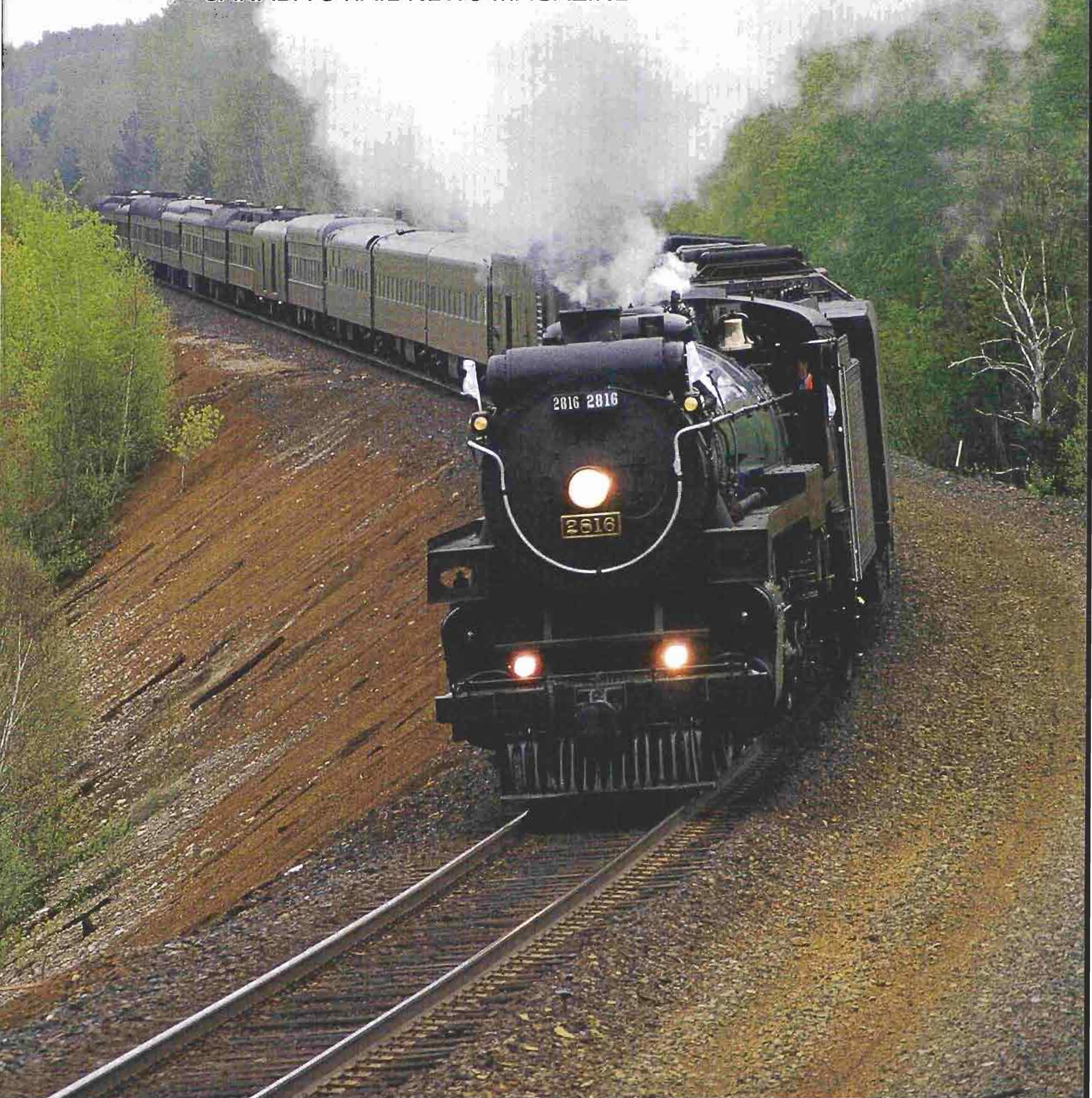




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# Branchline

CANADA'S RAIL NEWS MAGAZINE



CP 2816 - "Empress" Returns to Eastern Ontario and Quebec • Short Stories



# 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.

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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 next regular meeting will be on **September 7** at which Tony Burgess will give us an illustrated talk on The Tasmanian Railway. 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 **September 21**.

**Equipment Restoration** takes place every Saturday at the rear of the Canada Science and Technology Museum in Ottawa year round. Members are welcome to 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: [l\\_vgoodwin@cyberus.ca](mailto:l_vgoodwin@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.

**For Sale:** Carol Grafton's family has lived in former CN Business Car 68 since 1962. The car was built by Barney & Smith in 1900 as the private car for Mackenzie and Mann of the Canadian Northern Railway. Interested parties please contact Carol Grafton, 995 New Dale Road, Prince George, BC V2N 5Z6.

**Correction:** The photo of CN Dash 9-44CWL 2518 at Prince Rupert (Page 9, May **Branchline**) was taken by Scott (not Steve) Duffus.

### Ten Years Ago in "Branchline":

\* Great Canadian Railtours president Peter Armstrong wishes to take over money-losing VIA Rail routes. "If VIA abandons lines in BC and Alberta, we are looking at ways to make these route profitable, with provincial governments or private sector partners."

\* The British Columbia government will establish a commuter rail service for Greater Vancouver's north east sector. The operation, featuring five inbound and five outbound trips between Mission and Vancouver Monday to Friday, will involve use of CP Rail System trackage.

\* The White Pass & Yukon Route has been designated an international historic civil engineering landmark by the Canadian and American Societies of Civil Engineering. Only one other Canadian engineering feat has the designation - the Quebec City cantilever bridge.

\* Plans to purchase CN's Waterloo Spur in order to operate a tourist train between Waterloo and St. Jacob's have been derailed by provincial legislation which provides successor rights when existing rail lines are sold to other operators.

\* Ten CN SD40 units will be remanufactured at AMF in 1994 in an extension to the program that saw 10 SD40 units remanufactured in 1992/93.

**On the Cover:** CP 4-6-4 2816 is eastbound at Mile 101.4, Cartier Sub., with Train 40B-17 on May 25, 2004, approaching Levack, Ontario, on her Vancouver to Montreal trek. See Page 3. Photo by Raymond Farand.

Press date for this issue was July 5  
Deadline for the September issue is August 16



# ***CP 2816 Returns - Eastern Ontario Relives Mainline Steam***

## ***"Mr. Ritchie, thanks for keeping the dream alive"***

By Philip B. Jago



CP 4-6-4 2816, trailed by Auxiliary Tender 35508, GP38-2 3084, FP9 1401, F9B 1900 and 17 cars is crossing over the Little Pic River to the north side of Neys Provincial Park (mile 80.75, Heron Bay Sub.) on May 23, 2004, en route to Montreal. Photo by Raymond Farand.

The last weekend of May 2004 marked a number of firsts as CP 4-6-4 2816 - *Empress* returned triumphant under steam to Montreal, her native city. Her journey east commenced in Vancouver on May 12, carrying passengers prepared to pay a hefty fee for the privilege of riding in vintage rolling stock behind steam in 2004.

In the east, she delighted hordes of people from Toronto east, along the Belleville and Winchester Subdivisions, with an especially warm welcome on the afternoon of May 28 from the eastern Ontario community of Smiths Falls, a one-time major hub for CP operations in both that part of the province as well as western Quebec.

2816's consist included three of CP's four 'heritage' diesels (GP38-2 3084, FP9 1401 and F9B 1900), as well as auxiliary tender 35508 and a further 17 cars, with business car *Mount Stephen* doing the honours on the rear (see consist on Page 18). Minus the diesels, 2816 was dealing with about 1,300 tons - challenge enough for any piece of machinery approaching the three-quarter century mark.

It befell to this writer to finally meet the 2816 face-to-face (so to speak) on the morning of May 29, approximately one hour prior to her departure from Smiths Falls at 11:00. This was my second encounter with her, the first being a 'sneak peak' of her smoke box and pilot while furtively squinting through the windows of the special "Royal Canadian Pacific" station adjacent to CP's former Palliser Hotel in Calgary.

The hour in Smiths Falls as well as chasing and pacing 2816, *sans* diesels, along the fabled Winchester Subdivision between Smiths Falls and a service stop at Finch, Ontario, the one-time crossing of the Winchester Sub., and the New York Central's Cornwall to Ottawa line inspired in me a number of thoughts that I only hope that I can do justice to in the next few paragraphs. David P. Morgan, I ain't nor will he ever be equalled, so please bear with me.

First and foremost, a tremendous debt of gratitude is owed to CPR President Rob Ritchie and his Board of Directors for supporting the restoration and recent return to service of 2816 and her consist. We live in a bottom line world where even nostalgia has to pay its way and they have obviously found a way to do it and still display a unique piece of bygone technology in its most fitting manner - by operating it.

Secondly, for trivia buffs, 2816's move east of Toronto occasioned a number of firsts including being the first operating steam locomotive to traverse the Belleville and Winchester Subdivisions since ex-CP Royal Hudson 2860 'barnstormed' eastern Canada and the United States in the spring of 1978. I have bittersweet memories of that trip as the need to write a Soil Mechanics exam for my community college diploma in restoration technology torpedoed any idea of following the train west out of Montreal.

In terms of other firsts, her arrival in Smiths Falls was the first time since 1990 that an operating steam locomotive had paid a visit to that once thriving railway centre. The 1990 event involved ex-CP G5a 1201 at the head end of the Bytown Railway Society's "Thousand Islander" Ottawa to Brockville and return on September 14. As 2816 found herself involved in minor switching duties in Smiths Falls yard to accommodate the removal of the diesels from her consist for the final dash to Montreal, so too 1201 on that epic day as the lack of turning facilities in Brockville meant that we had returned to Smiths Falls, tender first and had had to turn the locomotive and combine 3051 on the wye between the Brockville and Winchester Subdivisions to get her pointed in the right direction for the final leg of the journey into Ottawa.

More in the same vein, the 2816 is the first active steam locomotive to venture out on the Winchester Subdivision since 1201 made a special run between Ottawa and Kingston in the summer of 1978 to star in the debut of the Government of Canada's "Discovery Train". Hopefully, my mention of this trip, involving moves over the Prescott (now abandoned) Winchester





**Above:** CP 4-6-4 2816 scampers towards Montreal with Auxiliary Tender 35508 and 17 cars at Mile 100.0 of the double-track Winchester Subdivision, just east of Kemptville, Ontario, on May 29, 2004. Photo by Mike Britt.

**Left:** CP 2816 passes the Centre Agricole St-Clet Inc. storage facility at St-Clet, Quebec, on May 29, 2004, 35 miles west of her Montreal destination. Photo by Roger Cook.



**Top right:** CP 4-6-4 2816 leads CP GP38-2 3084, FP9 1401, F9B 1900 and 17 cars at Newtonville, Ontario, on May 28, 2004. Photo by Matt Cummins.

**Middle right:** After cutting off the three 'heritage' diesels in Smiths Falls, CP 2816 accelerates across the Rideau River at Merrickville, Ontario, on May 29, 2004. Kodachrome slide by John Godfrey.

**Bottom right:** On June 3, 2004, the three 'heritage' diesels and the last 10 cars of the CP 2816 special departed Montreal for a 'rare mileage excursion' with overnight stops in Havelock, Windsor, Guelph and Mactier, Ontario. On June 4, CP 1401, 1900 and 3084 lead the "Royal Canadian Pacific" consist through Pontypool, Ontario. Photo by J.T. Robbie.

**Below:** On June 12, 2004, CP 2816 eases her 7-car consist towards the former TH&B yard in Hamilton, Ontario. After a short stop, the train proceeded to Welland for an overnight stay. Several legs of her Montreal to Welland journey on June 11 and 12 raised funds for the "Breakfast for Learning" program. On June 13, she crossed into the United States en route to St. Paul, Minnesota, for a series of excursions. Photo by J.T. Robbie.





and Brockville Subdivisions, prior to a mad dash along Canadian National's Kingston Subdivision will prompt a 'tid bit' or two from our own Duncan du Fresne who was the fireman on that occasion. Although not seeing the 1201, I have my own memories. I was putting the restoration technology diploma to use on a wickedly hot summer day in Merrickville. I was jacking up a beam when I heard a steam locomotive whistling a 14L signal for the county road crossing near the site of the Merrickville station. I subsequently found out that I was not hallucinating! Not only that, the 2816 did one better than the 1201, she actually stopped in Merrickville on May 29 to let passengers off at that crossing – the first passenger train to stop in that heritage-steeped community since the last run of Toronto/Peterborough/Ottawa Train No. 34 on January 23, 1966.

The day engendered further memories. Growing up in Brockville, Ontario, where CP was very much in the shadow of the Canadian National show, I never got a chance to see CP's legendary overnight Montreal/Toronto trains 21 and 22. Until the advent of diesels, these runs were almost exclusively handled by CP's only two 4-8-4s, 3100 and 3101, both of which have been preserved. Indeed, the former is at the Canada Museum of Science and Technology in Ottawa. Looking across the fields at 2816 as she headed east, it was not difficult to see a strong visual resemblance between a K1a and a standard Hudson. I may be alone in this observation as the late Omer Lavallée suggests that Henry Blaine Bowen used the Class G3 4-6-2 developed by Charles Henry Temple as his inspiration for the Hudson class. Indeed, Lavallée describes the K1a as the "only new design to be implemented during Temple's period of administration."<sup>1</sup> In any event (and I await the inevitable reader feedback on my 'historical' analysis), it was hard not to wonder, as we chased Passenger Extra 2816 east along County Road 43 between Winchester and Finch if we weren't stepping back in time and seeing a reprise of a late-running No. 22 complete with 17 car consist and determined to make Montreal as quickly as possible. Although the Winchester Subdivision is no longer maintained to the standards that allowed F2a 4-4-4 3003 to set the all-time Canadian speed record for a steam locomotive of 112.5 mph near mile 38 of the Winchester Subdivision in the vicinity of Soulanges, Quebec, it was all we could do to stay even with her as our car rolled along at a 60 mph rate.

This business of firsts could go on but space in **Branchline** is limited and we want to show as many photos of the event as possible. Consider the following: 2816 sports the whistle from Canadian Pacific's last new factory-produced steam locomotive, T1c "Selkirk" 5935. How many today remember the sound of a "Selkirk" whistle? Her arrival in Montreal is also something special, the first operating steam locomotive in that city since 1201 paused at St. Luc Yard in the spring of 1989 as part of her starring role in celebrations marking CP's centennial in Atlantic Canada. On May 30, 2004, the 2816 made no less than 12 moves between Windsor Station (now known as Lucien L'Allier) and Montreal West (one trip extended to Ste-Thérèse), the first operating steam locomotive on this track since 1201's involvement in CP centennial activities in the summer of 1981. More noteworthy, 2816 was last operated over that the line during February and March 1961 in connection with a program to upgrade the stationary steam boilers at Montreal's Glen passenger yard in suburban Westmount. The 2816 and several other locomotives were serviced at St. Luc Yard and operated to and from the 'Glen' on a daily basis. On June 10, 2004, she hauled an excursion to the Canadian Railway Museum in Delson/St-Constant, on the south shore of the St. Lawrence River. It has been a long time since main line steam graced the CRM. She departed Montreal on June 11 en route to Toronto, Hamilton, Welland, then crossed into the United States at Fort Erie en route to St. Paul, Minnesota, for a series of excursions to eventually return to her Calgary base in mid-July.

My last point is a very personal one. It was my privilege to pay a visit to 2816's cab during her service stop at Finch. For me, it was the first time that I had been in an operating mainline steam locomotive since 1201's final trip between and Hawkesbury on October 14, 1990. It was only five minutes but it was outstanding – away from the crowd, alone with Road Manager, Steam Operations, Bill Stetler who was considerably younger than yours truly. And just to show that besides not being a David Morgan, I ain't no Duncan du Fresne either, one of the crew men taught me a little something that I should have known and now will know forever. He was greasing the big ends, using stick grease and a hand-operated gun. With that process, I was familiar, having done the same with 1201, always cursing the fact of having to use brass washers as backing shims when the gun didn't seat properly on the fitting. In her last two years of operation, the National Museum of Science and Technology installed alemite fittings on the 1201, allowing the use of an air gun and speeding up the process. I remarked upon the fact that 2816 still had the old style fittings. I was put in my place with following remark, "Don't you know that CP never had alemite fittings, those were a CN feature." I hastily beat a retreat, a sadder but wiser man.

Bob Cox, of St. Lawrence Valley Railway Excursion fame, told me in 1987 during a 1201 excursion to Pembroke, Ontario, (the first of several for the BRS) that it was important to "keep the dream alive." Mr. Ritchie thanks for keeping the dream alive.

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## *Two Days in the "Cheap" Seats*

by John Godfrey

May 20, 2004

Accompanied by the faint hiss of releasing air brakes, the living, breathing relic of the 20th century eased the 17 car tuscan red vision of yesteryear into motion on the yard track it occupied for the last few hours. Almost imperceptibly at first, but with mounting authority, it moved toward the east switch and out onto the Carberry Subdivision.

0445.

Right on the advertised. S'long, Brandon.

A recently recurring "problem" had returned that morning, when my &?%&%\$ alarm clock went off at 0400. Then the room's clock radio erupted. The 0405 wake-up call completed the trifecta. It had been a relatively short night. After seeing Passenger 2816 East's arrival opposite the former CP station in downtown Brandon, Manitoba, at 2050, renewing acquaintances with various folks involved with the special and Bob Douglas, the lone passenger in the cheap seats that day, I headed back to the motel at 2200. Being far from a morning person, I had arranged everything the previous evening. So after stepping into the day's clothes, I stumbled out the door to meet Bob in the lobby at 0415 for the 5 minute walk back to the train. It was about 3 minutes into the trek along the deserted streets of town that it became painfully obvious that they had moved the consist during the night.

Marvellous.

There was a marker in the distance, indicating that the rear was about ¾ of a mile away. Our digs were 13 cars east of that. I could have made the trek before the 0445 departure, but Bob had a wheeled carry-on with him. Useful devices, they; but not in a rail yard!!! I spied an on-coming crew van, flagged him down, and secured a ride the rest of the way.

As the sun rose over the prairie, it became obvious why the transcons covered this bit of geography in the dark, scenery-wise: there isn't anything there but flat! Out to ride as much of the CP as he could in the time he had, Bob had become accustomed to the vast prairie landscape since he had boarded the steam special

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Omer Lavallée, **Canadian Pacific Steam Locomotives**. Railfare Enterprises Limited, Toronto, 1985, p. 179.



a couple of days earlier in Calgary. His trip would end two days later in Thunder Bay. Mine, that night in Kenora.

Between work and play, there are not many places I have not been by rail in Canada, but today's leg of the 2816's eastbound transcontinental steam trip from Vancouver to Montreal covered one of them: Portage la Prairie to Manson over portions of CP's Carberry and Keewatin Subdivisions. It did not take much arm twisting to decide to take advantage of an exceptionally quiet time on the work front to reconnoiter this new stretch of trackage for future reference. When we hit the crossing with the CN just west of Portage la Prairie, I headed for the vestibule.

It turned out to be about as scenic as the landscape west of Portage la Prairie. Through awakening Manitoba towns and farms we rolled, the rhythmic beat of the Hudson's exhaust, broken only by the occasional use of the accompanying trio of diesels by engineman Doyle McCormick to lift the train out of meets and the lone servicing stop. Before long I was transported back in time to the glory days of the BRS steam program in the very late '80s, and the travels of a former stable-mate of the 2816's romps across eastern Ontario and western Quebec. At just about every road crossing, double-takes and stunned looks of disbelief greeted our passage. We skirted the north side of the airport, and saw the remaining portion of the CN Oak Point Subdivision, home to the Prairie Dog Central operation to the north of us. I pointed out the hot spots to Bob on the way into town: the hockey arena, the football stadium, the downtown area centred on the intersection of Portage and Main, where the VIA station was.

We rolled to a stop in Weston Yard around 0912, somewhat later than the 0830 advertised time. I arranged for us to join the folks in the Royal Canadian Pacific cars at the rear of the train on their day trip in the area, which included a ride on the Prairie Dog Central out of Inkster, preceded by a stop at a recreated marsh north of the city. A short hop on the train back to the chartered bus at Inkster after lunch at the Hitchin' Post restaurant led to stops at the Manitoba History Museum, the railway museum in the VIA station, and a souvenir/snack stop at the Forks. The loop back to the train at Weston made a roll-by of the former CP station up on Higgins Street, now a First Nations' centre. I would get my first look inside this historic building the next day, on my way back to the airport.

The advertised departure of 1800 (moved up from 1830) became 1845. I was in the door for the first miles to Manson. While there, I made the acquaintance of freelance photographer Tom Thompson, covering the train's passage through the city for the *Winnipeg Free Press*. Back into 'familiar' territory, I returned inside to talk shop with a number of crew members, and talked 'Montreal' with ex-pats Linda and Ron Patterson, charged with the well-being of those of us up in the cheap seats as well as the rest of the steam crew in the crew cars immediately to the rear.

