Photo by Dieter Hohaus.



**Middle Left:** Illinois Central E9Ar 102 and 103 (lettered Canadian National/Canadien National) power a four-car business special in Montreal, Quebec, on November 4, 2002. Behind the former BN Chicago-Aurora commuter engines are CN Business Car 96 - *Louis Jolliet*, Algoma Central Dome-Lounge *Spirit of Superior*, CN Reception-Marketing Car *Tawaw*, and Track Inspection car *Sandford Fleming*. Kodachrome slide by John Godfrey.

**Bottom Left:** CN SD75I 5790 and Dash 9-44CWL 2516 spit the signals with Train 300 on the approach to Carvel, Alberta, on August 23, 2002. Kodachrome slide by Fred Clark.



**Top Right:** To the rescue. CN GP9RM switcher 7003 leads VIA F40PH-2 6416 and the 10-car "Ocean" out of Halifax Station on January 17, 2003. On January 15, a VIA F40PH-2 suffered a failure on the eastbound "Ocean". CN 7003 replaced the ailing unit at Charny, Quebec, and operated through to Halifax and then back to Moncton. The 6416 handled the train from Moncton to Matapedia, where the F40PH-2 off the "Chaleur" was added for the journey to Montreal. Photo by Pat Othen.



**Middle Right:** CN G8 802 and 800 are northbound on the Clarendville to Bonavista mixed train at Trinity, Newfoundland, on September 6, 1971. The photo was taken from the combine on the rear of the train as it snaked around the shoreline after descending the loop at Trinity. Three of the six G8 units (800-805) built by General Motors in 1956 for the 42-inch gauge branchline operations survive - 802 is displayed at Trinity, 803 is at Carbonear, and the 805 is at the Canadian Railway Museum in St-Constant, Quebec. Earl Roberts collection.



**Bottom Right:** Illinois Central SD40-2 6117 is in fresh CN livery with IC sublettering at Homewood, Illinois, on December 15, 2002. Affixed to the EMD unit ahead of the cab is a decal from GE Transportation Systems indicating that the 6117 conforms to U.S. EPA regulations applicable to locomotives originally manufactured prior to January 1, 2002. At the bottom of the label it states "GE Diesel Electric Locomotive Made in Erie, Pennsylvania, U.S.A." Photo by Kenneth Lanovich.



CN SD60F 5538 idles under the sand tower, complete with the railway's website address, at Walker Yard in Edmonton, Alberta, on December 14, 2002. Photo by Mike Swick.



# The Motive Power and Equipment Scene



## RETIRED: (dd/mm)

- CN SW1200RS 1355 (15/01).
- CN GMD1u 1404 (15/01).

**UN-RETIRED:** CN GP40-2L(W) 9424, retired August 17, 2001, was un-retired on January 28, 2003.

## UNITS LEASED OUT:

- To Neptune Bulk Terminals, North Vancouver, BC: CN SW1200RM 7304.
- To Mackenzie Northern Railway: CN SD40-2(W) 5307-5313; GP38-2 4700, 4718; GP38-2(W) 4784; SD40 5000, 5051; GP40-2(W) 9671, 9673, 9676.
- To Lakeland & Waterways Railway: CN GP40-2L(W) 9482, 9525; GP40-2(W) 9666.
- To Athabasca Northern Railway: CN GP40-2(W) 9639, 9675.
- To Hudson Bay Mining & Smelting, Flin Flon, MB: CN SW1200RS former Shop Switcher CS02:2.
- To Agence métropolitaine de transport: CN GP40-2L(W) 9523.
- To New Brunswick Southern Ry.: CN GP9RM 7000, 7015, 7060.
- To Canac Inc. for contract switching at Ford Rouge, Detroit, Michigan: IC SW14 1438, 1501.
- To Aqua Marine, Geismar, Louisiana: GTW GP38-2 6224.

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

- IC E9Ar 100-103 (all see occasional service).
- CN GP9 Slug 224\*, 227\*, 237\*, 250\*, 251\*.
- CN S-3 Slug 265, 270\*.
- CN HBU-4 520.
- CN GMD1 1063, 1078, 1082.
- CN GMD1m 1177.
- CN SW1200RS 1339, 1363, 1371, 1375\*, 1385.
- CN GMD1u 1411\*, 1416\*, 1438\*, 1442.
- GTW GP38-2 4932\*.
- CN SW1200RM 7309, 7314.
- CN GP40-2L(W) 9530.

