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Branchline

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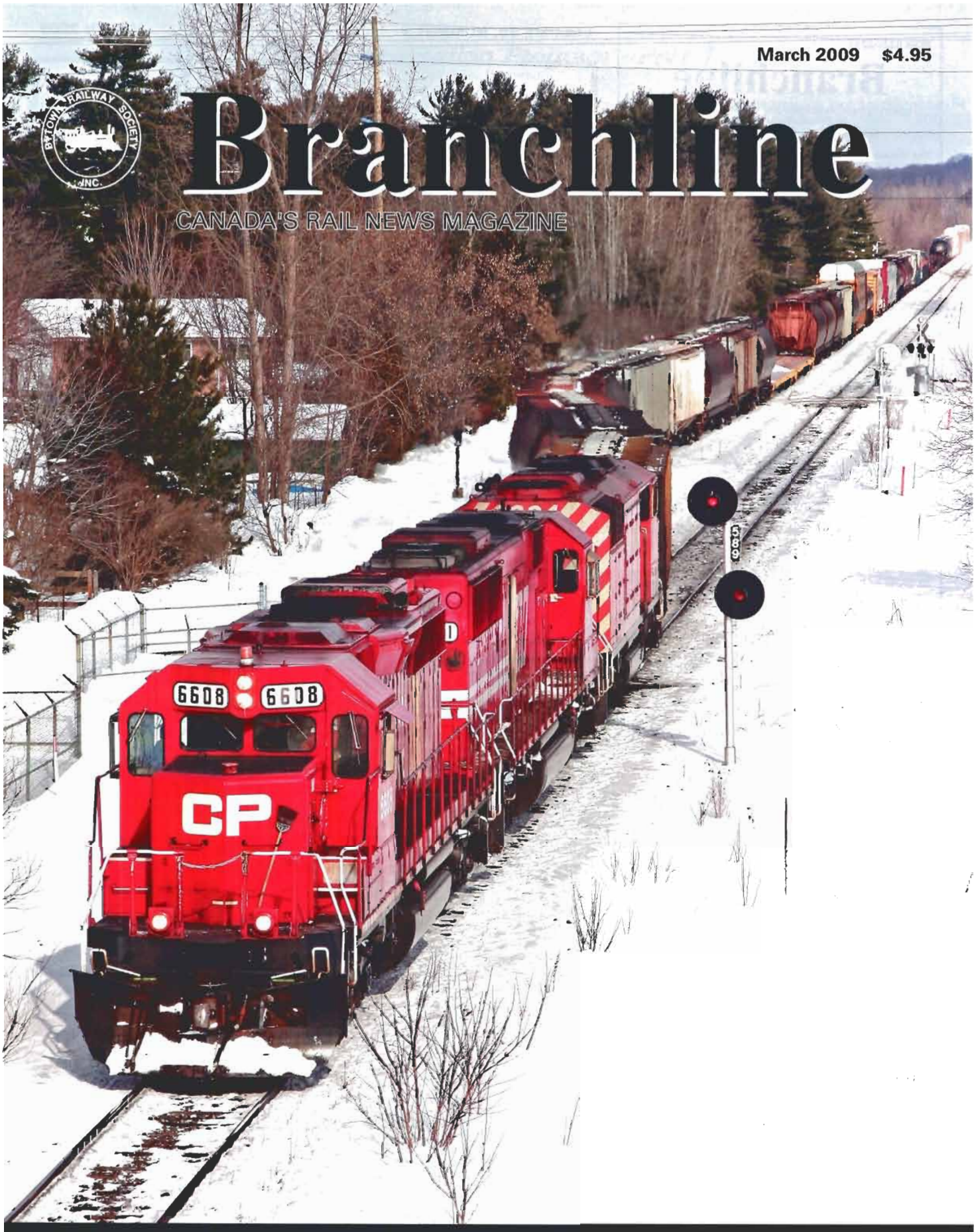

CN's Dieselisation Program • Calgary's West LRT Alignment • Lakeshore Commuter

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Branchline

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by Bytown Railway Society
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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.

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

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

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ON SHEET

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. At the **March 3** meeting, Tom Grumley will give us an illustrated presentation on the history of the Levis (Quebec) Tramway Company. Please see our website [www.bytownrailwaysociety.ca] for further meeting details.

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 is **March 17.**

At the **Annual General Meeting** held on January 6, 2009, reports on publications and on equipment restoration were tabled, and an interim financial report was provided. Director Robert Cummins elected to step down after many years on the executive. John Bryant was elected to replace Robert, and the other six members of the executive were re-elected - see masthead at left for positions.

Equipment Restoration takes place every Saturday at the Canada Science and Technology Museum, located behind the Museum, year round. Members interested in joining the "Dirty Hands Club" please come out, introduce yourself and we'll get you started.

E-mail Addresses: Many members receive advance notice of upcoming meetings and events via e-mail. Kindly keep the Society informed of e-mail address changes at: l_vgoodwin@cyberus.ca

Book Award: The Canadian Railroad Historical Association has awarded its 2007 Book Award to *Canadian Pacific to the East - The International of Maine Division* by Omer Lavallée,C.M., edited by Charles Cooper, published by the Bytown Railway Society in October 2007.

Corrections:

* Nice to see an article in my neck of the woods (CP Nepa/CN Coho - the East End Hotspot - January issue), but I have to correct paragraph 4. Nepa definitely is pronounced "Neepa" (think kneepad without the 'd'). I have only heard it called 'Neppa' by one person, an out of town tie gang foreman who spent a week there and never noticed that he was the only one holding a TOP at 'Neppa". [Mike Mastin]

* The photo of Thousand Islands Railway 500 (February issue, Page 24) was taken by David Page, not David Smith.

Ten Years Ago in Branchline:

* On February 14, the Quebec Railway Corp. acquired CN's Mont -Joli and Matane Subdivisions linking Rivière-du-Loup. The new acquisition sees QRC operating former CN trackage from Rivière-du-Loup through Mont-Joli, Matapédia and Campbellton to Moncton, from Mont-Joli to Matane and from Matapédia to Chandler. The QRC also operates between Chandler and Gaspé on behalf of the Chemin de fer Gaspesie.

* GO Transit has set a ridership record. In 1998, GO trains and buses carried 35.95 million passengers, an increase of 4.4% over 1997's record of 34.42 million.

* West Coast Express, operating commuter service between Mission and Vancouver, BC, celebrated its five millionth passenger on January 19 after just 38 months of operations.

Cover Photo: *CP SD40-2 6608 (nee SOO 6608), SOO SD60 6052 and CP SD40-2F 9024 lead Train 222 out of the passing track at Essa, Ontario, on January 26, 2009. Photo by James A. Brown.*

Press date for this issue was February 9
Deadline for the April issue is March 16

CN's Dieselisation Program - Part 1

by Tom Patterson

Introduction

Immediately after the Second World War, Canadian National Railways operated approximately 4,400 steam locomotives. {Legget 1987, p 182} Except for a few isolated cases of electrically powered locomotives, some diesels or self powered passenger units, no other form of railway motive power could be found in Canada in normal use at this time.

Within a little more than one decade after the end of hostilities in 1946, steam locomotives in daily Canadian railway operations had all but disappeared. The last use of steam power for normal train operations on Canadian National occurred in Manitoba, on April 25, 1960, when 4-8-2 6043 pulled into Winnipeg with passenger train No. 76 from The Pas. {Legget 1987 p 181 } At that time, Canadian railways employed approximately 3,300 diesel locomotives on a daily basis.

Steam locomotive (4-8-2) 6043 rolls into Winnipeg on April 25, 1960, to signal the last regularly scheduled usage of steam power on CN. Photo: Canada Science and Technology Museum (CSTM) 54903-1.

Dramatic as this may seem, it is equally surprising to realize that Canadian National had developed diesel locomotives in the 1920s, and had demonstrated their effectiveness. Over 20 years would pass before CN steam locomotives would start to be replaced by the more or less standard configuration first generation diesel locomotives.

General Motors F3 three-unit demonstrator 754 heads a train eastbound out of Toronto Union Station in 1947. This test run provided an evaluation of the suitability of this type of diesel for CN operations. Photo: CSTM 45531-1.

These first generation diesels typically rode on two trucks, each having two axles, and rarely generated more than 1,800 horsepower, and units of approximately 1,000 hp were initially used to dieselize yard switching assignments.

NW2 7938 switching the coach yard south of Ottawa Union Station in 1949 is typical of the kind of diesel locomotive used to dieselise yard switching tasks. The days are numbered for the steam locomotive switcher in the background. Photo: CSTM 46515-2.

The same general configuration found in yard operations was used for applications on the mainline, albeit with higher horsepower and weight requirements.

F7A 9134 and mate are typical of the types of diesel locomotives used to convert mainline freight operations from steam to diesel. CN acquired 58 F7A and 18 F7B units in 1951-52. Many were rebuilt by CN in 1972-74 and were retired by 1989. Photo: CSTM X-42298.

The objective of this précis is to outline CN's dieselisation process, with particular emphasis on the types of diesel locomotives used, and the general business rationale which guided the conversion from steam to diesel motive power. Illustration of this script has been done mostly by Canadian National images acquired by the Canada Science and Technology Museum.

As a matter of interest, CN did use, and actually pioneered the use of, other internal combustion motive power and alternate power transmission methods. One good set of examples is the self-propelled passenger cars having gasoline or "oil-electric" engines, and, in some cases, batteries. These developments commenced in the 1920s. {Clegg 2005}

Early attempts at the use of internal combustion included several self-propelled oil electric cars such as 15833, built by CC&F in 1930, seen at Truro, Nova Scotia, with a coach in tow. Photo: CSTM 24611.

Secondly, and of more importance, was the Rail Diesel Car (RDC) manufactured by the Budd Corporation. These units were also self propelled, and were used for the same purpose as their gasoline powered brethren, which was to provide for economies in branch line passenger operations.

RDC-3 D-302 is about to depart Harcourt, New Brunswick, in March 1959. Known as Railiners on CN, these diesel-hydraulic, self-propelled cars were acquired starting in 1953. CN operated over 50 of these units, in five configurations. Most were transferred to VIA Rail Canada in 1978 but were mostly sidelined coincident with the halving of VIA services in January 1990. Six RDCs are still operated by VIA Rail (four nee CP and two nee CN). Photo: CSTM FNB-121.

In addition, CN also used diesel locomotives having a hydraulic transmission. A switching locomotive of German manufacture (MaK) was tested in Montreal and the Maritimes, and found to be unreliable.

Early Diesel Developments at CN

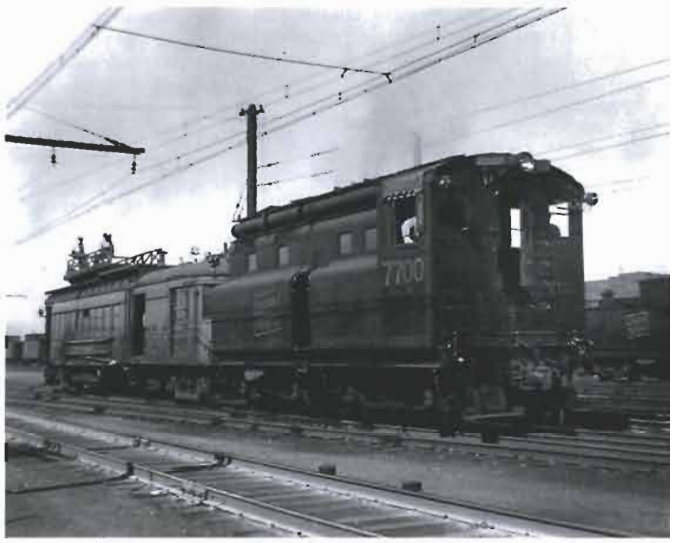
Prior to the commencement of the formal dieselisation program after the Second World War, Canadian National conducted a number of practical development programs with this form of motive power. Two significant events occurred herein during the 1920s. First of all, a self-propelled diesel-electric car, number 15820, ran 2,937 miles from Montreal to Vancouver in 67 hours, a world record at that time. {Clegg 2005 p 18}

This staged and stodgy photograph does not really do justice to the significant event that this self-propelled car participated in. Car 15820 heralded in the transcontinental usage of diesel motive power in North America. Photo: CSTM 23605.

Secondly was the construction of a two unit set (both units initially numbered 9000, but later 9000 and 9001) erected in the Canadian Locomotive Company (CLC) works in Kingston, Ontario, in 1928, each having 1,300 horsepower and equipped with four driving axles. The work of Charles Edward "Ned" Brooks and his staff, in concert with the locomotive supply industry in Canada, lead to the development of an effective diesel locomotive at CN. These units were designed for mainline service. Used initially in passenger service between Montreal and Toronto, they successfully demonstrated the durability and reliability of this form of railway motive power in regular mainline usage. These units were retired in October 1946.

In what was probably a staged photograph, units 9000 and 9001 interrupt the progress of two golfers at the original Royal Montreal Golf Course at suburban Dixie, just east of Dorval, Quebec. The right-of-way the train is on was abandoned in 1961 and is now Bouchard Blvd. in Dorval and Victoria Avenue in Lachine. Photo: CSTM 31545.

A year later, this manufacturer, in concert with Westinghouse and CN, built a diesel for CN which was designed specifically for yard and switching applications {Corley et al, September October 1974}. Unit 7700 generated 380 horsepower and 36,000 pounds of tractive effort.



Locomotive 7700 (renumbered 77 in 1950) is one of the most long-lived of CN's diesels. Built in 1929, it was retired in December 1962, and is now preserved at Exporail in Saint-Constant, Quebec. This photo of 7700 with line car 15708, taken on July 20, 1947 at Turcot Yard in Montreal, provides evidence of the two methods used by CN to reduce steam locomotive exhaust pollution in urban areas. Above diesel 7700 is catenary for electric units that hauled mainline and commuter trains from Central Station in downtown Montreal to Turcot Yard where a steam locomotive was substituted to destination. Photo by E.A. Toohey, CRHA Neg. No. 47-64.

Locomotive 7750 was CN's fourth diesel locomotive, and was delivered in August 1932. This 117 ton unit had 600 horsepower, and like 7700, was designed for switching assignments. She was involved in a wreck in 1946 and was retired in 1948. {Corley et al, November / December 1974 p15/16}

Although unlikely to win accolades for styling, utilitarian switchers such as 7750 helped to establish the benefits of diesel power in marshalling yard usage. Photo: CSTM 37141.

A CN subsidiary, the Thousand Islands Railway, also participated in the early implementation of diesel locomotive technology at CN. Unit 500, weighing only 35 tons, originally built as a straight electric locomotive for the Oshawa Railway, was equipped with a Waukesha gasoline engine, and then upgraded with a 250 horsepower Cummins diesel. {Corley et al, September October 1974, Page 13}

No. 500 is posed by the Gananoque Station in 1948. As the sole locomotive of the Thousand Islands Railway, No. 500 moved traffic between Gananoque and the CN station at Gananoque Jct., a distance of approximately five miles. No. 500 was retired in 1963 and has been displayed in Gananoque since 1966. Photo: CSTM 45979-5.

The Grand Trunk Western portion of the CN System was the first to employ diesel electric power in significant volumes, after the successful testing of "one-of-a-kind" box cab 7730. Two switching locomotives (Model SC 7800 and 7801) were acquired in 1938, and another 15 (NW2 7900-7914) in 1941, all from Electro Motive Division of General Motors Corporation (EMD). In 1942, the GTW commenced purchasing switchers from ALCO (American Locomotive Company), starting with S-2 7915.

Acquired from EMD in 1942 for use on CN's Grand Trunk Western subsidiary, NW2 7912 was transferred to CN between 1943 and 1945. It is shown in Toronto in a very early paint scheme. She was retired in 1974, Photo: CSTM X23653.

The early emphasis on switching locomotives was based upon two factors. First was the need to reduce smoke pollution in urban areas. For example, the Kaufman Act of 1923 banned steam locomotives from New York City. Straight electric locomotives were employed there, as they were in the Mount Royal Tunnel in Montreal. However, dieselisation was ultimately found to be a more economical and flexible solution.

The second key factor was locomotive availability. Diesel switchers did not require regular servicing between shifts, as was often the case for steam switchers. In terminals having "around-the-clock" switching assignments, fewer locomotives were required for a given workload.

In terms of other Canadian operations, two rather small diesel-electrics (7751 and 7752) were acquired by CN in 1947. These units were built by General Electric, weighed 44 tons and had a horsepower rating of 400.

Among the most diminutive of CN's diesel fleet, unit 7752's weight of 44 tons was sufficiently light to circumvent labour laws related to the use of a fireman. This locomotive was acquired in May 1947, and was used on extremely light trackage in Prince Edward Island until April 1965, when it was sold for private industrial usage. Photo: CSTM X26669.