While Bob and I had been the only passengers in the coaches out of Brandon that morning, there were approximately 14 more that boarded in Winnipeg for the trip over to Kenora. A number were CP employees out for a ride with the family. One or two were enthusiasts out to participate in what had to be the first mainline steam excursion out of Winnipeg in eons. The rest were comprised of a group of cottagers heading to their homes away from home in the Lakes area surrounding Kenora in a most unique fashion. Needless to say, there was much more atmosphere that evening on-board, than there had been that morning.

With the advancement of the Winnipeg departure, the Kenora arrival was also moved up to 2145. However, a spate of weather-induced slow orders saw that hour come and go, along with the originally forecasted 2215. It was nearly midnight when Passenger 2816 East rounded the sweeping curve to the west of town, rolled by the Super 8 in 'suburban' Norman, and braked to a stop at the stately former passenger station in Kenora. Given the early departure that morning and the late arrival that night, a brief round of 'thank yous' is all that delayed me accepting Tom's offer of a ride back to the Super 8, since it was on his way. Once checked-in, sleep came quickly.

May 26, 2004

It was approximately 1315 when Tom Barber and I bounced into the parking lot adjacent to the former art deco-esque station building in Mactier, Ontario, in his van. I had given him a lift up to Mactier the previous evening shortly after the arrival of Passenger 2816 South, as there were no rooms to be had in this CP division town. That morning, he had met me at the car rental office in Parry Sound to return the favour. We briefly toured the extant rail facilities and the Bobby Orr Hall of Fame in that Georgian Bay town before swinging by the abandoned OA&P townsite Depot Harbour on our way south.

Originally, the day's operating plan called for the 2816's train to be hauled back to Parry Sound from Mactier, so that passengers could board directly at the former CP station cum gallery on Avenue Road for departure at 1400. That was subsequently changed to departing directly from Mactier, with that hour advanced to 1530 from 1700. Right on the (revised) advertised, we pulled south at 1530. The same work lull that enabled me to partake in the previous week's trip, made today's possible. Being new territory, I spent much time in the vestibule getting the lay of the land and listening as the 4-6-4's borrowed whistle (from ex-CP 2-10-4 5935) moaned a loud warning for the surprisingly plentiful number of road crossings we encountered on our way south through a countryside that evolved from rugged shield in the Mactier area, to marsh and lakes, to farmland, and finally suburbia in the Kleinburg/Bolton area.

A handful of people had made the trip south into Mactier the previous day. Surprisingly, Tom and I were the only passengers, along with a couple of guests of a crewman, in the coaches for the trip into Canada's largest city. The number of passengers in the rear section held around 20 throughout most of the trip from Vancouver, some had left the train in Calgary after the scenic trip through the mountains, while others had flown into Winnipeg to join the rest of the trip eastward. Three more flew into Toronto from Russia, limo'd up to Medonte and boarded the train there during the servicing stop at the former station site.

While we were stopped, a number of others disembarked and motored ahead to photograph the planned over-and-under meet with South Simcoe's ex-CP 4-6-0 1057 on a short consist just south of Beeton. From on-board, no police were in evidence shooing away those interested in immortalizing the spectacle of two steam excursions meeting each other in the waning rays of sunlit day in 2004. With the scene duly recorded, the Royal Canadian Pacific (RCP) passengers boarded the 1057's train for a short southward move to a rural road crossing, where they disembarked and made the short walk to the platform of the *Mount Stephen*, gracing the rear of Passenger 2816 South's train that had itself pulled south to await their return.

Once under way again, the landscape quickly became typical 'suburbia'. I returned to the vestibule for the trip east from Osler as we turned the corner off the Mactier Subdivision onto the North Toronto Subdivision. Road Manager - Steam Operations Bill Stetler was running, and he tended not to use the diesels. True to form, he soon had the exhaust ricocheting off of trackside buildings as we accelerated up to track speed for the last lap across the top of Toronto into Agincourt Yard. Nice.....at least for those of us fortunate few up front. Those in the rear could not get closer than the tenth car from the head end, due to train marshalling.

The original departure of 1700 from Mactier would have had us into the yard around 2200, if all went well. As things turned out, we rolled to a stop on track F1 for the last time around 2130. I had arranged for a ride over to the east end of the new subway line a few days beforehand with famous John Freysing. He and his vehicle were right outside my coach door when I alighted. A quick round of 'thank yous' and off we went. Within an hour, I was aboard the latest in 21st century Canadian intercity equipment, VIA's "Enterprise" for the overnight run from Union Station to Montreal.





**Above:** CP 2816 accelerates a Vaudreuil to Montreal commuter train away from Grovehill station on Saturday, May 28, 1960. Several steam locomotives replaced diesels on Montreal commuter trains for a few weeks in May 1960, thanks to heavy freight traffic. Photo by Earl Roberts.



**Top left:** CP 2816 was one of 11 steam locomotives utilized to heat the Glen Passenger Yard (Westmount) in February and March 1961 due a steam plant outage. CP 2816 is easing around the loop track on Saturday, February 25, 1961, after arriving from St. Luc Yard where she was serviced. The other locomotives providing steam heat were Pacific 2409, Hudsons 2819, 2827 and 2839, and Mikados 5162, 5325, 5361, 5362, 5405 and 5411. Of the 11 locomotives, only 2816, 2839 and 5361 escaped the torch.

CP 2816 was sold to the Steamtown Foundation in Vermont in 1964, later moving to the Steamtown National Historic Site in Scranton, Pennsylvania. CP reacquired 2816 in 1998 and she was rebuilt by BC Rail in North Vancouver between 1999 and 2001. Photo by Earl Roberts.



**Middle left:** The first impression one gets of the cab of CP 2816 is cleanliness and "neatness". Of course the change from a mechanically fired coal burner to oil firing makes quite a difference. Seen here are the two boiler water level glasses and the new cast aluminum "drip catcher" for the three try cocks, thus keeping the paintwork from getting stained. The boiler flue sanding port is just below the right side water glass. Photo by Duncan du Fresne on June 11, 2004.

**Bottom left:** Other than the two CPR boiler pressure gauges (the other is one the fireman's side), the two air system gauges and the larger back pressure/ vacuum gauge were manufactured by Bytown Railway Society member Alan Westland. The large vertical lever with the brass latch is 2816's throttle. Her "CPR air motor" reverse and valve cut-off control wheel can just be seen at the extreme right of the photograph. Photo by Duncan du Fresne on June 11, 2004. ■



## ***My Old Buddy - Keith Post***

When I left Montreal (St. Luc) to exercise what little seniority I had out of the Ottawa West terminal after being "cut off" the St. Luc spare list, one of the first people I met at Ottawa was a fellow spare list fireman named Keith Post. Keith, a likeable guy, was the son of Mel Post, an Ottawa West boilermaker, who, like Keith, was another likeable guy.

Keith was very interested and active in the old Brotherhood of Locomotive Fireman and Enginemen (BLF&E), the brotherhood that represented the firemen and hostlers. As I recall, it wasn't too long before an election of officers of F.G. Lawrence Lodge # 172 was due and Keith was going to make a run for local chairman against a very popular incumbent named Bill Austin. Now Bill had been chairman for a while and had recently been "set up running", that is to say Bill was now a "spare engineer", although that could end soon (he sure hoped so) for he "stood" for the best passenger job on the Division as the senior fireman (more pay - better hours)!

In any event, an election was held and as I recall it got down to a vote or two and Keith came out the winner. Of course I was a Keith Post supporter, as were so many of the younger men. Keith was a good and conscientious local chairman and he represented the men well. "Wild" Bill Austin, as he became known, was a good man and I had the pleasure of working with Bill as a spare engineer on many occasions. Bill was a good railroader and was assigned to the passenger "A" spare list, and boy did he like to "run".

I left C.P. in 1957 after serving some time in the Exchequer (now Federal) Court of Canada after being one of two principal witnesses representing the BLF&E over the issue of Firemen on Diesel-Electric Locomotive Units. Keith was the other principal witness. The rest is history as they say - I joined the Federal Government's Department of Transport in a totally difference sphere - Air Traffic Control, and Keith stayed on to tough it out on the railway side and finally got himself a position with the Canadian Transport Commission. Keith was the first non-railway officer to make the breakthrough - I was always proud of him for doing that.

But, as usual, I'm getting ahead of the story. Before make the big jump to management he performed a task that received little publicity. I gave this story to our mutual friend, Colin J. Churcher, on the eve of Keith's retirement as Colin approached me for something unusual that happened along the way. It was in 1958 when Keith saved the life of a little toddler with little thought for his own - typical Keith. Here, verbatim, is Colin's letter to Keith as it appeared in Transport Canada's paper "TC Express" - July-August, 1990:

### ***Brave Act; full career***

*Who are we, Canada's public servants? Are we complacent, indifferent paper shufflers? Or do we bring spirit, commitment and character to the world around us?*

*None of us may do quite as well in the latter qualifications as Keith Post, who was one of us until his recent retirement. But as you read the letter from Colin Churcher, director general, Railway Safety, you may develop, as we did, a sense of pride in having worked in the same department.*

*Dear Keith:*

*I've heard a number of stories about you over the years. One that I like best is that you lied about your age to get into the armed*

*forces during the Second World War. You were a gunner in the Canadian Army 1940-45, fighting in Europe.*

*By my calculations, this would have made you 14 when you joined up.*

*I'm sure the experience stood you in good stead. You have built quite a reputation for fighting for what you think is right. You still look pretty good and I'm wondering if you're having to lie about your age in order to start your retirement.*

*One result of your wartime experience was an acute hearing impairment.*

*Your father was a boiler maker in the round house at Ottawa West and it was natural that you would think to follow him into the railway.*

*You began your career with Canadian Pacific working on steam locomotives in 1946, the same year you married Eleanor Jean Wilston.*

*For many years you were chairman of the Brotherhood of Locomotive Firemen and Enginemen, number 172, the F.G. Lawrence Lodge. The firemen issue arose and you fought to retain them. You were selected, along with Duncan du Fresne, as a union witness in the Exchequer Court.*

*Working as a hogger for CP at Ottawa in the 1950's and 1960's must have been interesting but by 1970 the signs were clear. On the theory that if you can't beat them, join them you started with the Canadian Transport Commission in 1972.*

*I know you have a great number of friends across the country. I find them where you work, or have worked - as director of the Toronto office, headquarters director-general of Operations and Maintenance and your final job as director of the Calgary office.*

*I came to know you when Victor Barbeau and I were drafting the Railway Safety Act. Your knowledge made our task a lot easier.*

*Before that I knew of you when you worked on the Grange and Foisy inquiries, where you helped make the railways safer.*

*I don't know your exact connections with Grange, but you were Mr. Justice Rene P. Foisy's key technical advisor. I'd see you beside Justice Foisy, explaining what makes a railway Tick.*

*You were the fireman in the locomotive cab when you spotted a toddler lying over the rail. The engineer put the brakes into emergency but it was clear you couldn't stop in time. Without a moment's hesitation you went out to the front foot board, grabbed for the toddler at the last moment and rolled into the ditch with him in your arms. It didn't matter that you had put your life on the line. You had saved a two-year-old from certain death.*

*Your brave act earned you an award, presented by Stanley Knowles, the famous parliamentarian.*

*I wish you well in your retirement. Many people who have retired seem to be even busier than when they were working. I am sure this will be true for you."*

Keith retired in his beloved Calgary so that he could get some houseboating in on the Shuswap Lakes, and a little golf in on the side. Unfortunately, a few years ago he was taken from us by cancer, and I, and a whole lot of others, miss him. ■





**TRANSCONIANS FIGHT SHORTCUT CLOSURE:** The city of Winnipeg plans to try to negotiate with CN over the closure of the midway, a longstanding walkway through CN's Transcona yards. Area residents have used the midway as a shortcut between north and south Transcona since 1911. CN fenced off the walkway during a recent strike, and it has remained closed ever since. As a result, what used to be a short walk through the CN yards is now almost a four-kilometre trek around them on busy streets without sidewalks. Irate residents are demanding CN reopen the midway. Transcona Councillor Russ Wyatt says the right to walk through private property is enshrined in an old Canadian law: "Easement by prescription, which basically says that is somebody's been walking a certain path, even if it is private property, for X amount of years – 20 years or more – there are certain rights that come with that, and no one can just simply literally take those rights away without first applying to the courts." CN spokesman Graham Dallas says CN decided to keep the pathway closed after the strike for safety reasons. "[We] kept seeing people walking around trains, they found people ducking underneath trains, and crawling over trains," he says. (CBC News, May 6)

**POSTHUMOUS VICTORY FOR CN WORKER:** A CN conductor has won a safety battle with the company – almost a year after his death in a train wreck near McBride in northern B.C. CN had disciplined Ken LeQuesne in 2002 for refusing to work under unsafe conditions. He had stopped a freight train in Prince George because of problems with paperwork about dangerous goods onboard – delaying the train for about an hour-and-a-half. But the Canadian Industrial Relations Board has now ruled that the 20-year rail veteran had legitimate safety concerns – and that CN breached the Labour Code.

Tim Secord of the United Transportation Union calls it a moral victory. And he says it underlines the fact that proper record-keeping is vital to railway safety. "It's extremely important that people know what's on that train," he says. "The reason a conductor needs to know what's on the train isn't necessarily just for him – it may be for a first responder. If the documentation is incorrect and if something were to happen, someone could be killed because of faulty paperwork." CN has not commented on the Industrial Relations Board decision. (CBC News, May 10)

**CRASH FINES COULD COST CN MILLIONS:** CN could face fines in the millions of dollars depending on the outcome of legal action Transport Canada is pursuing following the death of two employees last year in a train crash near McBride, B.C. Transport Canada filed three charges against CN in Prince George provincial court in connection with the incident last May. If found guilty, Transport Canada spokesperson Cathy Cossaboom said the company could be fined as much as \$200,000 for each day it was found to be in violation of the Railway Safety Act and up to \$1 million for each count under the Canada Labour Code. The lack of physical evidence has complicated, and lengthened, an investigation into the cause of the accident by the Transportation Safety Board. However, in February, the TSB issued interim recommendations regarding the way CN keeps its records and the way Transport Canada holds the railroad to its safety obligations.

The TSB found critical components on the bridge had not been fixed despite problems being uncovered as far back as four years before the crash. In response, CN has maintained the problems had been fixed before the accident occurred. Cossaboom said Transport Canada has laid charges against CN on four other occasions in the past 10 years, with the company pleading guilty on three occasions. (Prince George Citizen, May 13) .....

**..... MORE SAFETY QUESTIONS ABOUT FATAL TRAIN CRASH:** CBC News has learned that the support structure for the wooden bridge that collapsed in northern B.C. last year, killing two workers,

may have been in a weakened state at the time of the accident. Now, CBC News has obtained court documents filed by Transport Canada as part of its investigation into the accident. Transport Canada engineer Kris Dhawan says he discovered testing done on the wooden bridge four years before it collapsed, indicated certain parts of it were severely deteriorated. Dhawan pointed to three specific beams where the rot was so severe that the bridge had lost 50 per cent of its structural strength – and would get worse if not repaired. He became concerned the beams hadn't been replaced prior to last year's accident.

But CN spokesperson Jim Feeney maintains the bridge was up to standard and was safe. "All inspections that should have been done on that bridge were in fact done. And any work that was identified as needing to be done as a result of those inspections was completed, and it was completed before the accident," he says. But Dhawan says that when he asked a CN official for records of the repairs last summer, the supervisor immediately became evasive and nervous. He says the CN official answered he thought some work had been done, but couldn't produce all records to back that up. The company has since acknowledged a record keeping problem, but maintains the bridge was safe. If CN is convicted of the safety violations the company could face fines of million of dollars. (CBC News, May 31)

**U.S. WORKERS AT CN RATIFY HOURLY-WAGE PACT:** CN said about 325 brakemen and conductors represented by the United Transportation Union voted in favour of switching to an hourly wage system. CN said 2,300 of its train and engine employees in the United States are now paid by the hour, instead of the traditional mileage- and rule-based wage systems. The employees work on CN's former Grand Trunk Western territory in the United States, whose main line stretches from Chicago to Port Huron, Michigan.

CN said it is the only major North American railway to have train and engine employees paid on an hourly basis. CN is still bargaining on new labour agreements with five Canadian unions representing about 8,300 employees, or about a third of its total workforce. (Reuters, May 17)

**CN REACHES TENTATIVE LABOUR AGREEMENT WITH BMW:** CN has reached a tentative labour agreement with members of the Brotherhood of Maintenance of Way Employees who work on CN's former Wisconsin Central territory in the US Upper Midwest. Details of the tentative agreement are being withheld pending contract ratification by approximately 470 BMW members. (CCNMatthews, May 17)

**CN RAIL BOSS LAYS OUT GROWTH TARGETS:** CN hopes to grow its earnings by 8 to 12% annually over the next five years, CN chief executive Hunter Harrison told an investor conference. Harrison said he expects there will be 400 to 450 fewer jobs with the Canadian Auto Workers union during the next 12 to 18 months, and there will also be more co-production opportunities with companies like Canadian Pacific Railway, and consolidation of more major railway yards.

CN's other goals include growing its revenues to \$8 billion annually by 2009. "CN is well positioned to deliver improved financial results," Harrison said. "We have a strong franchise, the rail industry's best profit margin, and a solid record of growing shareholder value." CN is going to continue to focus on acquiring or leasing smaller railways and other transportation assets like terminals, he said, in order to keep control. CN's financial outlook is based on sustained economic growth, oil prices returning to a more normal level of \$30 US per barrel and the Canadian dollar trading in the mid-70 cents US range. (Canadian Press, May 25)

**PENNDOT AWARDS MORE THAN US \$1.5M FOR FOUR FREIGHT-RAIL PROJECTS:** The Pennsylvania Department of Transportation awarded \$501,000 to the Bessemer & Lake Erie Railroad to rehabilitate its mainline and some passing lanes, and reconstruct 75 track miles in three counties. (Progressive Railroading, June 8)



**CN IN TALKS TO SELL LAND:** CN is said to be talking with four prospective buyers for its historic parcel of land south of downtown Montreal, including a movie production studio that has threatened legal action against the railway. The railway also faces protests by residents who want political leaders to block a quick sale of the property.

The land in question is a 3-million-square-foot parcel just south of downtown Montreal in the district of Pointe St. Charles. The site is considered prime land, but decades of industrial use has almost certainly left some soil contamination. CN shopped the property around this year based on a list of buyers it thought might be interested. The railway asked three of the potential buyers to present detailed plans for redeveloping the land, said Pierre Fallu, a prominent railway consultant. Those firms are now conducting due diligence and evaluating the property. That's expected to be completed by the end of June. "This site will not have a rail vocation, that's pretty obvious," Fallu said. "It will be an industrial and commercial development." (*Montreal Gazette*, June 17)

**CN EXPECTS PRINCE RUPERT PORT EXPANSION TO BOOST CONTAINER TRAFFIC:** Chief executive Hunter Harrison told analysts that a planned container terminal at Prince Rupert will give CN a competitive advantage over other railways and the port an edge over other West Coast ports serving Asian markets. A spokesman for the Prince Rupert Port Authority said the port is expected to announce within 60 days a partner to build a container terminal, able to handle large container ships carrying consumer goods from China and other countries, and that the B.C. provincial government has also committed \$17 million to the terminal project.

Harrison said CN's investment at Prince Rupert is partly dependent on getting federal approval for its \$1-billion takeover of BC Rail. If the BC Rail deal goes through [it was approved on July 2], CN is already committed to spend \$15 million to modify its line between Prince Rupert and its mainline track west of Edmonton, to make it possible to carry two stacked containers on each railcar, as the mainline network already can. Prince Rupert says it is the deepest natural harbour in North America, and is located 30 hours' sailing time closer to Asia than other west coast ports. CN, with the only rail link, says it could shuttle the containers to the continental hub at Chicago 1.5 days faster than from any other port. Intermodal traffic accounts for 19% of CN revenues.

He said the company intends to increase its freight rates by about 2 to 3% a year, given that its service has improved with faster and more reliable trains. In recent years the rate increases have been one to two per cent. Harrison also revealed that CN is in negotiation to move a railway yard located near an unnamed major urban centre, and to sell the real estate, valued at \$340 million to \$400 million. He added that the railway plans to close "a major hump yard" in Canada, over the next five years. (*Toronto Star*, June 18; thanks to John Thompson)

**CN POLICE RATIFY NEW THREE YEAR CONTRACT:** Members of the Canadian National Railways Police Association, which represents 67 CN police officers, have ratified a new three-year contract retroactive to January 1 that improves wages and benefits. (*CN release*, June 18)

**CANADIAN NATIONAL RAILWAY DISPATCHERS RATIFY THREE-YEAR CONTRACT:** CN dispatchers have ratified a new labour contract. The three-year deal with the Teamsters Canada Rail Conference/Rail Canada Traffic Controllers union improves wages and benefits, and is retroactive to January 1, 2004. The 200 union members covered by the agreement are based in Montreal, Toronto and Edmonton. CN continues labour negotiations with four other unions. (*CN release*, June 29)

**CN ENTERS CONSENT AGREEMENT WITH CANADA'S COMPETITION BUREAU ON BC RAIL PARTNERSHIP:** On July 2, CN announced that it has reached a consent agreement with Canada's Competition Bureau regarding its BC Rail Partnership and plans to close the \$1-billion transaction by mid-July 2004. The consent agreement, filed with the Competition Tribunal on July 2, builds on CN's promise of last fall to share merger efficiencies with BC Rail shippers and assure them competitive transportation options through its Open Gateway Rate and Service Commitment. Under that commitment, shippers will be able to choose CN to reach markets, enjoying faster transit times, or they can route traffic over

BC Rail to connecting railways at the Vancouver gateway at lower rates and with better service than exist today on BC Rail.