## UNITS STORED UNSERVICEABLE:

- IC E9Ar 104.
- CN GP9 Slug 213, 228, 248, 278\*.
- CN GMD1u 1400, 1403, 1410, 1421, 1422\*, 1444.
- CN Dash 8-40CM 2415\*.
- CN GP9RM 4009\*, 4111\*, 4121\*.
- CN GP38-2(W) 4761, 4772\*, 4779, 4780, 4783, 4791.
- GTW GP38-2 4934.
- CN SD40-2(W) 5277, 5330\*.
- WC SD45 6590.
- CN GP9RM 7007\*, 7011\*, 7053, 7214\*, 7215\*, 7268, 7269, 7271.
- CN SW1200RM 7306\*, 7316.
- CN GP40-2L(W) 9440\*, 9579, 9584.
- IC E9Ar 9922, 9923.

**LEASED:** GCFX SD40-3 6030-6079.

- CP GP7u 1503.
- CP GP9u 1530, 1532, 1559.
- CP 4-6-4 (steam) 2816.
- SOO GP9u 4201\*.
- CP SD40-2 5389\*, 5392, 5394\*, 5398, 5419\*, 5475\*, 5482, 5576\*, 5597, 5661\*, 5687\*, 5696\*, 5704\*, 5720\*, 5724\*, 5745\*, 5750\*, 5760, 5763\*, 5764\*, 5765\*, 5770, 5771, 5796\*, 5816\*, 5826\*, 5831\*, 5864\*, 6078\*; SOO 6606\*, 6609\*; CP 6618, 6620\*, 6621, 6622, 6623.
- CP SW1200RS 8111, 8114, 8132, 8153, 8165, 8167, 8171.

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

- SOO GP9 402, 414.
- CP SD40-2 762; SOO 763.
- CP SW1200-Slug 1002\*.
- CP SW1200RSu-Slug 1021\*.
- CP Control Cab 1100, 1102, 1103, 1104, 1117.
- CP SW9u 1201.
- CP SW1200RSu 1210, 1240, 1244, 1249, 1251.
- UP SW10 1212, 1213, 1217, 1222, 1231 (leased).
- CP SW10 1283, 1284, 1287 (leased).
- CP GP9u 1528, 1556, 1603.
- CP GP7u 1684.
- CP GP38-2 3070\*, 3091.
- SOO Fuel Tender 4000, 4001, 4002.
- CP GP40 4608.
- CP SD40-2 5390, 5393, 5423.
- CP SD40M-2 5495.
- CP SD40-2 5624\*, 5702, 5768\*, 5801, 5963.
- SOO SD40-2 6617; CP 6619.
- CP SW1200RS 8136, 8156, 8161.
- CP SD90MAC-H 9302.

## UNITS DECLARED SURPLUS:

- CP SD10 534; SOO 543.
- SOO SD40 739; CP 740, 741; SOO 746, 747, 748; CP 749, 752; SOO 755.
- SOO SD40-2 757, 758, 759; CP 760; SOO 761, 764, 765, 768, 770, 771, 772; CP 780, 783, 784; SOO 789.
- SOO SW1500 1400, 1401.
- CP SD40-2 5395, 5397.
- CP SD40 5400, 5404, 5405, 5406, 5408, 5412, 5413, 5414.
- CP SD40-2 5416, 5417, 5424, 5425, 5426; STLH 5448.
- CP SD40 5500, 5507, 5515; STLH 5524; CP 5529, 5536, 5538, 5541, 5546, 5547, 5550, 5553, 5564.
- CP SD40-2 5574, 5580, 5600, 5601, 5610, 5613; STLH 5627; CP 5631, 5635; STLH 5636; CP 5637, 5645, 5653, 5678, 5689, 5705, 5706, 5718, 5732, 5744, 5810, 5812, 5828, 5848, 5921, 5955.
- CP SD40-3 5685 [accident at Savona, BC, on 20/08/95].
- CP SD40 (ex-SOO) 6404, 6405.
- CP SD40A (ex-SOO) 6406, 6407, 6408, 6409, 6410.
- SOO SD40B 6450.
- CP GP9u 8236.