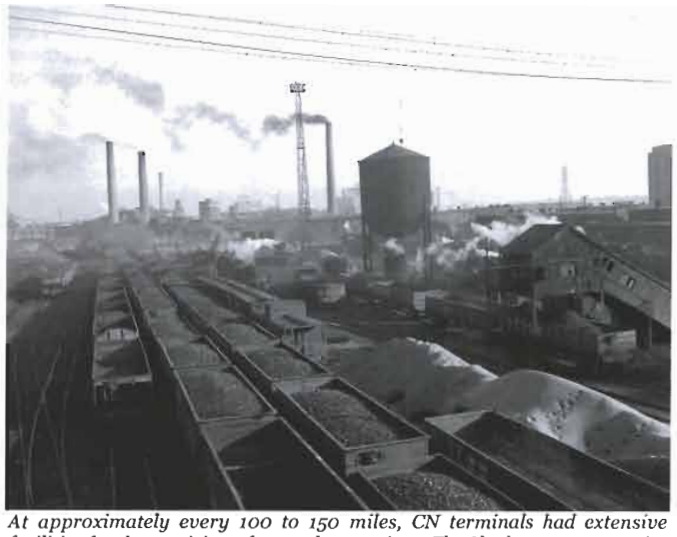
These successful developments positioned Canadian National as a clear leader in the development and practical application of railway diesel motive power in Canada.

Dieselisation Programme

Despite the fact that CN had successfully pioneered the use of diesel power for road applications through development of units such as 9000-9001 in 1928, it was not until the late-1940s that CN undertook domestic dieselisation seriously. In fact, CN took delivery of its last steam locomotive, Mountain type 6079, in 1944. However, as mentioned above, "production line" diesel switchers had been used within CN's US subsidiaries, notably the Grand Trunk Western, since 1938.

The reasons for this delay in Canadian dieselisation were many and varied – wartime restrictions, unproven reliability under severe winter conditions, a shortage of Canadian diesel manufacturing capacity coupled with a reluctance to pay the taxes associated with imports, and concern of the impact on coal-producing areas of Canada are a few.

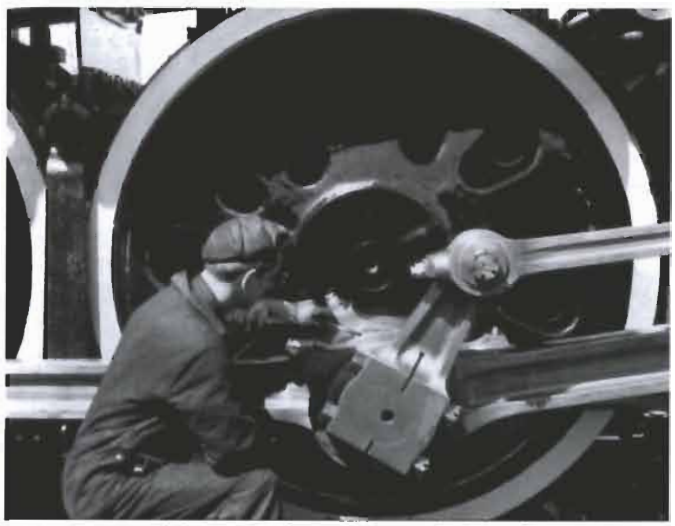
Notwithstanding the impediments cited above, dieselisation was ultimately embraced for a number of sound economic reasons. Firstly, servicing of the "iron horse" was very labour-intensive, and the cause of relative poor locomotive utilization. For example, a coal-fired steam locomotive typically required replenishment of fuel and water (every 100 miles, and 50 miles respectively, depending upon locomotive capacity and operating conditions). This activity occurred between train crew terminals (typically 150 miles), delayed traffic and compromised railway plant capacity. In fact, the determination of a day's work for a train crew was primarily set by the average speed that could be attained by steam locomotive powered trains.



At approximately every 100 to 150 miles, CN terminals had extensive facilities for the servicing of steam locomotives. The Skydome now occupies much of the Spadina shops site shown here. This photograph illustrates the real estate and facilities required to provide for the "care and feeding" of passenger train steam locomotives and local switchers serviced in Toronto. Photo: CSTM 49105-1.

In contrast, even the first generation of road freight diesels did not require enroute water replenishment, and could travel over 500 miles or more before requiring a stop for more fuel.

Steam locomotives typically required some sort of maintenance after about 150 miles of running. For example, the ash pans of coal-fired "iron horses" had to be "shaken-out". And the lubrication ritual conducted by steam locomotive engineers and shop staff was a part of the steam locomotive era folk lore. Diesel units did not require this frequency of attention and cost.



In the steam age, lubrication of a steam locomotive's running gear was an essential and time-consuming task. Almost-new Northern (4-8-4) 6169 is shown being lubricated by an engine crew member in 1940. Photo: CSTM 420-12.

In terms of train powering flexibility, railway management in the steam era basically had two options if longer and heavier trains were desired, or if steep gradients were to be overcome. Assuming that track engineering (e.g., axle loading limits) and plant configuration (e.g., siding lengths) were adequate, larger and

more powerful steam locomotives, run by one crew, could be acquired. Or, two or more steam locomotives could be assigned to a heavy train, each locomotive requiring an engineman and fireman.

The first option could potentially restrict these more powerful locomotives to a defined territory, which, in turn, might compromise the economics associated with motive power distribution. The second option had obvious and direct negative economic impacts.

The use of diesel units, however, suffered none of these restrictions. Through use of the multiple unit (MU) cables, individual diesel locomotives could be combined into a multiple unit "consist" under one engineman's control. The prime limiting factor is the maximum drawbar force between the locomotive "consist" and the train.

In short, due to these and other factors, the viability of diesel road locomotives, and the economic advantages of their deployment, became irresistible.

The first significant inroads made by mainline freight diesels occurred in 1948, when CN ordered 28 F3 type diesel units from the Electro Motive Division of General Motors Corporation in the US. Delivery started in May 27 of that year, and all but six were assigned for use on the Grand Trunk Western, a US subsidiary of CN. These units weighed from 111 to 114.5 tons, and had a horsepower rating of 1500 each. {Corley et al November December 1974}

This photo of GM F3A 9005 illustrates the type of diesel first used to convert mainline freight operations from steam power. The large water tower in the background provides evidence of the lingering presence of the steam locomotive. Photo: CSTM X29979.

The introduction of diesel locomotives at CN was conservative at the outset. The first territory to be completely dieselised was the province of Prince Edward Island. The high cost of moving coal to the island was the prime business reason for this project. Also, the CN territory on Prince Edward Island was considered to be a good location to acquire further implementation knowledge and experience. It was essentially isolated, and supported a modest traffic volume. Dieselisation could be accomplished with a minimum of diesel units. Furthermore, the relatively light 70 pound rail on PEI would limit diesel sizes to that of a switcher, a type with which CN had a reasonable degree of experience and confidence. Diesels first arrived on Prince Edward Island in 1947. The last steam locomotive to run there was ten-wheeler 1149 on September 23, 1950. {Graham 2001, p 158}

This 70 ton, 660 horse power, 4 axle unit was one of 18 built by General Electric in 1950 for use on Prince Edward Island. Their light axle loading was well suited for the modest roadbed in this province. All but four were retired by the mid-1970, and replaced by larger, 6 axle units having roughly the same axle load. Photo: CSTM 46862.

Similarly, the narrow gauge CN rail operations in the province of Newfoundland were converted to diesels, starting in 1953. Newfoundland's steam locomotives were all retired by 1957. [Palmer September/October 1985, p 7}

A change in the executive at Canadian National signalled a change in the pace of the dieselisation process – Donald Gordon was appointed the president of CN in 1950, and he and his staff quickly initiated a formal dieselisation program at CN. Prior to the appointment of Donald Gordon, dieselisation had been approached cautiously at CN. As pointed out above, switching assignments had been an early target for sound economic and environmental reasons. Also, mainline diesel motive power had been tested, and selected territories, such as Prince Edward Island and Newfoundland, were about to be dieselised. Donald Gordon accelerated this process. At the outset, the superior performance of diesels over steam locomotives in freight operations was exploited, primarily from East to West towards the Prairies. Passenger service would follow, commencing significantly with the *Ocean Limited*, between Halifax and Montreal, on October 6, 1954. {Palmer, Sept/Oct 1985}

A CN employee prepares to complete an operating Rule 111 "roll by" inspection of a passenger train hauled by steam locomotive 6403, while a diesel-powered freight train waits. This scene was common during the steam-to-diesel transition era, in that freight traffic was generally given dieselisation priority over passenger traffic. Photo: CSTM X30073.

First Generation Diesels

As was the case with steam locomotives, diesels locomotives were designed and built to suit differing usages, although the differences within the diesels types is more difficult to discern visually.

Diesel and steam switching locomotives are smaller than mainline power, simply because they normally did not require the higher horsepower and tractive effort of road locomotives.

Steam switcher (0-6-0) 7337 and MLW S-2 7995 provide a symbolic image of the "changing of the guard", from steam to diesel at Winnipeg during 1951. S-2 7995 was delivered in 1949, while 7337 managed to survive scrapping until 1957. Photo: CSTM 47630-2.

Generally speaking, most large scale railways operating during the era of transition from steam to diesel power provided a passenger service. The operational demands of passenger and freight service have subtle differences, so the first generation of road diesel power at CN can be divided into two types: those for passenger service, and those for freight.

Two prime factors differentiated first generation passenger and freight diesel locomotives. Firstly, the passenger cars of that period required steam for heating – this had been provided by the steam locomotive through steam pipes connected between each car in the passenger train. Accordingly, steam generators were typically installed in diesels designed specifically for passenger service.

CPA-16-a

Passenger locomotive CPA16-5 6703 was built by the Canadian Locomotive Company in Kingston. Its configuration is very similar to its freight counterpart, but a 3-axle rear truck was required to spread the additional weight of the steam generator and associated water tank to the rear of the locomotive. Photo: CSTM 54091-3.

These steam generators could be installed in "A" units, which were equipped with a full operating cab, and in "B" units. These "B" units were designed to operate behind the "A" units having full controls, and, as a result, had only limited controls intended for maintenance movements only.

Within its first generation fleet of diesels, CN opted to economize by purchasing some diesels without an engineman's control cab. F9B 6633 is designed for passenger service, in that it is equipped with two steam generators and geared for higher speeds than freight units. Photo: CSTM 53651-2.

In fact, to facilitate the usage of freight diesels not equipped with steam generators in passenger service, 95 "steam generator units" were built by three Canadian manufacturers: General Motors Diesel Division, Canadian Car & Foundry and National Steel Car between 1956 and 1960. Some earlier steam generator units, such as CN 15613 below were built by CN in 1952.

Operational flexibility was provided by Steam Generator Units, which allowed the use of freight diesels in passenger service. Despite the fact that freight units did not generate steam, a steam generator unit could be added to a passenger train to fill the need. Each steam generator unit contained two steam generators. Photo: CSTM X44939.

Secondly, passenger trains generally ran at higher speeds than freight trains. This necessitated a lower ratio between the axle mounted gear and the traction motor pinion gear.

Generally speaking, first generation mainline diesels used in Canada, either freight or passenger, featured horsepower ratings of 1,500 to 1,800, ran on two trucks, each having two axle-hung traction motors. In addition, they were typically manufactured by one of three organizations: General Motors Diesel Division (GMDD), Canadian Locomotive Company (CLC), and Montreal Locomotive Works (MLW). General Electric (GE) provided a handful of low horsepower units.

Dieselisation of CN's "Super Continental" service between Montreal/Toronto and Vancouver was initially accomplished through use of FP9 and F9B passenger units manufactured by GMDD, FPA-2 and FPB-2 units from MLW and CPA16-5 and CPB16-5 units from CLC. The "Super Continental" behind FP9 6511 and a F9B is shown in a staged photo at South Parry, Ontario, in September 1956. Notice the steam escaping from couplings between the "A" and "B" units. Photo: CSTM E-1335-1.

Hailed as the first "streamlined" diesel built in Canada, Montreal Locomotive Works FA-1 9400, a freight unit, emerges for the erection shop amid appropriate fanfare in 1950. In appearance, the MLW passenger unit counterpart appeared almost identical to 9400, except for the paint scheme designed to harmonize with that of the passenger cars. No. 9400 is preserved at Exporail in St-Constant, Quebec. Photo: CSTM 46870-1.

CN tested the use of 6-axle passenger locomotives (Model PA-1, Nos. 9077 and 9078) built by the American Locomotive Company (ALCO), MLW's US counterpart, but ordered only 4-axle MLW passenger units. As well, in 1950 CN evaluated demonstrator passenger locomotives 4801 and 4802 built by Fairbanks Morse, the US parent of CLC. CN did purchase six CPA16-5 and six CPB16-5 passenger units from Canadian Locomotive Company in 1954-55.

During the steam-to-diesel transition, Canadian National's rail network still contained more branch line mileage that main line. Much of this secondary trackage contained roadbed infrastructure that could not support the axle loading of standard first generation diesels. This situation caused another variation in types of first generation diesel locomotives used by CN. The problem was circumvented by employing diesel locomotive trucks having three axles, with traction motors mounted on the outside axles only. The middle axle was not powered. The added axles effectively reduced the locomotive's axle load on the track infrastructure.

This builder's photograph of GMD1 1043, a product of GMDD, illustrates the 3-axle trucks used to reduce the locomotive's axle load and thereby accommodate light branch line rail. Notice the relatively small fuel tank, which further reduced weight, and was adequate for the short runs on secondary trackage. Photo: CSTM 54321-1.

CLC's contribution to the need for "light-axle" locomotives is represented by H12-64 7603, built by Canadian Locomotive Company in 1951. This provides an example of the employment of a steam generator unit. Photo: CSTM 47702.

During the first generation of dieselisation at CN, only one significant exception to the practice of limiting three axle trucks to those of only two traction motors was unit H24-66 3000 (later 2900) manufactured by Fairbanks Morse in 1955, popularly known as a Trainmaster.

CN's one and only Trainmaster locomotive from Fairbanks Morse was at times relegated to the lowly task of switching ore cars at the ore docks near Thunder Bay. Photo: CSTM X42539.

This unit was the only one of its kind to be used by CN. It featured a horsepower rating of 2400, and weight of 188 tons. Its use was essentially confined to the movement of ore cars at the dock loading facilities at Neebing, near Thunder Bay, Ontario, the transfer of heavy trains within Montreal and Toronto terminals, and commuter service. This locomotive was one of the few three axle first generation locomotives used by CN having all axles powered.

RSC-18 1751 and 1752 pass the station at Kensington, PEI, in July 1976. The units were built by MLW in 1959 as RS-18 3844 and 3845. In 1975-76, thirty-eight RS-18 units had their 2-axle trucks replaced with 3-axle trucks recovered from RSC-13 and RSC-24 units for use in Prince Edward Island and light branchlines in the Maritimes (new numbers were 1750-1787). Photo by Newton Rossitor.

Effects of Dieselisation

Five prime economic benefits resulted from railway dieselisation at CN.

Firstly, through the use of multiple unit connections, many diesel units could be connected to pull longer, heavier trains, which were operated by one engineer. Also, a fireman was ultimately not required. As a result, the crew costs per gross-ton-mile dropped significantly.

Secondly, diesels required much less servicing between assignments. Not only were servicing costs reduced, but the availability of locomotives for usage was increased substantially. Effectively, this factor reduced locomotive fleet requirements for a given traffic workload.

Thirdly, enroute stops for fuel and water at and between divisional crew change points were either eliminated or drastically reduced. This resulted in faster average freight and passenger train speeds, which contributed positively to rolling stock and locomotive utilization and ownership/usage costs. Clearly, the costs of owning and operating line point fuelling and watering locations were also reduced.

Fourthly, dieselisation, coupled with the information handling capabilities of computer systems, enabled the management of the CN motive power fleet from one location. This was made possible by the greater operating range of a diesel over a steam locomotive between servicing. In the days of steam, locomotive assignments were typically controlled by the divisional dispatching offices, simply because steam locomotives "bunched up" between assignments at divisional servicing shops. However, if divisional servicing is minimized, then locomotives could remain on their trains during a crew change, and "run through" (for example, a Region the size of Ontario containing many divisional points). The net result was that diesel assignments could be managed more centrally. This factor minimized the time locomotives rested idle awaiting assignments.

And, finally, the latent heat of vapourisation of boiler feed water cannot be recovered in a steam locomotive so that its thermal efficiency is much less than that of a diesel engine powered locomotive. Depending upon the relative cost of coal or Bunker C oil and diesel fuel oil, the use of diesel traction brought considerable fuel cost savings.

Despite the higher ownership costs associated with diesels, these economic factors spelled the death knell of the steam locomotive.

