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Branchline

CANADA'S RAIL NEWS MAGAZINE



Strasburg's ex-CN 7312 • Palmerston's Pedestrian Bridge • Seton Portage-Lillooet Shuttle

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.

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A regular meeting is held on the first Tuesday of each month except July and August in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30.

The next meeting will be on **November 6**. Kevin Holland will give an illustrated talk entitled "Chateau Laurier - Decades of Distinction". Refreshments will be available at a small fee.

Please see our website [www.bytownrailwaysociety.ca] for further meeting details.

The **Annual General Meeting** will be held on January 15, 2013. If you wish to nominate a member for an executive position, or wish to help in a non-executive capacity, please contact nominating chairman Earl Roberts at 613-824-8203 or e-mail: earl.roberts@sympatico.ca

An **informal slide, DVD 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, DVD and video night will be **November 20** at 19:30.

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

E-mail Addresses: Many subscribers receive advance notice of upcoming meetings and events via e-mail. Kindly keep the Society informed of e-mail address changes at: lvgoodwin@rogers.com.

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

Ten Years Ago in Branchline:

* The Canadian Transportation Agency has turned down an application by Ferroequeus Railway Co. Ltd. for running rights on CN's western Canadian network to haul export grain from Camrose, Alberta, to the Port of Prince Rupert, BC.

* Rail World Inc.'s subsidiary Montreal, Maine & Atlantic has concluded an agreement under which MMA will acquire CP lines between the US/Canadian border at Richford, Vermont, through Brookport to St. Jean, Quebec, and the north-south line from St. Rosalie through Farnham to Stanbridge.

* VIA Rail's "Bras d'Or", a seasonal train providing tours of Cape Breton, has set new records during its third successful season.

* The BC government has introduced legislation that allows BC Rail to dump its money-losing passenger rail service. In September, the Crown corporation announced unacceptable financial losses are forcing it to shut down passenger service.

* The commuter train between Montreal and Blainville will be extended 16 km to Saint-Jérôme by the fall of 2003.

* The death sentence on Vancouver Island's historic E&N Railway has been lifted. RailAmerica says it will continue to operate freight and passenger service on the line for the indefinite future.

* The BC government has issued a Request for Expressions of Interest to acquire or lease of former CP 2-8-0 3716 for use within British Columbia.

Press date for this issue was October 15
Deadline for the December issue is November 12

Cover Photo: Strasburg Rail Road 0-6-0 #31 simmers in the engine house between assignments at Strasburg, Pennsylvania, on 2 July 1978. Photo by D. N. Wilson.

The Preservation of CN 0-6-0 7312 and How it Influenced Me to Become a Railfan

By Douglas N. Wilson

Was it fate or perhaps a convergence of events that resulted in my becoming a railfan? I was born in 1951, the same year that Dad hired on Canadian National Railways as a Police Constable. I was exposed to the railway practically from birth. Dad's first posting was to Jellicoe, an intermediate terminal, located on CN's Kinghorn Subdivision in northwestern Ontario. No officer had previously been assigned to Jellicoe, but a need was created when the number of tobacco thefts occurring on the Kinghorn Sub. exceeded a police officer's annual salary. Therefore, the decision to put a man there was an easy one for higher management.

Early investigation into the tobacco thefts centred around staking out terminals, meet locations, coal and water stops and crew change locations. However, no evidence was found of the theft occurring at these obvious locations where a train would stop. A break in the case came when a tobacco-carrying boxcar arrived at Port Arthur with a rope ladder dangling from the roof. It turned out the thieves were being tipped off as to which cars contained tobacco by a clerk in CN's Headquarters in Montreal. They would then board the boxcar while the train was moving slowly, affix a rope ladder to the roof running board, dangle over the side of the car while the train was in motion, open the car door and kick the cases of tobacco out into the snow bank near public crossings to be retrieved later. But I digress!

We lived directly behind the station at Jellicoe so I could not help but be exposed to the railway and the activities in the yard. In fact Dad had arranged for my first steam locomotive cab ride on the Jellicoe shop track at the age of 14 months. Many years later, the joke among family members was that while in the cab that day I bumped and scratched my head on something in the locomotive and in the process, got soot in my wound, and wound up with the railway in my blood forever!

By 1956, the family had relocated to Stratford, Ontario. Once again Dad chose a house directly across the street from the station, so you might think it would be inevitable that I should become a railfan, but such was not the case, at least not yet. By 1958 I had become a modeller, however, as I had received my first model railroad, an O-gauge set produced by Marx. Dad built a train table and set the thing up in the dining room! (In a subsequent move to Fort Erie, the train table was built around the room in my bedroom. It wasn't until we lived in Hornepayne that the model railroad found itself in its own room in the basement. But I digress again!)

In order to understand the events which would propel me to become a life long railfan and ultimately lead to a career in railroading, we must first look at events occurring south of the border. Located near Lancaster, Pennsylvania, the Strasburg Rail Road had fallen on hard times by 1957. In addition to dwindling freight revenues and mounting operating costs, a series of storms caused washouts and blew large trees across the right of way. The railway found it necessary to embargo the entire line. On top of this, the railway had become part of an estate whose heirs had little interest in the railway. While petitions for abandonment were being considered by the Pennsylvania Public Utilities Commission and the Interstate Commerce Commission, a group of 24 well-to-do business men who were rail and steam preservationists were organizing themselves with the intent of purchasing the line.

On 1 November 1958 the group tendered a cheque to the estate and became owners of a 126 year old, 4½ mile shortline railway. With the railroad came a 20-ton gasoline mechanical locomotive built new for the railroad by Plymouth in 1926 when the Strasburg's last steam locomotive was retired. The Plymouth was promptly sent out for mechanical work and wheel truing. On 4 January 1959 passenger service was restored to the Strasburg Rail Road using the refurbished Plymouth.



Strasburg Rail Road #1, a 20-ton Plymouth gasoline-mechanical locomotive built in 1926, handles a mixed train on the Strasburg R.R. in June 1959. Photo by Lynford (Bud) Swearer, collection of D. N. Wilson.

In the beginning, the new owners of the Strasburg R.R. had an interesting corporate structure; one President, 23 Vice-Presidents and no employees! These 24 men volunteered for whatever task the railroad needed them for, be it track maintenance, locomotive engineer or conductor.

Being a group of rail and steam enthusiasts, it wasn't long before the group started scouting around for a suitable steam locomotive to replace the Plymouth. By the late-1950's, steam was fast disappearing from the North American railway scene. The shortline only had one bridge, and this bridge would become the limiting factor in purchasing a steam locomotive. The bridge was rated for axle loadings of no more than 30 tons per axle. Finding no suitable locomotive in the United States, the search extended to Canada; which brings us back to Stratford.

One of the new owners was a druggist from York, Pennsylvania, by the name of Lynford (Bud) Swearer. Bud had first visited Stratford, in search of steam to photograph, in June of 1958. Dad found him in the shops trying to take photographs, and as he was not able to produce a properly signed release of liability, Dad threw him out! One year later, in June of 1959, Bud was back again, but this time he was one of the newly minted Vice-Presidents of the Strasburg. During this visit, while photographing the dead line in Stratford's 'Buffalo' yard, he spotted long time Stratford yard engine, #7312, a class O-9-a O-6-0 switcher. With a full load of coal and water, and fire in her fire box, #7312 had a weight on drivers of 153,384 pounds, giving her an axle loading of just under 26 tons per axle. As a bonus for the Pennsylvania shortline, the engine was a product of Baldwin's Philadelphia, Pennsylvania, erecting shop in 1908.

Bud showed up at the Stratford Shops and once again ran into father. He wanted to know what he had to do to buy the engine. Dad looked at him in amazement and questioned his sanity. It was a Sunday and there was no one in authority around. Heavy repairs on locomotives at Stratford came to an end on 12 January 1959 when 2-8-2 #3552 left the shops. By June of 1959 Stratford Shops had taken on a new roll - instead of doing major steam locomotive overhauls, normally associated with this facility, the men remaining in the shops were cutting up engines at the rate of two or three per week. Dad checked the records for Bud, and discovered the #7312 was first up in the line to be scrapped and

was due to be moved into the shops the next day. Now there was a sense of urgency amongst these two men and Dad immediately penned a note to the shop Superintendent stating 'hold #7312 pending sale to an American railroad'. Feeling a Police Constable's signature would carry little weight, he signed the note with a fictitious name.



CN #7312 sits first-up at the head of the scrap line waiting its fate with the scrapper's torch, Stratford, Ontario, June 1959. Photo by Lynford (Bud) Swearer, collection of D. N. Wilson.



CN #7312 inside the Stratford Shops being readied for shipment to Pennsylvania, April 1960. Photo by Lynford (Bud) Swearer, collection of D. N. Wilson.

The engine was pulled from the dead line and moved to a location on the shop grounds where an eye could be kept on it. Strasburg then entered negotiations with folks at CN's Headquarters in Montreal. The deal was concluded by January 1960.

Buying the engine turned out to be the easy part, moving #7312 to Pennsylvania proved to be more challenging. Initial enquiries to various railroads indicated that shipping the engine 'dead in tow' to Strasburg would be cost prohibitive. It was suggested they have another go around with the various carriers, pick the carrier with the lowest freight rate and go back to the others to see if they would move it at the same rate. As part of this second round of discussions, it was determined if the Strasburg put a man in the cab to keep an eye on things and oil around at every opportunity they could drive the freight rate down.

Having gotten the freight down to a reasonable level, the engine was moved into the shops one last time to be prepared for its journey. It was early spring and knowing that a man would be riding in the cab for the entire journey, the shop staff applied all new canvas curtains to the engine. Strasburg folks were allowed to wander around the shops picking out spares parts. The tender and fire box were filled with brake shoes for both the engine and tender and whatever other parts were deemed useful. With a man in the cab equipped with a Coleman stove and a bedroll, #7312 began its journey to Pennsylvania on 11 April 1960. CN handled the engine to Niagara Falls where it was handed off to the Lehigh Valley for furtherance.

By this time Dad's assignment in Stratford had been abolished and he had taken up a new position in Fort Erie. Dad knew the locomotive's tender was equipped with arch bar trucks which, by this time, were prohibited in interchange service. Dad drove down to the Falls and entered one of the offices at the border. Once inside, he stood between a window with a view of the tracks and the men inside; distracting by engaging them in conversation while the engine passed by. Thankfully, the arch bar trucks went unnoticed.

The locomotive eventually was interchanged to the Reading Company as it first went to their shops in Reading, Pennsylvania, where it underwent minor modifications to make it compliant with American regulations and received a coat of fresh paint. By peeling the first and last digit from its CN number, the locomotive became Strasburg R.R. #31. She entered service on Labour Day weekend 1960.



Ex-CN #7312 'dead-in-tow' on a Reading Company train enroute to Strasburg, PA, in April 1960. Photo by Lynford (Bud) Swearer, collection of D. N. Wilson.

So what did all this have to do with my becoming a railfan? Dad's interactions with Bud turned into a life long friendship. Numerous trips by Bud and other members of the Strasburg's executive associated with the purchase and movement of the engine were made to Stratford. Being the hospitable people that my parents were, these American railfans were invited back to the house to visit, or for a meal. During these visits I received extensive exposure to a number of serious rail enthusiasts. Being unable to

reciprocate and feeling deeply indebted to Dad for his assistance, they either left behind 8x10 inch glossy photographs of the Strasburg and its equipment, other steam locomotives, passenger cars, etc. or sent them in the mail upon their return to the States. They also left behind all manner of railroad collectibles, right down to railroad issued pencils, for my Dad and his impressionable 9 year old son. These items became the foundation of my railroad collection and at that point, there was no turning back! As for the #7312, it remains a serviceable engine on the Strasburg to this day at age 104, and she has been renumbered back to 7312. ■



Newspaper clipping from *The Stratford Beacon-Herald* dated 11 April 1960 discussing the sale and movement of the engine to Pennsylvania.