CN has negotiated agreements with three connecting railroads at Vancouver - Canadian Pacific, Burlington Northern Santa Fe and Union Pacific - to ensure shippers routing options. The consent agreement will also maintain competitive rates and service for grain shippers in the Peace River region. E. Hunter Harrison, president and chief executive officer of CN, said: "CN is pleased to move ahead with this transaction and is ready to integrate the 1,500-mile BC Rail into our North American network spanning Canada and mid-America. We brought Illinois Central and Wisconsin Central into the CN family in a flawless fashion, and we expect nothing less in our integration of BC Rail. "As we move forward with our partnership, we firmly believe CN's network and service advantages will strengthen the competitiveness of BC Rail shippers and help position Northern B.C. for new economic growth."

The Competition Bureau began its review of the CN-BC Rail Partnership after CN and the British Columbia government announced November 25, 2003, that CN would acquire all shares outstanding of BC Rail, and the right to operate over BC Rail's roadbed under a long-term lease. Provincial legislation approving the partnership became law in December 2003. No further approvals are required before closing. (*CN Press Release*, July 2)



**CANADIAN  
PACIFIC  
RAILWAY**

**UTU ON CPR'S US SUBSIDIARY RATIFIES CONTRACT SETTLEMENT:** CPR's Soo Line subsidiary has reached a five-year contract agreement with the United Transportation Union. About 500 train service employees work under the UTU contract and are the largest group of employees on the Soo Line. The agreement with the UTU replaces a contract that opened for re-negotiation at the end of 1999. It includes provisions for a general wage increase, benefits plan cost containment and benefit design changes, and work rule modifications.

The American Train Dispatchers Association and the Brotherhood of Railroad Signalmen have also ratified settlements with the Soo Line in the past 30 days. Settlements are now in place for more than 50% of the unionized workforce on the Soo Line. (*CPR news release*, May 28)

**PROGRESSIVE RAIL TO LEASE, OPERATE SOO LINE'S TRACK SEGMENTS IN MINNESOTA:** Progressive Rail, a 14-mile short line, recently arranged a deal with interchange partner CPR to lease and operate 33.4 track miles in Minnesota owned by subsidiary Soo Line. Progressive Rail recently filed an exemption notice with the Surface Transportation Board to lease and operate the Lakeville Line between Lakeville and Northfield - including Northfield Yard - and segments of the Cannon Falls and Eagandale lines located in Dakota County, and between Rosemount and Eagan, respectively. The deal also includes access to a Rosemount siding, and team, house and wye tracks. (*Progressive Railroading*, May 21)

**CPR INTRODUCES NEW FUEL SURCHARGE PROGRAM:** CPR has implemented a new fuel surcharge program that enables the railway to adjust its rates more quickly as fuel prices move up and down. It also provides customers with surcharges that are more closely tied to current fuel prices. The new surcharge program, effective June 1, is based on the monthly average price of West Texas Intermediate crude oil, instead of a quarterly average WTI price. Once the previous calendar month's average WTI price has been calculated, customers will have the current month to convert their payment systems to account for a rate adjustment. The surcharge will flow through to customers in the following month.

The fuel surcharge will be 2% of the freight charge when the WTI monthly average price reaches US\$24 per barrel, and will be 4% of the freight charge when the WTI reaches US\$27 per barrel. It will increase by 0.4% for each additional \$1 in the WTI above US\$27. The surcharge will be reversed based on the same thresholds to reflect reductions in the WTI monthly average price. CPR's fuel surcharge program applies to published tariff rates, new rate quotations and contracts renewals. (*CPR news release*, June 1)



**RITCHIE SAYS TRANSPORTATION INFRASTRUCTURE DEFICIT HOLDING BACK ECONOMIC EXPANSION:** Canada has built up a transportation infrastructure deficit that is starting to hold back the country's economic expansion, say Rob Ritchie, CPR's president and ceo. "Truckers have to cope with increasing congestion and bottlenecks at border crossings. Bulk shippers want to move more product than our rail networks can handle. West Coast ports struggle to manage a huge influx of container traffic. Commuters travel to work on clogged highways and city streets. It's time for transportation to move to the top of Canada's agenda," he said.

He made the comments after receiving National Transportation Week's Person-of-the-Year award for 2004. "Because of constraints placed upon them by outdated public policy, the railways are not able to invest enough to fulfil the demands that society and industry are starting to place on us now," he said. "While the railways are grappling with their burning need to invest, our highway network is also being strained. So here you have the two backbones of the economy - railways and highways - under stress. At the same time, Canadian ports have a government-imposed borrowing cap that prevents them from making required capital investments."

He warned the emerging capacity problem in the rail industry will become more acute as any talk of regulated running rights, or open access to rail lines, scares away needed investment capital. "It's now fashionable for some shippers to say... railways should be regulated like gas, electric and telecommunications utilities, and that anyone who wants to provide rail service should simply be able to come onto a railway's lines. This argument may be compelling to some, but it is patently false because it ignores the plain fact that rail freight is not uniform. Open access is scaring away the investment that railways need to fund expansion of their capacity today." He said the rail industry urgently needs regulatory and taxation changes that will allow railways to increase their pace of investment in their networks.

Ritchie called on all the surface transportation modes and the federal and provincial governments to work together. "For instance, rail-based solutions can help trucking companies address their driver shortages and at the same time take capacity pressure off our highways and city streets. Our federal leadership could harmonize the current hodgepodge of provincial trucking rules and discourage the provinces from taking huge, inappropriate bites out of railway investment dollars through property and fuel taxes. Governments can implement 'user pay' schemes, which mean those who use public infrastructure pay for it." While there is no lack of ideas about how to address Canada's transportation infrastructure deficit, Ritchie said it is "time to stop talking about solutions and move to action for ourselves and for future generations of Canadians." (CPR news release, June 3)

#### **CPR MAINTENANCE OF WAY EMPLOYEES JOIN THE TEAMSTERS:**

The Teamsters Canada Rail Conference announced the Canada Industrial Relations Board has rendered a decision on an application for certification filed by the TCRC in November 2003. The TCRC now represents a total of 11,000 members following the addition of 3,000 members of the Brotherhood of Maintenance of Way Employees who work for CPR. In its decision, the government agency also rejected the applications filed by the United Steelworkers of America who had not bolstered enough support to justify their right to represent this group of workers. The TCRC is still awaiting a decision by the Canada Industrial Relations Board in the matter of CN Maintenance of Way Employees. The Rail Conference filed an application in this case in February 2004. (Canada NewsWire, June 9) .....

#### **..... CIRB TO BE ASKED TO RECONSIDER TEAMSTER CERTIFICATION FOR RAIL WORKERS:**

The United Steelworkers will seek reconsideration of a decision by the Canada Industrial Relations Board to certify the Teamsters' union as the bargaining agent for CPR's track maintenance employees. "We believe the board should have ordered a vote between the United Steelworkers and the Teamsters," said Steelworkers' National Director Ken Neumann. "Such a vote would ensure that all BMW members in Canada have a say in who they want to represent them in the workplace." Neumann said the CIRB's role should be to uphold fairness in the process of selecting a bargaining agent. Last month, BMW members were granted an injunction by the Ontario Superior Court, which prevented the Teamsters from implementing a takeover of the BMW Canadian membership. (Canada NewsWire, June 10)

**CPR TO SET CAPACITY LIMITS ON WEST COAST:** CPR says it will limit capacity for container traffic on the West Coast to ease congestion that has intensified amid booming trade with China. It aims to bring "discipline" to the system by allocating an annual volume to each of the shipping lines it serves through Vancouver, based on past business and projections. Then it will supply enough rail cars to meet the allocated volume, it said. "We're managing volumes, and it's something that has to be done when you're in an unprecedented growth and surge period," CPR spokesman Len Cocolicchio said.

CPR's traffic was backlogged this winter by a major avalanche that buried its main British Columbia corridor just as container trade was booming, especially to and from China. West Coast container traffic rose 24% in the first quarter from the same period a year earlier, the company said. The carrier said it is phasing in the new allocation system starting in June after consulting with shippers and the Port of Vancouver. "We need a concerted, co-operative approach to build confidence with our shippers that the service they are provided is consistent and reliable," CPR vice-president Fred Green said in a statement.

The company is targeting an expansion of its rail network to keep up with demand, but has long criticized Canada's tax system, which it says favours the trucking industry. "Without a positive change in the legislative environment, infrastructure expansion will be an increasingly critical issue for Canada's economic growth," Mr. Green said. The company said it is adding 5,500 new intermodal truck-and-train cars to its fleet, as well as remote-control locomotives. (Toronto Star, June 23; thanks to John Thompson)

#### **CPR HOPES TO SAVE \$15M YEARLY WITH NORFOLK SOUTHERN DEAL:**

CPR hopes to save \$15 million a year in a deal to share tracks and consolidate rail yard operations in the northeastern U.S. with Norfolk Southern Railway (NS). The memorandum of understanding will give CP the ability to operate a new route between Detroit and Chicago, providing the shortest rail route between the two cities. Under the agreement, CPR and NS will consolidate freight marshalling at yards in Buffalo and Binghamton, N.Y. - CPR will cease yard operations in Buffalo, shifting all freight marshalling to the NS yard there; similarly, NS will shift its yard operations in Binghamton to CPR's East Binghamton yard.

There are three major components to the new trackage rights and freight haulage arrangements between CPR and NS:

- \* CPR will be able to move NS freight traffic between Rouses Point and Saratoga Springs, N.Y., under a haulage arrangement. NS will operate its own trains over CPR's line between Saratoga Springs and Binghamton, N.Y., under a trackage rights arrangement. The arrangements will generate higher revenue for CPR and provide NS with a substantially shorter route to Quebec and the Maritime provinces.

- \* CPR's freight traffic between Binghamton and Buffalo, N.Y., will move in NS trains under a haulage arrangement, replacing a trackage rights agreement under which CPR operated its own trains between the two cities. The arrangement will reduce CPR's operating costs and generate additional revenue for NS.

- \* CPR will operate over a new NS route using existing rail lines between Detroit and Chicago under a trackage rights agreement. It will be the shortest rail route between the two cities and will provide CPR with a faster, lower-cost lane.

"This agreement with (Norfolk Southern) opens up new opportunity to move our northeastern U.S. franchise into a position of profitability," CPR's chief executive Rob Ritchie said. CPR said the arrangement will cost the company \$10 million over the next 18 months for up-front capital costs.

In the northeastern U.S., CPR has operated under the wholly-owned Delaware and Hudson Railway, which has had ongoing financial difficulties. Last year, CPR said it would restructure its northeastern U.S. operations and was seeking proposals for ways to increase freight volumes, reduce operating costs and improve earnings. The deal will mean a net reduction of about 25 jobs on the Delaware and Hudson. But CPR said it will also end up creating about 45 jobs to operate the new Detroit-Chicago run. "We already have a very strong franchise with regards to our international intermodal business running between the port of Montreal and the U.S. Midwest," executive vice-president Fred Green told analysts. Green said the arrangement with Norfolk Southern will strengthen that existing business and likely add to a larger share of the auto market due to the direct



route into Chicago. The company said it expects regulatory approval and construction to be completed in late-2004 and hope to have its trains running on the new lines by next spring. (Canadian Press, July 1)



#### **"BRAS D'OR" EXCURSION TRAIN BACK BY POPULAR DEMAND:**

Entering its fifth year, VIA Rail Canada's seasonal service to Cape Breton Island attracts passengers from across Canada and around the globe. The "Bras d'Or" operates one round-trip per week between Halifax and Sydney from June to mid-October, offering tourists a 10-hour land cruise through the heart of Northern Nova Scotia and Cape Breton Island. Complete with on-board tour guides, live entertainment and fine local cuisine, the train delivers a unique experience through Canada's historic "highlands".

VIA developed the "Bras d'Or" service in partnership with the tourism boards of Nova Scotia and Cape Breton, launching its first season in the spring of 2000. This season's inaugural run from Halifax was on June 1. The last trains of the 2004 season leave Halifax on October 12 and Sydney on October 13.

"This summer, travellers on board the "Bras d'Or" will receive a special welcome to Cape Breton at Orangedale, where the train will make a brief rest stop", said Keith Moulton, VIA's regional director for Eastern Canada. Orangedale's 19th-century railway station houses railway artifacts, stationmaster quarters, model trains and period furniture. Several railway cars are on site and travellers can browse through the gift shop.

Next summer, VIA plans to add an additional round-trip between Halifax and Sydney during the busiest part of the season. "We are very pleased with the success of the "Bras d'Or" and with VIA's commitment to tourism in Nova Scotia and Cape Breton", said Rodney MacDonald, Minister of Tourism Culture and Heritage for Nova Scotia. (VIA Press Release, May 19)

**VIA LAUNCHES NEW TRAVEL PACKAGE WEB SITES:** VIA has recently launched two new Web sites that make it easy for potential rail travellers and tour operators to find one another. VIA's new [www.viarail.ca/packages](http://www.viarail.ca/packages) Web page allows consumers and travel planners searching for Canadian vacations featuring VIA's services to browse through hundreds of such travel packages. Correspondingly, VIA's new [www.trainpackages.ca](http://www.trainpackages.ca) Web site allows tour operators to make their packages that feature VIA's services more readily visible. Tour operators using this site simply create a profile and, once approved by VIA, are then free to upload information on their VIA-related packages. (Canada NewsWire, May 26)

**VIA CELEBRATES 100TH ANNIVERSARY OF THE "OCEAN":** VIA celebrated the 100th anniversary of the "Ocean", VIA's Atlantic Canada overnight train by offering a special fare for travel between June 7 and September 9, 2004.

The train has been making the same Halifax to Montreal since July 3, 1904. Over that time the "Ocean" has seen many changes. In 1904 the "Ocean" had Victorian-style wooden cars pulled by a steam locomotive. Fifty years later it used diesel engines, and eventually became a stainless steel travelling bed and breakfast. By mid-July 2004, the stainless steel equipment will have been replaced by Renaissance equipment. The "Ocean" makes the 1,346-kilometre journey to Montreal in approximately 20 hours. (Canada NewsWire, June 7, Broadcast News, July 4)

**RAIL CHARGES RILE NORTHERN RESIDENTS:** Residents of the northern community of Pikwitonei, Manitoba, are angry about new charges on the transportation of goods by rail. Pikwitonei is located along the Hudson Bay Railway about 55 kilometres east of Thompson. For years, its residents have relied on VIA to get food and goods in from Thompson. Flying them in is too expensive; by train, the goods were delivered for free.

Mayor Warren Pagee says that's changed this year. "There was a lady on the train the other night, she had a little tricycle for her daughter and, to my understanding, she got charged \$16 just to ...

she could have carried it on her. Put it in a little packsack or something like that," he steams. Pagee says he met with VIA officials on June 22 in Thompson in an attempt to get the fees dropped, but nothing was accomplished. He says VIA officials told him the charges were needed to offset the money they're losing over a drop in tourism ridership. VIA officials were not available to comment.

Pagee says the new fees are outrageous, and his community won't stand for them. "If we don't get no action out of the federal side and the senior management level of VIA Rail, you know, the word [is] protest and a possible blockade just to get some attention drawn to our issues," he says. Pagee wouldn't say when a protest would happen or whether the rail line would be blocked. (CBC News, June 25)

## **OTHER PASSENGER**

#### **GO TRANSIT HOPES TO REPLACE RUNDOWN LOCOMOTIVES:**

GO Transit wants to spend about \$300 million to replace its aging and deteriorating fleet of locomotives so it can run longer trains and carry up to 20% more commuters. Citing such problems as cracks in engine mountings and crankshafts, severe rusting and warped piston rods, GO warns that its 45 F59PH locomotives -- which on average are 13 years old -- won't make it to the end of their 30-year life cycle. They're due for a major overhaul at about 18 years.

"These defects could potentially lead to complete engine destructive failure," says a staff report. With some of the locomotives in need of major work, the report says it would be preferable to buy new engines at \$5 million apiece than spend \$2 million each to extend their life. GO staff are asking for approval to purchase 27 new locomotives this year, to be delivered in 2006-08, with an option to buy 26 more at a total cost of \$295 million. (Toronto Star, May 13)

**\$600M FOR OTTAWA'S LIGHT RAIL:** The federal and Ontario governments are joining forces with the City of Ottawa to provide \$600 million to expand Ottawa's light-rail service. The announcement, billed as the biggest intergovernmental investment in the city's history, will cost each level of government \$200 million, and allow the city to expand its light-rail system from downtown Ottawa, around the airport and west to Barrhaven. The first phase of the O-Train expansion, from LeBreton to Limebank, will cost \$300 million.

The two senior levels of government have committed another \$100 million each for the remaining later phases: Phase 2 from Leirtrim to South Nepean; and Phase 3 from the Rideau Centre or Elgin Street to Bayview. The money is conditional on the light-rail phases passing environmental assessments and proving their viability through ridership studies.

A senior municipal official said the provincial and federal governments are "amenable" to funding a line from Kanata to Orleans once an environmental assessment is completed in 2007 and another \$1.5 billion for an east-west line is likely on the way. There is no formal deal in place for the second line, but federal and provincial governments know the request from the city for more funds "is on the way," the official said. The north-south line is expected to be completed in 2009. A proposed spur line from the O-Train route to Ottawa International Airport is still under discussion. Federal officials feel there is not enough money for the spur line, but city officials have argued that they can extend the service to the airport for about \$52 million by using an existing rail line for part of the route. They say it would be a major planning mistake not to bring the service to the airport. (Ottawa Citizen, May 15)

#### **PLANNING THE FIRST STEP FOR WATERLOO REGION LIGHT RAIL TRANSIT:**

The Government of Canada, the Government of Ontario and the Region of Waterloo have announced joint funding of up to \$2.5 million for technical studies and an environmental assessment for a Light Rail Transit project serving the Region of Waterloo. The studies will examine a proposed 14-kilometre LRT section along the central transit corridor, which will run north-south to connect the cities of Kitchener and Waterloo. This line would be the first phase of a 30-kilometre line that will ultimately extend to Cambridge. Transport Canada and the Region of Waterloo will equally share the cost of the technical studies, to a maximum of \$500,000. The



environmental assessment will be funded jointly by the Government of Ontario and the Region of Waterloo. The technical studies will demonstrate how best to support anticipated urban growth through transit investment and land use planning; assess various transit options for the region and how they can be integrated with other transportation services; provide detailed ridership projections for the proposed new transit line; and provide detailed cost-benefit analyses. (Transport Canada, May 15)

**PORT MOODY DROPS RAPID TRANSIT ROUTE, ADOPTS LIGHT RAIL OPTION:** After years of balking at SkyTrain, Port Moody has agreed to light-rail rapid transit through the city that would link the Millennium SkyTrain line in Burnaby to Coquitlam Town Centre. Port Moody had pushed for a rapid transit route following Lougheed Highway through Coquitlam's southeast corridor. But Mayor Joe Trasolini said council has reluctantly agreed to a light rapid transit system on a northwest route. "We made our options clear to them [TransLink] as to what we would prefer, but from what I'm being told, the only way the route can change is if 100 per cent of the GVRD municipalities agree," Trasolini said. He said the light-rail line will likely resemble an "old-fashioned tram" system that would travel from Lougheed Town Centre up North Road and Clarke Hill, possibly through a tunnel, and down St. Johns Street to Coquitlam. (Vancouver Sun, June 16)

**CN, BC RAIL OFFICIALS RIDE THE RAILS:** Those proposing a passenger-rail service on the line between the Lower Mainland and Whistler, and perhaps beyond, conducted a test run on June 16 utilizing conventional passenger equipment between North Vancouver and Whistler. Proponents hope Diesel-Multiple Units will begin bringing visitors to Whistler beginning next summer. The run was set up at the request of the two proponents, Great Canadian Railtours Ltd. and Whistler Rail Tours, who wanted to show CN and BC Rail officials "how the trip looks from the ground level," said Graham Dallas, CN's Vancouver-based director of communications.

CN and BC Rail have narrowed the list of potential operators to two, and are not releasing their names, but are believed to be Great Canadian Railtours Ltd. and Whistler Rail Tours, which is proposing to operate the service in conjunction with VIA Rail. Both proponents are proposing to use the same DMUs built in the United States by Colorado Railcar. The two proponents have said they hope to begin operating the service by the summer of 2005. (Whistler Question, June 18)

**MODIFIED RAV PROPOSAL GETS GREEN LIGHT:** The third time was the charm for the RAV transit line as the TransLink board of directors voted to proceed with the project that will run from downtown Vancouver to Richmond and the airport. The decision came after two earlier votes to scrap the project because of cost concerns. Two directors changed their vote this time and it passed 8-4.