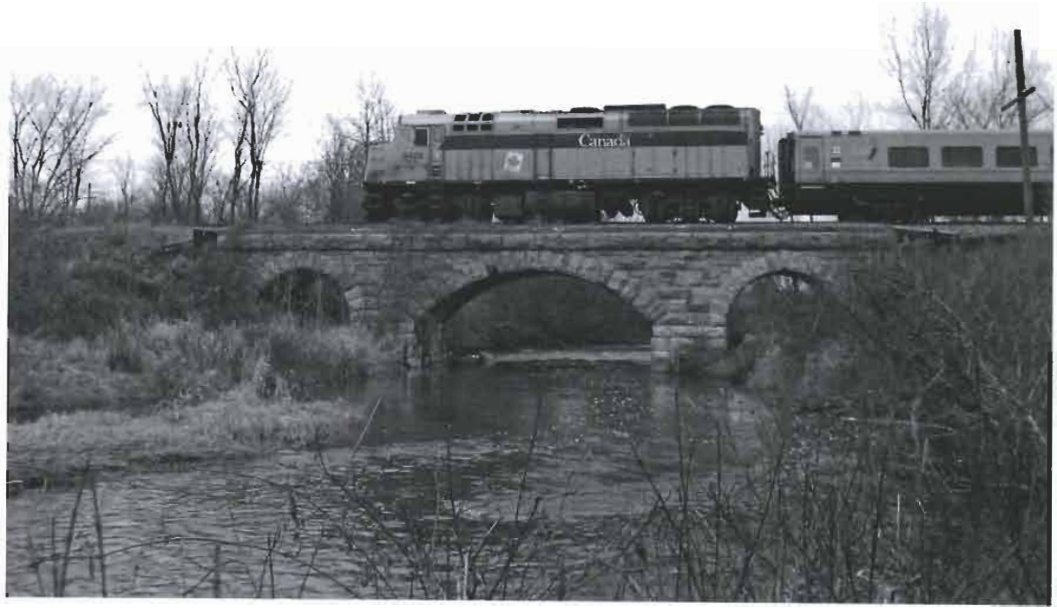
I would like to thank Bob Radford, John Read and Conrad Steeves for taking the time to review this material and offering clarifying observations.

Thanks are also due the management and staff of the Canada Science and Technology Museum who provided access to CN's image library, and very valuable insights as to how best to navigate through the more than 1 million images in this library.

Next time: CN's second generation diesels, and the more important technological innovations that CN implemented on these locomotives. ◘

Bridge over Green's Creek

Story and Photo by Colin J. Churcher



VIA F40PH-2 6428 is seen on 19 November 2006 crossing the stone arch bridge over Green's Creek on the M&O wye in Ottawa. It is heading back to Ottawa station having turned its train preparatory to returning to Toronto. The site was visited by members of the Ottawa Railway History Circle who came up with the following details.

This was originally part of the Canadian Pacific Railway M&O (Montreal and Ottawa) short line, via Rigaud, which was built in 1897-98 and opened to traffic on 5 September 1898.

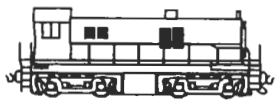
Grading on this main line was almost completed by October 1897 but there was still some work to be done on the bridges. To cross Green's Creek, the windings of which are serpentine where the track crosses, three bridges had to be built, but the masonry was not heavy. However, there were several fires in the swamps and brush wood of that vicinity, and the smoke was a great annoyance to those working on the line. It was made worse by a severe drought which was not anticipated so late in the year. Then, in mid-October 1897, there was a downpour and the bridge was almost broken. A freshet caused the creek to rise and it carried down a large elm tree. The tree struck a pier and knocked away all the framework except for one support. This framework was supporting the bridge. Fortunately the single support held and the engineers were quickly able to replace the framework. The workmen who were on the bridge at the time had to take to the rafts and had all the supports broken the structure would have fallen causing considerable damage besides delaying the work at this point for some time.

On 14 December 1897 the *Ottawa Citizen* reported:

"Yesterday, the last stone was laid on the most important piece of work on the construction of the new C.P.R. line to Ottawa. It was on the large stone bridge across Green's Creek which was built by Messrs. Brewder and MacNaughton. The bridge is built wholly of stone and in a most substantial manner. There are three arches, a centre one, thirty feet in length and a fourteen foot one at each end. The same firm constructed two other stone bridges on the line and have been highly congratulated by every person who has seen them on the splendid character of the work."

The line was inspected by the CPR General Manager, Mr. Tait, on 19 May 1898. The *Ottawa Journal* reported:

"At 2.05 p.m. Mr. Tait gave the word to start and the order was "The best speed consistent with safety". At Green's Creek - five miles out - the new stone bridge was inspected. It is a three arch structure and nicely finished. The first station reached was Blackburn, a flag station, but no stop was made. The country is a lovely one, and the recent rains had brought the foliage and grass in all their fresh and verdant beauty." ◘



CN RAIL PURCHASE RAISES HOPES AT BELLEDUNE PORT: Officials at the Port of Belledune (New Brunswick) say they'd welcome any improvements made by CN to portions of the New Brunswick East Coast Railway. CN bought back the 196 miles (315 kilometres) of NBEC track, along with two other railway subsidiaries in Quebec, it sold in the late-1990s to Quebec Railway Corp. last November for $49.8 million. The NBEC runs north-south from Pacific Junction to the Quebec border at Campbellton.

Port of Belledune president and CEO Rayburn Doucett said 2008 was a banner year for the province's northeastern seaport, and the port's geographic location and access to all forms of transport, including rail, were big reasons why. "Rail lines are extremely important to the port's infrastructure, we have spur lines that connect with the main line that goes all the way here to our terminal, and it's something we use on a daily basis," said Doucett. "We're looking at getting into more containers, we're going to need rail, and we're extremely pleased to hear that a company with CN's reputation are committing themselves here."

CN is pledging an undetermined amount of money over the next three years to upgrade its new acquisitions, and will also be replacing its fleet of locomotives with more modern and fuel-efficient vehicles, said a company spokeswoman. Julie Senecal, CN's communications manager for Quebec and Atlantic Canada, said the company isn't able to offer a timetable for the upgrades and that the process is still in its planning stages. She said although much of the NBEC track is in fairly good condition, it will require some work. "There are pieces of track that are only capable of handling maximum weight of 264,000 pounds, which really isn't up to the latest standards," said Senecal. She said most weight standards in CN's network are designed to handle 280,000 pounds. "We're surveying the line right now, so we're just looking at what kind of work needs to be done on it." Senecal said the acquisition won't affect VIA Rail passengers, or the 214 employees who work along the former QRC lines.

Doucett said a more efficient rail network will, in turn, make the Port of Belledune more profitable and help ensure its long-term viability. He said he's projecting 2008 record revenues at about $2.8 million, compared with just $175,000 in 2004. Domestic cargo count was also up almost 50 per cent in 2008 over 2007. Belledune was the only port in the province to register any growth in 2008. "If you come from anywhere in Europe, you're closer to Belledune than you are to Halifax, there's about half a day's difference," said Doucett. "We're also closer to Montreal and Toronto so we can say, bring your product to Belledune, we'll put it on the train and it's into Montreal overnight, so it's a great marketing tool for us." He said the Port of Belledune ships and receives products such as aggregate, zinc, coal, gypsum, wood pellets and heavy equipment. (**TimesTranscript**, Jan. 23)

CN REPORTS Q4-2008 NET INCOME OF $573M: CN reported its financial and operating results for the quarter and year ended December 31, 2008. The company suffered a drop in fourth-quarter profits to $573 million, mainly because of big gains in the year-earlier period. That compared with a profit of $833M in the same 2007 period. Revenues in the final quarter of 2008 grew 13% to $2.2 billion. Operating income increased 11% to $820M, while the operating ratio increased by 0.6 of a point to 62.7%. CN's volume was down 9.8% in the quarter.

CEO Hunter Harrison said the railway turned in a solid fourth-quarter performance despite significantly lower volumes. "The North American economy is in recession, and we do not know how long or deep it will be. And, although overall freight demand is much weaker, the basic driver of our business - demand for reliable, efficient, cost-effective transportation - remains intact. To meet our long-term objectives, we will continue to maintain pricing discipline and pursue opportunities that extend beyond business-cycle considerations." Looking ahead, Harrison said the railway will "do what's necessary to manage our assets and costs effectively in response to lower traffic volumes." That suggests some cost cutting may be on the way. The company has temporarily laid off nearly 650 employees and expects attrition of 2,200 workers this year, or 10% of its work force. The company also said that while it plans to close its classification yard in Edmonton, the city remains vital to CN's future. Harrison, who plans to retire at the end of this year, said his successor could be named this September or October, likely emerging from within CN's executive ranks.

Net income for 2008 was $1,895M, compared with net income of $2,158M for 2007. Operating income for 2008 increased to $2,894M from $2,876M in 2007. Revenues for 2008 increased by 7% to $8,482M, mainly due to freight rate increases, of which approximately half were related to a higher fuel surcharge resulting from year-over-year net increases in applicable fuel prices, and higher volumes in specific commodity groups, particularly metals and minerals, intermodal, and coal, which also reflect the negative impact of a conductors' strike on first-quarter 2007 volumes. These gains were partly offset by lower volumes due to weakness in specific markets, particularly forest products and automotive, the impact of harsh weather conditions in Canada and the US Midwest during first-quarter 2008, and reduced grain volumes as a result of depleted stockpiles. Revenue ton-miles declined by 3% in 2008 from the 2007 level. CN's 2008 operating expenses increased by 11%, to $5,588M, mainly due to higher fuel costs and increases in purchased services and material and in casualty and other expenses. These factors were partly offset by lower labour and fringe benefits expense. The operating ratio was 65.9% in 2008, compared with 63.6% in 2007, a 2.3-point increase. (**CNW, Canadian Press,** Jan. 22; **Globe and Mail,** Jan. 23)

CN DONATES $1.25 MILLION TO THE NEW CN ROUNDHOUSE AND CONFERENCE CENTRE: CN has donated $1.25 million to support the construction of the new CN Roundhouse and Conference Centre at the West Coast Railway Heritage Park in Squamish, BC. Scheduled to open in September 2009, the new $6.25 million facility will become the park's feature exhibit building and will house seven historic railway locomotives year round.

The 22,000-square-foot CN Roundhouse and Conference Centre will be the largest banquet/meeting facility on the Sea to Sky Corridor, hosting up to 1,200 people. It will be equipped with an environment-friendly geo-thermal system for heating and cooling, greatly reducing energy consumption. The facility also received financial support from the provincial government and other private donors. David G. McLean, CN's chairman of the board, said: "CN is very proud to support one of Canada's greatest railway heritage attractions that benefits families, communities and local business."

Don Evans, president and chief executive officer of the West Coast Railway Association, said, "This is a very exciting day for all of us who have been working on this development. CN is a long-time supporter of the West Coast Heritage Park and we are delighted to place CN's name on the new facility. They were also instrumental in providing additional funds enabling us to install the geo-thermal system making the CN Roundhouse environmentally efficient and reducing energy consumption."

The West Coast Railway Heritage Park, a project of the non-profit West Coast Railway Association, is Western Canada's largest railway heritage attraction. Since first opening in 1994, more than 375,000 visitors have come to the Heritage Park. With the addition of the new CN Roundhouse and Conference Centre, average annual visits will grow towards 75,000 and it will become Canada's most visited heritage railway site. As an Imagine Caring Company, CN is committed to contributing one per cent of pre-tax profit to registered, non-profit organizations in communities where our employees work and where we operate our business. (**CN Release**, Jan. 29)

CN TO APPEAL TRANSPORT RULING ON OVERCHARGING FARMERS: CN is challenging a Canadian Transportation Agency ruling that it exceeded its revenue cap for grain hauling in 2007-2008, a spokeswoman for the railway said. On December 30, the federal regulator determined that CN had exceeded the cap by $25.9 million for the crop year ending July 31. The company was compelled to refund the amount, plus pay $3.9M in fines, pending any appeal. CN has appealed the CTA determination to the Federal Court. Kelli Svendsen, a CN spokeswoman, said the railway was

not appealing the dollar amount per se, but the CTA's methodology. "We are appealing the CTA's determinations of the revenue cap," she said. (**Winnipeg Free Press,** Jan. 31)

CN CLOSES TRANSACTION TO ACQUIRE ELGIN, JOLIET AND EASTERN RAILWAY: CN has completed its acquisition of the principal lines of the Elgin, Joliet & Eastern Railway Company (EJ&E), despite a last-minute appeal that was turned down by some suburban Chicago communities. The closing follows the January 23, 2009, effective date of the Surface Transportation Board's (STB) December 24, 2008, decision approving the transaction. CN will now begin a measured, step-by-step integration of the acquired EJ&E lines to ensure a safe, efficient combination of the two rail operations. EJ&E operates over 198 main line miles of track encircling the City of Chicago from Waukegan, Illinois, on the north, to Joliet, Illinois, on the west, to Gary, Indiana, on the southeast, and then to South Chicago. The Transtar subsidiary of United States Steel will retain railroad assets, equipment, and employees that support the Gary Works site in Northwest Indiana, and the steelmaking operations of U. S. Steel. These remaining operations will become the Gary Railway.

E. Hunter Harrison, president and chief executive officer of CN, said: "With this closing, we can move forward to fulfill the promise of the EJ&E acquisition, which will help drive new efficiencies and operating improvements on CN's network. Streamlined rail operations, along with reduced congestion resulting from the acquisition, are critically important to the Chicago region's economy and its continued role as one of America's most important transportation hubs." Harrison said CN remains fully committed to mitigating the environmental impacts of the acquisition on communities along the EJ&E, as demonstrated by CN's comprehensive voluntary mitigation plan, which was adopted by the STB in its mitigation requirements, as well as the company's voluntary mitigation agreements reached with 10 Illinois and Indiana communities. In connection with its undertakings to the STB, CN will be actively engaged in ensuring compliance with the various monitoring and reporting requirements included in the STB's decision approving the transaction, including the appointment of a CN community liaison officer for municipalities along the EJ&E that will be affected by the acquisition. CN is committed to keeping inner-arc communities and those along the EJ&E regularly updated on key developments and milestones during the integration of the EJ&E into the CN network and rerouting of CN trains.

Gordon Trafton, senior vice-president, Southern Region, welcomed EJ&E employees to the CN family. "We look forward to EJ&E employees joining CN's team of railroaders," Trafton said. "The acquisition will provide CN with a more efficient and consistent connection between the Eastern, Western, and Southern regions of CN's network. We will apply our proven business model in implementing this acquisition using the careful, step-by-step approach we have employed in our previous transactions to flawlessly integrate these operations." CN said it will post notices of any additional trains at EJ&E rail crossings beginning today, 30 days or better in advance of the move. It will also publish notices in newspapers. The company said it had not yet determined how many additional trains would be added starting March 4.

Despite completing the acquisition, opponents of the merger vow to contest CN's use of the route to expedite cross-continental rail freight moves. The Regional Answer to Canadian National, or TRAC, a coalition of suburban communities, argues that CN's acquisition is not final, because of a complaint it has filed with the U.S. Court of Appeals. TRAC also notes that the Illinois Commerce Commission has filed a petition with the Surface Transportation Board, urging STB to reconsider its approval of the deal. STB granted approval last December. 23. ICC states that STB's environmental impact study was not thorough enough to address traffic conflicts, safety issues, and other matters. (**Canadian** Press, Jan. 22; **CNW**, Feb. 1; **RailwayAge**.com, Feb. 2)

CANADIAN PACIFIC RAILWAY

RAIL SPUR SOLD TO CP: Leduc County council has approved the sale of the Nisku rail spur line to CP. Michael McLean, Director of Public Works and Engineering for the county, said CP first expressed an interest in buying the line, which runs for 1.6 kilometres between 5 Street and 17 Avenue in Nisku, in early 2008. At that time, an inspection of the line revealed the county would have to spend $265,000 on maintenance in addition to between $48,000 and $60,000 to operate the line. "We had options," MacLean said. "We could close the line, move to a user-pay system or continue to manage, own and spend money in our operations budget." Under the purchase agreement, CP must cover the costs of maintaining and operating the line. Approximately 23 properties border on the line and use it for loading and unloading product. Once CP takes over the line, businesses will still be able to apply for a connection in order to use the line, MacLean said. The county has the option to buy back the line if at some point in the future CP decides to close or sell it, MacLean said. (**Leduc Representative,** Jan. 23)

WORST MAY BE BEHIND CP: While the outlook for 2009 is somewhat hazy at CP, early indicators suggest the worst may be behind it. Canada's second-largest railway was forced to park 270 locomotives, mothball 15,000 rail cars and temporarily lay off more than 1,400 workers in recent months as it curbed operations to deal with declining volumes that bottomed out with a 30%-plus dip in shipments in the final two weeks of 2008. Leading the slump were massive declines in the coal (76%) and auto (30%) sectors at the end of December after Teck Cominco Ltd. and the three North American automakers shuttered operations to deal with declining demand. It certainly wasn't the best year-end - nor the start of a new one - but it appears CP may have turned a corner. It even announced that it had agreed to raise about $603-million by selling new common stock to a syndicate of underwriters. Last week, its carloads were down just 3.5% year-over-year after double-digit declines in the first two weeks of January, and about 400 workers have returned to work as coal and auto shipments came back on line. "The first couple weeks of the year - which looked awful - that's not at all reflective of what is happening of late," said Fred Green, CP chief executive. "The numbers have come back to the point where they are clearly down from last year, but nowhere near what we experienced in the first two or three weeks."