Strasburg Rail Road #31 under steam at East Strasburg, PA, in the fall of 1960. Photo by Lynford (Bud) Swearer, collection of D. N. Wilson.

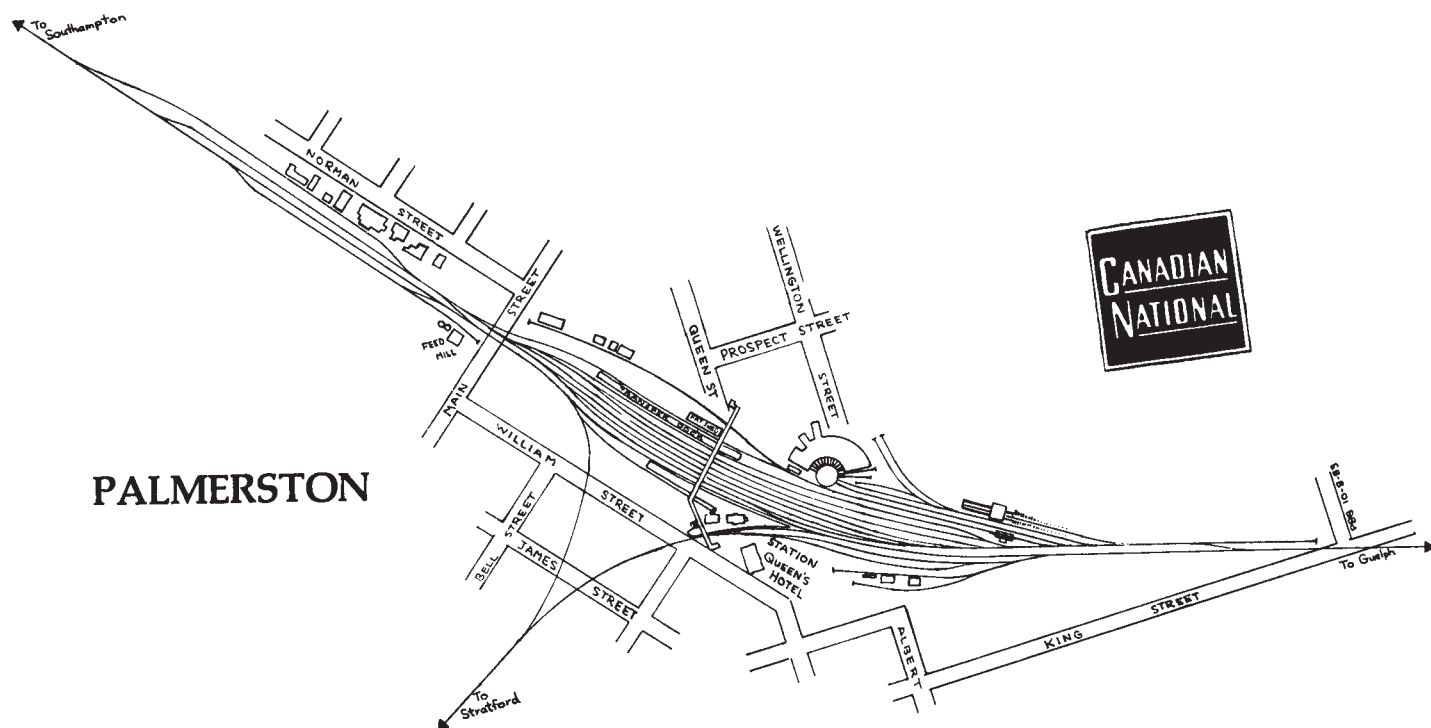


Doug Sr. and Doug Jr. in the cab of a CN S-1-d Mikado at Jellicoe, Ontario, in June 1952.



Doug Sr. and Doug Jr. looking over correspondence received from the folks at the Strasburg Rail Road in April 1960. Photo by *The Stratford Beacon-Herald*, collection of D. N. Wilson.

by Mark Harris





Palmerston's famed pedestrian bridge is the subject of this postcard. This view looking north was taken in the late teens or early 1920s, judging by the presence of a Grand Trunk Pacific boxcar, lower middle. The station is just out of the scene at far left. Photo courtesy of the Palmerston Railway Heritage Museum.



Photographer J. Adams was facing the south end of the Palmerston station when he caught Ten-Wheeler #1320 on the Newton Subdivision, which extended southwest towards Stratford. This photo was taken sometime in the late 1940s, or early 1950s before the observation tower seen above the rear of the tender was removed from the station's roof. Photo courtesy of The Sirman Collection.



This July 1943 shot from the pedestrian overpass captured CN Ten-Wheeler #1244 arriving in Palmerston with a southbound six-car mixed train. All but one of the 14 boxcars seen this side of the freight platform are of the outside-braced wooden variety. Photo by Geo. Harris, courtesy of The Sirman Collection.

station to handle passengers and freight. A single-story structure was erected in 1871. Traffic warranted a bigger station, so in 1876 it was enlarged to about 30 by 60 square feet and a second floor with office space was added. A roundhouse, turntable and other locomotive servicing facilities were built, along with a freight shed and cattle pens. A large percentage of the town's population was employed by the railway. A variety of new industries also sprang up, along with a hotel. Palmerston was booming!

In 1882, the Grand Trunk Railway acquired the Great Western, which had already taken over the WG & B. The GTR expanded the Palmerston yard. An 1890 insurance map shows a 12-stall roundhouse, double-track car repair shop, water tank and, as an indication of the cold winter climate, a two-track snow plough shed. By 1910 up to 40 trains a day entered Palmerston.

It was also in 1882 that a school was built on one side of the railway yard, even though most residents happened to live on the opposite side. Forty train movements a day plus constant switching in the ever-expanding yard was hardly conducive for children to navigate safely four times a day to and from school. Apparently the Grand Trunk looked into a possible subway beneath or a bridge over the yard, but did nothing until the Railway Commissioners of Canada ordered the railway to build a bridge. Construction began in either 1910 or 1911. Steel was in short supply due to the impending First World War. Completed in 1912, the 600-foot-long bridge has been described as the longest bridge of its kind in Ontario. (That same year, Grand Trunk President Charles Hayes was lost when he happened to book passage back to North America aboard "Titanic".) In another decade the Grand Trunk would become part of Canadian National.

Steam ruled the rail until 1957 when the first regularly assigned diesels arrived. In 1959 — nearly 80 years after the Adam Brown steamed into town — Palmerston witnessed the last of steam. That was the year that Palmerston's other noted landmark, "Old 81" as the townspeople still affectionately refer to the 2-6-0, was donated by CN and put on display just south of Main Street, where she rests to this day. When steam was gone, destruction of the roundhouse, coal dock and all other infrastructure so necessary for the daily upkeep of steam quickly followed. In 1960, two of the bridge's four stairways were removed — on the north and south sides closest to the station. They were never replaced.

Palmerston fared no better or worse than other railway towns in the 1960s, with branchline freight and passenger traffic continuing its steady decline. The 1959 opening of the St. Lawrence Seaway negatively impacted grain traffic. Mail contracts were lost in the late-1950s and passenger train service, provided mostly by Rail Diesel Cars at that time, ceased in 1970. Freight service continued. The station was closed to the public in 1982, though CN crews still used it.

The Town of Palmerston approached CN in 1986 about leasing the station and freight shed to restore indoors its slowly deteriorating Mogul.

Although nothing immediate came out of the discussion, CN did reveal that it was ready to part with the station. Ten years later the track southwest from Palmerston to Stratford, along with the last remnant of the former Owen Sound line, which by then extended only a few miles north to Harriston, was torn up. The town grew increasingly concerned.

Council at the time discussed putting a housing development in the yard area. Its tip of the hat to the town's railway heritage included a small replica of the station in a nearby park and keeping part of the bridge. Had these events happened you likely would not be reading this story today.

In 1992, handcar races, patterned after highly successful races in British Columbia, came to Palmerston. Not only did they attract money-spending tourists, they also helped put a positive spin on the yard. Although CN owned the land, volunteers cleaned up the yard for the races. Four years later, the Town of Palmerston made CN an offer to purchase the property. Hopeful volunteers again stepped forward, this time reroofing the badly leaking station even though it still belonged to the railway. Their efforts, however, were not in vain. In 1998, for \$26,000, the Town acquired 26 acres, with the station and the bridge.

The same year a plan to restore the station to its GTR era appearance was approved and work began. The ubiquitous red insulbrick was removed from the exterior. The dropped ceiling in the main waiting room — installed to reduce the heating bill — was removed. The original tin ceiling in the Agent's Office was restored, and countless other improvements were made. The station opened to the public in 1999 and has been open ever since. Since that time, countless railway artifacts from the townspeople connected to the railway have been donated and are on display throughout the station.

In 2008, the pedestrian bridge was closed off, much to the dismay of the town's people and visitors. It was in need of repair. Holes had begun appearing and the structure was deemed unsafe. It was closed due to insurance liability. The local MPP came to the rescue, securing provincial funds to restore the bridge to the purpose for which it had been built — to walk across. Ironically, the bridge was reopened at a special ceremony that included students from local schools. After all, the bridge was originally built largely for their safety.

Palmerston and the surrounding Town of Minto take their railway history seriously. Over the last several years about \$500,000 has been spent to maintain the bridge. More money has been spent to turn the former railway yard into the heritage park that it is today. Two years ago, on Saturday, July 10, Palmerston and the Town of Minto treated its former CNR Mogul #81 to a 100th birthday celebration.

There are many sources of information on, and photos of, Palmerston and the surrounding branchline operations:

Steam Over Palmerston by Ian Wilson



Daily-except-Sunday Passenger #173 from Hamilton arrives in Palmerston on the morning of August 20, 1958. With all trains out plying the branchlines, the yard is devoid of power, except #5126 arriving here and a lone diesel. Within a year the arrival and departure of steam-powered trains in Palmerston would be just a memory. Photo courtesy of The Sirman Collection.



Palmerston did not let former CN Mogul #81's 100th birthday go unnoticed, marking the occasion with a day of festivities on July 10, 2010. Following several years of cosmetic restoration, she is seen here in immaculate condition. Photo by the author.



The original Palmerston station was built by the Wellington, Grey and Bruce in 1871 as a single-story structure. Traffic warranted a larger station so in 1876 the Great Western Railway enlarged it and added the second story, as seen here. Note the absence of the pedestrian bridge, which would be completed by the Grand Trunk Railway in 1912. Photo courtesy of the Palmerston Railway Heritage Museum.



Clad in insulbrick, with windows boarded over with plywood and displaying a somewhat run-down appearance surely to the dismay of the town's residents, the future of the CN Palmerston station did not look promising when this photo was taken 25 years ago. CN crews were still using this structure and the yard. Photo by the author.



Taken seven years after the Palmerston station was restored and open to the public in 1999, this view shows the incredible amount of hard work by the devoted volunteers to turn the former CN station into the town's railway heritage museum. Photo by the author.



Allen C. Hilgendorf was commissioned to paint three large Palmerston railway-themed murals a few years ago. What children on or from their way to school — using the bridge to safely convey them over the busy yard — could resist stopping to watch an approaching steam train? Photo by the author.

documents CNR operations in the 1950s. It is still, as of this writing, in print.

Two Divisions to Bluewater by Peter Bowers deals more with the history of the various branches. This title is unfortunately long out of print, having been published in 1983.

Rusty Rails by John R. Hardy features the author's photos and recollections of mid-Western Ontario branchlines from 1961 to 1996 and is still available.

Wellington County History from 2007 features a chapter on the history and restoration of the Palmerston station. Chapter author Bob McEachern is a local historian and Palmerston Heritage Railway Museum Director.

Another source of station information is the Palmerston Railway Station Report by Anne M. de Fort-Menares put out by the Historic Sites and Monuments Board of Canada.

Various back issues of the *Wellington Advertiser*, *Palmerston Observer* and *Minto Express* are also of interest.