The motion approved calls for a cap of \$1.35 billion in the amount of public money that goes into the project. The line is expected to cost up to \$1.7 billion, with investment from the private sector. Transportation Minister Kevin Falcon applauded the TransLink vote, saying the RAV line will bring both jobs and environmental benefits. "I think that this is a decision that takes into account the fact that it enjoyed very widespread public support," Falcon said. (Canadian Press, June 30)

## REGIONAL / SHORTLINE NEWS

**MAYOR EXPECTS BOOST FROM RAILWAY:** A \$1.8-billion rail line to oilsands plants north of Fort McMurray, Alberta, could have a big economic impact on Edmonton, Mayor Bill Smith says. Part of that could be a major railway bridge crossing the North Saskatchewan River in northeast Edmonton, with spur lines to various industries. The Athabasca Oil Sands Transportation Corp. is the Alberta company formed to conduct the \$2.5 million study, jointly funded by the Government of Alberta and a number of oil sands operators. It will study the feasibility of improving road and rail transportation infrastructure between Edmonton and the Athabasca Oil Sands region, and is scheduled to be complete by July 15, 2004.

At the moment, the Athabasca Northern Railway from Lac La Biche ends at Lynton, a small community south of Fort McMurray, short of the major oilsands projects. As a result, it is currently cheaper to keep shipments on trucks, rather than loading or

unloading at the Lynton railway terminus, he said. Since Cando Ltd. acquired the line late in 2000, traffic has grown to over a million tonnes per year, with trains operating six days a week on the line. Bob Feeney, ANR's manager of project development, says the railway is at the point where it cannot expand much further without being extended up into the oilsands. (Edmonton Journal, May 11 and 12)

**FIRST NATIONS BUY NORTHERN RAIL LINE:** Three northern First Nations are the new owners of a rail line between Sherridon and Lynn Lake, Manitoba. The Mathias Colomb First Nation in Pukatawagan, the War Lake First Nation and the Tataskweyak Cree Nation have formed the Keewatin Railway Company. The business bought the line from OmniTRAX for almost \$7 million with the help of the federal and provincial governments. Mathias Colomb Chief Pascal Bighetty says his community depends heavily on the rail line to transport necessities such as food, fuel, medicine and construction supplies. "We were kind of forced into it because last year, OmniTRAX wrote us a letter that they were discontinuing the railway service from Lynn Lake to The Pas as of July 24, 2004. That's in two months they would have closed and abandoned the line altogether," he says.

Bighetty says Keewatin Rail isn't ready to take over rail operations just yet: "What we plan to do is – because we don't know about the railway companies – that we will hire OmniTRAX - Hudson Bay Railway to run that line for two years and to train our people how to operate the train and how to, you know, fix up the railroad." An official ownership ceremony is scheduled for Pukatawagan in December. (CBC News, May 5)

**GOVERNMENT OF CANADA ADDS \$700,000 TO MATAPEDIA AND GULF RAILWAY:** Canada Economic Development has announced the investment of an additional \$700,000 in the Chemin de fer de la Matapédia et du Golfe, bringing the Government of Canada's funding of the initiative to a total of \$2.9 million. CED contributed \$1M for the first phase of the project, which consisted in conducting maintenance work on the railway and carrying out repairs to the bridges on the Matapedia-Pabos railway line. The Agency contributed an additional \$1.2M for Phase II of the project, covering the period from January 1, 2002, to March 31, 2004, to support the operating costs of the section of line between New Richmond and Gaspé needed to ensure infrastructure maintenance. The additional \$700,000 extends the assistance period to March 31, 2005. "The Chemin de fer de la Matapédia et du Golfe is a vital transportation service," noted Farrah, "as well as an invaluable development tool for the whole of the Gaspé, both for tourism and for industry." (News Release, May 20)

**RAIL SHIPMENT OF COAL PRESENTS NO DANGER:** The first rail shipment of what could result in 30,000 tonnes of coal moving through Truro, NS, arrived en route to LaFarge Canada in Brookfield. Peter Touesnard, gm for Cape Breton & Central Nova Scotia Railway, said the three-car shipment was the beginning of a trial experiment to determine if the coal can be shipped to Brookfield in a timely and efficient manner. If the effort is successful, it will result in the Monday to Friday arrival of three rail cars daily from now until mid-November, for a total of more than 30,000 tonnes. Once in Truro, the coal is to be transferred to trucks and taken to LaFarge for use as fuel in the plant's boilers. Local residents were concerned that the shipments were going to contain coal dust. But Touesnard confirmed that is not the case and he said the coal actually contains about 10% moisture content to help reduce the risk of airborne contaminants. Touesnard said the trucking company which is doing the transfers has been instructed to immediately stop any shipments if dust is generated and is impacting neighbouring residences or businesses. (Truro Daily News, May 14)

**ACTING PRESIDENT NAMED AT ONTC:** The Ontario Northland Transportation Commission has appointed Steve Carmichael as acting president. Carmichael will retain the title of vp of rail services, as well as assume his new duties, while the ONTC continues its search for a new president. (North Bay Nugget, May 26)

**MONTREAL, MAINE & ATLANTIC POSTS - AND PREPARES FOR MORE - TRAFFIC GROWTH:** If second-quarter traffic figures are as good as first-quarter data, Montreal, Maine & Atlantic Railway Ltd.'s



rough start in early 2003 because of a major shipper's bankruptcy will be a distant memory. Intermodal traffic was key to first-quarter gains. Intermodal loads rose 80 percent compared with first-quarter 2003 data because of a new dedicated train service between Saint John, New Brunswick, and Farnham, Quebec, and the reopening of a terminal in Presque Isle, Maine, according to MMA's spring newsletter. In addition, roundwood, lumber and paper moves increased 48 percent, 27 percent and 24 percent, respectively, compared with similar 2003 data. Lumber traffic has been driven by increasing southeastern demand for eastern spruce, pine and fir, while paper traffic received a boost from the late summer 2003 opening of Katahdin Paper's East Millinocket, Maine, mill.

To accommodate more lumber and paper moves, the 745-mile regional is repairing and acquiring rail cars. Workers are sealing roofs, and straightening or replacing doors on 212 single-door and 106 double-door box cars, and repairing an additional 500 box cars before MMA signs off on a lease. The railroad also is improving track to support increasing traffic. Crews are replacing six miles of 100-pound rail with 115-pounded welded rail between Brownville Junction and Schoodic, Maine; installing 20,000 wood ties near Jackman, Brownville and Madawaska, Maine; and surfacing 300 track miles systemwide.

MMA officials are trying to keep pace with 286,000-pound car requirements, too. The railroad recently applied for a \$34 million Railroad Rehabilitation and Improvement Financing loan through the Federal Railroad Administration. Officials plan to use proceeds to improve bridges and track between Millinocket and Farnham to accommodate 286,000-pound cars, increase corridor speeds and refinance debt. (*Progressive Railroading*, June 14)

## OTHER INDUSTRY NEWS

**BOMBARDIER PERMANENTLY CLOSES RAIL EQUIPMENT PLANT IN VERMONT:** Bombardier Inc. has decided to permanently close a rail equipment manufacturing plant in Barre, Vermont, that was mothballed in November 2002, "to balance capacity with demand in North America." Helene Gagnon, Bombardier spokesperson, said 460 employees were on the recall list, but most have found jobs elsewhere since the suspension of operations. She said all those with more than two years of service will be offered severance packages. Its last contract was for the Acela high-speed trains delivered to Amtrak, the U.S. passenger train service. (*Canadian Press*, May 21)

**CITY SETTLES UNION STATION DISPUTE:** A deal to renovate Toronto Union Station is back on the rails after city council settled a dispute with the consortium that's contracted to lead the project. Last year, council awarded the development contract to the Union Pearson Group, which promised to spend up to \$150 million on improvements to the historic train station. But an unexpected delay for approval of the proposal led to maintenance costs that neither Union Pearson nor the city were prepared to assume. Union Pearson had estimated those costs could hit \$15 million, and threatened to walk away from the contract if the city didn't cover them. Council settled the dispute by agreeing to pay \$5.9 million toward the maintenance bill. The restoration project is now scheduled to begin in 2005, and expected to take seven years. (*CBC News*, *Toronto Star*; May 21)

**GOVERNMENT COMMITTED TO SOLVING RAILWAY NOISE PROBLEMS:** The Government of Canada is committed to moving forward at the earliest opportunity with amendments to transportation legislation that will give the Canadian Transportation Agency the authority to respond to complaints about noise generated by rail activities. The CTA would be provided the statutory power to investigate and render a decision on whether an order is warranted to enforce remedies. Amendments to the Canada Transportation Act being considered would require that railways keep any noise to a minimum when constructing or operating a railway, taking into consideration the requirements of railway operations and services and the interests of affected communities. In the absence of current legislative authority to deal with railway noise complaints, the Government of Canada favours collaborative approaches between railways and communities, or mediation efforts. In many cases, options exist which could reasonably reduce the level of noise coming from railway operations without adversely affecting the railways' service to customers.

(*Transport Canada*, May 18)

**SIEMENS, BOMBARDIER TO MERGE LIGHT RAIL UNITS:** German engineering conglomerate Siemens is to merge its troubled light-rail business with that of Canadian rival, Bombardier. Siemens has been beset in recent months by problems with its Combino trams, and said it could not yet estimate the total financial burden it might face after booking a charge of almost 300 million euros (US\$360M) in the quarter to March. And Bombardier is planning to cut almost one fifth of its rail workers and close seven European plants due to overcapacity in a sweeping restructuring of its loss-making rail unit.

Earlier this year, Siemens recommended that customers take some types of Combino trams out of service after 120,000 km because it found faults in their roof structures. And an internal Siemens report said that all 450 of the defective trams that had been sold would have to be completely rebuilt, apart from the wheels. Several Siemens clients plan to sue for damages over the trams. A spokesman for Siemens Transportation Systems said some clients had said they would take legal steps but he was not aware of any imminent court case. (*Reuters*, May 19)

**REGIONAL AND REMOTE RAILWAYS TO GET FUNDING:** The Government of Canada, under its commitment to provide reasonable access to the national transportation system for remote communities, has created a one-year contribution program to provide \$24.4 million in funding for four remote and regional passenger rail lines across Canada. The purpose of the program is to ensure the continuation of safe, reliable and sustainable regional and remote passenger rail services. Transport Canada and Indian and Northern Affairs Canada will both contribute to the program. "Continued funding for these rail services is the most cost-effective way of ensuring that remote communities have access to the national transportation network," said Transport Minister Tony Valeri. "These services also support economic activities in the lumber, mining, recreation and tourism sectors and provide an essential lifeline for isolated communities." The contribution program will provide funding for passenger services in Ontario between Toronto and North Bay, and between Sault Ste. Marie and Hearst; between Quebec and Newfoundland and Labrador connecting Sept-Îles, Labrador City and Schefferville; and in Manitoba between The Pas and Pukatawagan. Transport Canada will provide \$20M to the contribution program, while Indian and Northern Affairs Canada will provide a one-time contribution of \$4.4M to establish a First Nations' railway that would operate the Sept Îles/Labrador City to Schefferville service. (*Transport Canada*, May 21)

**FIRST COAL MINE IN 20 YEARS 'BIG NEWS':** Pine Valley Mining, the company that will operate the Willow Creek mine near Chetwynd, announced on June 11 it has signed contracts with BC Rail and Neptune Bulk Terminals in North Vancouver for shipping the coal. Pine Valley expects to produce about 800,000 tonnes of coal from the start of commercial production in early-July through March 31, 2005. That works out to two trains every week, assuming trains of 100 cars. Pine Valley expects this to increase eventually to about two million tonnes annually.

The Willow Creek coal mine lies 45 kilometres west of Chetwynd and has the good fortune to be bisected by the main BC Rail line running through the area. Any announcement of a new coal mine in BC is good news for the mining industry and will offset some of the losses from the closure of the Bullmoose Mine coal mine that shut after supplying coal for overseas markets for 20 years. Pine Valley is expected to pump in \$13 million to get the open-pit mine up and running and is fortunate that it will only have to build a siding off the main rail line for coal cars and not an expensive spur line. (*Vancouver Sun*, May 21, and Paul Crozier Smith)

**RAILPOWER TO GET \$250,000 'CONTRIBUTION' FOR DEMO FLEET:** RailPower Technologies will receive a \$250,000 contribution from Transport Canada towards the ongoing Green Goat® and Green Kid demonstration program. It is one of 14 new projects under Transport Canada's Freight Sustainability Demonstration Program announced by transport minister Tony Valeri.

The Freight Sustainability Demonstration Program, introduced in November 2001, will allocate approximately \$4.5 million over five years for projects designed to reduce the growth of greenhouse gas



emissions in the freight transportation sector. The award is subject to completion of a contribution agreement and is separate from the \$1.5M grant announced with Sustainable Development Technologies Canada in October 2003. Jim Maier, RailPower president and ceo, said, "This additional financial support from Transport Canada is most welcome and reflects confidence in our technology which, we feel, will ultimately make an important contribution to sustainability, particularly with its substantial fuel reduction benefits." (Canada NewsWire, May 25)

**RAILWAYS AND CITIES WORKING TOGETHER:** Canada's municipal governments and railways have launched a joint website that provides a storehouse of information on freight and passenger railways, the communities they serve, contacts in both, and the efforts underway to prevent, or resolve, proximity issues they face together. The site, [www.proximityissues.ca](http://www.proximityissues.ca), was launched at the Federation of Canadian Municipalities' annual conference. (Canada NewsWire, May 31)

**RAIL TRAFFIC UP IN MAY:** Canadian rail carload traffic was up 13.0 percent (32,082 carloads) in May 2004. Commodities that saw rail carload gains in May included grain (up 47.4 percent, or 11,273 carloads), chemicals (up 20.6 percent, or 10,441 carloads), and metallic ores (up 27.9 percent, or 2,920 carloads). Commodities seeing declines in Canadian rail carloads in May included coal (down 5.4 percent, or 1,879 carloads) and primary forest products (down 9.3 percent, or 807 carloads). Canadian intermodal traffic was up 2.7 percent (4,559 units) in May 2004 compared with May 2003. Of the 19 major commodity categories tracked by the American Association of Railroads, 14 saw carload increases on Canadian railroads in May 2004 compared with May 2003. (AAR, June 3)

**RAILPOWER ANNOUNCES 'REMOTE CONTROL' GREEN KID HYBRID LOCOMOTIVE SALE:** RailPower Technologies announced that intermodal cargo handling operator IDC Distribution Services has signed a Letter of Intent to purchase one of RailPower's environmentally friendly Green Kid hybrid yard locomotives for its rail facility near Vancouver, BC. Mike Templeton, IDC's vp said: "As the operator of a new facility on the Fraser River, we have found a locomotive with the features of modern technology that are in keeping with our highly modern operation. The environmental benefits, low operating costs and BELTPACK® remote control, were all factors in our decision." RailPower president and ceo, Jim Maier, said: "IDC is an innovative new operator, which is building an intermodal yard adjacent to Fraser Surrey Docks in Surrey, BC. Our locomotive design fits in well with their groundbreaking operating arrangements, given its features of low emissions and quiet operation. We are proud to count this company among our customers." (Canada NewsWire, June 7)

**GREENBRIER RECEIVES ORDERS FOR NEARLY 7,000 RAILCARS:** The Greenbrier Companies have received orders for nearly 7,000 railcars valued at approximately US\$400 million. The orders, received in May and June 2004, are principally for production in North America. Orders include 4,700 double-stack intermodal wells and 400 boxcars for TTX Company received in mid-June, and various other conventional and double-stack orders from other customers.

The TTX orders, subject to final TTX board of directors approval, are the largest single award Greenbrier has ever received. The orders push the company's combined North American and European backlog at June 17, 2004, to a record 14,600 units valued at \$860M, up from 9,700 units valued at \$600M at May 31, 2004, and 10,000 units valued at \$560M at February 29, 2004. (PR Newswire, June 17)

**RAIL CAR MAKER TO HIRE 500 IN HAMILTON:** National Steel Car has announced that it will hire 500 workers over the next three months as it struggles to keep up with a roaring North American demand for new railway freight cars. "We went into a slump along with the general economy in 2000, but now the railway industry and our market share are improving rapidly," said Dan Elliott, the company's chief operating officer. "Our order books are filling up. We're booking orders for the second quarter of 2005 already." At the top of the company's shopping list for workers are more than 300 welders, plus crane and machine operators and paint shop

technicians. Recruiting started quietly in May with about 75 people hired. The new hiring will bring the company's force of welders to 900 and total employment to about 1,900. National Steel Car manufactures all types of cars except tankers and coal carriers, and the surge in demand is driving sales across all its products - leading the company to retool some production lines while adding shifts to others.

Always a cyclical business, the freight car industry was strong through the 1990s, but went into a steep slump along with the rest of North America's economy in 2000, a decline that only got worse following the September 11, 2001, terrorist attacks. At its worst, Steel Car's employment fell to 500 in 2002 from 2,600 in 1998. By August 2003 it had climbed back to 1,400.

North America's rail freight car industry consists of five major manufacturers, with Steel Car ranked second based on volume and its Hamilton manufacturing facility the largest single site. Elliott said the North American market usually sees about 20,000 freight cars scrapped every year, "so anything beyond that represents growth in the industry."

Last year 35,000 cars were sold across the continent. Steel Car's sales range between 5,000 and 8,000 cars a year. Its current backlog of \$500 million in orders is a 15 per cent increase from last year. A boxcar, Elliott said, sells for anywhere from \$60,000 to \$100,000 depending on its features. The Hamilton plant can produce one in a single day, builds between 10,000 and 13,000 cars a year. Founded in 1912, National Steel Car Limited is the only ISO certified new rail car manufacturer in North America. (The Globe and Mail, The Toronto Star; June 18)

**RECOGNIZING EXCELLENCE IN SAFETY PROMOTION:** Operation Lifesaver and Direction 2006 have been honoured with an Award of Excellence for the production of the interactive CD, "Look, Listen and Learn." One of three winners in the category for safety promotion, "Look, Listen and Learn" was chosen by the National Transportation Safety Week committee in Ontario. The creativity that went into the design made it a winner, and because it is such an effective tool for promoting rail safety, says Steve Anderson, committee chair. "Everybody that had a look at the CD said it was very well developed, easy to follow, and very informative," Anderson said.

The CD is designed to cater to any age group. Designers used age-specified interactive guides, quizzes, graphics and videos to convey the reality of the dangers of highway/railway crossings and the important role education plays in preserving public safety around railways. (RAC, June 16)

**ON TRACK FOR 120 NEW JOBS:** A local engineer wants to build a major manufacturing plant to make composite railway ties in the former Ball Canada building in Hamilton, Ontario, which could lead to more than 120 jobs. The man behind the plan is Ed Ulrich, the owner of Basic Structure Engineering in Beamsville. He owns the patent for a technology that uses crumb rubber from tires, recycled plastics, steel and concrete to make 154 kilogram railway ties. Ties made with his technology, he said, are undergoing testing in Colorado to see whether they meet railway industry standards. If those tests are successful, he says, he will begin production using the business name Primix with plans to produce 350,000 railway ties per year.

Ulrich's composite ties will sell for \$125 each compared with wood ties which go for \$55. But Ulrich says hardwood is becoming harder to find for standard ties, and there are environmental concerns about using creosote, the standard preservative for wood. He says his ties will last much longer and studies have shown trains travelling on track using composite crossties are not as loud as those on tracks using standard railway wood. (Hamilton Spectator, June 25)

**RAILWAY MUSEUM OPENS:** This summer, one of North America's largest collections of trains and railroad memorabilia will be on show again in a newly rebuilt museum at St-Constant, south of Montreal. Called Exporail: The Canadian Railway Museum, it has undergone a massive renovation. It opened again to the public on June 30.

The museum was created in 1961 and has evolved considerably since. Its current incarnation as Exporail was 10 years in the making, and the new pavilion is the result of funding by various levels of government and lots of work by dedicated volunteers. (Ottawa Citizen, June 26) ■



# Frank James Bunker

24 December 1924 - 12 June 2004

Frank Bunker -- a career railwayman, an unabashed lover of the steam locomotive, and a warm friend to anyone who came in touch with him -- died of heart failure in hospital in Etobicoke, Ontario, on June 12<sup>th</sup>, in his 80<sup>th</sup> year. His heart had been weakened by several bouts of surgery in recent years, and Frank deplored his inability to pursue the interest he most loved: steam power in any form.

The seed was sown early. In Frank's own words, on the day he was born in the front bedroom of the family home in east end Toronto, "When the Doctor picked me up by the feet and slapped my bottom, my whole life was set out: Railroading. What had happened previous to the slap on the bottom, a CNR double header freight train had gone up the hill towards Main Street. The 4100 and 6100 [must have been] throwing out the smoke and cinders and with the window opened, when I gulped, I got a good shot of Steam, Smoke and Hot Oil. From then on it was Trains, Trains, Trains. If I ever have a blood transfusion I'm sure it will be Steam, Smoke and a dash of Hot Oil."