CP's management, however, refused to give an outlook for 2009 while discussing its fourth quarter results, saying there's too much uncertainty in the economy. In the meantime, CP said it would slash its capital expenditures this year by $200-million (to about $800-million) in order to ensure its balance sheets remained strong. While CP knows where it is week to week, Mr. Green said it is almost impossible to know what 2009 will hold. "The problem is we're not sure we can extrapolate that number out and say that's what you can expect, because we just don't know," Mr. Green said, adding the railway's customers are facing the same sort of uncertainty. CP reported its profit declined 41% in the fourth quarter in part, because of a sizable income tax hit. "We believe that the headwinds that afflicted CP in 2008 such as an inefficient fuel recovery mechanism and slow implementation of cost reductions are largely behind them," said Fadi Chamoun, UBS analyst, in a note to clients. "Going forward, expected cost savings of $100-million over the next two to three years, positive contribution from DM&E and robust pricing are supportive of a recovery in earnings." (**CNW, Financial Post**, Jan. 27)

VIA Rail Canada

COUNCIL ASKS VIA RAIL TO CHANGE FENCE PLANS: VIA Rail will be asked to back off on the planned location of a safety fence alongside its tracks in Windsor to free up more space for emergency vehicles in the town's narrow waterfront subdivisions. Council unanimously agreed to negotiate with VIA to have the planned fence erected no more than 15 feet out from the centreline of its tracks, rather than 25 feet, where the railway has already put stakes in the ground to demark the fence's location.

VIA last year warned about 1,000 property owners in the town to move sheds, garages and vehicles off railway property which had been encroached upon for decades. A December 31 deadline was set by the railway but hasn't been enforced. Deputy Mayor Bob Sylvester said a fence only 15 feet from the tracks made more sense given the narrow roads and small lots along much of the town's waterfront near the VIA tracks. "By having this fence there (at 25 feet), we're going to jeopardize the safety of the people," Sylvester said. It's not just the structures that have been built on

railway lands, but the numbers of vehicles being parked that create congestion, said Mayor Tom Bain.

Pictures along the tracks taken by staff on weekdays don't show the numbers of vehicles that can be found parked on weekends, Bain said. Coun. Francis Kennette said the town needs to work with VIA to find the best solution to provide emergency services to residents and provide sufficient safety from VIA's high speed trains. "Nobody is looking good in all this," Kennette said. Moving the fence back is the simplest way of solving the biggest problems, he said. In some locations, VIA's planned fence has led to residents moving structures closer to roads, further restricting access for emergency vehicles. VIA plans to spend $11 million this year on the fence and other safety improvements to its passenger rail tracks between Chatham and Windsor. The purpose of the fence is to keep people away from high speed trains and give crews a clear view ahead. (**The Windsor Star**, Jan. 28)

VIA RAIL SEEKS CONTRACTOR TO OVERHAUL PASSENGER CARS: Two months ago, VIA Rail Canada Inc. announced plans to upgrade its fleet of F40PH-2 locomotives. Now, the agency is turning its focus to rebuilding cars. The intercity passenger-rail operator is issuing a request for proposals to upgrade 98 LRC passenger cars that operate in the Québec City-Windsor corridor. The agency plans to install new electrical and mechanical systems; improve lighting, heating and air conditioning systems; renovate interiors; and repaint exteriors to feature VIA Rail's new colour scheme. Renovation work is expected to begin in 2009 and take four years to complete. The fleet modernization program is part of the Canadian government's $691 million plan to improve passenger-rail reliability. (**ProgressiveRailroading.com**, Dec. 2)

OTHER PASSENGER

TEMPERATURES DERAIL TRAIN SERVICE: It's too cold for even the train to operate. The "Northlander" passenger train service from Cochrane, Ontario, to Toronto has been replaced with bus service indefinitely. Tricia Marshall, a spokeswoman with the Ontario Northland Transportation Commission, said service on the "Northlander" was halted because of the cold weather. "It's also a (precautionary) measure. It's an industry standard." She said these temperatures slow the trains and create delays. "The maximum speed in these conditions is 35 miles per hour, which is significantly lower than the train's optimal speed of 40 to 60 miles per hour." Marshall said this isn't the first time train service has been replaced with bus service. She said on occasion the move has been made when there has been equipment trouble. Marshall said train service from Cochrane to Toronto takes 11 hours, which is about 30 minutes longer than the same route by bus. (**North Bay Nugget**, Jan. 16)

AGAWA TOUR TRAIN RIDERSHIP FOR 2008 SEASON LOWEST SINCE 1979: The number of passengers who took the Agawa Canyon Tour Train during the 2008 season totalled 33,000 according to Julie Sencal, spokesperson for Canadian National. Those numbers represent the lowest ridership numbers for annual statistics going back to 1979, she said. Ridership statistics from Algoma Central Railway/CN's manager of passenger marketing Michael Morrow read as follows: 1996 - 82,091; 1997 - 80,537; 1998 - 87,418; 1999 - 88,667; 2000 - 82,276; 2001 - 70,528; 2002 - 72,402; 2003 - 60,106; 2004 - 55,332; 2006 - 40,000. (**Sault This Week**, Jan. 20)

GATINEAU GIVES $1.2M FOR STEAM TRAIN: The city of Gatineau, Quebec, is kicking in more than $1.2 million to help get the region's steam train back on track. The Hull-Chelsea-Wakefield steam train hasn't been running since a May 2008 landslide near Chelsea stopped 10-metres short of the track. The money will pay for the work required at the landslide site, as well as at the Leamy Creek crossing and the Chelsea bridge. The work will start in March and continue in 2010 and 2011. Community groups including business and tourism partners have already raised more than $1.9M to get the railway running. The province and the federal government also contributed $1.9M each to the popular tourist draw. The city also announced it will lease the railway corridor to the Compagnie de chemin de fer de l'Outaouais. The city will have a seat on the board that will be established to administer the railway. (**Ottawa Citizen**, Jan. 22)

AMT'S SHOPPING LIST: If Ottawa and Quebec boost spending on job-creating infrastructure projects, AMT has a list of projects that could get off the ground quickly - in 2009 or 2010. The agency's president, Joël Gauthier, says that work on all of the items could be under way in 2010 at the latest. They are in addition to the 20 locomotives and 160 rail cars that Bombardier is already building for the AMT for more than $1 billion in provincial money. A new signal system on commuter-rail lines would allow for more trains. "The Rigaud line has the worst system and it would be our top priority," says Gauthier.

Also deserving are the St. Jérôme and Mont St. Hilaire lines, in that order. Cost: $40 million for the Rigaud line alone. A third pair of tracks is a must on two stretches of the Rigaud line (between Dorion and Lachine and between Montreal West and Vendome). This would let more commuter trains use the line at the same time as freight trains. Cost: $25 million. Commuters from Laval and the North Shore would save 18 minutes on the St. Jérôme line if, instead of detouring to Montreal West, their train could use the existing tunnel under Mount Royal. Cost of a necessary ramp: $53 million.

If AMT could build its own maintenance facility in Point St. Charles, upkeep of cars would improve. Cost: $200 million. Finally, there is the planned 52-kilometre line that would run from downtown to Mascouche. The pricetag of this entirely new line is $394 million. The line's main problem is that, instead of simply facilitating commuting for an existing population, it would have the effect of spurring urban sprawl in the Mascouche area. The AMT's own impact study predicts the line would lead to residential construction for 50,000 people off the island. That would weaken Montreal Island. Sound land-use policy seeks to locate new housing in areas that are already built up and have pockets of open land. (**The Gazette**, Jan. 22)

PROVINCE COMMITS TO UNION STATION, PEARSON RAIL LINK: The long-delayed construction of a rail link between Union Station and Pearson International Airport is set to begin before the end of the year, the Ontario government announced. The $875-million link, which proponents boast could whisk passengers to Pearson in 25 minutes for about $20, is expected to be completed by 2014. "When you look around the world at major cities, they all have links between their [downtown] and airport," said Rob MacIsaac, chairman of Metrolinx, the provincial agency in charge of the project. "So I think, for competitive reasons, it is an important step forward for the Toronto region."

A whole new stretch of track -- 28 kilometres -- will have to be built, allowing for expanded GO service to Georgetown, Etobicoke, Bramalea and Brampton, as well as rail service to Pearson from Union Station via the Georgetown line. The province has fast-tracked the environmental assessment process in a bid to get it done more quickly. The project is part of a $1-billion transit expansion plan funded by the federal, provincial and municipal governments, but Metrolinx says the link between Union Station and the airport will be financed and operated privately.

"There is a huge demand for an expanded GO service along this corridor," Mr. MacIsaac said. He added it was important to note that "two sets of important services" would be running along the same corridor as a result of the expansion: the Pearson service and an all-day, two-way GO train service to downtown Brampton. Several different proposals have been brought forward over the past decade to establish a link between Pearson and Union Station, so from that perspective it is not a new idea, Mr. MacIsaac said. "On the other hand, there are new elements to this, which is an important way to distinguish it from its previous efforts," he added.

Attempts have been made to address objections in Weston, where residents have said in the past they fear that frequent high-speed trains will split the community in two. The latest version of the rail project includes a tunnel and a stop in Weston. But Suri Weinberg-Linsky, a founding member of the Weston Community Coalition, said opponents are unmoved. "It's not cut and dry and there is nothing specifically to do with us being [called] Nimby's -- it has nothing to do with that. It has to do with protecting our city's valuable resources from being squandered," she said. "This is something we have been trying to get across for the past four years. It should be engaging every citizen in the GTA as a problem. "It's their money that is going to build this."

The original project, known as Blue22 for the 22-minute-long trip, was first announced by then-federal transport minister David Collenette in 2003. It was described as a "premium" rail service aimed at business people and tourists, similar to the Heathrow Express in London. (**National Post**, Jan. 22)

REGIONAL / SHORTLINE NEWS

ISLAND RAILWAY AGREES TO THREE MORE YEARS: Vancouver Island has taken a tentative step towards faster, more frequent passenger and freight train service that might resume service to the Alberni Valley. The Island Corridor Foundation, the principal lobby group pushing for improved rail services across the Island, inked a deal with carrier Southern Railway of Vancouver Island Limited. The deal will see Southern Rail continue existing operations for the next three years and keep 22 employees on the job at its Nanaimo terminal, says Ken Doiron, VP of Southern Railway of Vancouver Island. While rail proponents applaud the three-year deal, it falls short of an eagerly anticipated long-term agreement - an indicator of Southern Rail's hesitation to commit to lengthy service on a "railway that continues to deteriorate," says Doiron. The three-year deal gives the provincial government time to conduct a $500,000 study into the feasibility of pumping cash into upgrading the existing infrastructure. "It's buying time," says Mary Ashley, co-chair of ICF. "We understand the province needs to do the study. Once the results of the study come through we're confident the viability will be proven. " Proof of the railway's long-term worth is key to provincial and federal governments coming up with their portion of the $103 million required to make existing rail lines safe for freight and passenger transport, says Ashley. For now Southern Rail operates freight and passenger service between Victoria and Courtney. Not until a long-term deal is signed can Port Alberni hope to see freight and passenger service arrive in the city. (**Alberni Valley Times,** Jan. 12)

DECISION NEEDED ON C.B. RAIL SUBSIDY: Local business leaders say the section of the Cape Breton and Central Nova Scotia Railway line that runs across the island must keep operating because it is crucial to port development in Sydney and the success of a proposed container terminal. "It is key to my container development," said Jim Wooder, CEO of Laurentian Energy at Sydport. "It is key to the connectivity to the rest of Nova Scotia." Laurentian and a French investor are spearheading plans to build a modern container terminal on a greenfield site. The short-line railway, owned by RailAmerica, will be the link between his terminal and the main CN line at Truro. However, the 157-kilometre section of line from St. Peters Junction to Sydney has been surviving with the help of a $10-million provincial government subsidy over five years. That subsidy will run out in late-2010. The container terminal is not expected to be operating until late-2011 or early 2012. There has been little or no discussion to date on continuing the subsidy or any other form of financial bridging until business on the line improves from the terminal or other port developments. The subsidy was committed to the rail line when the rail company announced it was losing about $600,000 a year on that section of the service and planned to discontinue operating into Sydney.

Owen Fitzgerald, president of the Sydney and Area Chamber of Commerce, said the business community hopes to get Premier Rodney MacDonald's ear on the railway when the premier addresses a chamber luncheon. Mr. Fitzgerald said that prior to Christmas, local business leaders and chamber members put together a list of project priorities that could benefit from provincial and federal spending. "One of the priorities listed was ensuring the railway continues. Without the railway, the container terminal just wouldn't be feasible. So we have to ensure that it survives." He also alluded to further potential rail business being generated by other operations, such as the Donkin coal mine. Coal production could be coming from that site sometime in 2011. "We are hoping through the development of our port there will be more bulk cargo as well." There are plans to have the port's entry channel dredged down to about 17 metres, which will allow large container ships and bulk carriers to sail fully laden through the harbour. After the federal budget, the chamber will host a business forum on the economy, Mr. Fitzgerald said. (**TheChronicleHerald.ca,** Jan. 21)

EFFORT CONTINUES TO ESTABLISH TRAIN LINK: A three-year campaign to establish a short-line railway between Bengough and Weyburn is continuing, despite a series of setbacks. Maurice Koszman, the secretary of the fledgling Wey-West Rail company that hopes to establish the 110-kilometre short-line railway, said that line can hopefully be in operation in less than two years. "We're hoping by August 1, 2010," Koszman said. The proposed line, on CP tracks that have not been used for several years, would primarily be used to haul grain, Koszman said, but other products could also potentially be shipped. Buying that strip of track and putting it to use could save farmers along the line (in communities like Bengough, Radville and Ceylon) up to $1,000 each in fees they now pay annually to ship grain by truck, Koszman said. Wear and tear on area highways would also be reduced. And there would also be environmental benefits to shipping grain by trains instead of by trucks. About three or four new jobs would also be created if the short-line rail service is established, he said.

But Koszman said efforts to get Wey-West Rail going have been delayed by several problems, including an inability to reach an agreement with CP about how much it should get paid to sell the rail line and to thus give up on obtaining salvage from materials on the track. The Canadian Transportation Agency was asked to determine a fair salvage amount, but its recommendations failed to resolve the dispute, Koszman said. Several issues related to the dispute have been referred to the Federal Court of Appeal, which could hear the case later this year, he said. Short-line rail lines have been beneficial in many locations, Koszman said, adding that the Bengough-to-Weyburn line has the potential to be yet another success story. "I just want people to know about it," Koszman said. (**The Regina Leader-Post**, Feb. 6)

OTHER INDUSTRY NEWS

MAJOR CONSTRUCTION BEGINS AT WEST TORONTO DIAMOND: Construction of an underpass to separate GO commuter rail lines and CP's freight trains along GO Transit's Georgetown line is well underway. The $277-million West Toronto Diamond grade separation will be a welcome improvement for commuters who use this GO Train service. "This investment will help cut commute times on GO Trains and will help get commuters out of their cars and onto public transit," said John Baird, Canada's Transport and Infrastructure Minister. "Projects like this will help clear the air, reduce congestion and stimulate the economy in the Greater Toronto Area." The CN tracks along the Georgetown line will be lowered to run below CP's North Toronto line rather than across it. The new underpass will eliminate scheduling conflicts between CP freight trains and GO Trains, increasing the frequency of GO service on the Georgetown line.