Branchline has also featured Palmerston in its pages. See the July-August 1994 issue.



Thousands of passengers purchased their railway tickets from the station agent through this ticket window. This view was taken from the former passenger waiting room looking into the agent's office. After disappearing from the station years ago, the iron grill was eventually returned recently to Palmerston for the museum project. Photo by the author.

If you are planning a visit to Palmerston to explore the Palmerston Heritage Railway Museum it's best to check the web site www.palmerstonrailwaymuseum.ca/ first for hours and days of operation. The web site also has photos and information of interest. While in town don't forget to visit #81, take a walk across the pedestrian bridge and stroll through the park. Historical plaques provide the history of CNR and its predecessors, famous citizens important to the railway and help identify where various structures once stood. ■

Seton Portage-Lillooet Shuttle

Article and photographs by Mike Mastin

It is little over an hour's drive from Ashcroft to Lillooet, BC, but rabid railfan that I am I rarely bother. After all, Ashcroft has everything a railfan could want whereas since the CN take over of BC Rail activity at Lillooet, it is a shadow of its former self. However, fate works in mysterious ways.

A couple of years ago my son was invited to a birthday party of a classmate. I hung around and was talking to a lady who mentioned she grew up in the Mt. Curry area - a small town on BC Rail. I told her that more than 40 years ago I knew a gal from Mt. Currie, mentioned the name, and this lady knew the family. So we got into conversation and she mentioned she had recently met a new man in her life, one thing led to another and they came to our house for a visit. It turns out the new boyfriend, now new husband, is an engineer on the Lillooet-Seton Portage Shuttle!

Hogi has been an employee of BC Rail since 1982, primarily in maintenance of way service. One evening Hogi and Rose came to our house for a visit, and he and I spent a marvelous evening studying J.F. Garden's coffee table book "British Columbia Railway" while the ladies chatted. Hogi could identify people in the photos and was a storehouse of anecdotes about them.

Fast forward to August this year. We are constantly striving to find things to do for our eight year old son - one thing was a playdate at Rose's house. It turns out that Hogi was home as he was on his days off from CN. He encouraged me to bring the family on Friday, August 3rd, when he would be back on duty. I phoned, made reservations, and so it came to be that we were on the Lillooet station platform awaiting the 10:30 departure of the shuttle to Seton Portage.

10:30 came and went. It seemed odd that this little two-car train could be late on its morning run from Seton Portage as there are no other trains to contend with and that time - we were to find out why it could lose time later. It pulled in about 10:35, people alighted, then the mail was unloaded, followed by the loading of the mail for Seton Portage. The RCMP arrived, spoke to Hogi, asking if he had seen any one walking the tracks that morning - which he hadn't. The shuttle is operated by the Seton Lake Indian Band. A band member who had the clipboard listing reservations collected the \$10 per head off of we "tourists" - and the ones from Germany, Vancouver, etc., etc. and we clambered aboard. Tourists were placed in the first car, and locals in the rear car because "they've seen everything hundreds of times").

Hogi started our delayed run. Even though the day was already hot and would soon be in the high thirties, the air conditioning was so good that it had to be adjusted as we were cold! Every few miles we would stop and Hogi would tell us about a derailment that happened and whether the locomotive(s) were still in the lake; about the man who was walking along the tracks to his cabin and was stalked by a cougar and spent hours crouched partly in and partly out of the lake until a BC Rail speeder piloting a freight came along and the cougar disappeared; about the forest fires that would go up



The cab of TU-108 (CN 10800) includes a back-up camera - necessary for backup moves as it is a one-man operation.



Eyebolts in the rock at the site of a long ago derailment. Our engineer advised that the eyebolts were put in the rock as part of a plan to retrieve a locomotive from Seton Lake. The locomotive was lodged under a ledge and attempts to reclaim it were abandoned.



The engine house at Seton where the shuttle train spends the night.



Mail being transferred to the cars by the Seton postmistress.



Our congenial engineer and host "Hogi" whose knowledge of local history and his willingness to make it a great trip for every passenger should earn him a medal from the Provincial Department of Tourism.



My son and a visitor from Vancouver Island stand beside CN 10800 and 10900 at the Seton Station platform on September 7, 2012.

and down the hills taking out cabins at random.

At times Hogi was difficult to hear. The fault with these shuttle cars is on the curves - and that describes most of BC Rail track - it is not flange squeal one hears but a loud hum. Each four wheel car becomes a sound box, and wheel/rail interaction sets up a vibration that makes the car somewhat akin to a drum. Every few minutes a passenger would spot something and Hogi would stop the train and give a talk on the history of what we saw. When bears were spotted he would use his work authority and rear mounted camera to back up so we tourists could snap pictures, so you get the picture (pardon the pun) as to why it takes a little longer than the advertised to complete the run. I didn't hear any complaints however.

As "Branchline" has reported, the shuttle cars have been renumbered from TU-108 and TU-109 to CN 10800 and CN 10900 but in fact the clearances received from "CN RTC Edmonton" are to the "TU-108". The new CN number is not used. As part of a major upgrading, air-bag suspension, air brakes, air conditioning and washrooms have been added to the 13 year old cars.

At Seton Portage there is enough time for a quick trip to the general store should one enjoy sprinting in temperatures in excess of 100 on the old Fahrenheit scale. On the return trip we were only a few minutes into our trip when a police vehicle with flashers on flagged us down. It turns out the man the RCMP were making enquiries about earlier in Lillooet was on our train. We stopped and he was removed, arrested, cuffed and placed in the police vehicle. More stops for more bears, more mountain sheep, more eagles but soon we were back in Lillooet, albeit 30 minutes late.



Mountain sheep a few miles south of Lillooet.

I watch the "Rocky Mountaineer" rolling through Ashcroft and see those tourists who have paid thousands of dollars for the ride and I think of the scenery, the story telling and the friendliness we experienced on our \$10 ride and I know which is the better value.

We enjoyed it so much that when we had a friend visiting early in September and we did it again! Should you be out this way you can make a reservation at 250-259-8300. Odds are you will get a taped message and you can leave a call back number, but if you phone in the evening Pacific time you will likely get a live body on the other end. ■



CANADIAN NATIONAL SAYS CPR ON RIGHT TRACK WITH HARRISON:

The head of Canadian National Railway said he believes rival Canadian Pacific Railway will eventually catch up to its industry-leading performance with new CEO Hunter Harrison at the helm and it will benefit the entire industry. Claude Mongeau told a CIBC investor conference that his former mentor and boss will improve the fundamentals of the Calgary-based railway. "While they focus on fixing the basics, we're charting ahead on a course which I believe is constructive for the industry," he said. "At some point they'll catch up, but we're not going to make it easy."

While the two railway network don't overlap everywhere, they do in congested areas like Vancouver. "If both railroads have the same mentality of managing a pipeline, of understanding what it takes to promote efficiency and asset utilization, fluidity and velocity then we should be able to go through tough places like Vancouver more effectively, so I see that as constructive from a railroad standpoint," said Mongeau, who succeeded Harrison as chief executive at CN.

He noted the railway has been experiencing a "soft patch" this quarter, but said he believes that barring an outside shock it can deliver years of solid returns. Meanwhile Brian Grassby, Senior vice-president finance at CP, told the conference that Harrison continues to examine the railway's network and terminals, ask questions and focus on service as it tests a new train design. Already, he said the speed of decision making has been improved and there is an increased focus by employees on service and controlling costs. "Most people are embracing the change," he said. Grassby said CP is performing better than last year and sustaining the new performance level. CP also foresees growth opportunities for potash and oil. However, analysts have suggested CP will report "disappointing" results on October 23 for the third quarter on modest volume growth. (*The Canadian Press*, Sept. 20)

CN TESTS NATURAL GAS/DIESEL FUEL POWERED LOCOMOTIVES:

Canadian National is exploring whether it is feasible to use cheap and relatively clean natural gas to power its trains instead of diesel. They are testing two mainline diesel-electric locomotives fuelled principally by natural gas in revenue service between Edmonton and Fort McMurray, Alta. in northern Alberta. Keith Creel, executive vice-president and chief operating officer, said: "CN launched this locomotive test to explore the use of natural gas as a potential alternative to conventional diesel fuel. This reflects CN's continuing drive to look for ways to improve operating efficiency and advance the company's sustainability agenda. "Natural gas has a lower carbon content compared with diesel fuel, so that locomotives using natural gas – if the railway technology employing this form of energy ultimately proves viable – would produce significantly fewer carbon dioxide emissions."

CN retrofitted the diesel engines in two 3,000-horsepower Electro-Motive Diesel SD40-2(W) locomotives [Ed: Nos. 5258 and 5261] to run on natural gas using conversion kits supplied by Energy Conversions Inc. (ECI) of Tacoma, Wash. ECI says the hybrid fuel locomotive will reduce carbon dioxide emissions by 30 per cent and nitrogen oxide emissions by 70 per cent over a locomotive duty cycle. The retrofitted locomotives, using 90 per cent natural gas, with 10 per cent diesel fuel for ignition, are paired with a natural gas fuel tender, or specially equipped and protected tank car, between them.

CN is also working with EMD, Westport Innovations Inc. and Gaz Métro Transport Solutions (GMTS), a wholly owned subsidiary of Gaz Métro, on a longer term project to explore a state-of-the-art natural gas railway engine and a standardized railway tender. CN will provide two 4,300-horsepower SD70M-2 EMD locomotives for the test program. EMD, in addition to the engine conversion,

will supply technical expertise to integrate the natural gas engine, related components and controls into the locomotive, including Westport™ high-pressure direct injection (HPDI) technology and natural gas fuel system technologies. GMTS will develop natural gas liquefaction requirements and distribution systems. An innovative natural gas tender for this initiative will be jointly developed by the project partners. The CN-led group expects to conduct engine laboratory tests in 2013 and to roll out the prototype main-line locomotives for road tests in 2014. As part of the project, Westport secured a funding commitment of \$2.3 million from the Canadian government's Sustainable Development Technology Canada program to develop the HPDI technology for high-horsepower applications.

CN leads the North American rail industry in fuel efficiency, consuming close to 15 per cent less fuel per gross-ton-mile overall than the industry average. CN's lower fuel consumption results in significantly fewer greenhouse gas emissions. (*CanadaNewsWire [CNW]*, Sept. 27)

CN TO BUILD TWO CENTRAL TRAINING FACILITIES IN CANADA AND U.S.:

CN has announced a revitalized company-wide employee training program to meet the learning needs of CN's current and future railroaders. The initiative will be anchored by two modern training centres to be built in Winnipeg, Man., and in suburban Chicago, Ill. "These facilities will be the centrepiece of CN's enhanced railroader training program," said Claude Mongeau, CN president and chief executive officer. "The centres in both Canada and the United States will include a modern training curriculum and equipment to effectively train a new generation of railroaders."

CN broke ground on the Winnipeg centre in Transcona, home of CN's main Canadian heavy repair shops. CN is also planning to begin construction next year on a similar training centre adjacent to its Woodcrest Mechanical Shop, located in Homewood, Ill. The 100,000-square-foot facility in Winnipeg will host 250 to 300 employees a week. In the U.S., the approximately 75,000-square-foot centre will host 100 to 125 employees a week. New hires and existing employees working jobs ranging from conductor to locomotive mechanic, and from track supervisor to signal maintainer, will receive state-of-the art training at the centres.