Although trains were in his blood, Frank's first employment was as a deckhand on McColl Frontenac's tanker *Cyclo Brave*, plying the Great Lakes in 1941. Deciding a marine career was not for him, the teenaged Frank decided to follow the example of his father and went railroading, signing on as a labourer at CPR's John Street roundhouse in May 1942.

Railroading was put on hold in September 1943, when Frank took his basic training and went overseas (aboard the *Aquitania*) for a stint with the Canadian army as a dispatch rider in Holland and Belgium. After VE Day he shipped home to Canada (aboard the *Ile de France*) for leave before reassignment to the Pacific theatre. Fortunately after VJ Day the army no longer needed Frank's services, and CPR welcomed him back to its embrace in October 1945.



Frank Bunker on CPR 4-6-0 815 at Toronto on April 30, 1960.

For four decades Frank was a railwayman's railwayman, moving to the engineer's seatbox in time to experience the last years of steam in regular service. He tolerated diesels -- barely -- and took every opportunity he could to continue his love affair with steam. That meant being Ontario Rail's engineer of choice when ex-CP 4-4-0 136, 4-6-0 1057 and 4-6-2 1201 were brought back to life in the mid-

1970s. Beyond the CPR, it meant railroading in HO gauge, with the Lakeshore Model Railroaders, and in his own basement in south Etobicoke. It meant travelling when he could to experience steam elsewhere, and to add to his large slide collection. And it meant running steam locomotives on South Simcoe Railway until quite recently, all the while mentoring other would-be enginemen in skills that are all too quickly disappearing.

His last visit to the cab of a live steam locomotive occurred just before Christmas 2003, when he spent a happy day in the cab of South Simcoe Railway's 4-4-0 No. 136. Frank's memory will live on at South Simcoe; Guy Sanvido -- once a student of Frank's -- has Frank's overalls and engineer's cap (with the trademark turned-up brim) and plans to wear them as he operates SSR steam in 2004.

Frank had other interests too. He loved the out-of-doors, and often could be seen training his camera at trackside birds. His early marine fascination continued in later life as well, and he cherished his associations with the steamship historical fraternity.

Frank was a modest and unassuming man who was given to putting down his own accomplishments. Yet he was generous with his friendship to all who came to know him. He was a living bridge to an earlier age in railroading, and shared his experience and knowledge generously and without a trace of ego.

Typically of Frank, his wishes were that there be no visitation or public service at his death. He "didn't want to put anybody out."

All of us in the fraternity of Canadian rail enthusiasts are richer for the likes of Frank Bunker. And we share the sorrow of his widow Mary and his son Phil, that he is no longer with us. Rest easy, good friend. (James A. Brown) ■

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## Letters to the Editor

I enjoyed reading Tom Patterson's accounts of the CNR's BC North Line: The Port of Prince Rupert (October 2003) and The British Columbia Northeast Coal Development Project (May 2004). Both articles cover virtually new territory and provided some very interesting insights into rail history and operations, the rail infrastructure and the business cases that needed to be made to justify the huge expenditures for the betterments undertaken along that section of the CNR system.

I would, however, like to make a few minor clarifications.

CNR's BC North Line, caption bottom page 4. GTP and CNR records make no mention of a turntable at Prince Rupert. This certainly does not preclude the possibility that the turntable pit was constructed, but it appears that a turntable bridge was never fabricated for this location.

BCNECD, left column, middle of page 6. The reference to Kelliher is in error. It should read C.C. Van Arsdol, that is, "four-tenths Van Arsdol", etc.

BCNECD, right column, near bottom of page 7. The Kitimat Subdivision was opened on 12 January 1955. Pacific was indeed superseded by Terrace as the terminal, with the change of timecard in October 1959.

Keep up the great work, Tom! (Les Kozma, Edmonton, Alberta).

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I enjoyed the article in the May 2004 issue on the CN line to Prince Rupert. Readers may be interested in a book entitled "Hays' Orphan: The Story of the Port of Prince Rupert". This book was commissioned by the Prince Rupert Port Authority and was published in 2003. Much of the book is on the CN link (sea as well as rail) to Prince Rupert. (Dave Shore, Richmond, BC).



# A SELECTION OF PASSENGER CONSISTS

10 May 2004  
VIA #1 - "Canadian"  
at Jasper, Alberta

F40PH-2 6439  
F40PH-2 6444  
F40PH-2 6440  
Club (HEP-II) 4006 \*  
Club (HEP-II) 4003 \*  
Baggage 8609  
Coach 8123  
Coach 8109  
Coach 8110  
Skyline 8500  
Sleeper 8331 - *Jarvis Manor*  
Sleeper 8303 - *Amherst Manor*  
Sleeper 8314 - *Cameron Manor*  
Skyline 8515  
Diner 8409 - *Fairholme*  
Sleeper 8315 - *Carleton Manor*  
Sleeper 8338 - *Rogers Manor*  
Sleeper 8318 - *Craig Manor*  
Sleeper 8329 - *Hearne Manor*  
Sleeper 8317 - *Cornwall Manor*  
Sleeper 8339 - *Sherwood Manor*  
Sleeper 8205 - *Chateau Closse*  
Sleeper 8208 - *Chateau Dollier*  
Skyline 8509  
Diner 8410 - *Frontenac*  
Sleeper 8302 - *Allan Manor*  
Sleeper 8330 - *Hunter Manor*  
Sleeper 8313 - *Cabot Manor*  
Dome-Sleeper-Observation  
8716 - *Tweedsmuir Park*

\* Deadhead Toronto to Jasper for  
summer service on the Jasper-  
Prince Rupert "Skeena"  
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11 June 2004  
VIA #14/16 - "Ocean/Chaleur"  
at St-Lambert, Quebec

F40PH-2 6408 (Spider-Man livery)  
F40PH-2 6406 (Spider-Man livery)  
Baggage 8620  
Slpr 8226 - *Chateau Salaberry* \*  
Slpr 8218 - *Chateau Lauzon* \*  
Slpr 8217 - *Chat. Maisonneuve* \*  
Diner 8413 - *Louise* \*  
Skyline 8505 \*  
Coach 8117 \*  
Coach 8143 \*  
Coach 8141  
Coach 8107  
Coach 8118  
Skyline 8503  
Diner 8412 - *Kent*  
Sleeper 8203 - *Chateau Brule*  
Sleeper 8221 - *Chateau Radisson*  
Sleeper 8215 - *Chateau Lemoyne*  
Sleeper 8209 - *Chateau Iberville*  
Sleeper 8214 - *Chateau Laval*  
Dome-Sleeper-Observation  
8703 - *Banff Park*

\* "Chaleur" to Gaspé  
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16 June 2004  
VIA/RMR Test Train from North  
Vancouver to Wedge, BC and  
return

BCOL Dash 8-40CMu 4620  
VIA F40PH-2 6440  
RMR Coach 3030  
VIA Skyline 8515  
CN Business Car 100 -  
*Pacific Spirit*  
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20 June 2004  
VIA #67 at Montreal, Quebec

P42DC 915  
LRC Club Cars 3461, 3600  
LRC Coaches 3312, 3323,  
3339, 3362, 3332  
P42DC 913  
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22 June 2004  
AMT #803 at Montreal, Quebec

Cab-Coach 204  
Coaches 1247, 1203, 1254  
Cab-Coach 203  
Coaches 1206, 1202, 1246, 1243  
F40PHR 372

15 May 2004  
VIA #1 - "Canadian"  
at Jasper, Alberta

F40PH-2 6435  
F40PH-2 6434 (Spider-Man)  
F40PH-2 6405  
Baggage 8610  
Coach 8101  
Coach 8120  
Skyline 8507  
Sleeper 8333 - *Lorne Manor*  
Sleeper 8336 - *Monck Manor*  
Sleeper 8308 - *Bliss Manor*  
Skyline 8512  
Diner 8408 - *Empress*  
Sleeper 8327 - *Fraser Manor*  
Sleeper 8321 - *Draper Manor*  
Sleeper 8319 - *Dawson Manor*  
Sleeper 8322 - *Drummond Manor*  
Sleeper 8324 - *Dunsmuir Manor*  
Sleeper 8326 - *Franklin Manor*  
Sleeper 8225 - *Chateau Rouville*  
Sleeper 8220 - *Chateau Papineau*  
Sleeper 8221 - *Chateau Radisson*  
Skyline 8517  
Diner 8411 - *Imperial*  
Sleeper 8332 - *Laird Manor*  
Sleeper 8311 - *Burton Manor*  
Sleeper 8320 - *Douglas Manor*  
Dome-Sleeper-Observation  
8710 - *Prince Albert Park*  
-----

1 June 2004  
VIA #619 - "Bras d'Or"  
at Truro, Nova Scotia

F40PH-2 6410  
Baggage 8613  
Coach 8138  
Skyline 8506  
Dome-Sleeper-Observation  
8418 - *Yoho Park*  
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12 June 2004  
CP/GO Special from Toronto  
to Milton, Ontario

4-6-4 2816  
Auxiliary Tender 35508  
Box Car with Stage 401753  
Tool Car 29114  
Power/Steam Generator 96  
Coach 101 - *Dominion*  
Coach 102 - *Ernest "Smoky"*  
*Smith VC*  
BCOL Sleeper 1711 - *H.B. Bowen*  
Business Car 70 - *Assiniboine*  
GO Cab Coach 241  
GO Coach 2062  
GO Coach 2236  
GO Coach 2145  
GO Coach 2320  
GO Coach 2523  
GO Coach 2155  
GO Coach 2208  
GO Coach 2148  
GO Coach 2132  
GO F59PH 564  
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26 May 2004  
RMR #103-"Rocky Mountaineer"  
at Kamloops, BC

GP40-2L(W) 8013  
GP40-2L(W) 8012  
Baggage-Dormitory 9487  
Café-Coaches 3237, 3204,  
3213, 3213, 3222  
Coach 5702  
Café-Coaches 3212, 3202  
Dome-Coaches 9501, 9505,  
9504, 9521  
Coach-Lounge 3039  
Generator Car 9240  
Coaches 5709, 5717, 5722,  
5725, 5718, 5706, 5726  
Dome-Coaches 9502, 9503

16 May 2004  
VIA #5 - "Skeena"  
at Jasper, Alberta

F40PH-2 6449  
Baggage 8605  
Club Galley 4004  
Grass-Roofed Coach 1720  
Club Galley 4002  
Dome-Sleeper-Observation  
8714 - *Strathcona Park*  
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19 May 2004  
RMR/WCRA Special  
at Prince Rupert, BC

WCXX FP7u 1404  
WCXX Baggage/Generator  
9622 - Macdonald Creek  
RMR Coach 5707  
RMR Coach 5716  
KHRX Open Coach 301  
RMR Coach 5720  
RMR Coach 5724  
WCXX FP7u 4069  
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27 May 2004  
VIA #1 - "Canadian"  
at Toronto, Ontario

F40PH-2 6405  
F40PH-2 6446  
F40PH-2 6437  
Baggage 8610  
Coach 8101  
Coach 8129  
Skyline 8507  
Sleeper 8333 - *Lorne Manor*  
Sleeper 8336 - *Monck Manor*  
Sleeper 8308 - *Bliss Manor*  
Skyline 8512  
Diner 8408 - *Empress*  
Sleeper 8327 - *Fraser Manor*  
Sleeper 8321 - *Draper Manor*  
Slpr 8319 - *Dawson Manor*  
Slpr 8322 - *Drummond Manor*  
Slpr 8324 - *Dunsmuir Manor*  
Slpr 8326 - *Franklin Manor*  
Slpr 8227 - *Chateau Varennes*  
Diner 8407 - *Emerald*  
Sleeper 8312 - *Butler Manor*  
Slpr 8222 - *Chateau Richelieu*  
Slpr 8225 - *Chateau Rouville*  
Slpr 8220 - *Chateau Papineau*  
Slpr 8221 - *Chateau Radisson*  
Sleeper 8340 - *Stuart Manor*  
Skyline 8517  
Diner 8411 - *Imperial*  
Sleeper 8332 - *Laird Manor*  
Sleeper 8311 - *Burton Manor*  
Sleeper 8320 - *Douglas Manor*  
Dome-Sleeper-Observation  
8702 - *Assiniboine Park*  
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20 May 2004  
WPYR #33  
at Skagway, Alaska

RSD-35 110  
RSD-35 104  
RSD-35 106  
Coach 322 - *Forty Mile River*  
Coach 302 - *Taiya River*  
Coach 260 - *Lake Tutshi*  
Coach 216 - *Lake Black*  
Coach 206 - *Lake Nares*  
Coach 252 - *Lake Muncho*  
Coach 318 - *Taku River*  
Coach 202 - *Lake Bare Loon*  
Coach 222 - *Lake Linderman*  
Coach 242 - *Lake Teslin*  
Coach 330 - *Peace River*  
Coach 308 - *Klondike River*  
Coach 267 - *Lake Portage*  
Coach 326 - *Peel River*  
Coach 272 - *Lake Nisutlin*  
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2 June 2004  
CN/ONT #698 - "Northlander"  
at Toronto, Ontario

GP38-2 1802  
EGU 202  
Coach 603  
Snack Car 703  
Coach 602

23 May 2004  
AMT "Alouettes Special"  
at St-Jean-sur-Richelieu, Que.

F40PHR 319  
Coaches 1207, 1206, 1240,  
1241, 1256, 1246  
Cab-Coaches 203, 202  
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29 May 2004  
Trillium Railway extra between  
Tillsonburg and Courtland, Ont.

Trillium HR-412W 3582  
STCR Coach 5504  
STCR Coach 3216  
STCR Coach 1437  
STCR Diner 60504  
STCR 70-Ton 10  
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6 May 2004  
AMT 176 at St-Martin, Quebec

F59PHI 1324  
Coaches 1036, 1093, 1081,  
1057, 1083, 1077, 1101,  
1039, 1046  
Cab-Coach 102  
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4 June 2004  
CP Special at Havelock, Ontario

FP9 1401  
F9B 1900  
GP38-2 3084  
Generator 95  
Business Car 73 - *Mount Royal*  
Business Car 71 - *Killarney*  
Sleeper 79 - *N.R. Crump*  
Business Car 82 - *Strathcona*  
Business Car 77 - *Van Horne*  
Sleeper 84 - *Banffshire*  
Bus. Car 78 - *Royal Wentworth*  
Dining Car 85 - *Craigellachie*  
Business Car 74 - *Mount Stephen*  
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9 May 2004  
AMT 62 at Dorval, Quebec

F59PHI 1323  
Coaches 810, 831, 807,  
821, 830, 805, 822,  
827, 731  
Cab-Coach 706  
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20 June 2004  
VIA #15/17 - "Ocean/Chaleur"  
at Montreal, Quebec

F40PH-2 6403 (CBC livery)  
F40PH-2 6408 (Spider-Man)  
F40PH-2 6426  
Baggage 8620  
Baggage 8619 \*  
Sleeper 8226 - *Chat. Salaberry* \*  
Sleeper 8208 - *Chateau Dollier* \*  
Sleeper 8213 - *Chateau Lauzon* \*  
Slpr.8217 - *Chat. Maisonneuve* \*  
Diner 8413 - *Louise* \*  
Skyline 8505 \*  
Coach 8139 \*  
Coach 8117 \*  
Coach 8141  
Coach 8107  
Coach 8143  
Coach 8132  
Skyline 8503  
Diner 8412 - *Kent*  
Sleeper 8212 - *Chateau Latour*  
Sleeper 8216 - *Chateau Levis*  
Sleeper 8203 - *Chateau Brule*  
Sleeper 8221 - *Chateau Radisson*  
Sleeper 8215 - *Chateau Lemoyne*  
Sleeper 8209 - *Chateau Iberville*  
Sleeper 8214 - *Chateau Laval*  
Dome-Sleeper-Observation  
8709 - *Laurentide Park*

\* "Chaleur" from Gaspé

19 May 2004  
CP Special from Vancouver to  
Montreal at Regina, Saskatchewan

4-6-4 2816  
Auxiliary Tender 35508  
GP38-2 3084  
FP9 1401  
F9B 1900  
Box Car with Stage 401753  
Tool Car 29114  
Power/Steam Generator 96  
Coach 101 - *Dominion*  
Coach 102 - *Ernest "Smoky"*  
*Smith VC*  
BCOL Sleeper 1711 - *H.B. Bowen*  
Business Car 70 - *Assiniboine*  
Generator 95  
Business Car 73 - *Mount Royal*  
Business Car 71 - *Killarney*  
Sleeper 79 - *N.R. Crump*  
Business Car 82 - *Strathcona*  
Business Car 77 - *Van Horne*  
Sleeper 84 - *Banffshire*  
Bus. Car 78 - *Royal Wentworth*  
Dining Car 85 - *Craigellachie*  
Business Car 74 - *Mount Stephen*  
(diesels removed at Smiths  
Falls, Ontario)  
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30 May 2004  
CP Excursion from Montreal to  
Ste-Thérèse, Quebec

4-6-4 2816  
Auxiliary Tender 35508  
Box Car with Stage 401753  
Tool Car 29114  
Power/Steam Generator 96  
Coach 101 - *Dominion*  
Coach 102 - *Ernest "Smoky"*  
*Smith VC*  
BCOL Sleeper 1711 - *H.B. Bowen*  
AMT Coaches 805, 826, 831  
Business Car 70 - *Assiniboine*  
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15 May 2004  
VIA #668/648 at Kingston, Ont.

F40PH-2 6403 (CBC livery)  
F40PH-2 6401 (Spider-Man livery)  
HEP-II Coaches 4113, 4100  
LRC Coach 3459  
P42DC 918  
LRC Club 3467  
LRC Coaches 3363, 3319,  
3347, 3341, 3312  
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23 April 2004  
the last VIA #85 - "International"  
at Toronto, Ontario

AMTK P42DC 35  
AMTK Superliner Coach 34062  
AMTK Superliner Café 35002  
AMTK Coach 31007  
VIA LRC Coach 3366 \*  
VIA LRC Coach 3370 \*  
VIA LRC Club 3460 \*  
VIA F40PH-2 6409 \*

\* deadhead to Sarnia for VIA #88  
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8 June 2004  
CN (Algoma Central) #3 -  
"Agawa Canyon Tour Train"  
at Sault Ste. Marie, Ontario

CN GP40-2 9461  
CN GP40-2 9530  
AC Coach 5545  
AC Coach 5571  
AC Café-Coach 3239  
AC Café-Coach 3243  
AC Coach 9301  
AC Coach 5468  
AC Diner 506  
WC (GBW) Dome 901