**LEASED:** CEFX SD90MAC 120-139; CEFX AC4400CW 1001-1025; CEFX SD40-2 3153-3172 (3153-3172 are stored).



**CANADIAN  
PACIFIC  
RAILWAY**

## ADDED TO ROSTER: (dd/mm)

- CP MP15DC 1440 (22/01) [ex-TLLX, USS MinTac/Minnesota Tac Div. 961] - assigned to St. Paul.
- CP MP15DC 1441 (17/01) [ex-TLLX, USS MinTac/Minnesota Tac Div. 956] - assigned to St. Paul. (1442-1444 to follow)
- CP AC4400CW 9732-9739 (02/02); 9740 (05/02) - completion of order for 41, all assigned to Coquitlam, BC.

## RETURNED TO LESSOR IN JANUARY:

- CP MP15DC 1434, 1435, 1436, 1437.
- SOO MP15AC 1539, 1541, 1542, 1549, 1557, 1560, 1561, 1562.

## TRANSFERRED:

- Calgary to Moose Jaw: CP GP9u 1535.
- Calgary to St. Paul: CP GP9u 1538.
- Calgary to Toronto: CP GP38-2 3043.
- Calgary to Binghamton: CP GP9u 1545, 1651; GP7u 1687.
- Moose Jaw to Calgary: CP GP9u 1528.
- Moose Jaw to St. Paul: CP GP7u 1510; CP GP9u 1515, 1522.
- Moose Jaw to Binghamton: CP GP9u 1652.
- Winnipeg to St. Paul: CP GP9u 1646, 1647.
- Binghamton to Montreal: CP SD40-2 5670.

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

- CP SW1200RSu 1241, 1248.

**ALSTOM** (Montreal)

## RELEASED:

- GCFX SD40-3 6036 and 6077 from mid-life overhaul.
- IC SD40-2 6134 from engine changeout, upgrades and repainting into CN livery with IC sublettering.
- GO Transit Bi-Level Coach 2323 from painting.

## WORK IN PROGRESS:

- Agence métropolitaine de transport (AMT) GP9RM 1310 (nee CN GP9 4346) for repaint and test.
- Rail World Locomotive Leasing (ex-Amtrak) F40PH 243, 287, 319, 372 and 411 (nee GO 511) for installation of an event recorder, Kim Hotstart, battery charger and repaint for lease to AMT.
- GCFX SD40-3 6032, 6033 and 6038 for mid-life overhauls.
- The following AMT former GO Transit coaches for various repairs:
  - \* ex-GO Cab-Coach 9833 (nee GO D708) - to be numbered AMT 111 for commuter service on CPR lines out of Montreal.
  - \* ex-GO Coaches 9964 and 9969 - to be numbered AMT 1060 and 1061 respectively for commuter service on CPR lines out of Montreal.
  - \* ex-GO Coaches 9966 and 9970 - to be numbered AMT 1257 and 1258 respectively for commuter service on CN between Montreal and St-Hilaire.
- GO Transit Bi-Level Coaches 2313 and 2411 for painting.



#### RETIRED IN 2002:

- LRC-2 6903, 6905, 6907, 6914, 6917 and 6919.
- LRC-3 6921, 6927, 6928 and 6930.

#### STORED:

- F40PH-2 6400, 6405, 6443 and 6452 at Montreal.

**LEASED OUT:** F40PH-2 6402, 6407, 6453 and 6457 are leased to Agence métropolitaine de transport for commuter service.

**RENAISSANCE CAR CORRECTION:** Coach 7214, rather than 7212 as reported in the February issue, was delivered on December 19.

**RE-MODIFIED:** F40PH-2 6424, 6425 and 6426, equipped in mid-2002 with a shear-back coupler to mate with the Renaissance rolling stock, have been converted back to a standard coupler. All Renaissance trains are now equipped with a Renaissance baggage car equipped with a North American coupler on the forward end.