Over the last four years, CN has hired thousands of new railroaders as long-service employees retire and leave the company. Workforce renewal is a major priority for CN and will be in the coming years. Employees attending CN's learning centres will receive hands-on training in indoor learning laboratories with key equipment such as locomotive simulators and dispatcher stations. Outdoor labs with dedicated rolling stock and other equipment for field training also will be a key focus of the learning centres. The training programs will have a uniform curriculum, with dedicated local staff at each location. The significant and ongoing investment in this program and these facilities is designed to strengthen CN's safety culture and prepare a new generation of safety-conscious railroaders. "Our elevated training program reflects CN's commitment to Operational and Service Excellence," Mongeau said. "We hope this training program and these centres will ultimately become a benchmark for the railroad industry." (*CNW*, Sept. 28)

LACK OF ADEQUATE SAFETY WATCH LEADS TO RAIL EMPLOYEE FATALITY:

A Transportation Safety Board of Canada (TSB) investigation into the 14 July 2011 fatality of a CN employee has revealed that the inappropriate use of safety watch protection was one of the factors that contributed to the accident. The accident occurred near Durham Junction, Ontario, and took the life of a CN Engineering Services employee who, along with a co-worker, was making repairs to a section of the Kingston Subdivision track. The employee was struck by a VIA Rail train.

Safety watch protection encompasses a set of requirements that ensure someone always remains in a position to immediately warn by physical means the employees they are protecting of any approaching rail traffic. It also ensures that the entire crew has an

understanding of what work is to be performed and how, where the safety watch is to be positioned, how the warning is to be given, and how the area will be cleared of workers and tools.

As with all accidents the TSB investigates, there are multiple contributing factors to this accident. In this case, the crew elected to proceed with the work despite not having enough employees to provide a dedicated safety watch and not having the minimum sight line to safely apply the safety watch procedure. Focussed on their work, the crew was unaware of the approaching VIA Rail train. Following this accident, CN has introduced a more rigorous "Safety Watch" training initiative and has re-trained more than 3,000 CN Engineering Services employees on its use. The company has also improved the safety watch procedure by: updating the sight line distance / time chart to include the time employees need to clear the track; developing a list of activities that can be performed under safety watch protection; and developing a safety watch job aid and training course for all Engineering Services employees. (CNW, Sept. 26)

CN'S RAILWAY PROJECT ON QUEBEC'S NORTH SHORE - NO PROJECT WITHOUT THE CONSENT OF THE INNU: The Innu of Uashat mak Mani-Utenam (ITUM) say that without their consent, there won't be a new railway on their territory. CN's project, in partnership with the Caisse de dépôt et placement du Québec, involves the construction of a 500 km long railway through the very heart of ITUM's traditional territory. The railway, regardless of its exact route, would irreparably alter and damage a large number of family territories (the hunting grounds of which have been recognized by government). "CN never tried to contact ITUM, nor obtain its consent. CN has been speaking to the entire world about its project without ever having approached the key interested party. Seeing that CN does not seem interested in obtaining ITUM's consent, ITUM will oppose CN's project. What CN needs to understand is that the era of the 1950s is over - no longer can companies violate ITUM's rights with impunity" decried ITUM's Chief, Georges-Ernest Grégoire.

In addition, ITUM deplores the fact that CN is trying to avoid a proper environmental assessment of its project. While registering the project with the Canadian Environmental Assessment Agency (CEAA), CN announced that its project will not require any provincial environmental assessment. ITUM considers it unthinkable that a railway line that will traverse a large portion of the Province of Québec all the while carving ITUM's territory in two will not be subjected to environmental assessments in Québec and in Newfoundland and Labrador. "We call on the Federal Government, the Québec Government, and also the Caisse de dépôt et placement du Québec to take up ITUM's position that CN's project should undergo an environmental assessment by a joint review panel composed of the Federal Government as well as the Governments of Québec and Newfoundland and Labrador. All development projects in Canada, particularly mega-projects such as this, must undergo a complete and thorough environmental assessment as well as meet the test of sustainable development, achieve community acceptance and, without question, respect the rights of Aboriginal Peoples", concluded Chief Grégoire. (CNW, Sept. 27)

CN RAIL AIMS TO DOUBLE CRUDE SHIPMENTS IN 2013: Canadian National Railway Co. should be able to ship twice as many carloads of crude oil in 2013 as it will this year. CN, Canada's biggest railroad, has said it expects to move more than 30,000 carloads of crude oil in 2012 to various North American destinations. "We think next year there is a fair enough chance ... we could do twice as much as we were able to do this year," Jean-Jacques Ruest, the railroad's chief marketing officer, said in an interview. In 2011, CN shipped only 5,000 carloads. "Currently we are tracking at 40,000 carloads annualized, and every quarter there is an improvement from the prior quarter," he said. Ruest said the estimate for 2013 took into account "projects that we have on the plan right now." CN, along with other North American railroads, have experienced an exponential increase in crude shipments in the past few years as production booms, pipelines approach full capacity and rails are able to give producers access to higher-priced Brent crude oil markets. (Reuters, Oct. 13)



**CANADIAN
PACIFIC
RAILWAY**

CP LAUNCHES FASTER SERVICE FROM VANCOUVER TO EAST: Canadian Pacific Railway says it has launched faster intermodal train service from Vancouver, stripping one day from a 4,200-kilometre trip to Toronto and two days from service to Chicago, by reducing dwell times in its terminals and optimizing the use of its assets. Chief marketing officer Jane O'Hagan said the effort will help its customers be more competitive. CP says the redesign of its transcontinental package and previous investments in its network will give shippers "fast and reliable shipping solutions" to reach existing and emerging North American and international markets. "This new transcontinental service is part of the evolution at CP as more enhancements are being pilot tested across the network creating further service improvements," it said in a news release. The change comes nearly three months after Canada's second-largest railway named former rival Hunter Harrison as its new chief executive following a bruising shareholder battle. Harrison, 67, is the former CEO of Canadian National Railway and is credited with turning CN into one of North America's most successful railways. (The Canadian Press, Sept. 17)

STEELWORKERS AND CP REACH TENTATIVE CONTRACT AGREEMENT: CP and the United Steelworkers, Local 1976, have announced a tentative contract agreement. The USW represents 800 clerical and intermodal employees at CP. The current contract was due to expire December 31, 2012. The ratification process will take place over the next few weeks. Details of the contract will be disclosed following ratification. (CNW, Sept. 28)

CITY APPROVES CP RAIL LAND PURCHASE: Regina City Council has approved a \$7.5 million purchase of 17.39 acres of Canadian Pacific Railway land. "This is not a decision made out of haste or any other priority. The priority here is community," said Coun. Wade Murray. Council unanimously approved the purchase of the land, located between Broad Street and Albert Street along Dewdney Avenue, with hopes it will reconnect the warehouse district to the downtown core.

Council also approved that up to \$2.1 million be transferred from general reserves to support initial site prep for future development. City CFO Brent Sjöberg said warehouse district stakeholders would likely begin meeting in 2013, while reclamation of the land will start in 2014. (MetroNews.ca, Oct. 9)

CP RAIL CFO MCQUADE TO RETIRE, LATEST EXEC TO LEAVE: Canadian Pacific Railway said on October 11 that its chief financial officer, Kathryn McQuade, will retire on November 1, the fourth senior executive to leave Canada's second-largest railroad after a bruising proxy battle earlier this year. CP said Brian Grassby, the company's senior vice-president of finance, would replace her as CFO from that date. McQuade will remain as a senior advisor to Grassby until the end of her contract in May 2013. CP could not be reached immediately for comment.

The announcement of McQuade's retirement came 10 days after CP said its chief operations officer Mike Franczak had resigned. Their exits follow the resignations in May of CP Chief Executive Fred Green and Chairman John Cleghorn who left after company management lost a proxy battle to activist shareholder William Ackman and his company, Pershing Square Capital Management. Ackman's choice for CEO, Hunter Harrison, the former CEO of CP rival Canadian National Railway Co, has since been appointed to the top post at CP. (Reuters, Oct. 11)

PUMPING UP ALBANY'S PORT: A second terminal to transfer shale oil from railroad tanker cars to barges has been established at the Port of Albany. It will handle crude oil shipments from the Bakken field in North Dakota for a subsidiary of Irving Oil Limited. Oil is being shipped by Canadian Pacific tank trains to the port, where it will be transferred to barges to be shipped to refineries on the East Coast. Officials at Irving Oil couldn't be reached for comment.

While barges will ship some of the oil, larger tankers also will be used. Canadian Pacific spokesman Ed Greenberg said in August that the railroad eventually planned to operate two 120-car trains a day into the port. At 650 barrels per car, that's 78,000 barrels per train, or 156,000 barrels a day. While pipelines may eventually be built to carry crude from North Dakota directly to refineries, for a few years at least, trains will handle the shipment. Some believe rail's role will last longer. (TimesUnion.com, Oct. 13)

CP HOLIDAY TRAIN IS MAKING ITS LIST AND CHECKING IT TWICE: Canadian Pacific is proud to announce that the 2012 Holiday Train program will be riding the rails to raise money and awareness about hunger issues in Canada and the US, one stop at a time. Again this year, the two trains will visit over 150 communities - beginning their journeys in Beaconsfield, QC, and Scranton, PA. The 2012 Holiday Train schedule is now available on cpr.ca and Facebook.

Since 1999, the Holiday Train program has raised close to C\$6.4 million and about 2.6 million pounds of food for North American food banks. With families continuing to turn to food banks, the need is always present. Items such as infant formula, canned meats, and spaghetti sauce are in popular demand. Bring a non-perishable food item or money to your local event to support your local food bank. Each Holiday Train has 14 brightly decorated rail cars, including a modified box car that has been turned into a travelling stage for performers. They are each decorated with hundreds of thousands of technology-leading LED Christmas lights. (CNW, Oct. 3)



VIA EYES PRIVATELY-FUNDED HIGH-SPEED INFRASTRUCTURE EXPANSION: CEO: VIA Rail wants to team up with private-sector investors to pay for expensive upgrades to passenger rail service in the key Montreal- Ottawa-Toronto corridor - with ambitions to build a long-dreamt-of high-speed connection. CEO Marc Laliberté said in an interview that if the Crown corporation can make progress in improving service on its key routes, it could attract private financing for new investments requiring deeper pockets. Most of the high-speed rail expansion in Europe is now done through private- public partnerships, he said, and the same thing could happen in Canada, he says.

But first, VIA has to make enough improvements to show it can make money on its existing track. After that foundation is in place, further upgrades to increase speeds - and perhaps dedicated high-speed tracks - could be considered. Ideally, the private sector funds would be used to "finance, design, build and maintain" new infrastructure, while "we can operate it," Laliberté said. He noted that big Canadian institutional investors, such as pension funds, seem very interested in plowing more money into infrastructure projects, so a potentially profitable domestic rail service could spark interest. Currently, VIA loses money on most of its services, although the busiest routes in the Windsor-to-Quebec corridor come closest to breaking even. With \$1 billion in infrastructure funding from the federal government that began flowing in 2007, VIA is upgrading its locomotives and cars, fixing up stations, adding new tracks and improving its internal information systems. That "foundation" is helping the company to improve service and performance, and to run more efficiently, Laliberté said. It will be followed up by efforts to reduce travel times between major centres. (Globe and Mail, Sept.14)

VIA RAIL'S FUTURE FOCUS OF PUBLIC MEETINGS: The future of VIA Rail is being discussed at a series of public meetings. Greg Gormick, a transportation consultant and director of a campaign called The National Dream Renewed, is crossing the country holding public hearings, to ask people what kind of passenger rail service they want. "I think the people should have a say over the future of their railway," said Gormick. "We're giving them that opportunity and I still believe that there are people in Ottawa in

high places who would be willing to listen to this, so with that kind of optimism, that's how we're moving forward."