# SAMPLES OF DIESEL UNIT CONSISTS

- May 5 - CP 244 at Guelph Jct., ON: CEFX AC4400CWs 1011 and 1003, ARR SD70MAC 4322 and CP SD40-2 5829.  
 May 7 - OCRR 521 at Dalkeith, ON: OCRR RS-18u's 1838, 1865 and 1828.  
 May 8 - UP eastbound at Columbus, TX: UP SD70M 5005, UP Dash 8-40CW 9374, UP SD70Ms 4251 and 3907, UP SD40-2 3343, CSXT AC4400CW 525, UP SD40-2 7883, UP SD40T-2 8679, UP GP38-3 2525, UP Dash 8-40CW 9427, CSXT Dash 8-40CW 7731, IC SD40-2 6123, UP SD70M 3940, UP SD40-2 3185, UP SD70Ms 4858 and 4599, and UP SD60 2216 (17 units!)  
 May 9 - CBNS 302 at Port Hawkesbury, NS: HATX SD45-2s 912 and 907, LLPX GP38-2 2259 and HATX SD45-2 910.  
 May 10 - CP eastbound at Puslinch, ON: CP AC4400CW 9593, SOO SD60M 6061, CEFX SD90MAC 138, SOO SD40-2 6604 and SOO SD60 6013.  
 May 10 - CP westbound at Toronto, ON: CP SD40-2s 5641, 6035 and 5877, CP AC4400CW 9661, CP SD40-2F 9006 and CP SD40-2 5612.  
 May 11 - NS 328 at Hamilton, ON: UP SD70M 4312 and NS B32-8 3553.  
 May 11 - CN 393 at Tansley, ON: CN Dash 9-44CW 2688 and BNSF GP60B 340.  
 May 12 - QCR at Sherbrooke, QC: QCR GP11 GG3, QCR FP7 1305 and QCR U23B JMG1.  
 May 12 - CN 450 at North Bay, ON: CN Dash 9-44CW 2687, CN SD40u 6007, BNSF GP38-2 2258, NREX (ex-BNSF) SD45r 6415, CN SD60F 5523 and CN GP40-2L(W) 9555.  
 May 13 - CP 115 at Chase, BC: CP AC4400CW 9711 and ARR SD70MACs 4323 and 4318.  
 May 14 - CN westbound at Komoka, ON: CN SD60F 5505 and IC SD40-2R 6000.  
 May 15 - CP 105 at Sudbury, ON: CP AC4400CWs 9802 and 9800 and ARR SD70MAC 4324.  
 May 15 - CP westbound at Lethbridge, AB: CP GP38-2 3089, BNSF SD40-2 8039, and MRL SD45 378.  
 May 15 - CP 419 at Welland, ON: CP SD40-2s 5808 and 5749, and CP AC4400CWs 9803 and 9801(first trip).  
 May 15 - CN eastbound at Jasper, AB: CN SD40u 6018, GTW GP40-2 6425, CN GP9-Slug 217 and CN SD40-2(W) 5328.  
 May 16 - CN 394 at Mansewood, ON: CN Dash 9-44CWL 2504, UP SD70M 4162 and BNSF C44-9W 1063.  
 May 16 - CP 105 at Thunder Bay, ON: CP AC4400CWs 9802 and 9800 and ARR SD70MAC 4324.  
 May 19 - CN at Ingersoll (Cami Plant)l, ON: CN GMD1u 1430 and CN GP9RM 7061.  
 May 22 - QGRY westbound at Trois-Rivières, QC: QGRY RM-1 Slug 800, QGRY GP40-3M 3800, LLPX GP40-1 3107 and QGRY GP40-2L(W) 3014.  
 May 23 - CN 301 at North Edmonton, AB: CN GP38-2(W) 4778, CN SD60F 5550 and CN GP38-2(W) 4777.  
 May 23 - Ottawa Valley "Grimmer" at North Bay, ON: LLPX GP38AC 2221 and RLK GP35 5006.  
 May 24 - BCOL northbound at Hixon, BC: BCOL Dash 9-44CW 4651, and BCOL Dash 8-40CMu's 4604 and 4625 with retired BCOL GF6C (electric) 6001 en route to museum in Prince George.  
 May 24 - CP 476 at Lethbridge, AB: CP SD40-2s 5969, 5655, 5703 and 5805.  
 May 24 - CN 369 at Vaughan, ON: CN SD75I 5742, CN SD40-2 5367, CN SD40-2(W) 5294 and ONT SD75I 2105 hauling WAMX GP40-2L(W)s 9400, 9600, 9419, 9564, 9417 and 9405 (WAMX units are ex-ALSTOM, nee CN, same numbers, en route to Baytown, Texas).  
 May 24 - CN 334 at Bayview (Hamilton), ON: ATSF C40-8 639, CN SD40-2 5368 and CN SD60F 5537.  
 May 26 - CN 451 at Kilworthy, ON: CN SD75I 5743, UP SD70M 4180, BNSF C44-9W 4515 and CN SD75I 5630.  
 May 29 - ONT 208 at North Bay, ON: CN GP40-2L(W)s 9515 and 9586, and ONT SD40-2s 1737 and 1733.  
 May 29 - CN 309 at Beaurepaire, QC: CN Dash 9-44CW 2658 and CN SD50F 5453 and OCRR RS-18u 1824.  
 May 29 - CP at South Edmonton, AB: CP SD40-2 5916, CP SD40-2F 9007, and CP SD40-2s 5736 and 5863.  
 May 30 - CN 390 at Mansewood, ON: DWP SD40 5904, CSXT C44-8W 9002 and CSXT SD60I 8774.  
 May 30 - CN 399 at London, ON: CN GP40-2L(W) 9579, UP SD60 2219 and UP B40-8 1886 hauling WAMX GP40-2L(W) 9605, WAMX GP40-2(W) 9643, and WAMX GP40-2L(W)s 9528, 9481, 9407 and 9631. (WAMX units are ex-ALSTOM, nee CN, same numbers, en route to Baytown, Texas).  
 May 30 - CP transfer at Brettville, AB: CP GP9u's 1601, 8232, 1531 and 1514.  
 May 31 - CP (Kawartha Lakes) T08 at Tapscott, ON: CP GP38-2s 3114 and 3111 and CP GP9u 8238.  
 Jun 1 - CP eastbound at Medicine Hat, AB: CP SD40-2 5729, UP AC6000CW 7502 and CP AC4400CW 8549.  
 Jun 1 - CP 324 (grain) at Toronto, ON: CP SD90MAC-H 9301 and CP AC4400CW 8610.  
 Jun 3 - QGRY 505 at Terrebonne, QC: QGRY GP40 3105, LLPX GP40 3107, QGRY GP35E 2502 and QGRY GP40 3102.  
 Jun 3 - CN 517 at Alliance, AB (grain only location): CN GP38-2 4700, CN GP38-2(W) 4761 and CN GP40-2L(W) 9531.  
 Jun 3 - CN 276 at Oakville, ON: CN Dash 9-44CWL 2508, UP SD70M 4583 and UP C40-8 9349.  
 Jun 4 - CN 121 at Truro, NS: CN SD70I 5605, CN Dash 9-44CW 2528, CN SD75I 5782 and CN SD50F 5420.  
 Jun 4 - CN 422 at St. Catharines, ON: ONT SD75I 2102 and CN SD50F 5441.  
 Jun 4 - CN 451 at North Bay, ON: CN SD70I 5607, UP SD70M 4583, UP C40-8W 9349 and CN Dash 9-44CWL 2508.  
 Jun 5 - CP 241 at Guelph Jct., ON: SOO SD60M 6058 and UP AC4400CW 7027.  
 Jun 5 - CN 802 at North Edmonton, AB: GP40-2L(W) 9493, GTW GP40-2 6425, CN GP9-Slug 217 and CN GP40-2L(W) 9590.  
 Jun 5 - CN 369 at Vaughan, ON: CN SD75Is 5769 and 5660, plus HLCX (ex-ALSTOM, exx-GTW) GP40-2s 6422, 6417, 6423, 6414 and 6421.  
 Jun 8 - CN eastbound at Clavet, SK: CN Dash 9-44CW 2668, CN SD40-2(W) 5349 and CN GP40-2L(W) 9421.  
 Jun 10 - CN 451 at North Bay, ON: CN SD75I 5712, CN Dash 9-44CW 2547, UP SD40-2 3515 and CN SD50F 5410.  
 Jun 11 - CP eastbound at Killam, AB: CP SD40-2s 5763 and 6067, SOO SD60 6003, and CP AC4400CWs 9739 and 9503.  
 Jun 14 - CN 394 at Aldershot, ON: CN SD75I 5800, UP AC4400CW 7170, CN SD40-2 5368 and MRL SD45E 322.  
 Jun 14 - CN eastbound at Aldershot, ON: CN SD50F 5457, NREX SD40-2 263 (nee QNSL 263), CN SD75I 5639 and GTW SD40 5922.  
 Jun 16 - CP eastbound at Gull Lake, SK: CP AC4400CW 9807 and CEFX SD90MAC 134.  
 Jun 18 - CN 305 at Cobourg, ON: CN SD75Is 5626 and 5763, plus NREX SD40Rs 7343 and 7353 (ex-SP 7343 and 7353) en route to Mount Vernon, Illinois.  
 Jun 18 - CP T48 "Stone Train" at Streetsville, ON: STLH GP9u 8212 and CP GP38-2 3038.  
 Jun 19 - CN 301 at North Edmonton, AB: CN SD40u 6000, CN SD40 5000 and CN SD38-2 1650.  
 Jun 19 - CN 112 at Exira, MB: CN SD75I 5751, BCOL Dash 8-40CMu 4620 and CN SD40-2(W) 5330.  
 Jun 20 - CN 300 at Kamloops, BC: CN Dash 9-44CW 2629, BCOL Dash 8-40CMu 4609 and CN GP40-2(W) 9671.  
 Jun 20 - CN 713 at Duhamel, AB: CN GP38-2(W) 4767, CN GP38-2 4700, CN GP40-2L(W) 9416, and CN GP38-2(W)s 4780 and 4777.  
 Jun 20 - CN 149 at Truro, NS: CN Dash 8-40CM 2447, CN SD40u 6009, CN SD40 5055 and CN GP38-2 4726.  
 Jun 20 - CN eastbound at Grand Falls, NB: CN SD75I 5781, CN Dash 8-40CM 2421, and CN SD40-2(W)s 5315 and 5262.  
 Jun 20 - CP 671 at Tappen, BC: CP AC4400CWs 9680 and 8542, UP C44-9W 9681 with CP AC4400CW 9766 and CEFX SD90MAC 128 remote.  
 Jun 23 - CP (Ottawa Valley) 790 at North Bay, ON: CP AC4400CWs 9553 and 8614, CEFX AC4400CW 1001 and CP SD40-2 5868.  
 Jun 27 - CN 121 at Truro, NS: CN Dash 9-44CW 2628, GTW SD40-2 5935 and CN SD40 5215.  
 Jun 29 - CN at Lucky Lake, SK: CN GP38-2(W)s 4794 and 4798.  
 Jun 29 - CP 129 at Smiths Falls, ON: CP SD40-3 6043, STLH GP9u 8206 and SOO SD40-2 6615.  
 Jul 3 - CN 148 at Paris, ON: CN SD75Is 5780 and 5789, CN Dash 9-44CW 2656, CN Dash 9-44CWL 2502, and CN Dash 9-44CW 2610.  
 Jul 3 - BCOL SQJO-01 at Septimus, BC: BCOL SD40-2s 759, 765, 763, 743, 764, 766 and 767.  
 Jul 4 - GEXR 431 at Kitchener, ON: CSXT SD70ACe's 4836 and 4840 and GEXR GP40 4019.  
 Jul 5 - CP westbound at London, ON: CP SD90MAC-H 9303 and CP AC4400CW 9645.

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LEGEND: **AC** = Algoma Central (CN); **AMT** = Agence métropolitaine de transport; **AMTK** = Amtrak; **ARR** = Alaska Railroad; **ATSF** = Atchison, Topeka & Santa Fe (BNSF); **BCOL** = BC Rail; **BNSF** = Burlington Northern & Santa Fe; **CBNS** = Cape Breton & Central Nova Scotia; **CEFX** = CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSXT** = CSX Transportation; **DWP** = Duluth Winnipeg & Pacific; **GCFX** = Connell Finance (lettered GEC-Alsthom); **GEXR** = Goderich-Exeter; **GO** = GO Transit; **GTW** = Grand Trunk Western (CN); **HATX/HLCX/HLGX** = Helm Financial; **IC** = Illinois Central; **IRSI** = Industrial Rail Services; **KHRX** = Kamloops Heritage Railway Society; **LLPX** = Locomotive Leasing Partners; **MRL** = Montanan RailLink; **NREX** = National Railway Equipment; **NS** = Norfolk Southern; **OCRR** = Ottawa Central; **ONT** = Ontario Northland; **QCR** = Quebec Central; **QGRY** = Quebec-Gatineau; **QNSL** = Quebec, North Shore & Labrador; **RLK** = RailLink (RailAmerica); **RMR** = Great Canadian Railtours; **SOO** = Soo Line (Canadian Pacific); **SP** = Southern Pacific (UP); **STLH** = St. Lawrence & Hudson (CPR); **UP** = Union Pacific; **VIA** = VIA Rail; **WAMX** = Webb Asset Management; **WC** = Wisconsin Central; **WCXX** = West Coast Railway Association; **WPYR** = White Pass & Yukon Route. ■



# Short Stories

## ALL IN THE FAMILY by Bill Cole

This all started sometime during March 1981. I'm working as the engineer on a road switcher assignment out of Capreol, Ontario, for Canadian National, and our regular hours are 1600 to 0001. This job hauls various cars of merchandise, tank cars, and any type of railroad car that may be necessary for businesses in the Sudbury area, whether they be loads or empties. We would be switching industrial spurs in Sudbury, Coniston and Falconbridge on an average night and it was a busy assignment at times. Servicing Inco Mines in Sudbury was also on our agenda, and during the course of an evening's work, we would be involved in crossing over a great many roadways in the city of Sudbury and the surrounding area.

This particular night was clear and cold and we had only a few cars out of Capreol with two GP40 class locomotives, namely 4006 and 4010. An uneventful evening ensued with a quick trip up to Inco and back down to Algo yard with a few cars. It looked like an early quit as we would be ready to leave the yard with these few cars and head for home around 2015 or thereabouts. The 1600 Sudbury yard crew had finished up in a hurry and gone home so it looked like clear sailing for us. Down the hill we came from the Inco yard at about 10 to 15 mph and proceeded to cross over Notre Dame avenue, a main four lane artery in Sudbury running north and south, with the red flashers going on the crossing, our bell ringing and headlight on full. We had no ditch lights on the 4006 as CN didn't think they were a necessity at the time. As we crossed the southbound side of the road, my head end brakeman shouted at me to "soak her Bill" and I immediately applied the train brakes in emergency. We stopped blocking the entire roadway and our brakeman jumped off the engine, and I glanced out the window on his side to see a crumpled car wedged under unit 4010. I baled off the engine and hurried back to survey the situation, knowing that our early quit was now a thing of the past.

The sporty looking car had slammed into our second unit hitting the trailing set of wheels and just missing the fuel tank. As I approached the car, the driver's door was open and the young male driver was sitting sideways in the front seat, legs hanging out onto the ground and blood streaming down his forehead. Our young conductor had radioed the yardmaster to alert the police, ambulance and tow truck and had tried to get some information from the young driver. I was visibly upset and in a fit of anger blasted the driver for his stupidity and I was showing very little pity. Mike, our conductor sidled over to me with a chuckle and informed me that the driver was out of it completely and he doubted he even knew what was going on. Praise the Lord!

In short order the police and emergency crews were there and within a short time, we were instructed to clear the crossing, be interviewed by the police and then proceed upon our merry way. The driver's name was André Benoit (fictitious) and to this day I don't remember if he had any passengers. This was one of many incidents in the Sudbury area and another one has a bearing on this one.

About a year later I was still assigned to this job, which incidentally was a six day a week job, but now we were working 1400 to 2200 giving us a lot more daylight in the winter weather. Once again it was in the month of March and we were using four SW1200RS road switcher units in the 1300 series, and our first move in the Sudbury area was to head northward off the main line to the mining town of Falconbridge to pick up a few cars that were deemed to be "rush". After hustling over to this small mining town at about 15 mph and picking up our "rush" cars and after a quick coffee at a small store, we started to head back southward and pick up the rest of our small train which we had left at Sudbury Junction. We had to pick our way across four street crossings with all the intersections piled high with snow, making visibility difficult for both car drivers and train crews. Going over the second crossing, here comes a car making a fast move and slammed into our second unit. Here we go again. The well dressed driver in suit and topcoat turned out to be a salesman who of course was in a hurry, and like all other drivers who slam into a train, did not see us and was not aware of any trains.

After an exchange of pleasantries and conversation with the Sudbury Regional police, we learned our errant driver's name was Pierre Benoit (fictitious). The name had a familiar ring so I casually asked him if he knew an André Benoit who had smashed up his car in Sudbury about a year ago. He grinned and told us that André was his nephew and he remembered the incident very well. My crew and I had a big laugh over that, and fortunately in this case, no one was hurt but Pierre was slightly delayed while waiting for his boss to come and get him.

These were two accidents that left indelible impressions on me, and they helped contribute to my nickname "Crash" that was tagged on me by some of my co-workers after this scene being repeated on countless

occasions in the Sudbury area, and which continued to a lesser degree after I moved to Toronto and was in a passenger pool to North Bay. One thing I am proud of is the fact that not once while being involved in a crossing accident was I to blame. It really is amazing what goes on in the heads of many car and truck drivers as they approach a railway crossing, especially with a train approaching.

## THE CASE OF THE BURIED DRAWBAR by Don Grove (CNR Conductor - Retired)

Back in the late-1970s before I transferred to Toronto to work on the VIA Rail passenger trains, I was working as a conductor on CN road switchers 721 & 723 out of Niagara Falls. This is a story about an incident that happened when we were working on train 721, which was not part of our every day duties.

Train 721 was ordered Monday to Friday for 1600 as a caboose hop out of Niagara Falls for Port Robinson on the Stamford Sub. After finishing the work at Port Robinson and Thorold we would normally shove caboose first to Merritton. At Merritton we would do several hours work before heading back to Niagara Falls. We were usually off duty in less than eight hours.

Train 463 was a short haul train out of MacMillan Yard for Fort Erie with a Toronto based-crew, and would generally setoff and lift cars at Hamilton, Merritton and Port Colborne. Train 721 would either be behind, or ahead of 463 leaving Clifton. The Stamford Sub. was controlled by CTC and trains to Fort Erie were travelling east.

On the day of this story we followed 463 out of Clifton. About one mile west of Port Robinson West, there was a bit of a hollow in the road bed. It was not much, but sometimes in the caboose you could feel the slack run in and out. This day the slack action was enough to pull the drawbar out of the leading end of an empty bilevel auto carrier. Train 463 had about 80 cars and the crippled car was about 20 cars from the caboose.

We were stopped by a red stop and proceed signal and then pulled up behind 463's caboose. From the chatter we could hear on the radio we knew what had happened. After a few minutes the train dispatcher called and asked us to assist 463. The drawbar was out of the east end of the car which was the wrong end for 463. If they had to do this themselves, they would have had to pull the head end part of their train into Port Robinson and leave it on the service track, then come back with their engine and chain the car to the engine and then pull the car out of the way and store it someplace. It was far easier and faster for us to do this job.

We coupled onto 463's caboose and then walked up the train to find out exactly what had happened. The entire drawbar had pulled out and had flipped over. The head (knuckle) of the drawbar was run over by the first axle of the affected car and the shank was driven into the ballast, almost up to the head. There was no way were we going to be able to move this thing by hand. We discussed the problem with the conductor of 463 and suggested that he pull his train into Port Robinson and give us room to work. He was glad to leave it with us.

My two brakemen and I walked back to our caboose to see what equipment we had to do the job. We found a big chain used for this kind of work and threw it out on the ground. I then advised the train dispatcher that we would be making a reverse movement. I instructed one of the brakemen to stay in the caboose for the back up movement. We backed up and put the chain on the disabled car. This is when we found that the axle on the leading set of wheels had been bent when it hit the drawbar.

In the meantime, the conductor on 463 took the balance of his train into Port Robinson. We wrapped one end of the chain around the drawbar and fastened the other end to the car. I instructed our engineer to back up very slowly. The drawbar came out of the ground without a problem. We were then able to manhandle it off to the side and left the chain for the brakeman in the caboose to pick up.

The dispatcher had the signals lined for us to shove the cripple into the connecting track at Port Robinson West. We moved at about 5 MPH, but with the bent axle the car was really riding rough. I had some concern as to whether the car would stay on the track going into the connecting track. The dispatcher allowed us to make a reverse move out of the connecting track and then gave us the signal to shove ahead to couple up 463.

This whole thing took us a good hour which was a lot less time than it has taken me to write this article. ■



# Times Have Changed

By Bryant Barbour

Look at most any book containing railway history and related photos. No doubt a few pictures of train wrecks will be included in these accounts. Examining the early photographs, we might see a "cornfield" meet, where two trains have collided head on. Other pictures may show a derailment where several cars and even the locomotive have left the tracks for various reasons.

In almost all of these instances, along with the unfortunate trains, we will see people included as subjects in the various pictures. Many of these early photographs were obviously "set up" or posed on the wrecks. We will see the poor locomotive on its side or even with "wheels up". At various positions along the running boards, several people will be standing, facing the camera. Some will even look triumphant, standing erect, with one leg bent, their foot resting on part of the engine, as though they had just slain a large elephant on safari. There are many photographs of the passengers themselves getting into the picture, after their passenger train had derailed. In many instances, a train derailment became a social occasion, where the town folk could all gather, inspect the damage and catch up on the latest local gossip.

But, times have changed. Into the 1970's these accidents still occurred. Many of us have viewed the aftermath of such mishaps with camera in hand. We were close enough to get fairly decent photographs. As long as we stayed at a at a respectabl things were OK.

But, times have changed. "POLICE LINE. DO NOT CROSS" are the words on the yellow tape. And the location of the tape? Sometimes a mile from the accident sight. Arguably overkill in some instances, but this is the situation. We don't have to elaborate on the implications of insurance and legal matters these days.

<b>CN CANADIAN NATIONAL RAILWAYS</b> <b>FORM 194</b> <small>CR-714 6-51</small>	
TRAIN ORDER No. <u>230</u> <u>Halifax Mar 25 63</u>	
TO <u>Erg 1641</u>	AT <u>Rockingham</u>
<u>Erg 1641 Run Extra</u> <u>Southeastern Jct TO</u> <u>Bridgewater</u>  <u>C. J. G.</u>	
REPEATED AT <u>066 R</u> MADE <u>Con</u> TIME <u>10:10pm</u> OFF <u>Brown</u>	

Train order for the ill-fated freight train, which never made it to Bridgewater. Today, if used, such a document would be in a file related to the accident. Back in the early-1960s, the order was simply filed at Rockingham station along with the other station copies. Times have changed.

The following is an accident account, complete with photographs, from the days before times had changed, and, "before yellow tape".

On March 25, 1963, it was decided to run the regular Canadian National "fast freight", train 555, a little bit early that evening. This train was scheduled to run between Rockingham Yard, just outside Halifax, Nova Scotia, and Bridgewater, a distance of about 80 miles, along what was then the Chester Subdivision. A train order was issued which annulled the schedule of number 555 for that day, allowing the train to leave Rockingham early (ahead of schedule). This necessitated the issuance of another train order, as shown at left, authorizing the train to be run as an extra (no schedule) to Bridgewater. The lead locomotive was CN H12-44 1641. Neither 1641 nor its crew would make it all the way to Bridgewater that evening. At five minutes after midnight on March 26, the 1641 with its train, struck a boulder on the track at French Village, 21 miles out of Halifax. Unfortunately, at the point of impact, there was a steep embankment down to the left. The lead locomotive toppled down 25 feet, taking the life of the engineer and injuring both the fireman and head end brakeman.