Of the $277 million, $159 million is being funded through the GO Transit Rail Improvement Program (GO TRIP) funded by the Government of Canada, the Province of Ontario and municipal governments in the Greater Toronto area through the Canada Strategic Infrastructure Fund. "Investing in our transit infrastructure is creating jobs and improving customer service," said the Honourable Jim Bradley, Ontario's Minister of Transportation. "More frequent and reliable service means people spend less time travelling and waiting for trains, and more time doing the things that are important to them." To date, third-party utilities, as well as the Dupont Street bridge, train signals and a major water main have been relocated to enable construction of the depressed corridor and two additional bridges. The project is expected to be complete by spring 2011. "The West Toronto Diamond rail-to-rail grade separation is one of the largest and most comprehensive projects in the GO Transit Rail Improvement Program," said Gary McNeil, managing director of GO Transit. "Not only will the separation allow GO Trains and freight trains to pass through the area with fewer interruptions, but it will also lay the groundwork for future development of GO Train service for customers in this part of the Greater Toronto Area." (**Canadian Press**, Jan. 16)

LAWSUIT TARGETS RAILWAYS, GOV'T: Saskatchewan farmer Gordon Wallace has launched a lawsuit against both major Canadian railways and the federal government, claiming western farmers have been substantially overcharged for grain transportation for possibly as long as 25 years. The Unity-area farmer is represented by McKercher LLP, a Saskatoon law firm. Wallace hopes to have the suit certified as a class action, representing all Western Canadian grain producers. Doug Richardson, a partner with the firm, said the action is "one of the largest lawsuits of its type ever started here in Saskatchewan." At a news conference, Wallace said freight rates are a huge problem for farmers who must ship their grain with CN or CP. Freight rates are regulated by the federal government, giving farmers no negotiating power. "It's not like having a truck and agreeing on a freight rate," said Wallace. Asked why he launched the suit, Wallace said, partly joking, "I like to complain." Then he added, "If you're going to complain, maybe you should try to change things." Wallace, who farms 6,500 acres with his two brothers, said he pays abut $1 per bushel for freight when shipping his grain to port. "It's big money. It's one of our largest costs. A

dollar a bushel is a lot of money."

The suit was filed following a ruling by the Canadian Transportation Agency (CTA) in February 2008, which found the maintenance cost for a hopper car is $1,372 annually. However, freight rates included an embedded maintenance cost of $4,379 per car - about 300% higher than the real cost. The CTA finding was challenged by CN and CP, but the Federal Court of Appeal upheld the CTA ruling in November 2008. Wallace's lawyer, Joel Hesje, said the ruling showed there has been "serious and substantial overcharging" of grain producers.

The CTA reduced the freight revenue cap by $72.2 million for the 2007-08 crop year, but the question of how long farmers have been overcharged for grain transportation remains, said Hesje. Railway charges to grain producers have been regulated by federal agencies since 1983, Hesje explained. In 1996, the regulated rates evolved into a rate cap system, which changed again in 2000 to the revenue cap system. The regulated environment makes it essentially impossible for individual producers to negotiate transportation rates. The lawsuit also claims federal agencies overseeing transportation did not exercise scrutiny and due diligence. CN, CP and the federal government were served with Wallace's statement of claim last week. Normally, the defendants have 30 days to respond with a statement of defence. McKercher lawyers then have 90 days to file a class-action certification application. If the claim is not certified, the action will likely end there, due to the huge costs involved in conducting a class-action suit. Hesje noted that Wallace is going up against two massive companies and the government. "We're under no delusions that this is going to be easy," said Hesje. None of the allegations have been proven in court. If the defendants can prove that railways have been overcharging by approximately $70 million since 1983, the action could potentially seek $1.75 billion in damages to be returned to Western Canadian farmers. (**The StarPhoenix,** Jan. 14)

NO. 7 STEAM TRAIN VOLUNTEERS NEEDED: The Alberni Pacific Railway needs volunteers to run a steam locomotive to and from the McLean Mill National Historic Site. The call for volunteers - conductors, firemen, engineers and mechanics - is being put out by the Western Vancouver Island Industrial Heritage Society, the organization that runs the train service. "It would be nice to supplement our strong volunteer crew with more volunteers," says Kevin Hunter, president of the society. "This is an opportunity to become involved with something very unique." Locomotive 7, a Baldwin built in 1929, is an oil-burning steam locomotive. It's the principal locomotive for hauling passengers from Port Alberni up to the historic mill site. Volunteers run almost every aspect of the train, learning to work with steam and heavy machinery. The only exception is the engineer, who's paid, says Hunter. Because of the skill required, volunteers have to work up to the position. "Old steam technology is a win-win," Hunter says. "It's not controversial and people are enthralled with steam. It's very interesting and we have a lot of fun." Newcomers work with the conductor and there's a minimum number of trips before train officials accept that person, says Hunter, adding that none of the jobs are gender or age specific. Those who enjoy working on the train and are accepted by the volunteers are set up to learn. "Young people come to us, but unfortunately we train them so well that they get paying opportunities and they move on." (**Alberni Valley Times,** Jan. 16)

U.S. RAILROADS PARK FREIGHT CARS AS DEMAND SLUMP INTENSIFIES: Forget planes parked in the desert. The thousands of empty railroad freight cars parked on out-of-the-way tracks across the U.S. provide a potent symbol of the evolving global economic slowdown. The three largest U.S. railroads said this week that they have put 107,000 rail cars into storage among them - 17% of their combined fleets - amid a deepening slump in freight. Union Pacific, BNSF and CSX, as well as smaller peers and leasing companies, also have sidelined hundreds of locomotives. "They're parked in every spare track I could find," UP CEO Jim Young said.

While U.S. rail freight volume has been falling since late-2006, the drop became more pronounced in the final quarter of last year. Operators remain profitable, helped by continued pricing power, employee furloughs and other efficiency measures. UP has about 48,000 freight cars in storage out of a total fleet of 289,000. BNSF said it has about 35,000 cars in storage, while CSX has parked about 24,000. "It's a very high number," said Young. "There's no question these are numbers that, at least in current times, I haven't seen [before]". UP's overall freight volume dropped 12% in the fourth quarter and is off about 18% through the first three weeks of the year, said Young. Railroads have used the falling volume to improve overall efficiency in key metrics such as dwell time and train velocity. Meanwhile, industry executives and analysts said there's little downside to storing rail cars until demand improves, because they can be brought back into service quickly. Parked rail cars may become irresistible targets for graffiti artists, but they don't deteriorate much because they're designed for hard, outdoor use over several decades or more. (**Dow Jones,** Jan. 22)

POINT RESIDENTS SOUND OFF OVER DEVELOPMENT PLANS: People living in Point St. Charles (Montreal) got a detailed look at three projects that are being developed for the chunk of land housing the old CN shops and rail yards south of downtown. The Agence métropolitaine de transport (AMT) wants to build a maintenance centre for its suburban commuter trains on the northern part of the yards, while private developer Samcon is proposing the construction of 975 housing units - including 245 that would be low-cost. Samcon would also build a daycare centre and three new parks on the southern third of the site, spokesman Michel Dufresne said. The middle of the yards would be used for industry and commercial businesses.

The projects would bring between 150 to 200 permanent jobs to the neighbourhood, as well as another 600 jobs during construction, said Denis Houle of the AMT. There are still several buildings on the rail yards, but it was unclear how many of them will be preserved. Some could be used in the section of the development slated for industrial or commercial use. One building, which had been used to store recycled papers, was partially destroyed by a fire in November. The Alstom building is one of the oldest on Le Ber Street. CN sold the site, which is sandwiched between the Lachine Canal and the St. Lawrence River, west of the Victoria Bridge, to private developer Groupe Mach in 2006. The rail yards make up almost one-quarter of the land in Point St. Charles. More information about the proposed development projects is at www.ocpm.qc.ca (**The Gazette**, Jan. 26)

UNION STATION FACELIFT, $s FOR VIA, ON TAP IN NATIONAL FIXUP: Toronto's historic Union Station will get a long-awaited multi-million dollar facelift as part of the federal government's two-year, $12 billion infrastructure spending pledge. The City of Toronto, which owns Union Station, has asked Ottawa for $75 million toward the more than $300 million needed over the next decade to modernize and preserve the train station, which serves tens of thousands of VIA Rail and GO Transit passengers daily. The budget did not identify the specific amount the federal government would contribute. But Finance Minister Jim Flaherty said the "landmark Union Station will, at last, be revitalized" as part of an overall effort to improve travel along the Toronto-Montreal-Ottawa rail corridor.

The Budget also provides an additional $407 million on a cash basis to VIA Rail Canada to undertake infrastructure and other capital improvements. Particular emphasis will be placed on adding sections of triple-track at key locations between Montréal and Toronto to permit higher train frequencies and to enhance on-time performance and trip times. These investments will support two additional express trains per day between Montréaland Toronto and reduce trip times by up to 30 minutes, thereby making it possible to travel between these major metropolitan centres in approximately four hours. Trip times between Ottawa and Toronto will also be reduced by up to 30 minutes. Funding will also be used to modernize VIA Rail Canada's fleet of locomotives and passenger cars, and to upgrade key stations in Toronto, Montréal,Vancouver, Hamilton, Belleville and Windsor. The Government of Canada also supports a number of remote passenger rail services that are operated by entities other than VIA Rail Canada, and the Budget invests $7.9 million for new capital projects of two First Nations railways: the Keewatin Railway Company in Manitoba and Tshiuetin Rail Transportation in Quebec and Labrador. These railways provide rail services to communities that do not have year-round access to roads. The projects will start in 2009 and include track replacements and repairs as well as the acquisition of new locomotives and rail cars.

The Budget also provides $44 million over five years to Transport Canada for rail safety initiatives to enhance its regulatory oversight and enforcement capacity, and conduct research and development projects to advance new safety technologies. It also invests $28 million over five years to enhance the Grade Crossing Improvement Program, which will help save lives by improving safety at public grade crossings across Canada. (**Budget**.gc.ca; **TheStar.com**, Jan. 28)

BOMBARDIER UNLIKELY TO BENEFIT FROM FEDERAL BUDGET'S TRANSIT FUNDING, EXPERTS SAY: Transportation experts don't believe the federal government's small budgetary nod to public transit will help Bombardier Inc. offset a forecast slide in its aerospace business. Transit will compete with roads and other priorities for the $4 billion earmarked for infrastructure upgrades and only a portion of the spending is expected to be directed at the purchase of train cars. Another $407 million provided to VIA Rail will upgrade tracks and several train stations. Neither allocation will help the Montreal-based company weather the global economic storm, analysts said. With 75 per cent of its rail revenues coming from Europe and its headquarters based in Berlin, Bombardier Transportation is looking to harness stimulative efforts in Europe and emerging countries outside North America. (**Canadian Press**, Jan. 30)

ELECTRO MOTIVE DIESEL IN LONDON TO CUT 600 JOBS: Electro-Motive Diesel will cut about two-thirds of its workforce in the next three months, shedding roughly 600 jobs, a toll worse than expected just weeks ago. A Canadian Auto Workers union official confirmed there'll be three major rounds of job cuts at the locomotive-making factory in February, March and April. While perhaps 90 or so employees may chose an incentive package for early retirement, the rest will be laid off or terminated. The job losses at Electro-Motive Diesel, one of London's largest industrial employers, are a casualty of the global economic meltdown that's hit especially hard in the U.S., which has been a major market for trains. The plant was formally known as General Motors Diesel. Walter Hannan, the company's VP of human resources said layoffs were a last resort. The London plant is expected to recall some workers in late July or early August to fill orders for locomotives but Hannan wouldn't say how many - only that they'd be back on the job through the end of the company's fiscal year, March 31, 2010. (**Canadian Press**, Jan. 30)

THE LITTLE ENGINE THAT COULDN'T: Brossard's Railpower Technologies Corp. and its U.S. subsidiary, Railpower Hybrid Technologies Corp., sought and obtained bankruptcy protection in Quebec Superior Court, as its current cash in hand would not allow it to meet its current obligations. Now, with Ernst & Young as its court-appointed monitor, the low-emissions freight locomotive designer has 30 days to refinance, find a strategic partner, merge or sell itself, and could seek an extension after that. If it can do none of these things, the company could go into liquidation, throwing out of work its remaining 84 employees. Former Bombardier Inc. executive José Mathieu also was bounced as Railpower's president and from its board of directors, effective immediately. His executive functions were handed to Richard Laliberté, who was vice-president (engineering, quality assurance and product service). He now becomes chief restructuring officer. Kamila Wirpszo, the company's vice-president, general counsel and corporate secretary, said that the plan "gives us a more stable environment that will help us renegotiate certain contracts, that sort of thing."

Railpower was founded in 2001 to design clean-burning locomotives like the "Green Goat" hybrid diesel/electric model, but switched to low-emission Genset diesel locomotives after 65 of the Green Goats sold to U.S. railway Union Pacific developed serious problems. The problems were fixed and business relations with Union Pacific remain good. Since its inception, Railpower has never turned a profit. Its main creditor is Ontario Teachers Pension Plan, which holds $55 million in debentures that were going to fund a manufacturing plant in St. Jean sur Richelieu. Work on the plant was advanced, but stopped in October after orders plummeted. Wirpszo said the specifics of discussions with Ontario Teachers and lesser suppliers are confidential, but some details would become public on monitor Ernst & Young's website soon. She said there are discussions with "several companies regarding opportunities," suggesting that Union Pacific might be considering placing another order. "They like our technology very much, and they would not like to see us liquidated. They're one of our most important stakeholders who will be approached," Wirpszo said. She added it's in the railroad's interest for Railpower to survive given the maintenance Railpower provides Union Pacific under warranty for its locomotives. Ontario Teachers and Union Pacific did not immediately return calls. Asked if Mathieu's sudden departure was due to differences over strategy, Wirpszo replied: "The board deemed Richard Laliberté to be the best person to manage this company." Investissement Québechad also committed $2.5 million for the St. Jean sur Richelieu factory, but IQ spokesperson Josée Béland said nothingwas paid out because the plant's construction was halted. Wirpszo said smaller creditors, mostly suppliers, will likely not be repaid in full. Its U.S. subsidiary, Railpower Hybrid Technologies Corp., was also granted court protection in the U.S. (**Canwest**, Jan. 29; **Marketwire**, Feb. 4; **The Gazette**, Feb. 5)

RAIL TRAFFIC DOWN SHARPLY IN JANUARY: Canadian rail carload traffic (which includes both the Canadian and U.S. operations of CN and CP) fell 17.5% (51,689 carloads) to 243,031 carloads in the first four weeks of 2009 compared with the first four weeks of 2008, the Association of American Railroads (AAR) reported, while Canadian intermodal traffic fell 23,710 units (12.3%) to 168,576 trailers and containers. Canadian carload declines were paced by chemicals (down 20.1%, or 12,239 carloads); motor vehicles and equipment (down 51.3%, or 11,517 carloads); and metallic ores (down 17.1%, or 8,559 carloads).

For Canadian railroads during the week ended January 31, the AAR reported volume of 64,141 carloads, down 6.5% from last year; and 42,359 trailers and containers, down 6.3% from the corresponding week in 2008. Combined cumulative volume for the first four weeks of 2009 on 12 reporting U.S. and Canadian railroads was 1,310,579 carloads, down 17.2% (273,115 carloads) from last year; and 956,691 trailers and containers, down 12.8% (140,533 trailers and containers) from 2008's first four weeks. (**AAR.org**, Feb. 5)

EPA: NEXT TWO YEARS WILL BE "DIFFICULT": Economic Planning Associates sees 2009 and 2010 as "difficult" years for the freight railcar industry, based on the economic and financial environments as well as EPA's analyses of customer market activities. "It now appears that carbuilders will survive primarily on backlogs this year," EPA said. "2010 will also be weak in terms of assemblies, but improvements in new orders throughout the year will lead to a pickup in future railcar deliveries." EPA noted that the recession caught up to carbuilders in the fourth quarter of 2008 as 4,259 cars were ordered, the lowest level since the first quarter of 2001. Add to that the cancellation of about 10,000 ethanol-related cars from backlogs. As a result of this, carbuilders are entering 2009 with backlogs of 31,921 cars, the lowest level since the first quarter of 2003. However, "in spite of the disappointing news of the fourth quarter, carbuilders registered assemblies of 59,954 rail cars and intermodal platforms last year, an impressive level from an historical perspective," EPA said. "Based on beginning-year backlogs and limited new demand, we expect railcar deliveries of 28,950 cars this year," EPA said. "While orders will begin to pick up next year, extremely low backlogs will serve to keep assemblies at 26,000 units in 2010." EPA said 2010's pickup in orders will lead to an upturn in deliveries beginning in 2011 and extending through 2014: "Beginning in 2011, far stronger economic activities will provide support for certain railcar assemblies while an improvement in the financial environment and higher gasoline prices rejuvenate demand for ethanol and DDG cars. Replacement pressures and technological advances as well as legislative measures will also play a role in promoting the demand for a variety of railcars. Replacement pressures will be mounting among the boxcar, mid-sized and small-cube covered hopper, and multilevel flat car fleets. At the same time, good growth in customer markets will propel demand for centerbeams, high-cube covered hoppers, tank cars, intermodal equipment, and coal cars. Under these circumstances, we look for assemblies to rise to 38,500 cars and platforms in 2011, followed by annual increases each year to the level of 58,000 units in 2014." (**RailwayAge.com**, Feb. 6)

RAIL CORRIDOR CONVERSION MAY COST $270M: Preliminary information suggests it could cost up to $270 million to convert a railway corridor in Halifax to help improve traffic to the city's container terminals. CTV News says the projected cost of the project is contained in a draft version of a provincially commissioned report. CTV says the draft report contains several options, in the cost range of $205 million to $270 million. The corridor could accommodate both trains and trucks, as well as emergency vehicles, the report says. The news report says other costs would involve things like the purchase of land and an agreement with CN. The provincial government told CTV it has not seen a final report and more analysis is required. CTV says a final report could be ready next week. Nova Scotia Premier Rodney MacDonald has been pushing for the development of so-called Atlantic Gateway projects. Such projects would see upgrades to transportation routes and ports, to increase the flow of container traffic through the province. (**The Chronicle Herald**, Feb 7) ◘

Lakeshore Commuter

By C.H. Dawes

The following is from ***Answering the Call: A United Church Minister in the Making During the 1920's,*** *by C.H. Dawes (Edmonton: West Wind Press, 1987). Published with permission.*

Charles Haddon Spurgeon Dawes commuted on the CPR Lakeshore line, between Ste-Anne-de-Bellevue and Windsor Station in Montreal in the 1920's. He was ordained by the United Church of Canada in 1930 and spent the next 45 years serving congregations in eastern Ontario and western Quebec. He passed away in 1995.