Gormick's tour comes in the wake of the latest cuts to VIA's train between Halifax and Montreal. About 60 people turned out for the first New Brunswick meeting in Moncton, he said. Gormick said after listening to Canadians he will write a report on what VIA Rail should be and deliver it to Ottawa. "It's not as if you're dealing with people who just go, 'Oh I want a train, even though I won't use it,'" said Gormick. "They want the trains and they will use them and they're telling me their frustration in that they have said this before and nobody seems to be listening, and I understand that, so we're trying to, in a sense, give them a forum." Gormick contends rail services should be growing, not being cut. People want frequent, affordable rail service, he said, suggesting VIA look to Amtrak in the United States as a model that could work. Other town hall meetings are planned - see nationaldreamrenewed.com (CBC News, Sept. 26)

OTHER PASSENGER

METROLINX AWARDS \$320 MILLION CONTRACT TO TUNNEL EGLINTON LRT: Metrolinx has awarded the first of two major tunnelling contracts - this one worth \$320 million - for the Eglinton-Scarborough Crosstown LRT, considered the largest public works project in North America. Crosstown Transit Constructors, comprised of Obayashi Canada, Kenny Construction, Kenaidan Contracting and Technicore Underground, beat out six other qualified bidders to build the 6.2-km. tunnel, about half the underground portion of the Crosstown light rail line. Although the tunnel launch is two or three months behind schedule, due to utility relocations, Metrolinx CEO Bruce McCuaig said he's confident that time can be recovered.

The first of four giant tunnel boring machines is expected to be launched in February from a shaft currently under construction near Black Creek Dr., after being dropped into the launch shaft in November. It will take about three months to assemble before it begins tunnelling eastward at a rate of about 15 metres a day. It will move east toward Allen Rd., where it will be pulled out of the ground and then re-launched east of the Eglinton West subway station toward Yonge St. The tunnel machines actually work in pairs to build twin tunnels that allow the LRVs to run in both directions. The second machine is launched about three months after the first.

The \$4.6 billion LRT, which will run about 19 kilometres from Black Creek to Kennedy station in the east, is expected to take about eight years to complete. About 11 kilometres of that is underground. The line will then run above ground on its own right-of-way from about Laird Rd. to Kennedy. The second set of tunnel boring machines will be launched from the east and move west toward Yonge St. The tunnelling contracts are being awarded directly by Metrolinx. But Infrastructure Ontario will oversee the procurement for the construction of stations, track and signalling. (TheStar.com, Sept. 11)

OTTAWA PLEDGES \$94 MILLION TO BUILD GO TRANSIT MAINTENANCE FACILITY: Ontario will receive more than \$94 million from Ottawa to help bolster the province's commuter rail line. Funding will go towards the construction of a new maintenance facility for GO Transit trains, which serve the Greater Toronto Area and the Golden Horseshoe. There is only one GO Transit maintenance facility in operation right now, on the west side of Toronto, built more than 30 years ago. Together with Metrolinx, Infrastructure Ontario has released a request for qualifications to pre-qualify and shortlist companies to design, build, finance and maintain the new East Rail Maintenance Facility for GO Transit. The facility will accommodate light and heavy maintenance work and provide additional train storage to support GO Transit's planned service expansions, such as two-way, all-day train service. The company selected for the East Rail Maintenance Facility will provide design and construction elements to pursue LEED® Silver or greater designation by incorporating sustainable practices in its design and construction plans. At more than 600,000 square feet, the maintenance facility will provide daily maintenance for up to twenty-two 12-car passenger trains. It will include:

- 18 storage tracks
- an electrical substation for power supply to facility and trains
- progressive maintenance bays used for train inspection and maintenance
- a coach shop
- a diesel shop
- a paint shop
- a wheel shop
- locomotive and train wash buildings
- a fuelling station
- staff offices

The project will proceed under Infrastructure Ontario's Alternative Financing and Procurement delivery model - a public-private partnership model. This provides the opportunity to transfer project risks to the private sector, which commits to delivering projects on time and on budget. Shortlisted teams will be invited to respond to a request for proposals, expected to be released in late winter 2013. Through the P3 Canada Fund, the federal government will provide a portion of the funding for eligible construction costs. The Province of Ontario and Metrolinx will be responsible for the remaining costs. (CNW, Sept. 24; *The Canadian Press*, Sept. 20)

NEW AGENCE MÉTROPOLITAINE DE TRANSPORT CEO NICOLAS GIRARD FACES MANY CHALLENGES:

For two years, Nicolas Girard was a stern critic of the Agence métropolitaine de transport, constantly chastising the transit authority over cost overruns, safety standards and secrecy. Now, he must prove he can do better. The new Quebec provincial government announced Girard - Parti Québécois transport critic from 2010 until he lost his seat in the Sept. 4 election - will take over as chief executive of the AMT on Oct. 9. The AMT operates Montreal commuter trains and co-ordinates regional transit. Girard will replace former VIA Rail CEO Paul Côté, who took over as head of the AMT in January after Joël Gauthier ended his controversy-plagued nine-year tenure. A former student activist and union organizer, Girard, 40, has a political science degree and studied industrial relations. After working as a press attaché for four PQ ministers, he was MNA for Gouin riding from 2004 until this month. Before moving to transport, he made a name for himself hammering the government over the awarding of daycare subsidies to Liberal donors.

At the AMT, he faces many challenges, among them:

- Train de l'Est. He must keep it on budget and on schedule. Initially to open in 2012, it's now not expected until late-2013 at the earliest.
- Train de l'Ouest. He must decide whether to ask Quebec to fund this West Island project — adding dedicated tracks to the Vaudreuil-Hudson commuter line. It could cost more than \$1 billion. Engineering studies are due soon. Girard has said the project should be combined with a proposed train shuttle between Trudeau Airport and downtown. He has also demanded the AMT make public a secret study on the two projects. After spending years in talks, the AMT and the airport authority couldn't agree on a joint train. There has been little movement on them as separate projects.
- Mount Royal tunnel. He will have to decide how to proceed when the AMT gets a study on the cost of bringing the tunnel up to modern standards. Critics, including Girard and Montreal Mayor Gérald Tremblay, have raised concerns over the 94-year-old train tunnel between Town of Mount Royal and downtown. It's now used only by electric trains. The concern is over the lack of safety features and escape routes in the event of an accident involving diesel-carrying Train de l'Est locomotives, due to start using the tunnel in 2013. Extensive renovations could further delay the Train de l'Est.
- Commuter trains. Ridership grew by 7.6 per cent last year and there is constant pressure to add departures. But the AMT is hampered by its use of tracks owned by railroads whose freight trains have priority. Unlike GO Transit in Toronto, the AMT has done little to buy tracks from the railroads.
- Remaking the AMT. The previous government did not fulfil its promise to reform the AMT to deal with long-standing problems — inter-municipal squabbles over transit investments, long delays due to planning indecision and a complicated fare structure (the region's 15 transit agencies charge almost 700 fares). (*MontrealGazette.com*, Sept. 27)

COMMUTER RAIL NOT A CITY PRIORITY, SAY COUNCILLORS:

Ottawa residents hoping to see commuter trains running through the city on existing tracks shouldn't be holding their breath if the latest responses from those involved with the projects are any indication. In recent years, the prospect of Ottawa having commuter rail has been raised repeatedly. At least two organizations have proposed regional commuter networks on existing tracks. Others have called for the VIA routes through the suburbs to be used for short-distance commuter trains during rush hour. But for residents like Geraldine Green, who recently asked OpenFile to investigate whether the VIA tracks running through Barrhaven could be used for commuter trains, the news from city councillors isn't encouraging. "That doesn't seem to be coming through with a high priority right now," says Kanata North councillor Marianne Wilkinson. "Most city staffers aren't the least bit interested [in commuter rail]," she adds. "They just don't think it will be able to provide the service we need, in the time we need, to the places we need. Consultants [say that] as well."

City councillors and staff did have discussions at one point with VIA about using the tracks through Barrhaven, but proposals faced too many obstacles. One of the biggest was that VIA runs its own trains during rush hour, leaving little room for a commuter train schedule. There are also tracks running through Kanata that have been the subject of commuter rail speculation, but Wilkinson says it's unlikely those will be used in the near future. "Not without spending a lot of money to upgrade the tracks. They're in rough shape," she says. "We'd also have to get approvals. We'd also have to get passenger vehicles." Wilkinson says the more likely project in the short term is an expansion of the O-Train, which is already set to increase its service frequency.

Meanwhile, the two projects that would build a more regional commuter rail service appear stuck in a holding pattern. Mobility Ottawa-Outaouais: Systems and Enterprises, which wants to bring together a consortium to build a network that would run three rail lines through the region, is still in talks with potential stakeholders. Joseph Potvin, mOose's president, did not want to give details about how far those discussions have progressed. He did say he hoped to buy the O-Train cars that are due to be replaced, but Wilkinson said the city intends to keep those trains.

One thing mOose has been waiting for is news on whether the Prince of Wales rail bridge over the Ottawa River would be refurbished any time soon. In June, the Canadian Transportation Agency ordered the city to include the bridge in its three-year rail assets plan. Although the deadline was Sept. 1, 2012, it's unclear whether the city has done that. Requests for comment to the city went unanswered. The other potential regional commuter train network, Transport Pontiac-Renfrew, was unable to provide an update on its progress. A spokesperson for the organization said they could have news to report in October, but didn't expand further. For Ottawa's city councillors, the rail priority for the foreseeable future is on the increased O-Train service and the coming construction of the new light rail tunnel under downtown Ottawa. "We'll have to keep looking at [commuter rail projects]," says Wilkinson, who said she'd support any group that was able to deliver a realistic commuter rail project that didn't require large funding from the city. But it appears that any project meeting that requirement is still a long way off. (*Ottawa Citizen*, Sept. 28)

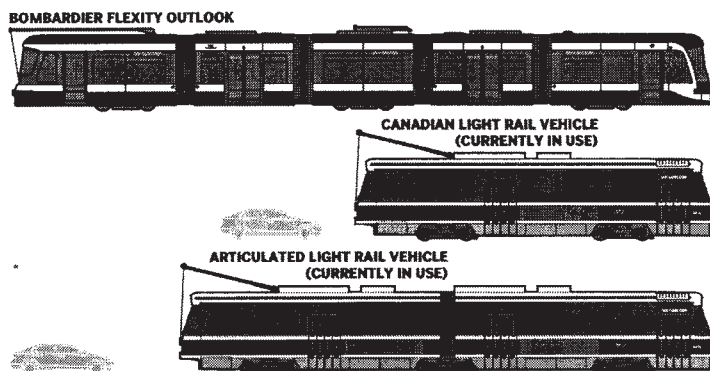
TTC TO OPERATE NEW LRT LINES: The TTC — and not a private company — will operate four new light rail transit lines in the city. Ontario Transportation Minister Bob Chiarelli and TTC chairman Karen Stintz joined to announce the change in direction at the TTC's Yonge St. headquarters. TTC officials expressed outrage last month when it was announced that a private company would be hired to run the four light rail transit (LRT) lines.

Under the new plan, the TTC will operate the line and Metrolinx — the provincial agency co-ordinating transit development in the Greater Toronto Area — will find someone else to maintain them. Metrolinx CEO Bruce McCuaig insisted his agency was "always" committed to incorporating an operating role for the TTC. "Today's agreement in principle allows Metrolinx to achieve its objectives of building long-term maintenance in the alternative financing procurement process while establishing an operational role for the TTC," he said. Chiarelli said in order for the province to invest \$8.4 billion into the new lines on Sheppard Ave., Finch Ave., the Scarborough RT, and Eglinton Ave., "Metrolinx and the TTC will be

joined at the hip." "Among other things, this will mean that the TTC will be responsible for vehicle operators, station operations — including ticket staff — safety and enforcement, and dispatch and control of vehicle access throughout the system," he said. (Toronto Sun, Oct. 3)

NEXT-GENERATION STREETCARS ARRIVE IN TORONTO FOR TRIALS: Although it will not be accepting passengers until 2014, the TTC's next generation of streetcars arrived in the city by freight train this week. Still the property of its builder, Bombardier, the train is in town for a series of trials to see whether it can smoothly navigate Toronto's streets. The vehicle, which includes air conditioning, low floors and articulating sections, will be shown to the media sometime in October.