Especially with the loss of a life, pictures like those accompanying this article would not be possible by members of the public today. Indeed today, the "yellow tape" would be in place a considerable distance from the site. Because, times have changed.....



CN 1641 at the bottom of the embankment. The accident occurred about 12 hours earlier, and only 6 hours before this photo was the engineer removed from the cab. Bryant Barbour photo.



CN H12-44 1641 in happier times. Shown at Dartmouth, NS, yard in the winter of 1962, she was protecting the power requirements for trains on the Musquodoboit line out of Dartmouth. The 1641 was one of about five H12-44s to receive the CN's "wet noodle" paint scheme. She was rebuilt after the accident and was retired in December 1968 along with the remaining H12-44 units. Bryant Barbour photo.



# Book Reviews

by Paul Bown

*There have been a number of new book releases from Morning Sun Books in the past few months that either cover Canadian scenes or have a Canadian connection.*

The Grand Trunk Western, a look-a-like CNR subsidiary, is covered in two volumes authored by Jerry A. Pinkepank: 1) ***Grand Trunk Western in Color Volume 1: Steam & Green 1941-1961***, and 2) ***Grand Trunk Western in Color Volume 2: Visual Redesign 1962-1986***.

These two volumes give an in depth coverage of the GTW from the end of steam and early diesels through the red and black and red and blue colour schemes. All the action is covered, both freight and passenger. Among the great shots are a number featuring the streamlined 6400 series 4-8-4s in action. A great set of books for the GTW or the CNR fan.

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While the Rutland is a New England line it has always had a special aura surrounding it. The company was little railway that just could not quite make it, but always managed to struggle on, until a strike ended its existence in the early-1960s. The line did provide passenger service to Montreal and connected with the CNR and CPR/NJ/D&H at Rouses Point NY. The volume by Philip R. Jordan is titled ***Rutland in Color***.

This release has lots of steam, RS-1s, RS-3s and equipment plus an excellent cross section of photos covering the system in detail from end to end. Most of the work features the lines in Vermont but there is some coverage in the Branch across New York State to Odgensburg.

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The latest Trackside volume, ***Trackside around The Niagara Peninsula 1953-1976 with Reg Button***, by Stephan M. Koenig covers the area of Ontario on the Niagara peninsula.

This is an excellent volume covering the end of the steam era through the second generation Diesel Era. Lines covered include the CNR, CPR, TH&B plus the American Roads including C&O, NYC, and Wabash/N&W that traversed the southern part of Ontario. Not forgotten are the industrial operations such as Stelco, which features a couple of photos of ex-TH&B 0-6-0 #40 that was long a resident of the National Museum of Science and Technology in Ottawa and now resides in Lindsay, Ontario. A lot of foreign road leased power could be found throughout the 1960s and 1970s, particularly on the CPR. Featured are shots of UP, B&LE B&M and IC power.

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The Traction aficionado is not forgotten with ***Great Lakes Trolleys in Color*** by Robert Halperin.

This work features the photographic work of Eugene Van Dusen. While the major U.S. cities such as Chicago, Detroit, Cleveland and Milwaukee are given in-depth treatment there is substantial Canadian coverage. In fact the title page is a shot of Peter Witts in Toronto. Canadian systems portrayed include the Niagara, St. Catharines & Toronto, London & Port Stanley, Grand River Railway and the city systems in Toronto, Hamilton, Fort William/Port Arthur, Sudbury and Cornwall. About 20% of this 128 page volume features Canadian Systems.

*All volumes are 128 pages, hard bound in 8½" x 11" format and are all colour. All are available from the Society's "Sales Desk" for \$69.95 each plus \$5.00 postage. Canadian orders must add GST on the total (including shipping). For orders from the US in US dollars the total may be reduced by 20%.*

***Steam Through London*** by Ian Wilson. Ian returns to the CNR in Southwestern Ontario with his fourth volume. As with his first three works, this volume is an exceptional treat. The narrative is again centered on railway operations, as they existed on Friday, June 25, 1954. The introduction opens at Paris Junction with a super montage of photos of a pair of Northerns refuelling at the Junction's concrete coaling tower. The locomotives have pulled off their freight train to venture over to get water and coal. It is an interesting view of how the railways had to operate in the days of steam.

From here Ian moves us to Bayview Junction, still renown as an A-1 railfan's photo location. From there he move us across the Province by way off Woodstock and London to both Sarnia and Windsor. Branches are not forgotten as he takes the reader up the Exeter subdivision to Clinton and down the Burford subdivision to Tillsonburg. The book has a superb selection of photos covering the CNR's larger power in mainline action and the smaller locomotives in the terminals and on the branchlines.

At Bayview there are shots of Northerns, Hudsons, Pacifics and Mountains on passenger trains plus Mikes, Northerns and Mountains on freight. There are even a couple of diesels thrown into the mix. While the volume is mainly excellent black and white shots there is a good selection of colour photos spread throughout the volume.

As well as appealing to fans of steam days on the CNR the modeller has not been forgotten. There are diagrams for virtually every location that appears in the book, and as well the track layout and industries served are included on the diagrams. There are aerial views to supplement the information at some locations. While the emphasis is on motive power, structures have not been forgotten. Many stations are pictured and we must remember that steam power was quite labour intensive. Ian has included photos of various styles of coaling and watering facilities. There are even views of industries served such as Preston Sand and Gravel.

Ian has really chosen the photos well to show all aspects of a railway in action. Lots of super material on the main line and branches but even yard action is added to the mix. There is a crisp shot of 0-6-0 7170 switching a cinder car on a service track in front of the CC&F plant in Brantford.

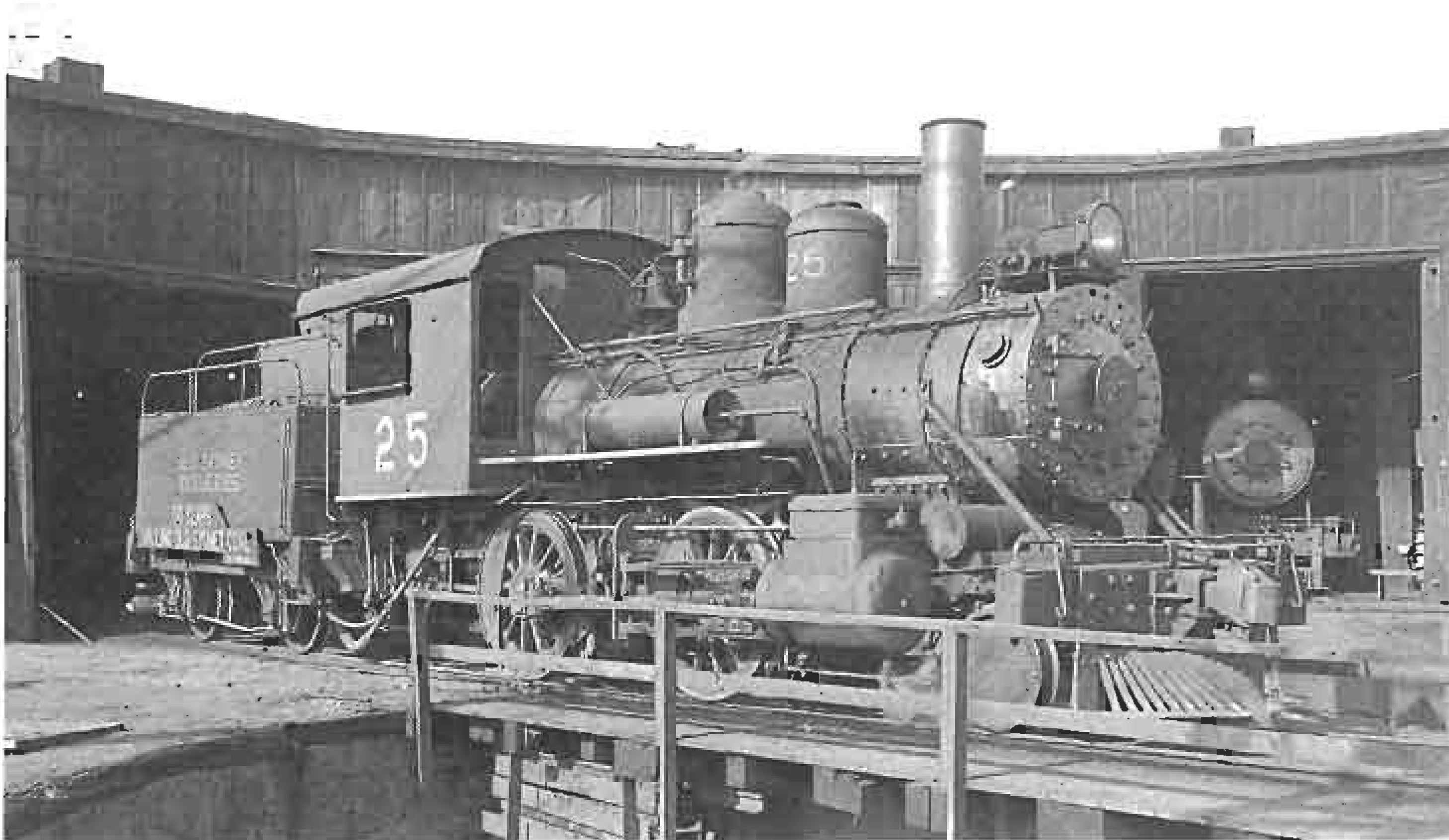
After the first three volumes I wondered if the concept was getting somewhat repetitious but it certainly is not. I find the mix in this volume, of the work going on around the railway, is much more varied than in the others. Crews unloading pipes on the team track at London adds an interesting perspective. Steam was winding down in the 1950s and this volume includes London, the site of the CNR's reclamation yard. This is brought into focus with three views of locomotives in the process of being scrapped.

The work closes with sections on locomotive assignments and train profiles. No matter what aspect of railroading you prefer it is covered in this volume. There is lots and lots of mainline action, but also enough of the "off the beaten path" material to add to your interest. I could go on and on but you really need to see for yourself. If you are looking for a great perspective on railways (the CNR) in the latter days of steam you really should add this volume to your collection. I can hardly wait for the next volume in the series ***Steam to the Niagara Frontier*** available in September 2004.

Copies of ***Steam Through London*** can be ordered directly from the publisher, Canadian Branchline Miniatures, PO Box 2565, Orillia, Ontario, L3V 7B1. Cost for a copy, including shipping and GST is \$78.06 Cdn or \$57.95 US. For more information on current and previous volumes and for special offers on shipping please visit Ian's website at [www.canadianbranchline.com](http://www.canadianbranchline.com) ■

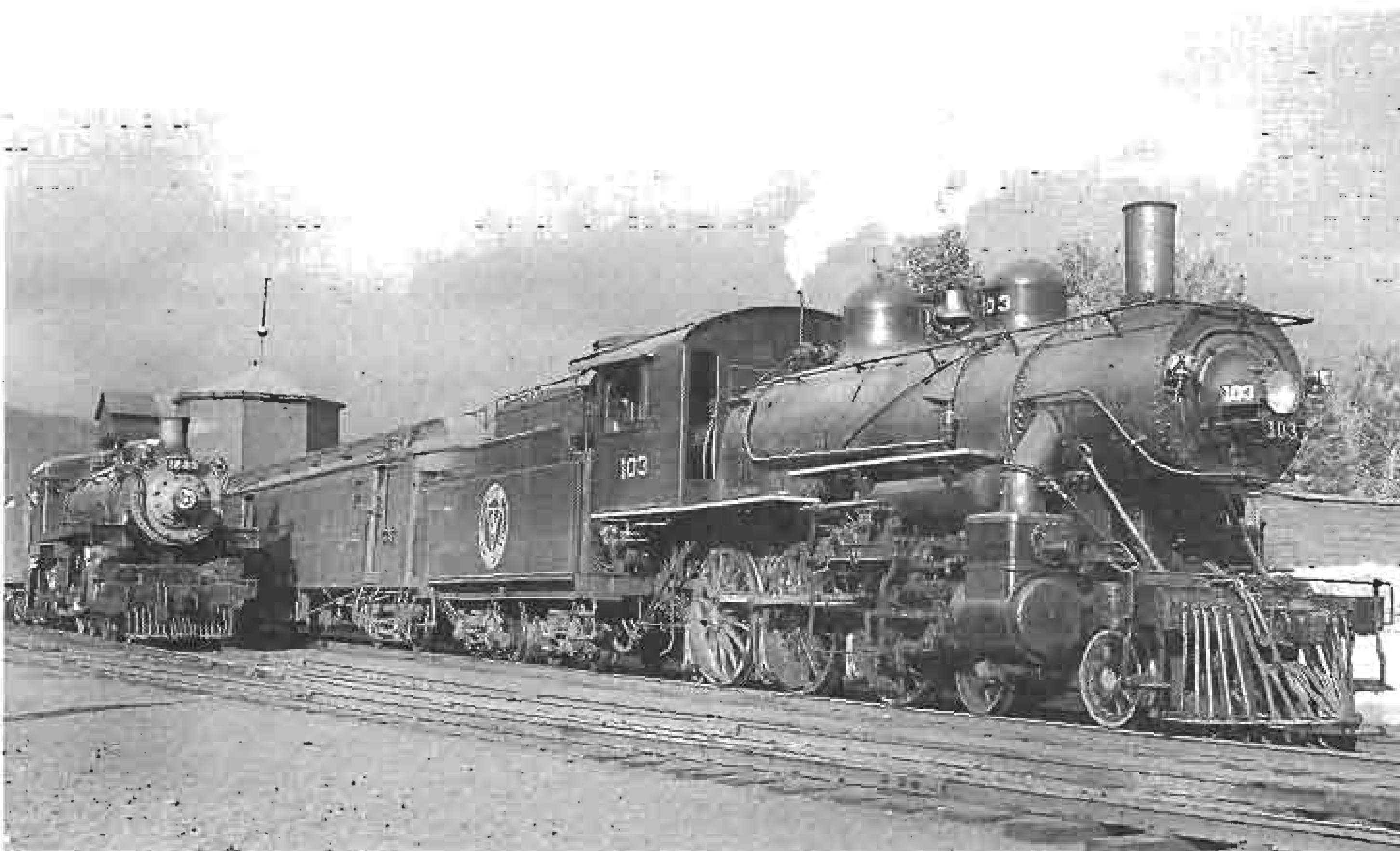
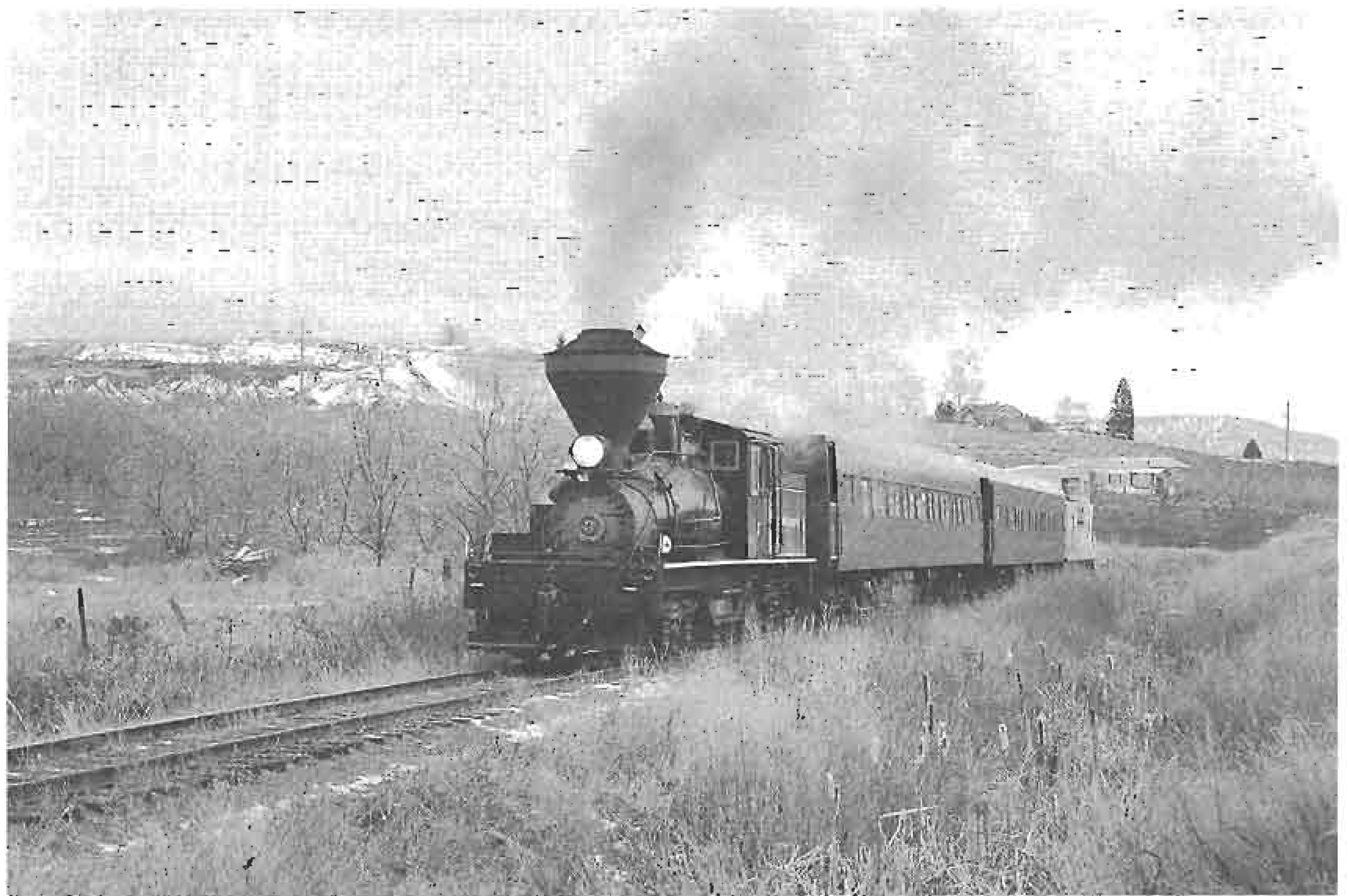


# PHOTO CORNER



Old Sydney Collieries had three 2-4-0s with four-wheel tenders for working the pier at North Sydney on Cape Breton Island, Nova Scotia. No. 25, built by Baldwin Locomotive Works in 1900 as Nova Scotia Steel & Coal 2-4-0T No. 8 - *E.E. Bigge*, is seen at Sydney Mines on September 1, 1955. Note the "50 Years, Hauling Old Sydney Coal" plaque on the tender. No. 25 was moved to the Canadian Railway Museum in St-Constant, Quebec, in 1962. Photo by John D. Knowles.

Kettle Valley Steam Railway 50-Ton, 2-truck Shay No. 3 heads uphill with the Santa Train from Canyon View Station in Summerland, BC, on December 20, 2003. No. 3 was built by LIMA in 1924 as Mayo Lumber No. 3. Trailing No. 3 are two former CP 2200-series coaches and former CP caboose 434432. Photo by George Bergson.



An international meet: Spokane International 4-6-0 103, built by Rogers in 1907 as No. 3, meets one-year-old CP 4-6-2 1233 at Yahk, BC, on July 28, 1947. Photo by W.C. Whittaker, courtesy F.D. Shaw.





Seventeen retired VIA LRC units purchased by Industrial Rail Services (IRSI), moved from VIA's Montreal Maintenance Centre to IRSI's facility in Moncton, New Brunswick, on April 27 and 28, 2004. The 'hospital train' was powered by VIA F40PH-2s 6415 and 6413, and included a VIA sleeper, two VIA coaches, a former VIA coach purchased by IRSI, and a VIA baggage car. The train is slowly crossing the bridge at Nelson Jct., New Brunswick, on April 28, 2004. The 17 LRC units were LRC-2 6900-6902, 6904, 6909-6911, 6913, 6915 and 6916; and LRC-3 6922-6925, 6927, 6928 and 6930. Photo by Geoff Doane.

CN's business car fleet is being repainted from the 1950's green/black/yellow livery and renumbered. Seen at Woodcrest (Chicago), Illinois, on May 20, 2004, are CN E9ARs 102 and 103, Business Car 96 - *Louis Jolliet* renumbered CN 1057, Reception-Marketing Car *Tawaw*, renumbered from CN 15165 to CN 1059, and Track Inspection Car *Sandford Fleming* renumbered from CN 15050 to CN 1060. As well Business Car 94 - *Gatineau* has been renumbered CN 1058 and Service Car *Coureur des Bois* has been renumbered from CN 15162 to CN 1061. Photo by Kenneth Lanovich.



BC Rail GF6C electric 6001 sits on the turntable at the Prince George Railway Museum in Prince George, BC, on May 25, 2004. No. 6001 and her six sisters (utilized on the 50 kV electric Tumbler Ridge Subdivision from 1984 to 2000) were returned to owner CIT Financial and moved to Tacoma, Washington, in February 2004. No. 6001 was rescued from the scrapper's torch by a donor and moved to Prince George for display. Photo by Stan Smith.