## BCRAIL

#### STORED (\* for sale):

- M-420(W) 641\*, 644\*, 646\*, 647\*.
- SD40-2 744, 745\*, 749, 753, 756, 757.
- B36-7 3602\*, 3603\*, 3610\*, 7488\*, 7489\*, 7498\*.
- C36-8 3621.
- GF60C 6001\*, 6002\*, 6003\*, 6004\*, 6005\*, 6006\*, 6007\*.
- RDC-1 BC-21\*.
- RDC-3 BC-33\*.

**NEW HOME:** RDC-1 BC-10 and BC-11; and RDC-3 BC -31 have been sold to the Oregon Department of Transportation for excursion service between Portland and Astoria, Oregon (the sale was previously reported in the January issue but fell through).

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

**QUEBEC-GATINEAU RAILWAY:** QGRY GP38 (GP35m) 2006 has been reassigned to the Huron Central Railway. HCRY SD45s 460 and 461, stored on the QGRY, have been reactivated for service between Quebec City and Montreal.

**MONTREAL MAINE & ATLANTIC RAILWAY:** GECX C30-S7 3000, 3001, 3003 and 3009, shipped to the MM&A in December 2002, were returned to General Electric in Erie, Pennsylvania, in late-January.

#### ON THE INDUSTRIAL SCENE

**SOLD:** Parsec Intermodal of Canada's (Vaughan, Ontario) GP7 B-12 (nee Algoma Central 166) and SW1200RS 1254 (nee CN 1254) have been sold to National Locomotive Company and shipped to Waterloo, Iowa. Both units departed Toronto on February 8.

#### ON THE PRESERVED SCENE

**COLLECTION EXPANDED:** The Three Valley Gap Heritage Ghost Town and Transportation Museum in Three Valley Gap, BC, has recently acquired six passenger cars:

- From the National Railway Historical Society, BC Chapter: former CN Diner 1296 (built 1927), former CP Café-Parlor 6594 (built 1922), former CP Sleeper *Rosemere* (1929), and former CP Sleeper Buffet Observation *Fort William* (built 1927);
- From BC Rail: Business Car *Caribou* (built 1911);
- From Nagel Tours (Funtrain Canada): former VIA/CN Sleeper 1157 - *Evelyn* (built 1954).

**ADDED TO COLLECTION:** The Kamloops Heritage Railway has acquired BC Rail steel caboose 1882.

**DONATED:** CN has donated CN double track snowplow 55500 to the Wainwright Railway Preservation Society in Wainwright, Alberta. The snowplow was built by CN in 1939.

**NEW HOME:** The Plum Coulee Historical Association in Plum Coulee, Manitoba, has acquired CP 40-foot grain box car 143216 and CP caboose 434508.

Thanks to Will Baird, Gordon Bell, George Bergson, Roger Boisvert, Peter Ely, Terry Fergusson, Ross Harrison, Roland Legault, Miguel Lewerenz, Mark McVittie, Ian Smith, NY 4 and Engine 4466. ■

## Coming in late-March Canadian Trackage Guide® 2003

The updated 2003 edition of the Canadian Trackage Guide® will be available in late-March. This, our 22<sup>nd</sup> edition, will contain more than 800 updated and expanded 5½" x 8½" pages, current to mid-February 2003.



The only comprehensive guide to Canadian railways:

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

Order your copy direct from: Bytown Railway Society, PO Box 141, Station A, Ottawa, ON K1N 8V1:

\* To Canadian addresses: \$32.05 (postpaid, taxes included)

\* To United States addresses: US\$23.00 postpaid.

\* To international addresses: \$35.00 postpaid (surface mail); or \$47.00 (air mail) in Canadian funds.

### Coming Events

**TORONTO, ONTARIO:** The Toronto & York Division, CRHA, will hold its 28<sup>th</sup> Annual Toronto Model Railway Show on **March 15** (11:00 to 17:00) and **March 16** (10:00 to 17:00) at the Toronto Congress Centre, 650 Dixon Road. Adults \$9; Seniors \$6; Children 6-14 \$4; Children 5 and under free; Family Rate (maximum two adults) \$20. Operating layouts, live steam, demonstrations, vendors and more. Free parking, easily accessible by TTC bus. Information from Jack Bell at (416) 249-4563. **Please drop by the Bytown Railway Society table.**