Every once in a while, I was allowed to go into Montreal and back, sometimes with the family, sometimes on errands for Dad.

The biggest thrill occurred when Dad, anticipating a large number of journeys into the city during the upcoming month, purchased a commuter ticket but couldn't use it all. These tickets, which were supposed to be non-transferable, allowed the purchaser 40 or 50 trips at a lower rate, but had to be used all within the month. When this proved unnecessary, I would have a wonderful time sailing in and out of Montreal using Dad's ticket. Although the conductors never challenged me, they probably did have a smile or two out of it, because I was still quite a small boy and so obviously excited about each journey.

In September, 1921, when I was turning 14, Mother and Dad made a breathtaking announcement. They reported that the few survivors who had made it as far as Grade Ten, the final year of high school in Ste. Annes, all wished to specialize in scientific courses, and that the principal didn't feel the school could continue to provide courses in advanced literature and similar topics just for the sake of one lonely pupil, namely me. Negotiations were therefore carried out with the officials of Montreal High School, a famous and respected institution located just a street away from McGill University in the middle of the city. I was told of the noted experts who taught there, of the famous people who had studied there, and of the varied attractions available to all for whom its doors opened.

But none of these recommendations registered with me, because my heart was beating fast with excitement and anticipation for another reason. It had dawned on me at the beginning of my parents' sales pitch that this arrangement would involve the indescribable privilege of being a commuter, of travelling up and down, day after day, on my beloved trains. What joy, what bliss this would be! Baie d'Urfe, Beaurepaire, Beaconsfield, Pointe Claire, Cedar Park, Lakeside, Valois, Strathmore, Dorval, Dixie, Montreal West, Westmount ... all of these stations would regularly pass by my eyes.

Thousands of commuters shuttled back and forth on those trains and got to recognize the proudly uniformed conductors and trainmen, some of whom even bent down sufficiently to be on cordial terms with the mortals, us passengers. Although my commuting days were to last through most of university, I never lost my childlike joy in those journeys.

The most famous employee, a C.P.R. conductor operating from Rigaud to Montreal, earned his prominence, not for anything he did, but for a silent attribute which showed the strange stuff of which fame is often made. He was a horticulturalist in his spare time and wore a corsage the year round; although it varied from day to day, it was always colourful and artistically arranged. He had the general bearing of a politician and the extra weight that usually went with the profession in those days. It's a wonder he didn't become one, but on reflection I think he loved his trains too much.

The trainmen, or assistants to the conductors, had the job of proceeding through the cars and announcing the name of the next station. In the strange world of the railway, with its traditional seniority system, their preparation for this duty normally was jumping on and off freight trains, sprinting along the tops of box cars, and aligning switches. To my knowledge at least, they weren't required to include public speaking amongst the subjects needed for promotion to the passenger car. As a result, the nuances of their public announcements provided us commuters with much amusement.

There was the "Cuckoo Clock," who poked his head inside the door, barked out the name of the approaching station, and then retreated precipitately. There was "The Mumbler," who left the uncertain traveller in complete ignorance of the train's whereabouts. There was also "The Boomer," our favourite, a trainman with a huge voice and proud of it. You knew he was coming because you could hear his progress as he walked through the car ahead, no mean feat given the loud noises emitted by the train as it clattered along. "POINTE Claire," he would cry, just like the English town criers of yore, later "Mon-TREE-all WEST", and finally his masterpiece: Mon-TREE-all Wind-SOR STA-tion. ALL change, DON'T for-GET your PAR-cels." His routine never varied, or at least almost never. Once, inspired by the Christmas spirit, he amended his final announcement to: "DON'T for-GET your WIVES and your PAR-cels!" Luckily, he was always on the Ottawa run. If he'd been required to announce a local stop every two or three minutes, as was necessary when working the commuter runs, he probably would have lost his voice long before reaching Windsor station.

At the other extreme was "The Stutterer," a gentle little trainman on the C.P.R.'s Perth local. Given that his train left Windsor Station at 4:15 in the afternoon, I used it quite often and got to know both him and the other personnel quite well. This was the slowest train on our tracks, partly because it took on two or three car loads of milk cans at Montreal West, a manoeuvre which took several minutes. It then proceeded at an easy, measured pace befitting its venerable history and reached Ste. Annes about 50 minutes out of Windsor. The milk cans, which brought in a sizable portion of the city's supply on the inbound morning trip from communities in the dairy country of eastern Ontario, were unloaded at the same places on the return trip. One feature of this train was that it usually boasted ancient, though comfortable, passenger cars lighted by gas. I can see the trainmen yet, reaching on tiptoes to light the gas lamps with a two-pronged weapon which first opened the tap and then lit the contraption. Long after most C.P.R. cars had been converted to electricity, the old Perth coaches shone in the winter evening dusk with the dim, if not quite religious, light of these lamps.

Announcing the stations was an ordeal for The Stutterer, a kind of show business for which his retiring nature was ill-fitted. Although he could hold a conversation with me with no problem, he always lapsed into stuttering when he tried to notify the passengers about the next stop. Along the Lakeshore, his agony was great indeed; sometimes, he would fall so far behind that by the time he got out the name of one station, the train was on its way to the next one. One day, the conductor told me that we wouldn't be seeing The Stutterer anymore. He had fallen between two cars while on a switching assignment at Smiths Falls, the divisional point at which he was based, and perished. The horror and sadness of the incident remained with me for a long time.

Mention of him recalls for me the remarkable variety of commuters who took those daily trips. There was a different type and a different atmosphere according to the time a train was scheduled to reach or leave Montreal. One day, I had to get up and board an earlier than usual train, one that got into Windsor Station shortly before 8 o'clock. On the way, I was conscious of some pleasant, but raucous, laughter coming from a few rows behind me. The seats in question were occupied by some typical

early-bird commuters, semi-skilled workers who punched the clock ahead of the clerks and bookkeepers. They had turned the seats around and made cozy room for four travellers, and had a board on their knees to assist in staging a card game. But the game was interrupted periodically by some banter, which issued forth loudly enough to be heard by many fellow travellers, including me.

That's how I came to hear a story about a person handicapped by stuttering, as had been my favourite trainman. While it was humorous, I remember it chiefly because the stutterer emerged as the hero and the winner, not by any means the usual outcome of such tales. The raucous voice called a halt to the card game and announced that he had heard a good story:

"There was this guy, and he stuttered something awful. He took a notion he wanted a pet, and a sailor friend had a parrot, so he wanted a parrot. (Pause for quiet, anticipatory laughter, led by the narrator himself.) So he goes into this store, see, and it was a taxidermist's store, but half pet store too. He asks the storekeeper, 'Have you g-got any p-parrots?' The storekeeper says, "Sure, I got a few." So he brings one out, and the stutterer says, 'C-c-can it t-t-talk?' (More laughter.) And the storekeeper says, "Well, it can sure talk a damn sight better than you can!' (Prolonged laughter, again led by the narrator.) But the stutterer doesn't like being made fun of, so he leaves the store without buying anything. (A little restlessness as the listeners begin to wonder what the punch line is going to be.) On his way home, the stutterer, he sees a dead bird, a crow, lying in the gutter, all mangled and drenched in mud. So he picks it up, takes it back to the store, and says to the storekeeper, you know, the same fellow that was there before, 'Do you st-stuff birds h-here?' 'Yes,' says the storekeeper, 'I sure do.' And the stutterer says: "Then st-st-stuff this one right d-d-down your b-b-bleepin' throat!'"

The laughter echoed all through the car, and I, a typical teenager, was in a seventh heaven of appreciation, especially since the narrator repeated the punch line at least three times, to the edification of the entire coach. Of course, this edification was further enhanced by the fact that the narrator included a number of vulgarities which I've chosen to censor here. Right then and there, I made a resolve that I would rise early in order to catch that very train and absorb some further inspiration from the card players. But the resolve evaporated the next morning in the comfort of my bed, and I saw my entertainers no more.

The main body of commuters flocked onto the trains that arrived in Montreal between roughly 8:15 and 8:45 in the morning, and they were mostly office workers, everything from stenographers to supervisors. A few years later, when I was a university student, I made a detailed study of the "suburb" as an assignment in sociology class, and wrote a description of the commuters arriving at the station platform: who they were; what they looked like; and what their likely occupations were. I remember describing the suburb as neither city nor country, but as the happy medium. The professor was suitably impressed, read part of it to the class, and gave me a first-class standing that encouraged me to specialize, at least for a while, in the subject.

None of us realized then just how important the suburb was to become, what with the burgeoning of the cities and the search for living space outside of the congested downtowns. Even now, in the largest cities, the commuter trains still run and the platforms still fill with the same type of humanity; in this field of transportation at least, the automobile doesn't always reign supreme. The roads are often too crowded and the parking spaces too few. But the changing patterns of work are now reflected in the schedules. The rush-hour trains return from the city somewhat earlier than they did in my day, and the trains that used to return at noon on Saturdays no longer run, or if they do, it's to carry shoppers and not workers.

For most people, the week's toil ends on Friday now, to the relief of everyone concerned. ◘

Local Hero - Arthur Guertin

By Colin J. Churcher

On March 29, 1946. there was a serious fire in the E.B. Eddy wood piles in Hull, Quebec, close to the Interprovincial Bridge. Railway historians recognize this as a significant event because it destroyed the trestles that were used by the Hull Electric Railway to gain access via the Interprovincial Bridge to their station in Ottawa close to the Chateau Laurier Hotel. This ended Hull Electric service to Ottawa and was the beginning of the end for this railway which ceased operation the following year. The Canadian Pacific line between the Interprovincial Bridge and Hull Beemer was also cut and for some time Canadian Pacific was forced to reroute all train movements between Ottawa Union and Hull first, via the Canadian National crosstown tracks to Ottawa West, and subsequently via the Sussex Street subdivision to the Prescott subdivision at Ellwood, thence to Ottawa West.

However, while railway historians have focused on the damage that was done to the railway bridge approaches there was a more small drama going on in the Eddy lumber yard itself. *The Ottawa Citizen* of March 30, 1946. explains:

"While flames at the Eddy plant were threatening the source of his livelihood and in some cases the lives of his fellow workers, Arthur Guertin, engineer in charge of the E.B. Eddy yard engine, called upon two companions and risked his life to remove from a particularly dangerous position, two tank cars filled with chlorine gas.

"Manning a decrepit steam engine which is used to haul freight cars from one section of the property to the other, Engineer Guertin cautiously approached the flame swept tanks and with the aid of Frank Cain, 399 Arlington avenue, and Arthur Meunier, 37 Frontenac street, Hull, coupled the two dangerous filled cars to the tender of his engine and pulled away. They were placed in a position far removed from the reach of the flames and heat.

"In an exclusive interview with a representative of the *Evening Citizen*, shortly before he left for his Aylmer home, Mr. Guertin said, "It was necessary to remove the two tanks to a safer part of the yard. The danger of explosions was imminent as one of the tanks had been shown to be leaking. Had they blown," he remarked, "the explosion would undoubtedly have taken the lives of all the firemen and workers within a broad radius."

"Although the engineer accepted his feat of bravery as a commonplace job of work connected with his position, Mayor Raymond Brunet and director Emile Bond (the Fire Chief) looked upon his act as one of the most fearless they had seen in their several years of public service.

"A resident of Aylmer and a father of five children, Mr. Guertin has been employed by the company for a steady period of 19 years. He was on duty at the time of the outbreak of the fire but his action, which, according to fire and city officials, was responsible for the saving of several lives, and was on his own initiative."

There is a picture accompanying this piece but it is too poor to reproduce here. The caption refers to the "mechanical hero of the tremendous conflagration was Eddy's minute locomotive. Its whistle shrieking stridently, the tiny engine worked ceaselessly through the night, hauling freight cars loaded with material out of the danger zone." Another picture shows rails which were described as "pretzelled".

E.B. Eddy had only one standard gauge steam locomotive. It was an 0-4-0 saddle tank built by Montreal Locomotive Works in April 1926, serial number 65429 and carried the number 2. (Number 1 was a Vulcan gas locomotive which went to Anticosti Island in 1929-30). No. 2 is now at the Canadian Railway Museum, Exporail at St-Constant, Quebec.

"Morphodites"

by Vic Pankowski

Recent photos on the Internet have shown former CN 2-8-2 3254 on the turntable at Steamtown National Historic Site in Scranton, Pennsylvania, looking regal. The photos remind me of times way back when.

My brother fired out of Melville, Saskatchewan, from 1949 to 1955 (he later hostled in the '80s and '90s). It was a pleasure to be ordered up for a S-2 3500-series Mikado. They were good steamers and some had large vanderbilt tenders and the conversion to oil had begun. Then they disappeared further west. The S-1 3200s and 3300s were often referred to by the guys as morphodites. It seems they didn't steam well, the terminals readied them with bad coal and they seemed not as well maintained. One fussy hoghead would book sick if ordered for a bad one. The 3240 especially had a bad reputation.

The diesels were coming and there was a massive stockpile of coal in Winnipeg. It had laid around since wartime to protect against a coal miners strike. The pile had suffered the ravages of time and weather. Much of it had gone to slack but the pile was being retrieved with dragline buckets, loaded into rail cars and shipped to terminals to salvage whatever energy was still available to power the coal burners. Getting ordered up to a combination of frozen moisture and dirt laden coal in the tender of a morphodite was a fireman's nightmare. The tough steaming out on the road was sure to draw the wrath of the hoghead. There was some relief, however, at the mid-trip coal dock out on the road. The passenger engines ran through terminals but they coaled at the midpoint coal docks and only took water from the standpipe and had the fire cleaned at the terminals. Being a preferential service, good coal was supplied to the mid point docks. The morphodites unintentionally therefore and the fireman got a load of good coal and hopefully good steaming for the second half of the trip.

The Other CPR No. 29

by Danny McCracken

A group of CPR retirees in McAdam, New Brunswick, built a replica of CP 4-4-0 #29 on the frame of an old school bus in 1984. It was licensed for highway travel, so they would take it to various parades, including Saint John's former Loyalist Days. On June 2, 1989, it went to Brownville Jct., Maine, to be on hand for the arrival of the National Museum of Science & Technology's ex-CP 4-6-2 1201 which was en route to Saint John to mark the centenary of the inauguration of CP's "Short Line" between Montreal and Saint John.

After 1201 departed Brownville Jct. on June 3, the 29 hit the road back to McAdam. Somewhere near Vanceboro, Maine, a lady driving along came upon the 29 and passed it. When she arrived in Vanceboro she asked what all the people were waiting for at the station. "The steam engine train is coming" was the reply, to which she said "Oh, it is coming on the highway, I just passed it a few miles back". No. 29 is now 25 years old and doesn't get out of town much, but is still a welcome part of McAdam's Railroad Days. ◘

Coming Events

KINGSTON, ONTARIO: The Kingston Division of the Canadian Railroad Historical Association will present its 20th Kingston Rail O Rama Model Train Show on **March 21 and 22** (10:00 to 16:00) at the Ambassador Hotel, 1550 Princess Street (close to Highway 401 and VIA station). Model train layouts, railroadiana, historic displays, and railway vendors of all types. Adults (13+) $5; Seniors (60+) $4; Children (5-12) $2. Free parking. Information from e-mail: ovlov7@msn.com

KEMPTVILLE, ONTARIO: Capital Promotions, DHT will present their 22nd Train & Toy Show on **March 28** (10:00 to 17:00) and **March 29** (10:00 to 16:00) at the W.B. George Centre, Kemptville College, Concession Street (Exits 28 or 34 West off Highway 416. Follow the signs to the Hospital). Operating layouts, Meccano display, Thomas Play World Experience, military miniatures, British trains, model and toy train vendors and more. Food services and free parking. Adults $6; Seniors and Teens $4; Under 12 $1.50; Family rates. Information: www.027trains.com; Hugh Laing at 613-592-9402 (day) or 613-592-5824 (evening) or from Frank Steele at 613-634-8225; e-mail: fsteele@cogeco.ca

KITCHENER, ONTARIO: The Kitchener Model Train Show will be held on **March 29** (10:00 to 15:00) at Bingemans, 425 Bingemans Centre Drive. Admission $4; children under 12 admitted free when accompanied by an adult. Model trains, videos, railroad memorabilia, operating layouts and more. Information from Ian at (519) 426-8875 or toyshow@kwic.com

LINDSAY, ONTARIO: The Lindsay & District Model Railroaders will present the 35th Annual Lindsay Model Railway Show on **April 4** (10:00 to 17:00) and **April 5** (10:00 to 16:00) at Victoria Park Armoury. Adults $5; Seniors and Students with ID $4; Children 6-12 $2; Under 6 free. Information from Wayne Lamb at (705) 324-5316 or www.trainweb.org/ldmr

CAMPBELLVILLE, ONTARIO: The Annual Forest City Railway Society Slide Sale will be held on **April 4** (12:00 to 15:30) at the Campbellville Lions Club, Guelph Line west side beside CPR tracks. Admission $5.