Former Sydney Coal Railway GP38-2 216, 217 and 219 (nee Devco) were acquired by the New Brunswick Southern Railway in 2003 and renumbered 2318, 2317 and 2319 respectively. Nos. 2317 and 2319 have been repainted and regularly handle piggyback trains between Saint John, NB, and Brownville Junction, Maine. No. 2319 lays over at Brownville Junction in May 2004. Photo by Michael Shufelt.



VIA Rail F40PH-2s 6401, 6406, 6408, 6413, 6424 and 6434 have been adorned with larger-than-life images of Spider-Man 2 as part of a "Spot the Spider-Man Train" contest running from May 14 to July 15, 2004. No. 6434 with sisters 6405 and 6437 are at Jasper, Alberta, on the westbound "Canadian" on May 15, 2004. Photo by Stan Smith.

Before her Vancouver-Montreal trek in May 2004 (Pages 3-8), CP 4-6-4 2816 powered a Calgary to Vancouver excursion between April 27 and 30. The special highballs out of Kamloops, BC, early on April 30, 2004. On the rear are privately-owned dome cars *Silver Lariat* and *Silver Solarium*, both built for the Chicago, Burlington & Quincy by Budd in 1948 for the "California Zephyr". Photo by Rick Bennett.





# The Motive Power and Equipment Scene



## RETIRED:

- WC (nee Algoma Central) GP7L-m 1501 and 1503 on May 20.
- WC (nee Algoma Central) GP7u 1505, 1506, 1507 and 1508 on May 20.
- WC SD45 6516 and 6553 on June 10.

**ON ORDER:** Illinois Central Dash 9-44CW 2697-2726, for late-2004 delivery, will be assigned to Woodcrest (Chicago) for maintenance.

## RENUMBERED:

- GCFX SD40-3 6040 to WC 6910 on June 25.
- GCFX SD40-3 6054 to WC 6924 on June 22.
- GCFX SD40-3 6070 to WC 6940 on June 15.

**REPAINTED AND RENUMBERED:** Five CN official cars were recently repainted co-incident with being repainted (see photo on Page 24): Business Car 96 - *Louis Jolliet* to CN 1057; Business Car 94 - *Gatineau* to CN 1058; Reception-Marketing 15165 - *Tawaw* to CN 1059; Track Inspection Car 15050 - *Sandford Fleming* to CN 1060; and Service Car 15162 - *Coureur des Bois* to CN 1061.

**SCRAPPED:** In June, a contractor commenced the scrapping of the following retired units at Woodcrest (Chicago): CN GP40-2L(W) 9477, 9492, 9518, 9569 and 9604, and CN GP40-2(W) 9674 (nee GO 707). Several additional sister units will follow.



**CANADIAN  
PACIFIC  
RAILWAY**

**ADDED TO ROSTER:** General Electric CP AC4400CW 9800-9839 were added to the roster as follows (all assigned to Coquitlam, BC): 9800 (14/05), 9801 (15/05), 9802 (14/05), 9803 (15/05), 9804 (22/05), 9805 (25/05), 9806 (22/05), 9807 (22/05), 9808 (25/05), 9809-9813 (01/06), 9814-9815 (08/06), 9816-9817 (11/06), 9818-9819 (14/06), 9820-9823 (17/06), 9824 (21/06), 9825 (24/06), 9826-9828 (21/06), 9829-9830 (24/06), 9831-9834 (23/06), 9835-9839 (30/06). [9840 was pending delivery at press time].

## DECLARED SURPLUS ON JUNE 24:

- SOO SD40 745.
- SOO SD40-2 767.
- STLH SD40 5542.
- CP SD40-2 5572, 5693.

**RELETTERED:** SOO SD40-2 6608 was relettered CP 6608 on May 22.

## TRANSFERRED:

- Toronto to Montreal: CP SD40-2 5587, 5606, 5607.
- Moose Jaw to Toronto: CP SD40-2 6072, 6073.
- Coquitlam to Montreal: CP AC4400CW 9583-9632.

**TO THE SCRAPPER:** Five units were delivered to Mandak Metals in Selkirk, Manitoba, on May 30 for scrapping: CP SD40 741 (nee SOO 741); SOO SD40 748; SOO SD40-2 761; CP SD40 6405 (nee KCS 627); and SOO SD40B 6450 (nee BN SD40 6302).

**CONVERTED:** CP SW1200RS 8132 was converted to CP Control Cab 1155 on June 18 and assigned to Thunder Bay.

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

- CP SW1200RSu 1250\*.
- CP GP9u 1544\*, 1556, 1600\*, 1603\*.
- SOO GP9 4200, 4201, 4204\*.
- CP SW1200RS 8111, 8165.

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

- SOO SD40-2 763.
- CP SW8-Slug 1011\*.
- UP SW10 1212, 1213, 1217, 1222, 1231 (leased).
- CP SW1200RSu 1247.
- CP SW10 1283, 1284, 1287 (leased).
- CP FP7u 1400\*.
- CP MP15DC 1440, 1441, 1443, 1444.
- STLH GP7u 1502\*.
- SOO GP40 2011.
- CP SD40-2 5418\*, 5481, 5594, 5597, 5620, 5614 (STLH)\*, 5650, 5654 (STLH), 5661, 5670\*, 5680\*, 5681\*, 5683\*, 5692, 5704, 5733\*, 5745\*, 5750, 5751, 5775\*, 5794, 5795, 5796\*, 5807, 5811\*, 5825, 5844\*, 5932.
- CP SW1200RS 8131, 8155, 8156.

## LEASED:

- CEFX SD90MAC 120-139.
- CEFX AC4400CW 1001-1025.
- HLCX SD40-3 6076 (ex-HLCX SD40 3120; nee UP 3120).

- HLCX SD40-3 6077 (nee CN SD40 5220).
- HLCX SD40-2 6202 (ex-HLCX 6320; exx-TFM 1506; exxx-MKCX 9052; exxxx-PLM SD40 3018; nee UP 3018).
- HLCX SD40-2 6215 (ex-HLCX 6388; exx-SOO 6388; nee MILW 202).
- HLCX SD40-2 6236 (nee UP 3386).
- HLCX SD40-2 6237 (nee UP 3487).
- HLCX SD40-2 6298 (nee BN 7094).
- HLCX SD40M-2 6304 (ex-TFM 1515; exx-MKCX 9057; exxx-PLM SD40 3021; nee UP 3021).
- HLCX SD40-2 6311 (ex-FNM SD40 8559; nee NdeM 8559).
- HLCX SD40-2 6312 (ex-FNM SD40 8569; nee NdeM 8569).
- HLCX SD40-2 6325 (ex-HLCX SD40-2 6201; nee UP SD40 3085).
- HLCX SD40-2 6326 (ex-HLCX SD40 5017; exx-CR 602; exxx-CRL 602; exxxx-CR 6277; nee PC 6277).
- HLCX SD40-2 6327 (ex-HLCX SD40 5018; exx-CR 603; exxx-CRL 603; exxxx-CR 6280; nee PC 6280).
- HLCX SD40-2 6328 (ex-HLCX SD40 5021; exx-CR 607; exxx-CRL 607; exxxx-CR 6251; nee PC 6251).
- HLCX SD40-2 6329 (ex-TFM 1519; exx-HLCX SD40 5022; exxx-CR 608; exxxx-CRL 608; exxxxx-CR 6258; nee PC 6258).
- HLCX SD40-2 6330 (ex-HLCX SD40 5024; exx-CR 610; exxx-CRL 610; exxxx-CR 6274; nee PC 6274).
- HLCX SD40-2 6331 (ex-HLCX SD40 5062; exx-FNM 8549; nee NdeM 8549).
- HLCX SD40M-3 6500 (ex-CNW SD45 6544; exx-CR 6221; exxx-PC 6221; nee PRR 6221).
- HLCX SD40M-3 6507 (ex-MKCX SD45 9414; exx-NRE 6536; exxx-NHL 6536; nee BN 6536).
- HLCX SD40M-3 6512 (ex-MKCX SD45 9541; exx-ATSF 5362; exxx-ATSF 5556; nee ATSF 1856).
- HLCX SD40M-3 6525 (nee DRGW SD45 5320).
- HLCX SD40-2 7204 (nee BN 7204).
- HLCX SD40-2 8165 (nee BN 8165).
- HLCX SD40-2 8171 (nee BN 8171).
- HLCX SD40-2 8177 (nee BN 8177).

**TEST UNITS RETURNED:** CP's testing of three GE-owned GEVO units, lettered and numbered UP 5695-5697, ended in early-May. The three 4500 hp units, powered by a new 12-cylinder GEVO engine which meets new emission standards which take effect in the United States in 2005, were returned to Union Pacific for further testing.



**VIA Rail Canada**

**STORED:** F40PH-2 6400, 6443, 6452, 6454 and 6457 at Montreal; FP9u 6300 at Vancouver (occasionally utilized as shop switcher); and RDC-1 6133 at Victoria.

**LEASED OUT:** F40PH-2 6453 is leased to Agence métropolitaine de transport for Montreal commuter service.

**'SPIDER-MAN 2' UPDATE:** The six F40PH-2 units adorned with larger-than-life-images of Spider-Man 2 are 6401, 6406, 6408, 6413, 6424 and 6434. Reports of 6412, 6414 and 6437 receiving the images were incorrect.



## STORED SERVICEABLE:

- SD40-2 750.
- B36-7 3604, 3608, 3616.
- C36-8 3624, 3625.
- B39-8E 3908.
- Dash 9-44CW 4645.

## STORED UNSERVICEABLE:

- RS-18u 602.
- SD40-2 746, 751, 752, 754, 758, 762.
- B36-7 3601.
- C36-8 3621, 3622, 3623.

## ON THE SHORTLINE / REGIONAL SCENE

**KELOWNA PACIFIC RAILWAY:** EMDX GP40 182 and 183 (nee MKT 182, 183) were leased in June. KPR's ex-CN M-420(W)s 3500, 3504, 3515, 3563, 3571 and 3575 have been sold to the Lake State Railway in Michigan. At press time, 3515, 3563 and 3575 had been shipped to Lake State Railway. Ex-CN HR412(W) 3580, acquired for parts, will be



scrapped locally.

**SOUTHERN ONTARIO RAILWAY:** RLK GP35 2210 (ex-CP 5010) has been reassigned to the Goderich-Exeter Railway.

**TRILLIUM RAILWAY:** Trillium Railway has acquired ex-Stelco:Page Hersey (Welland, Ontario) NO# GE 45-ton (lettered Stelco), serial 29055, built as Stelco NO# in 9/1947. The unit was acquired by PGM Rail Services from Stelco in 2003.

**OTTAWA CENTRAL RAILWAY:** The lease of LLPX GP38-2 2272 and 2273 has ended.

#### ON THE INDUSTRIAL SCENE

**SOLD:** The following 29 units acquired by the now-closed ALSTOM shop in Montreal for future rebuilding, have been sold (all were acquired in 2001 except ex-CN 9428 acquired in 1999):

- ex-GTW GP40-2 6414, 6417, 6421, 6422 and 6423 sold to Helm Leasing.
- ex-CN GP40-2L(W) 9400, 9405, 9407, 9417, 9419, 9428, 9430, 9447, 9448, 9456, 9479, 9481, 9484, 9509, 9528, 9534, 9564, 9587, 9600, 9605 and 9631, and GP40-2(W) 9643 sold to WATCO and will be renumbered WAMX (Webb Asset Management) 4001-4022 respectively.
- ex-SP SD40R 7343 and 7353 to National Railway Equipment.

In addition, the following seven units, acquired in 2001 for rebuilding, were scrapped on site in June: ex-PNC SD40 3011, 3013, 3021, 3026 and 3064; ex-HLCX SD40 5035, and ex-SP SD40R 7368.

#### CANAC:

- Former Paducah & Louisville GP10 8302 (ex-IC GP10 8189, nee IC GP9 9189) has been assigned to Riverwood International Products, in Macon, Georgia.
- Former Paducah & Louisville GP10 8308 (ex-IC GP10 8103, nee IC GP9 9024) has been assigned to Cargill Grain in Blair, Nebraska.

#### ON THE PRESERVED SCENE

**DONATED:** The West Coast Railway Society has donated former BCOL Coach *Alexandria* (nee CP 2286) to the Kettle Valley Steam Railway in Summerland, BC.

**NEW HOME:** The Association Touristique et Culturelle de Roxton Falls' former CN steel caboose 79529 has been sold to Chemin de fer des Cantons de l'Est Inc./Eastern Townships Railway Inc. in East Angus, Quebec.

Thanks to John Cowan, Marc Giard, John Godfrey, Ross Harrison, Ken Lanovich, Roland Legault, Ian McCord, Ian Smith, Jim Spurway, Ken Storey, Doug Wilson, "NY 4" and "Engine 4466". ■

### Coming Events

**FIELD, BRITISH COLUMBIA:** The Friends of Yoho are holding their annual two-day seminar on The Big Hill and the Spiral Tunnels on **August 28 and 29**. Donald Bain will spend the first day showing and explaining 300+ slides of the railway. On the second day attendees will work west from Morant's Curve back to Field, examining the interesting aspects of the railway including Lake Louise Station, the Great Divide and Divide Creek (there is no strenuous walking involved). For more information, contact Karla Gaffney at (250) 343-6067; e-mail [deb\\_bancroft@pch.gc.ca](mailto:deb_bancroft@pch.gc.ca); or write to the Friends of Yoho, Box 100, Field, BC V0A 1G0.

**SMITHS FALLS, ONTARIO:** Capital Promotions DHT will present "Railfest 2004" at the Smiths Falls Railway Museum of Eastern Ontario, 90 Williams Street West, on **August 28 and 29** from 10:00 to 16:30. Museum tours, operating layouts, Meccano display, model and toy trains, vendors of toy and model train accessories, railroad collectibles, books, videos, DVDs, and more. Adults \$6; Seniors and Teens \$3; Under 12 \$1.50.- Vendor and exhibitor information from Hugh Laing at (613) 592-9402 (weekdays 11:00 to 17:00) or e-mail: [vcrrains@igs.net](mailto:vcrrains@igs.net); or Frank Steele at (613) 378-0309.

**LINDSAY, ONTARIO:** The Central Ontario Division of the NMRA will hold a meet on **September 25** at Police Office Community Room 6, Victoria Avenue North. Registration at 09:30. NMRA members \$3; non-members \$5. Information from Bob Douglas at (613) 962-0462.

**OTTAWA, ONTARIO:** OVAR and BRMNA will sponsor Railfair 27 on **October 16** (11:00-17:30) and **October 17** (10:00-16:30) at Algonquin College, Woodroffe and Baseline. Ten operating layouts, over 40 exhibits and vendors, demonstrations, clinics, raffle layout, operate a train and more. Adults \$7; Teens and Seniors \$4; Children 5-12 \$1; Under 5 free. Free parking. Wheelchair accessible. Additional information at: <http://home.inter.net.ca/~brmna/shows.htm>

**MISSISSAUGA, ONTARIO:** Toronto Show Promotions will sponsor its Toronto Christmas Train Show on **November 20** (11:00-17:00) and **November 21** (10:00-16:00) at the International Centre, 6900 Airport Road. Operating layouts, exhibits, vendors, clinics, photos, videos, books and more. Adults \$10; Seniors \$8; Youth 6-16 \$4; Under 6 free. Free parking. Additional information from Frank Steele, Box 3A-10, Centreville, ON K0K 1N0, tel (613) 378-0309 or visit <http://antiquetoys.ca>

## - - NEW - -

### The Montreal & Southern Counties Railway Co.

by J.R. Thomas Grumley.  
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The Bytown Railway Society is pleased to announce the third volume in our Traction Heritage Series. Author J.R. Thomas Grumley, covers "The Montreal & Southern Counties Railway Company", one of Canada's best-known interurban systems. Tom uncovered so much material and so many great photos that we felt a 36 page book provided for Volumes 1 and 2 would not do the topic justice.

Tom has provided a detailed history of the operation of the M&SC from start to finish and plenty of anecdotal material. This 68-page, soft-cover, landscape format volume is loaded with information. The book contains 93 photos, with detailed captions, plus several maps. Many of the original photos selected for the book were colour slides and we just could not resist presenting at least some of them in colour. As a result, including the covers, 14 of the photos are in colour.

Despite doubling in size and adding colour this latest work is available for only \$24.95 Cdn (including postage and applicable taxes) or \$21.95 US for orders from the United States.

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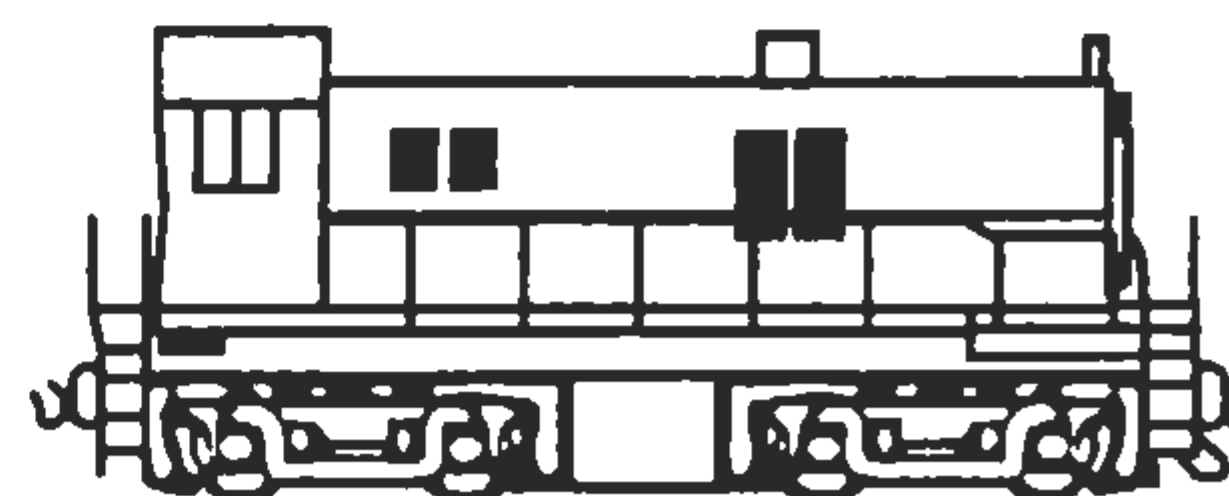
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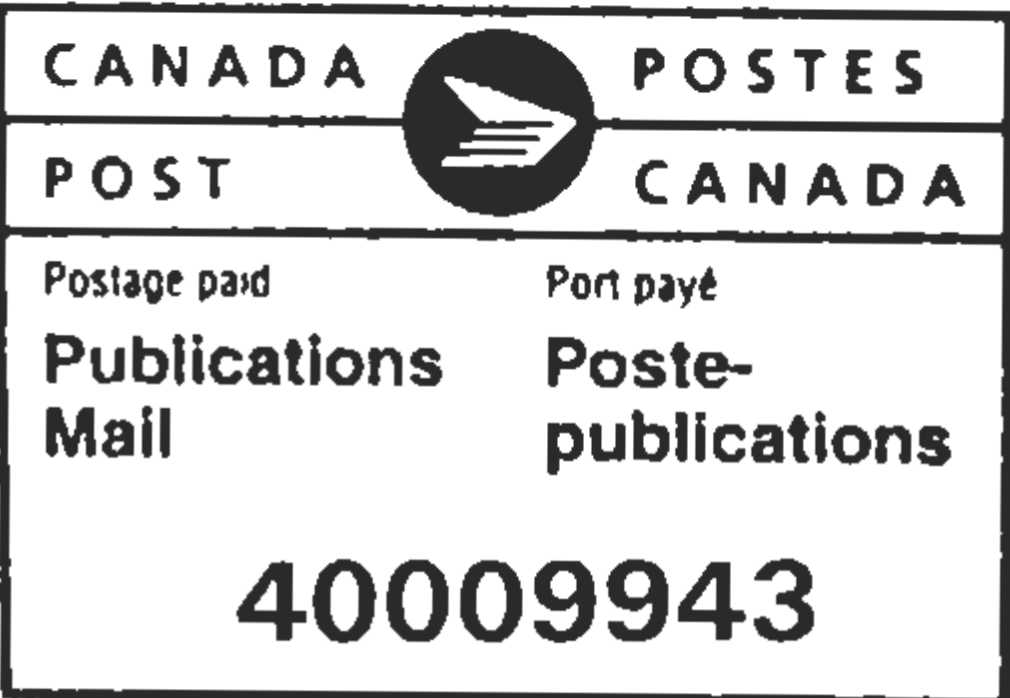


*Only in Canada you say, ..... pity! CP 2816 East, with 17-car Train 40B-28, is at Mile 70 of the Winchester Sub. approaching Avonmore, Ontario, on May 29, 2004. Two passengers wave from the balcony of the "Mount Stephen" as the train nears the end of its 17-day Vancouver to Montreal journey. Photo by Raymond Farand.*

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