GETTING TO KNOW THE TTC'S NEW STREETCAR



BOMBARDIER FLEXITY OUTLOOK		CANADIAN LIGHT RAIL VEHICLE		ARTICULATED LIGHT RAIL VEHICLE	
Seating	70	Seating	46	Seating	61
Standing	62 (average) & 181 (maximum)	Standing	56 (average) & 86 (maximum)	Standing	94 (average) & 144 (maximum)
Length	30.20 m	Length	15.44 m	Length	23.16 m
Width	2.54 m	Width	2.54 m	Width	2.54 m
Height	3.84 m	Height	3.36 m	Height	3.36 m
Weight	48,200 kg	Weight	22,685 kg	Weight	36,745 kg
Maximum speed	70 km/h	Maximum speed	110 km/h	Maximum speed	110 km/h
Number ordered	204	Number in service	195	Number in service	52
Minimum horizontal curve radius		Minimum horizontal curve radius		Minimum horizontal curve radius	



*Special modifications to fit Toronto's unique rail gauge and tighter turns
SOURCES: TORONTO TRANSIT COMMISSION, TRANSITONTARIO/ONCA, BOMBARDIER

ANDREW BARR, JOHNATON RIVALT / NATIONAL POST

(National Post, Sep 27)

REGIONAL / SHORTLINE NEWS

GENESSEE & WYOMING COMPLETES ACQUISITION OF RAILAMERICA: Genessee & Wyoming has completed the acquisition of RailAmerica, Inc. Immediately following the closing of the acquisition, control of RailAmerica was placed into a voting trust with R. Lawrence McCaffrey appointed as trustee. The trust will remain in effect until the U.S. Surface Transportation Board (STB) issues its decision on GWI's application to control RailAmerica and its railroads, which decision could be as early as the fourth quarter of 2012 or as late as the first quarter of 2013. During the period that RailAmerica is held in trust, GWI will account for its ownership under the equity method of accounting. Expected cost savings from the business combination will not be realized until the STB approves GWI's control of RailAmerica's railroads.

GWI financed the \$1.37 billion cash purchase price for RailAmerica's shares, the refinancing of \$1.23 billion of GWI and RailAmerica's total outstanding debt prior to the acquisition, as well as transaction and financing related expenses with approximately \$1.85 billion of debt from its new five-year Senior Secured Credit Facility, approximately \$460 million of cash from its recent public

offerings of common stock and tangible equity units and \$350 million through a private issuance of mandatorily convertible preferred stock to The Carlyle Group. (Reuters, Oct. 1)

ARBITRATION SET FOR OCT. 23: Ontario Northland employees who were on permanent assignment to the Northlander will decide at the end of the month whether to exercise bumping rights, according to the president of CAW Local 103. Brian Kelly said at least 30 employees are directly affected by the province's decision to kill the only passenger train service between Toronto and Northeastern Ontario. Northlander crews include engineers, conductors and dining car staff. "As it rolls out, we believe there will be more to come," Kelly said. The employees on permanent assignment to the Northlander will continue to receive their regular pay cheques until the bumping process starts at the end of this month. In August, the company said 21 people run the passenger train. Kelly said there could be three times as many who work on the trains, maintenance, cleaning and ticket sales, meaning up to 63 are affected. They are spread across the system, Kelly said, with some in the North Bay shops and others in Cochrane providing day-to-day servicing.

At the same time, employees and management will meet with an arbitrator Oct. 23 over the amount of notice the province provided before ending the passenger train. The union contract specified 90 days' notice, but the public announcement was made Aug. 16 that the train would be discontinued Sept. 28. The company "is trying to get around the collective agreement" by disputing whether or not notice was required, Kelly said. A spokesman for the Ministry of Northern Development and Mines, which is responsible for the ONTC, said the ministry does not have any exact numbers on how many people will be affected. He said, however, the human resources department of the ONTC has contacted the affected employees to inform them of their rights. A spokeswoman for the ONTC referred questions to the ministry. Representatives of Infrastructure Ontario, charged with handling the divestment, did not return calls for comment. (The Nugget, Oct. 4)

IRON ORE COMPANY OF CANADA (IOC) TO GET NEW TRACK MEASUREMENT SYSTEM: Canada's largest iron producer, Iron Ore of Canada (IOC), has awarded MERMEC Inc. a contract to supply an inertial measurement system for checking the track geometry parameters and acquire full rail profile of the 261 miles (418 kilometers) of the Labrador -Sept- Iles line in Quebec. MERMEC will equip an IOC measurement car with a track geometry measurement system based on contactless technology implemented by means of high precision optical and inertial sensors. In fact the optical sensors are used for rail profile measurements and calculation of rail characteristic points, while the inertial sensors provide a measure of the vehicle vertical, lateral and longitudinal accelerations as well as the vehicle roll, yaw and pitch rotational movements. With this new measurement car, IOC aims to perform at least three complete measurement campaigns per year of its entire network between May and October. IOC owns and operates the Quebec North Shore & Labrador (QNS&L) railway, connecting its huge mine and process facilities, located near Labrador City and known as the Carol Project, to the company's shipping terminal deep water port in Sept-Îles, Quebec. The trains operating on this line are capable to haul up to 24,000 tonnes of ore in 240 cars stretching some four kilometers in length. The solution, which is expected to be delivered by the end of the year, will be compliant with the main North American standards. (MermecGroup.com, Oct. 5)

REGIONAL DISTRICTS PITCHED ON RAIL FUNDING: The debate about taxing Island property owners to pay for passenger rail service will likely start in November. Politicians on five regional boards representing voters between Victoria, Courtenay and Port Alberni have been asked to contribute \$3.2 million to the cost of E&N Railway track restoration. A federal-provincial commitment of \$15 million for track and rail bed repairs materialized last year, but that work won't start without the \$3.2 million for structural repairs to 48 bridges and trestles. Representatives of the Island Corridor Foundation, which owns the track, has been lobbying regional boards for funding since August. Board members of the Nanaimo, Cowichan, Capital, Courtenay and Alberni-Clayoquot regional districts have instructed their staff members to work together on a report listing options to implement a property tax to raise the \$3.2 million. "The request has been made to all five [regional districts] but

they will decide the contribution allocations," said Graham Bruce, ICF chief operating officer.

A year ago, the rail bed repairs appeared ready to start this spring. Then an ICF study came out, saying bridge and trestle repairs are needed. For the average property owner, it would mean a tax increase of less than \$2 a year, for five years. The report is expected to list options by examining such factors as population, track mileage and amount of benefit each municipality would derive from rail service. Regional boards will vote once the reports are released. The funding options report is expected out in late October or early November. (Nanaimo Daily News, TimesColonist.com, Oct.12)

OTHER

CANARAIL AWARDED MAJOR CONTRACT IN NORTHERN QUEBEC AND LABRADOR: CANARAIL has a contract with the mining company Labrador Iron Mines (LIM) to work at improving and optimizing LIM's current onsite transport solutions, and upgrading LIM's current railways. Founded in 1991, CANARAIL is a Quebec-based consulting firm that specializes in rail transport in mining, freight, and urban domains. Known for its expertise in feasibility studies, consulting, and the design and construction of major projects, the company also benefits from the synergies with its shareholder, the French group SYSTRA, one of the world's largest rail consortiums. (CNW, Sept. 6)

COMMON TYPE OF RAIL CAR HAS DANGEROUS DESIGN FLAW: For two decades, one of the most commonly used type of rail tanker has been allowed to haul hazardous liquids from coast to coast even though transportation officials were aware of a dangerous design flaw that almost guarantees the car will tear open in an accident, potentially spilling cargo that could catch fire, explode or contaminate the environment. The tanker, known as the DOT-111, is a workhorse of the American rail fleet. The tanker itself is not suspected of causing derailments, but its steel shell is too thin to resist puncture in accidents. The ends are especially vulnerable to tears from couplers that can rip off between cars. Unloading valves and other exposed fittings on the tops of tankers can also break during rollovers. The flaws were noted as far back as a 1991 safety study. An Associated Press analysis of 20 years' worth of federal rail accident data found that ethanol tankers have been breached in at least 40 serious accidents since 2000. In the previous decade, there were just two breaches. The number of severe crashes is small considering the total mileage covered by the many tankers in service. But the accident reports show at least two people have been killed by balls of flame, with dozens more hurt.

The rail and chemical industries and tanker manufacturers have acknowledged the design flaws and voluntarily committed to safety changes for cars built after October 2011 to transport ethanol and crude oil. The improvements include thicker tank shells and shields on the ends of tanks to prevent punctures. But under their proposal to regulators, the 30,000 to 45,000 existing ethanol tankers would remain unchanged, including many cars that have only recently begun their decades-long service lives. The National Transportation Safety Board asked in March for the higher standards to be applied to all tankers. The industry's proposal "ignores the safety risks posed by the current fleet," the NTSB said, adding that those cars "can almost always be expected to breach in derailments that involve pileups or multiple car-to-car impacts." Industry representatives say a retrofit isn't feasible because of engineering challenges and costs. They insist the threat of serious accidents is overstated.

Nearly all ethanol moves by rail. Ethanol is now the highest-volume hazardous material shipped by rail. In 2000, it wasn't even in the top 10. "That may account for the increasing frequency of accidents involving the DOT-111s and the current attention that's being drawn to them," said Paul Stancil, a senior hazardous materials accident investigator with the NTSB. Since 2005, ethanol has increasingly been shipped in higher densities using "virtual pipelines" - trains in which every car carries the same product. The NTSB says that practice increases the potential severity of accidents. The cost of retrofitting existing tankers is estimated conservatively at US\$1 billion and would be shouldered mostly by the ethanol-makers who own and lease the cars. (Associated Press, Sept.12)

CTA RELEASES 2011-12 ANNUAL REPORT AND CLIENT SATISFACTION RESEARCH RESULTS: The Canadian Transportation Agency released its Annual Report 2011-2012 showcasing its recent achievements in making Canada's transportation system more competitive, efficient and accessible. The Annual Report assesses the Agency's performance against targets from its Strategic Plan 2011-2014, and measures its progress in enhancing client service, renewing its regulatory regime and focussing on people - the Agency's three strategic priorities. The Annual Report also highlights numerous accomplishments for 2011-2012 which, for example, saw the Agency:

- resolve a number of complex, precedent-setting cases in rail noise and vibration, and accessible transportation matters; and
- complete two major rail-related reviews that established new frameworks for determining the Western Grain revenue cap.

"This year we have much to celebrate," said Geoff Hare, Chair and CEO. "Through service excellence, innovation and increased efficiency, the Agency has met or exceeded most of its performance targets and continued to strengthen its reputation as a trusted and respected tribunal and economic regulator." Agency clients agree. Results of the Client Satisfaction Research - Final Report 2011-2012, show that 77% of clients were satisfied with the quality of service they received from the Agency—a 12% increase over last year, and well above the 70% target set in the 2011-2014 Strategic Plan. The Agency commissioned Ipsos Reid to conduct the survey among various client types for the fiscal year 2011-2012.

Respondents were asked to rate their satisfaction with respect to several aspects of service from the Agency. Clients included those who used the Agency's dispute resolution services, and carriers and terminals that underwent an inspection. One-on-one stakeholder interviews were also conducted. Stakeholders were very positive and credit the Agency with continually working to improve its relationships with stakeholders, its service standards, and its regulatory processes. To improve accessibility, reduce environmental waste and promote cost-effective operations, the Annual Report 2011-2012 and the Client Satisfaction Research - Final Report 2011-2012 are available in electronic format by emailing info@otc-cta.gc.ca. (CNW, Sept. 20)

RAIL CAR AGREEMENT SPARES MONCTON JOBS FOR 19 MONTHS: A New Brunswick judge accepted a deal that will allow 14 rail cars to be refurbished in Moncton over the next 19 months, as a part of the former Industrial Rail Services contract. The deal will see CAD Railway Industries Inc. act as the project manager and take over portions of the VIA Rail agreement. CAD Railway Industries will take over Industrial Rail's contract and refurbish four rail diesel cars and 10 LRC passenger cars. The manager will have 19 months to complete the project, as outlined in the court documents, starting on Oct. 31. The provincial government announced earlier this year it was seeking a court-appointed receiver for Industrial Rail Services, saying the company failed to repay its loans. Industrial Rail had a \$109-million contract with VIA Rail to refurbish 98 train cars. An agreement says the company will remain under receivership with Ernst and Young. But the provincial government, which had backed Industrial Rail's original contracts with \$20.5 million in loans and loan guarantees, is likely out of its money. "There is nothing in today's agreement that will see the province recoup its money. However, we are pleased to see that the refurbishment of rail cars will recommence soon in Moncton," said Bruce MacFarlane, spokesperson for the Department of Economic Development.