FENWICK, ONTARIO: The Greater Niagara Model Railroad Engineers will present its Model Train Open House at 1141 Maple Street on **April 19** and **26** (12:00 to 16:30 both days). Information: www.gnmre.ca (map on website); (905) 892-2767.

GUELPH, ONTARIO: A tour of the Guelph Junction Railway will take place on **April 25** (10:00 to 16:30). The tour will cover all operational track including industrial branches using the Guelph Junction Express trainset of three de-motored Rail Diesel Cars. Visit the Ontario Southland Railway's facilities at Guelph Junction (Campbellville), plus the Guelph Historical Railway Association's restored 1941 wood caboose 436994 and historical artifacts. Runpast at two scenic locations plus photo opportunities at two locations. Adults $60, and child $45 including non-alcoholic refreshments. Optional box lunch (must be ordered in advance) and cash bar. Payment to Guelph Historical Railway Association, 5101 Jones Baseline Road, Guelph, ON N1H 6H8. Info at www.ghra.ca

ST. THOMAS, ONTARIO: The Elgin County Railway Museum is holding Nostalgia Weekend on **June 6 and 7** (10:00 to 16:00) at 225 Wellington Street. At the same time the Canada Southern Hobby Show will be held at 750 Talbot Street. There will be vendors of railway hobby items, displays of railway equipment, model trains and food concessions. Adults $5, children under 12 free. Information: promotions@ecrm5700.org and tourismandevents@narhf.org

Calgary's West LRT Alignment Approved

by Russell Davies

Service Area

The West LRT is designed to serve the communities west of downtown Calgary, Alberta, south of the Bow River and north of the Glenmore Reservoir. The alignment for the West LRT is centrally located within the service area which allows the shortest possible feeder bus trips for residents of any community in the service area while maximizing the opportunities for transit-oriented development. This area is expected to grow from its current population of approximately 90,000 to eventually achieve about 120,000 in the long term. Initial daily ridership is projected to be between 37,000 and 44,000.

Alignment Description

Broadly speaking, the West LRT extension runs East-West, joining the existing line downtown at 7 Avenue with the residential and commercial areas at the west side of the city at 69 Street.

The West LRT alignment begins from a new station located on 7 Avenue, between 10 Street and 11 Street SW and proceeds westerly with an at-grade crossing of 11 Street SW and continues westward between Mewata Armoury and the Telus World of Science sites. The LRT tracks will ramp up to an elevated structure (elevated guideway) that will take the LRT over Millennium Park and the CPR main line tracks. Heading west, the alignment will continue on an elevated guideway along the south side of the CP right-of-way. An elevated station will be constructed in the community of Sunalta at approximately 16 Street SW. The elevated guideway will continue westerly, adjacent to Sunalta, along the south side of the CPR right-of-way towards Crowchild Trail.

Continuing on an elevated guideway, the LRT alignment crosses Crowchild Trail on the south side of the Crowchild Trail/Bow Trail interchange area. The LRT alignment returns to grade at 24 Street with an at-grade crossing of 26 Street and an at-grade station located on the west side of 26 Street. This section will require some reconfiguration of the Shaganappi Golf Course.

Proceeding west from 26 Street, the alignment remains at-grade until 31 Street where it is lowered to an underground tunnel to cross Bow Trail at 33 Street into the Westbrook Mall/Ernest Manning High School. The LRT remains underground traversing the playing fields of the Ernest Manning High School site with an underground station located in this area. To facilitate this LRT alignment, the Ernest Manning High School will be relocated to facilitate transit-oriented development of the lands surrounding the Westbrook station.

The LRT alignment will continue underground along 17 Avenue crossing under 37 Street and re-surfacing at approximately 41 Street. It continues westwards at grade to the 45 Street station. Proceeding west, the LRT will cross 45 Street at-grade and will continue along 17 Avenue towards Sarcee Trail. An option to continue the tunnel section to the west side of 45 Street SW will be explored during the design/build process. Land on the north side of 17 Avenue has been protected by setbacks and some have already been acquired. The design will provide for a possible future spur line to serve development along the Sarcee Trail corridor and to the south of Glenmore Trail.

An elevated guideway carries the LRT alignment over Sarcee Trail along 17 Avenue. The Signal Hill station is located just east of Sirocco Drive on 17 Avenue with pedestrian connections to the north and the bus terminal and Park 'n Ride facility located on the west side of 17 Avenue just east of the West Market Square retail complex. The LRT alignment continues west along 17 Avenue crossing Sirocco Drive/Costello Boulevard at-grade continuing up the hill at-grade towards Christie Park Gate.

The grade of the alignment is lowered heading west of the at-grade crossing of Christie Park Gate to cross the LRT underneath 17 Avenue to the south side of the road right-of-way. The LRT crosses underneath 69 Street with the line ending east of 73 Street. The LRT station will be located on the west side of 69 Street to provide accessibility to the educational campus that is being developed in this area.

Project Timelines/Cost

Construction is scheduled to start in December 2009 and revenue service is planned for December 2012. Approximate project cost is $700 million (including $84 million for 21 Siemens SD160 LRT cars that have been procured for the growth of this 8.4 kilometre line). No new maintenance facilities are part of this project - the existing carhouse and a second one to open in 2009 will support the system. ◘

Council Approved West LRT Alignment - June 2008

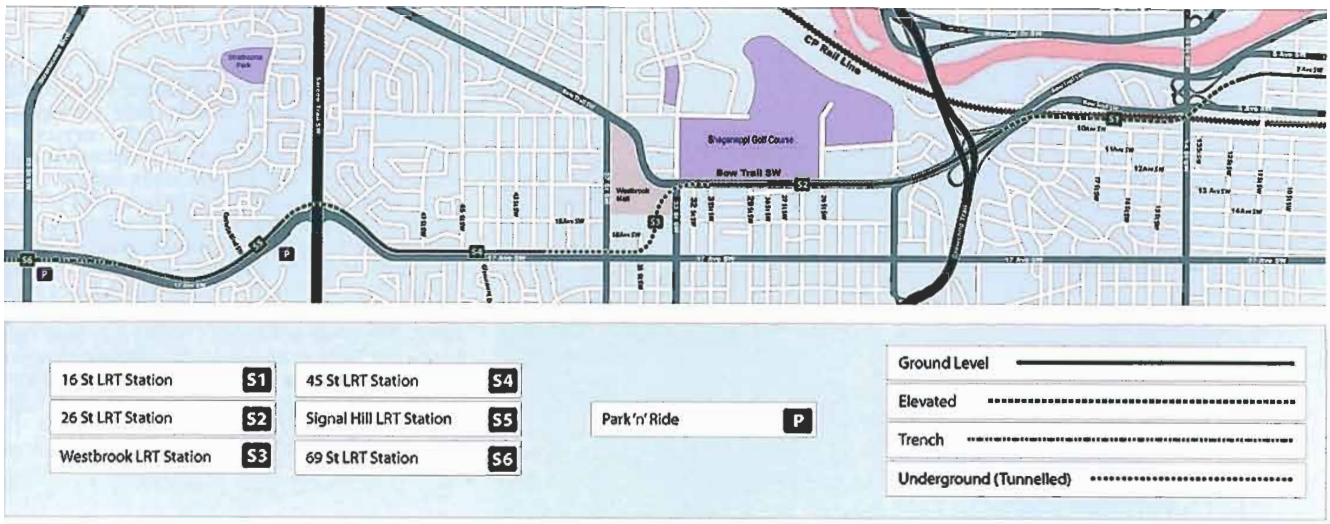


PHOTO CORNER

Top Left: *CN 4-6-2 5575 is covered in snow, possibly at Lindsay, Ontario, and believed to be in 1943 as there was a major blizzard that year. Might any reader be able to confirm? No. 5575 was built by the Grand Trunk Railway in 1913 as GTR 239 and was scrapped by CN in 1960. Collection of James A. Brown.*

Top Right: *Toronto Hamilton & Buffalo Railway 4-6-2 No. 15 poses on the turntable at Hamilton, Ontario, in the early-1930s. TH&B 15 and sister 16 were built by Montreal Locomotive Works in 1923 based on the design of CNR Class J-7. They were built for fast passenger service in the Toronto-Buffalo pool. No. 15 was the last mainline passenger steam locomotive to be operated by TH&B, and was scrapped in December 1955. Photo by James Hammond Allen, collection of John D. Knowles.*

Middle Left*: CP G5 Class 4-6-2 1210 powers the Keewatin Subdivision way freight westbound at Whitemouth, Manitoba, on October 13, 1959. Note the carbody in the background. No. 1210 was built by MLW in 1945 and remained on CP's roster until April 1964 although out of service for the last five or so years of her short life. The G5 Class included 102 modern Pacifics (1200-1301) built between 1944 and 1948. Photo by Ron Ritchie.*

Bottom Right: *CP 2-10-2 5804 and 2-8-0 3665 power First No. 4 at Revelstoke, BC, on September 20, 1939. No. 5804 was built at CP's Angus Shops in 1919 and was scrapped in 1955. No. 3665 was built by MLW in 1910 as 1865, was renumbered 3865 in 1912, then to 3665 in 1928 and in 1949 was rebuilt to 2-8-2 5262. Collection of Newton Rossitor.*

Bottom Left: *On January 15, 2009, St. Thomas & Eastern (Trillium Railway) HR412(W) 3582 looks on from a distance at her two replacement locomotives that have recently arrived at Tillsonburg, Ontario, from the Ottawa Central Railway. These two RS-18u units were displaced from Quebec Railway Corporation's Ottawa Central when CN took back by purchase most of its former trackage in the Ottawa area. The 1859 was built as CP 8786, was rebuilt as CP 1859 in 1989, was sold to the New Brunswick East Coast in 1999 and was reassigned to Ottawa Central in 2007. No. 1842 is former CN 3634, rebuilt by CP as 1842 in 1987, and was sold to Ottawa Central in 1998. Having two units on the St. Thomas & Eastern will allow for a spare unit. No. 3582 is expected to be transferred to Trillium's Port Colborne Harbour Railway. Photo by Bryant Barbour.*


15


5804


2688
2688

Top Right: *Three of CP's 20 Olympic ES44AC units powered Train 101 between Alliston and Ypres, Ontario, approaching the scanner at Mile 48.9, Mactier Subdivision, on January 11, 2009. Leading were 8871 and 8864, with sister 8863 being the distributed power unit. Photo by James A. Brown.*

Top Left: *VIA's eastbound "Canadian" crosses the trestle and rounds the curve at Uno, near Miniota, Saskatchewan (Mile 186, CNR Rivers Sub.), on July 8, 2007, heading towards Rivers. Photo by Cal Murray.*

Middle Right*: Quebec North Shore & Labrador RS-3 103 switches the yard at Sept-Iles, Quebec, in November 1961. No. 103 and sister 102 were built by Montreal Locomotive Works in July 1951, the only QNSL units built by MLW. Both were retired in 1971 and were purchased by United Railway Supply in Montreal, Quebec. No. 103, along with parts from 102, became Quebec Iron & Titanium No. 7 in 1973. Photo by David Page.*

Bottom Left: *On March 20, 2008, CN Dash 9-44CW 2688 and SD75I 5693 lead an eastbound train near Fallis, Alberta, immediately opposite where the Fallis Station once stood. Photo by Wayne M. Hope.*

Bottom Right: *The Guelph Historical Railway Association's ex-CP wood caboose 436994 is in the siding at Arkell, Ontario, on December 6, 2008, as the "Guelph Junction Express" deadheads north to Guelph to pick up passengers for the Santa run. Santa was waiting in the caboose to join the southbound run. The "Guelph Junction Express" consists of three demotored former Boston & Maine Rail Diesel Cars with power provided by an Ontario Northland Railway former CP RS-23 unit. Photo by Dave Hooton.*

A SELECTION OF PASSENGER CONSISTS

15 January 2009
VIA #2 - "Canadian"
at Saskatoon, Saskatchewan

F40PH-2 6455
F40PH-2 6409
Baggage 8609
Coach 8129
Skyline 8516
Dining Car 8407 - *Emerald*
Sleeper 8341 - *Thompson Manor*
Sleeper 8319 - *Dawson Manor*
Sleeper 8327 - *Fraser Manor*
Sleeper 8328 - *Grant Manor*
Dome-Sleeper-Observation
8703 - *Banff Park*

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21 January 2009
VIA #68 at Kingston, Ontario

F40PH-2 6425
F40PH-2 6438 (dead-in-transit)
F40PH-2 6453 (dead-in-transit)
LRC Club 3452
LRC Coaches 3362, 3336
HEP-II Coach 4109
F40PH-2 6419 (damaged)

17 January 2009
VIA #6 - "Skeena"
at Prince George, BC

F40PH-2 6415
Coach 8143
Skyline 8501

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27 January 2009
VIA #1 - "Canadian"
at Edmonton, Alberta

F40PH-2 6446
F40PH-2 6458
F40PH-2 6433
Glass-Roofed Coach 1722
Baggage 8606
Coach 8107
Skyline 8506
Sleeper 8320 - *Douglas Manor*
Dining Car 8414 - *Palliser*
Sleeper 8318 - *Craig Manor*
Sleeper 8308 - *Bliss Manor*
Sleeper 8312 - *Butler Manor*
Sleeper 8316 - *Christie Manor*
Dome-Sleeper-Observation
8711 - *Revelstoke Park*

31 January 2009
CN (AC) "Snow Tour Train"
at Sault Ste. Marie, Ontario

GP40-2L(W) 9515
GP9RM 4125
Café-Coach 3230
Coach 5650
Coach 5483
Café-Coach 3236
Coach 9301
Coach 5571
Coach 5442
Café-Coach 3210
Coach 9302
Café-Coach 3227
Dining Car 505

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29 January 2009
CN Special at West Coast Railway
Heritage Park, Squamish, BC

BCOL B39-8E 3911
CN Power Car 1710 - *Fraser Spirit*
CN Dome-Lounge-Observation 99 -
American Spirit
CN Business Car 100 - *Pacific Spirit*

4 February 2009
VIA #2 - "Canadian"
at Kamloops Jct., BC

F40PH-2 6455
F40PH-2 6426
F40PH-2 6415
Baggage 8608 *
Glass-Roofed Coach 1720 *
Glass-Roofed Coach 1722 *
Coach 8108 *
Skyline 8511 *
Baggage 8616
Coach 8117
Skyline 8502
Dining Car 8410 - *Frontenac*
Sleeper 8337 - *Osler Manor*
Sleeper 8333 - *Lorne Manor*
Sleeper 8324 - *Dunsmuir Manor*
Sleeper 8325 - *Elgin Manor*
Dome-Sleeper-Observation
8710 - *Prince Albert Park*

* deadheading to Edmonton for
Edmonton-Jasper Snow Train

6 February 2009
Keewatin Railway #290
at The Pas, Manitoba

HBRY GP40-2L(W) 3003
KRC M-420(W) 2401
HBRY Box Car 286245
HBRY Box Car 445610
HBRY Box Car 446574
VIA Combination 5639
VIA Baggage 9631

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6 February 2009
VIA #1 - "Canadian"
at Capreol, Ontario

F40PH-2 6458
F40PH-2 6414 (Loto-Quebec)
Baggage 8605
Coach 8129
Skyline 8516
Dining Car 8407 - *Emerald*
Sleeper 8334 - *Macdonald Manor*
Sleeper 8318 - *Craig Manor*
Sleeper 8312 - *Butler Manor*
Sleeper 8316 - *Christie Manor*
Dome-Sleeper-Observation
8711 - *Revelstoke Park*

(Thanks to Rick Bennett, Keith Bowler, Wayne Brittain, Harm Landsman, Mark Perry, Tim Reid and Stan Smith)

SAMPLES OF DIESEL UNIT CONSISTS

Dec 24 - CN eastbound at Peace River, AB: CN SD40-2(W)s 5298 and 5342, CN SD40u 6009, CN GP40-2(W) 9676, and CN GP40-2L(W)s 9567 and 9576.
Dec 30 - SOR at Garnet, ON: RLK GP10 1757, RLK GP40 4057, RLK GP38 3873 and RLK GP40 4095.
Jan 8 - CN 543 at Dorval, QC: CN GP38-2(W) 4772 and Dash 8-40CM 2449.
Jan 8 - CP (Ottawa Valley) 107 at North Bay, ON: CP ES44AC 8868 and CP AC4400CW 9775, with CP ES44AC 8806 operating mid-train.
Jan 10 - CP 441 at Thunder Bay, ON: CN SD75Is 5691 and 5642 (both units repaying CP for horsepower hours owed).
Jan 11 - CN eastbound at Saskatoon, SK: CN Dash 9-44CW 2552, IC Dash 9-44CW 2718 and CN SD70M-2 8017.
Jan 13 - CP westbound at Cranbrook, BC: CP SD40-2s 5917, 6602 and 5902.
Jan 14 - CN 342 at Saskatoon, SK: CN Dash 9-44CW 2671, CN Dash 8-40CM 2417, BCOL Dash 8-40CMu 4615 and CN Dash 9-44CW 2202.
Jan 15 - CP southbound (coal empties) at Environ, BC: CP ES44AC 8894s and 8896, with CP ES44AC 8895 operating mid-train and CP ES44AC 8892 operating on the rear.
Jan 15 - CN westbound at Brighton, ON: CN SD60Fs 5549 and 5524, CN GP38-2(W) 4770 and CN GP9RM 4111.