**KINGSTON, ONTARIO:** The Kingston Division, CRHA, will hold its 14<sup>th</sup> Annual Rail-O-Rama on **March 15** (11:00 to 17:00) and **March 16** (10:00 to 16:00) at Portsmouth Olympic Harbour, Yonge Street. Adults \$5; Seniors \$4; Children under 12 \$2. Model train layouts, railway displays, and railway vendors. Information from George Dillon at (613) 542-6519; fax: (613) 542-5924; or e-mail: [dillonjg@kingston.net](mailto:dillonjg@kingston.net)

**LINDSAY, ONTARIO:** The Lindsay & District Model Railroaders will hold its 29<sup>th</sup> Lindsay Model Railway Show on **April 5** (10:00 to 17:00) and **April 6** (10:00 to 16:30) at the Victoria Park Armoury, 210 Kent Street West. Adults \$5; Seniors and Students \$4; Children \$2. Information from George Morgan at (705) 887-5892 or from PO Box 452, Lindsay, ON K9V 4S5.

**QUEBEC CITY, QUEBEC:** TRAQ (Transportation by rail across Quebec) will hold its Seventh Railway Symposium on Safety on **April 30** and **May 1** and its Second Railway Exposition on **April 30** at the Hotel Plaza Quebec (1-800-567-5276). Information from Louis-François Garceau, TRAQ Group, PO Box 45005, Charny, QC G6X 3R4, e-mail: [traq@sympatico.ca](mailto:traq@sympatico.ca); tel: (418) 955-2466; or website: [www.groupetraq.com](http://www.groupetraq.com)

**CALGARY, ALBERTA:** Railway Days on **June 7 and 8** at Heritage Park. "Steamin' Ahead". See how steam is created as the locomotive "takes on" water. Visit the Roundhouse theatre for a program of fun and learning centered on an operating turntable, including the fading art of hand signals. Canadian Pacific Railway will be there with safety and equipment displays, and the always thrilling spike driving contest. Come to Heritage Park Railway Days for a glimpse of the railway in the "Old West". For more information, call (403) 268-8500; website: [www.heritagepark.ab.ca](http://www.heritagepark.ab.ca)

**TORONTO, ONTARIO:** The National Model Railroad Association's National Convention will be held **July 13-19** at the International Plaza Hotel, 655 Dixon Road. Almost 400 model railroad clinics, over 140 model train layout to visit plus prototype and general tours, contests, live and silent model railroad auctions. For information visit the web at: [www.ml2003.com](http://www.ml2003.com). As well, the National Train Show will be held **July 18-20** at the Toronto Congress Centre, 650 Dixon Road. Meet manufacturers from around the world, visit vendors and railroad magazine authors, see layouts and more.

**Northern Manitoba Explorer Tour** presented by Rail Travel Tours, **July 13-21**. This tour will take in all of the Northern Manitoba rail passenger services including VIA Rail's "Hudson Bay" and Canada's last Way-freight, The Lynn Lake Mixed Train. Stops include Churchill to visit Canada's most northern passenger station and port facilities, Gillam to see the hydro projects, INCO Mine tour in Thompson and Manitoba's oldest, still operating, roundhouse in The Pas, Manitoba, and the Hudson Bay Railway yard operations. For more details contact Rail Travel Tours at 1-866-704-3528.

**Fall Colours of Ontario Tour** presented by Rail Travel Tours **October 2-6**. Toronto to Capreol on VIA's "Canadian", visit Northern Ontario RR Museum in Capreol, Dynamic Earth in Sudbury, presentations by CP SIG member Dale Wilson and CPR Conductor Jim Cockburn then travel on VIA's RDC service "The Lake Superior" between Sudbury and White River before returning to Toronto by way of Lake Superior. For more details contact Rail Travel Tours at 1-866-704-3528. ■






*Goderich-Exeter Railway GP9 901, LLPX GP38-2 2210 and GEXR GP9 177 lay over at Goderich, Ontario, on March 1, 2002, after doing battle with heavy drifting on the Goderich Subdivision on Train 581 from Stratford. Kodachrome slide by Jason Noe.*

Return undeliverable address blocks to:

Bytown Railway Society  
PO Box 141, Station A  
Ottawa, ON K1N 8V1

CANADA		POSTES
POST		CANADA
Postage paid		Port payé
Publications Mail		Poste-publications
40009943		

PLEASE DO NOT BEND!