Trouble with Industrial Rail's contracts started earlier this year when the Moncton company fell behind in delivering the refurbished units. VIA Rail terminated the uncompleted portion of its contract with Industrial Rail in April and Industrial Rail Services countered in May filing two lawsuits against VIA worth nearly \$32 million. The lawsuits alleged that VIA had breached the Renaissance contract and acted in bad faith by terminating the contract. The company announced a series of layoffs in March. Nearly 200 people worked at Industrial Rail, a company that is a full-service locomotive and passenger railcar facility specializing in equipment repairs, remanufacturing, modifications, and refurbishment. (CBC News, Oct. 1)

Thanks this month to Tom Box, Jim Lewis and John Thompson. ■

Big Valley Canadian Northern Station - 100 Years

by S.I. Smith

Thanks to the vision of Don Gillespie, and the hard work of Bob Willis, Carol Gillespie, and the staff of Alberta Prairie Railway - and to dedicated volunteers from the Canadian Northern Society and Big Valley Historical Society - a very successful 100th anniversary celebration was held on September 29, 2012, at Big Valley, Alberta - commemorating the fact that the splendid Canadian Northern Railway Second Class station is 100 years old this year. The autumn weather and prairie air was fantastic.

Built as a passenger station at this one-time divisional point in 1912, the Big Valley station has survived many changes in the railway industry and local economies, two world wars, the nationalization of its original owners, and the digital age. It retains its prominent spot at the end of main street, the centre piece of the Village of Big Valley, and 100 years later remains a significant part of the community.



A wild west show by the "Guns of the Old West" took place in front of the depot.

Big Valley owes its existence to the Canadian Northern. One hundred years ago on September 10, the railway's land agent's held a townsite sale that would lead to the development of the Community over the following two years. As home terminal for the Canadian Northern, there was at its peak in the early 1920's over 300 personnel working for the railway in Big Valley. While those days are gone, it is clear that Big Valley is still in many ways "A railway town."



The walls of the large Big Valley roundhouse remain decades after the facility was closed down.



Alberta Prairie's ex-CN GMD1 1118 (nee CN 1018) powered two complimentary excursions from Big Valley up the old Battle River Subdivision to Caprona and return.

On September 29, it was a time to bring the community together to celebrate the continued link to the railway - a tradition carried on by short line/excursion hauler Alberta Prairie Railway. There were games for the children, speeder car rides (courtesy of the keepers of the ex-CN 4-8-2 6060), site tours, hay rides, tours/orientation of Big Valley and the roundhouse site, and a great steak fry. Local Big Valley ladies raised over \$800 for the eventual restoration of the depot roof by selling delicious pies and coffee. Alberta Prairie will be graciously donating the proceeds of the event to the community organizations involved.



The restored Big Valley Depot.

Ontario Northland's "Northlander" Makes Last Runs

In March 2012, the Ontario government announced it will sell the Ontario Northland Transportation Commission. As part of the announcement was that the six-times a week "Northlander" passenger service between Toronto and Cochrane would be discontinued, and replaced with bus service. The "Polar Bear Express" between Cochrane and Moosonee would remain operational.

The government claimed that the current subsidy for the "Northlander" was \$400 per passenger and was no longer affordable, government funding had increased from \$28 million annually in 2003-04 to \$103 million in 2012, but ridership had remained stagnant at about 320,000 riders per year, and sales revenues had declined in that period.

On August 16, a public announcement was made that the "Northlander" would make its last trip on September 28, 2012.



Above: The second-to-last northbound "Northlander" pauses at Huntsville, Ontario, preparing to depart for Cochrane on September 27, 2012, powered by GP38-2s 1809 and 1800. Photo by Steve Host.



Left: On September 28, 2012, ONT GP38-2 1801 approaches Bathurst Street bridge with the deadhead run to Toronto Union Station for boarding the last northbound "Northlander". EGU 203, Coaches 614, 609, 602 and 601, and Snack Car 700 make a slightly larger than "normal" train for this occasion. Seen beyond is construction for a new Strachan Avenue overpass. Photo by Robert Sandusky.

Right: The last southbound "Northlander" is at Feronia, Ontario, on September 28, 2012. ONT GP38-2s 1809 and 1800 lead EGU 202, Coaches 604, 615, 612, 606 and 600, and Snack Car 702 (twice the normal consist) past the D-RAIL sign, descriptive for the occasion. Photo by James Lalande.



PHOTO CORNER



Top left: Northern Alberta 2-8-0 #74 was the Dunvegan yard switcher on April 7, 1960. The fireman looks to the photographer for a wave of approval, in thanks for the impressive sight he is producing, while the locomotive engineer is most likely coughing and sputtering from all the thick oily black smoke which has settled into his side of the cab as he mutters about the @##\$%\$%#@ picture takers. All this came to an end in September 1960 when the firing valves in all remaining NAR steamers were closed for the last time. Photo by Peter Cox.



Page 21 top: Rocky Mountaineer Train 609 approaches Morris in the Thompson Canyon on August 17, 2012. The lengthy train is powered by RMRX GP40-2(W) 8014 and leased NREX GP50s 2903 and 2906. Photo by Mike Mastin.

Middle left: The Grey Cup 100 Train Tour visited Saskatoon, Saskatchewan, on October 1, 2012. The train travelled over CP lines from Edmonton to Calgary, Lethbridge, Saskatoon and Portage la Prairie and was led by CP ES44AC 8711 while on CP lines. Trailing 8711 is VIA F40PH-3 6445, VIA Baggage 8615, CP Coaches 103 and 104, VIA Dining Car "Kent", VIA Skyline 8502 and VIA Sleeper "Chateau Dollier". After her stop in Winnipeg, where the sleeper was removed, the train deadheaded to Halifax coupled to scheduled VIA trains before heading west to arrive in Toronto for the 100th Grey Cup game to be played on November 25. Photo by Keith Bowler.



Page 21 bottom: Nearly-new CLC CPA16-5 6701 and CPB16-5 6801 roll the "Continental" across the substantial bridge at Uno, Manitoba, on June 12, 1955. Twelve CLC-built passenger units were in a pool with 12 MLW units and 28 GMD units which initially handled all Montreal/Toronto to Vancouver runs as well as the Montreal-Halifax trains. They were carefully dispatched in a specific rotation, so that at predetermined intervals, they would arrive at the Pointe St. Charles diesel shop in Montreal, precisely when due for scheduled maintenance and inspection. The "Continental" was not an express train, but carried a substantial number of headend cars. Back before UPS and Fedex, the railways ruled the package express business. Photo by Peter Cox.

Bottom left: Stewart Southern B23-7 1009 and leased CEFX GP15D 1505 are picking up Canola cars loaded at Fillmore Seeds on the former CP Tyvan Sub. One the main line are crude oil cars coming north from Stoughton, Saskatchewan, a fast growing revenue source. B23-7 1009 and sister 1010 were acquired from the Last Mountain Railway in 2010. Photo by Brennan Craig.



Top: Porlier Express GMD1u 100 (ex-CN 1422) now sports a coat of blue and white. The unit is used to switch cars in the Port of Pointe Noire, Québec, and interchanges cars with the Cliff/Arnaud Railway. Photo taken on August 13, 2012 by Pierre Ozorák.



Middle: CP ES44AC 8752 is the rear remote unit on Train 110 at Thunder Bay, Ontario (mile 129, Nipigon Sub.) on April 28, 2011. CP operates a fleet of 291 ES44AC units. Photo by Bryan Martyniuk.



Bottom: Would you believe that you could photograph two F units from two different railways leaving the same station at the same time as late as 1992? This happened every Sunday in Cochrane, Ontario. On the near track is Ontario Northland's "Northlander", powered by FP7 1509 headed for Toronto. On the far track is VIA train #144 to Senneterre powered by FP9u 6309. Their schedules called for a simultaneous departure at 08:40 on May 17, 1992. ONT 1509 was rebuilt in 1996 and renumbered 2001 and was scrapped in 2008; VIA 6309 was retired in 2000 and is displayed at Exporail in Saint-Constant, Québec. Photo by Bram Bailey.



Dominion of Canada

by Neil Sinclair

The "Dominion of Canada" from Exporail in Saint-Constant, Quebec, arrived by ship from Halifax at Liverpool in England on 3rd October. It was accompanied by fellow A4 4-6-2 "Dwight D Eisenhower" from the National Railroad Museum in Wisconsin. They were then moved to the National Railway's Museum's "Locomotion" museum site in Shildon, County Durham.

"Dominion of Canada" will be restored to its original 1930s London & North Eastern Railway garter blue livery with valances and single chimney. It and "Dwight D Eisenhower" will then be displayed at the National Railway Museum's main site at York with the other four surviving A4 engines including "Mallard". There will be a series of event to mark the 75th anniversary of "Mallard" attaining the World steam locomotive speed record.

Shildon has historical links with Canada's railways as it was here that "Samson", the country's oldest surviving locomotive was built about 1840. The engine, which is displayed at Nova Scotia's Museum of Industry in Stellarton, was designed by Timothy Hackworth. Hackworth's house forms part of the Shildon museum site.

There is a wide range of locomotives and rolling stock on display in the impressive Collection building which was opened in 2004. These include the London & South Western Railway 4-4-0 563 which was sent to Toronto for the production of "The Railway Children".

Shildon is served by a station on the Bishop Auckland branch line which runs from the East Coast Main line at Darlington. There is a further Canadian link as, in addition to the passenger service, the line also sees coal trains hauled by class 66s built in London, Ontario.



60010 "Dominion of Canada" undergoes examination for asbestos at "Locomotion", one of the British National Railway Museum's sites on October 12, 2012.



60010 "Dominion of Canada" and 60008 "Dwight D Eisenhower" stand outside the main museum building at Shildon on October 12, 2012.

Twenty-four Treasures From the Canada Science and Technology Museum

The CN Images of Canada Collection at the Canada Science and Technology Museum (CSTM) in Ottawa contains more 200,000 photographs related to Canadian National Railways and its predecessor railways. There are thousands of pictures of historic stations, bridges, yards and equipment in the collection. CSTM Archives presents the 19th of a selection of 24 special photographs.

Central Vermont 1859 in 1956 (CN Photo CN005305)



An ALCO RS-3 is framed by a silhouette of a train shed portal in 1956. Railway buffs can probably guess where this is by noting the four through tracks, and "Central Vermont Railway" painted on the nose of locomotive 1859. It can only be St. Albans, Vermont. Begun in 1863 and finished in 1867, St. Albans station contained 46,000 square feet of space, complete with administration and telegraph offices, as well as waiting, baggage and express rooms. The mammoth station was complemented by a 350-foot long shed that covered the four tracks. The shed was demolished in 1963, due to deterioration of the south end-wall, but the station was added to the National Register of Historic Places in 1974. The station still houses the headquarters of the New England Central Railroad, and still serves passengers as the terminus of Amtrak's "Vermont", arriving daily from Washington, DC.

Central Vermont 1859 was renumbered CV 3900 in June 1956. With an influx of GP9 locomotives, CV 3900 and sister 3901 (nee CV 1860) were transferred to parent Canadian National and renumbered CN 3900 and 3901 in January 1958. They were retired in 1973 and 1968 respectively. (Rian Manson)

For more images visit: <http://imagescn.technomuses.ca>.