Jan 16 - QGRY grain empties at Trois-Rivieres, QC: CP SD40-2s 5928, 5864 and 6018.
Jan 16 - CN westbound at Brighton, ON: CN SD40u 6017, CN SD70M-2 8841, CN SD60F 5552 and CN SD40u 6000.
Jan 17 - ONT 113 at North Bay, ON: ONT SD75Is 2105, 2103 and 2101.
Jan 18 - CP eastbound at Saskatoon, SK: CEFX AC4400CW 1036, CP AC4400CW 9633 and CP GP38-2s 3044 and 3112.
Jan 20 - CP 222 at Thunder Bay, ON: CP AC4400CW 9721, CN SD75I 5779 and CP GP40-2 4656.
Jan 21 - CN eastbound at Saskatoon, SK: IC Dash 9-44CW 2701, CN Dash 9-44CW 2564 and BCOL SD40-2 762.
Jan 23 - CP 235 at Feldspar, ON: CP ES44AC 8863, CP SD40-2 5857 and CP SD40-2F 9014.
Jan 24 - CN 450 at North Bay, ON: CN SD60Fs 5505 and 5526, and CN GP9RM 4136.
Jan 24 - GEXR 434 at Toronto, ON: CN Dash 9-44CW 2567, CN SD75I 5787 and CN GP9RM 4102, plus CN newly-delivered SD70M-2 8873, 8868, 8869, 8872, 8874, 8871 and 8870.
Jan 24 - CN 442 at Edmonton, AB: CN SD75I 5663, CN SD60F 5507, CN SD70M-2 8822 and CN GP9RM 7077.

Jan 26 - CP 454 at Saskatoon, SK: CP AC4400CW 8604, CEFX AC4400CW 1044, and CP AC4400CWs 8555 and 9541.
Jan 26 - CN 450 at Gravenhurst, ON: CN Dash 9-44CW 2552, CN SD60F 5519 and CN SD40-2(W)s 5270 and 5321.
Jan 27 - CP southbound at Environ, BC: CP SD40-2 6062, CITX SD40-2 3066 and CP SD40-2 5978.
Jan 28 - UP ICIBP27 at El Paso, TX: UP ES44AC 5525, UP AC4400CW 5643, UP ES44AC 7668 and CN SD75I 5642.
Jan 29 - CN 401 at Saskatoon, SK: CN SD70M-2 8834, CN SD75I 5650, CN ES44DC 2295 and CN SD70M-2s 8839 and 8009.
Jan 29 - CP southbound at Environ, BC: CP SD40-2 5962, CP SD40-2F 9006, CP SD40-2 5967 and CP MP15DC 1444.
Jan 30 - CP northbound at Utopia, ON: CP ES44AC 8877 and CP AC4400CW 9610, with CP ES44AC 8884 operating on the rear.
Feb 1 - CN 112 at Edmonton, AB: CN SD70M-2 8873, CN ES44DC 2259 and CN SD75I 5724.
Feb 1 - CN 442 at Hamilton, ON: CN SD75I 5761, IC SD70 1010, and CN GP9RMs 7001 and 7068.
Feb 1 - CP 542 at Lanigan, SK: CP SD40-2 5980, CP GP38-2 4522, SOO SD60M 6061, and CP GP38-2s 3116 and 3118.

Feb 2 - CN/SOR X556 at Bayview, ON: RLK GP38 3873 and RLK GP40 4057, with CN GP9RMs 7039 and 4108 on the rear (included three 'bottle' cars, US Steel Canada SW900 85 in-transit plus several loaded gondolas).
Feb 2 - CN eastbound at Brighton, ON: CN Dash 9-44CW 2608, CN SD75I 5654, CN SD60F 5502, CN GP9RM 4112 and CN GP38-2 4720.
Feb 3 - CP 441 at Thunder Bay, ON: CP AC4400CW 9672, CP SD40-2 5937, CP GP38-2 3122, and CP AC4400CW 9645.
Feb 3 - CP southbound grain at Cranbrook, BC: UP SD90MAC 8306 and CP AC4400CW 9563 with UP SD90MAC 8268 operating on the rear.
Feb 4 - CP at Gardiner Dam Terminal (Outlook Sub.), SK: CP AC4400CW 9513 and CEFX AC4400CW 1046.
Feb 4 - CN eastbound at Warman, SK: CN Dash 8-40CM 2413, CN SD70M-2 8818 and CN SD40-2 5386.
Feb 4 - CP P34-04 at Redvers, SK: CP GP38-2s 3041, 3108 and 3075.
Feb 7 - GEXR 518 (Plow) at Stratford, ON: GEXR Plow 55413, LLPX GP38AC 2210, RLK GP-4 4001 and HLCX SD40-3 6091.
Feb 9 - CP 235 at Smiths Falls, ON: CP GP9u's 8220, 8237, 8224 and 8222.

(Thanks to Roger Boisvert, Chris Boon, Keith Bowler, Doug Cameron, Peter Ely, Bob Heathorn, Paul Hunter, Jason Jongen, James Lalande, Harm Landsman, Roman Litarchuk, Bryan Martyniuk, Jim Mason, Ed Mello, Cal Murray, Bill Rood, John Soehner, Doug Thorne and Bill Turner)

LEGEND: **AC** = Algoma Central (CN); **BCOL** = BC Rail (CN); **BNSF** = Burlington Northern Santa Fe; **CEFX/CITX** = The CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific; **GEXR** = Goderich-Exeter (RailAmerica); **GTW** = Grand Trunk Western (CN); **HBRY** = Hudson Bay; **HLCX** = Helm Financial Corp.; **IC** = Illinois Central (CN); **KRC** = Keewatin Railway; **ONT** = Ontario Northland; **QGRY** = Quebec-Gatineau; **RLK** = RailLink; **SOO** = SOO Line (CP); **SOR** = Southern Ontario (RailAmerica); **STLH** = St. Lawrence and Hudson (CP); **VIA** = VIA Rail; **WC** = Wisconsin Central (CN); **UP** = Union Pacific. ◘

The Motive Power and Equipment Scene

CN

ADDED TO ROSTER: CN's acquisition of the Elgin, Joliet & Eastern Railway on February 1 added 39 units to the CN roster: SW1200 302, 306, 316, 322; SW1001 444-446; SD18 616; SD38 650, 654; SD38-2 656-675; GP38-2 703; SD-M 804, 809, 811, 813, 814, 818; Remote Control Cab CC-1; and Slug T-2.
NEWLY-ACQUIRED UNIT RETIRED: New Brunswick East Coast RS-18u 1867, acquired with the takeover of Quebec Railway Corp. properties on November 1, 2008, has been moved to Woodcrest, Illinois, for disposition.
RETIRED:
- BCOL SD40-2 752 (Feb 5).
- GTW GP9R 4635 (Jan 28) - sold to Minnesota Northern Railroad.
- CN SD40-2(W) 5257, 5271, 5294 (all Feb 5).
- GTW SD40-2 5935 (Feb 5).
- IC SD40-2R 6000, 6003, 6034, 6057, 6065, 6067, 6070 (all Feb 5).
- IC SD40A-2R 6009, 6014 (both Feb 5).
- CN GP9RM 7001 (Feb 3).

RETIRED UNITS SOLD FROM FALL 2008 AUCTION:
- DMIR SD38AC 205 to Western Rail Inc.
- DMIR SD-M 303 (nee DMIR SD18 192) sold to Dakota Northern RR.

STORED:
- DMIR SD40-3 406, 408.
- BCOL SD40-2 743, 746, 747, 751, 759, 762, 763, 765.
- BLE SD38-2 878.
- BLE SD40T-3 900, 901, 904, 905, 908, 910.
- WC GP40 3002, 3011, 3012.
- WC GP40u 3026, 3027.
- IC GP40R 3101, 3102, 3137.
- IC GP50m 3140.
- CN SD40-2(W) 5245, 5248, 5250, 5254, 5261, 5273, 5274, 5277, 5295, 5298, 5301, 5316, 5318, 5349, 5358, 5362.
- GTW SD40-2 5930, 5932-5934, 5936, 5937.
- GTW SD40-3 5938, 5940-5956.
- IC SD40-2R 6001, 6004, 6005.
- WC SD40-2 6004-6006.
- IC SD40A-2R 6007, 6008, 6010, 6011, 6013, 6015-6018.
- IC SD40-2 6030, 6032.
- IC SD40-2R 6050-6052, 6054, 6056, 6059, 6060, 6063, 6064, 6066, 6068.
- IC SD40Xu 6071.
- IC SD40-2 6072, 6101-6103, 6105, 6106, 6108, 6109, 6111-6114, 6117-6125, 6127-6130, 6132, 6134-6136, 6139-6142.
- IC SD40-3 6264.

CANADIAN PACIFIC RAILWAY

RETIRED:
- ICE GP9 112, 120 and 126.
- DME GP38 3802 (in bridge collapse at Columbus Jct., Iowa, in 6/2008, scrapped on site in 10/2008).
- DME SD40-3 6053, 6077 and 6079 (wrecked along Mississippi River in 6/2008).
- ICE SD40-2 6417 (wrecked along Mississippi River in 6/2008).

RENUMBERED: SOO GP40 2032 renumbered CP 4613 on January 9.
RESTENCILLED: SOO GP38-2 4432 restencilled CP 4432 on January 31.
TRANSFERRED:
- St. Paul to Calgary: SOO GP38-2 4412.
- Montreal to Calgary: CP AC4400CW 9500-9529.

STORED SERVICEABLE: (* added since last issue)
- SOO SD40-2 769.
- CP SW1200-Slug 1000.
- CP SW900-Slug 1015, 1016.
- CP SW1200RS-Slug 1022*.
- CP Control Cab 1153, 1155, 1157, 1158, 1160.
- CP SW1200RSu 1210, 1244, 1245, 1249, 1250*.
- CP FP9 1401.
- CP GP7u 1505, 1508, 1509, 1511.
- CP GP9u 1512, 1513, 1519, 1522*, 1538, 1575, 1589, 1602, 1609, 1612*, 1615*, 1618, 1630, 1639, 1640*, 1691, 1692, 1697.
- CP F9B 1900.
- CP 4-6-4 (steam) 2816.
- CP FP9u 4106, 4107.
- CP SD40M-2 5490.
- CP SD40-2 5798, 5909, 5954, 5965, 6020, 6058, 6604.
- CP SW1200RS 8111.
- CP GP9u 8205, 8240, 8247*.
- CP GP9 8263, 8275.
- CP SD90MAC 9100-9105, 9107-9109, 9111-9149, 9151-9156, 9158-9160 (several added since last issue).

STORED UNSERVICEABLE: (* added since last issue)
- CP SW1200RSu 1238.
- CP FP7u 1400.
- CP MP15AC 1428, 1447*
- CP GP7u 1503, 1510.
- CP GP9u 1520, 1543, 1567, 1568*, 1576, 1583, 1595, 1617, 1644, 1689, 1695.
- SOO MP15AC 1550.
- SOO GP9 2403.
- SOO GP38-2 4423*, 4433, 4443*, 4450*, 4509, 4511, 4514.
- CP GP38-2 4508, 4520.
- SOO GP40 4648.
- CP SD40M-2 5492.
- CP SD40-2 5415, 5643, 5684*, 5697*, 5714, 5772*, 5778, 5789*, 5926*, 5931, 5934, 5950, 6057, 6606*.
- STLH GP38-2 7308*.
- CP GP9u 8204*, 8229, 8249.
- CP GP9 8264, 8270.
- CP SD90MAC 9106, 9110, 9150, 9157.
- CP AC4400CW 9554, 9728, 9733.

LEASED UNITS IN SERVICE: CEFX AC4400CW 1026-1059.
RETIRED UNITS OFFERED FOR SALE:
- CP AC4400CW 8644, heavily damaged in a wreck in 2007, stored in Calgary - bids close February 23.
- CP SD90MAC 9300-9303 stored in Winnipeg - bids close April 24.

VIA Rail Canada

OUT OF REVENUE SERVICE: FP9u 6300 is utilized as a shop switcher at Vancouver Maintenance Centre; F40PH-2 6402, 6443, 6452, 6454 and 6457 are at CAD Railway Industries, Lachine, Quebec, for a rebuild.

ON THE PRESERVED SCENE

UNDER RESTORATION: Former White Pass & Yukon Route 2-6-2 #4 (built by Baldwin Locomotive Works as Klondike Mines Railway #4 in 1912), moved to Wisconsin in 1955, and then to Tennessee and Oklahoma, has been acquired by Dry Gulch Park at Dry Gulch, Oklahoma, and is being restored.

ON THE SHORTLINE SCENE

REASSIGNED: Leased RMPX (Progress Rail) GP40-2L(W) 9431 (nee CN 9431) has been reassigned from RailAmerica's New England Central Railroad to the Southern Ontario Railway.

ON THE TRANSIT SCENE

ADDED TO FLEET: The first pair (305-306) of 48 additional Mark II cars for Vancouver's SkyTrain were delivered by Bombardier in early-January. This group of cars (Series 200) will be numbered from 301 to 348. A contract announced in November 2006 was for 34 cars with options for another 38; the additional 14 cars are part of that option. Mark II cars 201-260 (Series 100) were built between 2000 and 2002.

ELECTRO-MOTIVE CANADA COMPANY (ELECTRO-MOTIVE DIESEL) - LONDON

ORDERS IN PROGRESS:
- The 7 JT42CWR-T1 units for Dillen & LeJeune/CrossRail Benelux (order 20078968 - temporarily numbered 96801-96807) that were shipped from London on December 6 (January **Branchline**) were not finished. They were bagged, and moved to Goderich-Exeter's yard in Stratford, Ontario, for storage and will return to the London plant for final fitting when the customer is ready for delivery.
- Five JT42CWRM units (77044-77048) for English Welsh & Scottish/Deutsche Bahn's operation in France (order 20068864 - numbered 77001-77060, stencilled Euro Cargo Rail) have been partially completed, bagged, and were shipped to Stratford in December for storage. Nos. 77001-77043 were previously shipped.
- Construction continues on the order for 40 JT42CWR-T1 units for Egypt (order 20078963 - to be numbered 2124-2163).
- Construction is underway on the order for 35 SD70ACe units for Burlington Northern Santa Fe (order 20088021 - to be numbered 9305-9329, and 9166, 9167, 9184-9191).
- KCS GP40-3 2840, 2842 and 2843, and TFM SDP40 1319 and 1320 are the first 5 of 11 delivered to London to be retrofitted with an ECO engine and other upgrades.

Thanks to Eric Johnson, Ken Lanovich, Don McQueen, Ian Smith, Ian Webb, "NY 4" and "Engine 4466". ◘

This July 1946 scene shows out-of-service Quebec Railway Light & Power streetcar 910 from the company's Citadel Division (city lines) on the connecting track between the city and interurban division (Montmorency Division). On the left is the Post Office building attached to Gare Palais Station. The tracks to the right lead to QRL&P's St. Paul Street station, home of the interurban division. In the background are the vehicular and railway bridges over the St. Charles River leading to Limoilou and the QRL&P's Limoilou shops where both the city and interurban cars were repaired. No. 910 was built by Ottawa Car Company in 1929 as a two-man car and was later converted to a one-man car. The car would operate for a further two years - it was scrapped in 1948. Kodachrome #4600304, John F. Bromley Archives.

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