A SELECTION OF PASSENGER CONSISTS

15 September 2012 VIA #2 - "Canadian" at Jasper, Alberta	16 September 2012 VIA #5 - "Jasper-Prince Rupert" at Jasper, Alberta	24 September 2012 VIA #32 at Fallowfield, Ont.	28 September 2012 ONT #697 - "Northlander" at Toronto, Ontario	29 September 2012 VIA #2 - "Canadian" at Jasper, Alberta
F40PH-3 6452 F40PH-3 6409 Baggage 8601 Coach 8117 Coach 8126 Skyline 8512 Sleeper 8313 - <i>Cabot Manor</i> Sleeper 8342 - <i>Wolfe Manor</i> Sleeper 8336 - <i>Monck Manor</i> Skyline 8511 Dining Car 8408 - <i>Empress</i> Glass Roofed Coach 1722 Sleeper 8308 - <i>Bliss Manor</i> Sleeper 8330 - <i>Hunter Manor</i> Sleeper 8311 - <i>Burton Manor</i> Sleeper 8219 - <i>Chateau Montcalm</i> Sleeper 8205 - <i>Chateau Closse</i> Sleeper 8225 - <i>Chateau Rouville</i> Sleeper 8221 - <i>Chateau Radisson</i> Sleeper 8339 - <i>Sherwood Manor</i> (off at Jasper) Glass Roofed Coach 1721 (off at Jasper) Skyline 8507 Dining Car 8413 - <i>Louise</i> Sleeper 8318 - <i>Craig Manor</i> Sleeper 8333 - <i>Lorne Manor</i> Sleeper 8334 - <i>Macdonald Manor</i> Dome-Sleeper-Observation 8715 - <i>Tremblant Park</i> -----	F40PH-3 6431 Baggage 8613 Coach 8144 Glass Roofed Coach 1721 Coach 4121 Dome-Sleeper-Observation 8707 - <i>Kokanee Park</i> ----- 16 September 2012 RMV #609 - "Rocky Mountaineer" at Jasper, Alberta GP40-2 8016 NREX GP50 2903 Generator 9270 Coaches 3240, 5702, 3217, 3224, 5449 Dome-Coaches 9502, 9527 ----- 13 September 2012 VIA #17 - "New Carlisle- Montréal" at New Carlisle, Québec F40PH-3 6419 Baggage 8623 Coach 8142 Skyline 8505 Sleeper 8218 - <i>Chateau Marquette</i> -----	F40PH-3 6415 LRC Club 3453 LRC Coaches 3364, 3322, 3343 ----- 22 September 2012 Grey Cup 100 Train at Calgary, Alberta CP ES44AC 8711 VIA F40PH-3 6445 VIA Baggage 8615 CP Coach 103 CP Coach 104 VIA Dining Car 8412 - <i>Kent</i> VIA Skyline 8502 VIA Sleeper 8208 - <i>Chateau Dollier</i> ----- 28 September 2012 ONT #698 - "Northlander" at North Bay, Ontario GP38-2 1809 GP38-2 1800 Auxiliary Power Unit 202 Coaches 604, 615, 612, 606, 600 Snack Car 702 (last southbound train) ----- 12 October 2012 VIA #185 at Franz, Ontario RDC-1 6148 RDC-2 6205	GP38-2 1801 Auxiliary Power Unit 203 Coaches 614, 609, 602, 601 Snack Car 700 (last northbound train) ----- 28 September 2012 VIA #14 - "Ocean" at Moncton, New Brunswick F40PH-3 6407 F40PH-3 6414 Renaissance Baggage 7003 Ren. Coach 7220 Ren. Accessible Coach 70217 Ren. Coach 7231 Ren. Service Car 7309 Ren. Dining Car 7401 Ren. Service Car 7308 Ren. Accessible Sleeper 79514 Ren. Sleepers 7518, 7506, 7522, 7502, 7513, 7524 Ren. Transition car 7601 Dome-Sleeper-Observation 8704 - <i>Evangeline Park</i> ----- 5 October 2012 AMT #812 at St-Lambert, Qué F40PHR 418 Bi-Level Coaches 3030, 3049, 3043, 3038, 3063, 3054, 3046, 3053 Bi-Level Cab Coach 3002 GP40FH-2 4135	F40PH-3 6421 F40PH-3 6416 Coach 8106 (off at Jasper) Dome-Sleeper-Observation 8702 - <i>Assiniboine Park</i> (off at Jasper) Baggage 8609 Coach 8125 Coach 8118 Skyline 8504 Sleeper 8324 - <i>Dunsmuir Manor</i> Sleeper 8340 - <i>Stuart Manor</i> Sleeper 8332 - <i>Laird Manor</i> Dining Car 8410 - <i>Frontenac</i> Glass Roofed Coach 1720 Sleeper 8319 - <i>Dawson Manor</i> Sleeper 8307 - <i>Blair Manor</i> Sleeper 8337 - <i>Osler Manor</i> Sleeper 8229 - <i>Chateau Viger</i> Sleeper 8228 - <i>Chateau Vercheres</i> Sleeper 8202 - <i>Chateau Bienville</i> (off at Jasper) Skyline 8509 Dining Car 8414 - <i>Palliser</i> Sleeper 8329 - <i>Hearne Manor</i> Sleeper 8341 - <i>Thompson Manor</i> Sleeper 8315 - <i>Carleton Manor</i> Dome-Sleeper-Observation 8703 - <i>Banff Park</i> ----- 10 October 2012. VIA #32 at Ottawa, Ontario P42DC 911 Ren. Baggage 7007 Ren. Coach 7218 Ren. Accessible Coach 70201 Ren. Service car 7310 Ren Coaches 7109, 7209 7205, 7202

Correction: The date for the "Ocean" consist in the October 2012 issue was 18 August 2012, not 8 August 2012.

(Thanks to Barry Brown, Claude Léger, Tim Mayhew, Keenan Menard, Elizabeth Reid, Glenn Roemer and Chris Wilson)

SAMPLES OF DIESEL UNIT CONSISTS

Sep 8 - CP eastbound at Castle Mountain, BC: CP ES44ACs 8809 and 8913, with CP AC4400CW 8503 mid train and CP AC4400CW 9728 on the rear.	Sep 10 - CN 115 at Breville Jct., AB: CN ES44DC 2340, IC Dash 9-44CW 2707 and BCOL Dash 8-40CMu 4612.	Sep 16 - CP 198 at Roberts Bank, BC: CP ES44ACs 8706, 8954, 8730 and 8853.	Sep 17 - CN northbound (grain) at Davidson, SK: CN SD60Fs 5509 and 5562.	Sep 17 - CN northbound at Roma Junction, AB: CN GP40-2L(W)s 9574, 9579, 9402, 9454 and 9418.	Sep 18 - CP switching in Cranbrook, BC: CP GP38-2 3084 (tuscany and grey) and CP SD40-2 6037.	Sep 18 - CN westbound at Grimshaw, AB: CN SD40-2(W)s 5270 and 5242, and CN SD40u 6020.	Sep 18 - CP eastbound (Herzog ballast train) at Cranbrook, BC: CP SD40-2 6047, SOO SD60M 6062 and CP SD40-2 6062.	Sep 22 - BNSF eastbound (empty coal) at Roberts Bank, BC: BNSF ES44AC 5783 and BNSF SD70MAC 9663, with BNSF SD70ACe 9313 and BNSF ES44C4 6664 on the rear.	Sep 22 - CN 560 at Saskatoon, SK: CN SD60Fs 5505 and 5551, and CN ES44DC 2252.
Sep 22 - CP 235 at Dorval, QC: CP ES44AC 8855 and DME SD40-3 6080.	Sep 22 - BNSF southbound at Colebrook, BC: CN SD75I 5664, and CN Dash 9-44CWs 2609 and 2652.	Sep 22 - CN 724 at Edmonton, AB: CN SD75I 5793, BCOL Dash 9-44CW 4650, CN Dash 8-40C 2116 and CN Dash 9-44CW 2556.	Sep 24 - MMA eastbound (loaded oil) at Sherbrooke, QC: MMA SD40-2 758, ICE SD40-2 6450, MMA C39-8 8202, MMA C30-7 5026, CP SD40-2 5833, SLC F40PHR 293 and SLC F40PH 270.	Sep 25 - CN eastbound at Brighton, ON: CN SD70M-2 8848, CN Dash 8-40CW 2146, and CN ES44DCs 2271 and 2257.	Sep 27 - CP westbound at Crieff, ON: CEFX AC4400CWs 1053 and 1024.	Sep 27 - CP eastbound at Pashley, AB: CP ES44AC 8729, CP AC4400CW 9524 and CP SD40-2 5906.	Sep 30 - CN 404 at Saskatoon, SK: CN SD60Fs 5505, 5504, 5506 and 5511.	Sep 30 - CP 421 at Chapeau, ON: CEFX AC4400CWs 1053 and 1024, and CP SD40-2s 5864 and 5991.	Oct 1 - CN 315 at Clover Bar, AB: CN ES44DC 2343, CN SD70M-2 8859 and GTW SD40-3 5951.
Oct 2 - CN 314 at Rosseau Road, ON: CN SD70M-2 8878, CN SD70I 5612 and CN Dash 8-40CW 2184.	Oct 3 - CN loaded coal at Roberts Bank, BC: CN ES44DCs 2315 and 2333 with CN SD70M-2 8804 on the rear.	Oct 3 - CP northbound (coal) at Environ, BC: CP AC4400CW 8646 with CP AC4400CW 8620 mid train and CP AC4400CW 8613 on the rear.	Oct 3 - MMA eastbound (loaded oil) at Sherbrooke, QC: MMA C30-7 5026, CP SD40-2 5833, MMA SD40-2 758, MMA B23-7 2002 and MMA C30-7u 3603.	Oct 3 - CP 897/721 at East Edmonton, AB: CP ES44ACs 9367, 8788 and 8901.	Oct 4 - CP 198 at Roberts Bank, BC: CP AC4400CWs 8629, 9646, 9830 and 9774.	Oct 5 - CN 111 at Ardrossan, AB: CN ES44DC 2312, IC Dash 9-44CW 2723 and IC SD70 1000.	Oct 7 - CTRW 771 at Saskatoon, SK: CTRW GP10s 10004, 1064 and 1006.	Oct 9 - CN 908 (continuous welded rail) at South Parry, ON: GTW SD40-3 5954 and GTW SD40-2 5936, with GT caboose 79047.	Oct 10 - CN 460 at Saint-Paulin, QC: CN SD70M-2 8845, CN Dash 9-44CWL 2516 and CN GP38-2(W) 4771.
Oct 11 - CN eastbound at Saint-Bruno, QC: CN ES44DC 2225 and CN SD40u 6003, with CN ES44DC 2327 mid-train.	Oct 13 - GWR westbound at Assiniboia, SK: GWR Dash 8-40BW 575 and 563, and GWR M-420(W)s 2000 and 2004.								

(Thanks to Chris Boon, Norman Broadway, Doug Cameron, Jason Jongen, John Kool, Harm Landsman, Claude Léger, Mike Lindsay, Roman Litarchuk, Jim Mason, George Matheson, Ken McCutcheon, Ed Mello, André St-Amant, David Stafford, Doug Thorne and Paul von Huene)

LEGEND: (d/h) = deadhead; **AC** = Algoma Central (CN); **AMT** = Agence métropolitaine de transport; **BCOL** = BC Rail (CN); **BNSF** = Burlington Northern Santa Fe; **CEFX/CITX** = The CIT Group; **CN** = Canadian National; **CP** = Canadian Pacific; **CSXT** = CSX Transportation; **CTRW** = Carlton Trail; **DH** = Delaware & Hudson (CP); **DME** = Dakota, Minnesota & Eastern (CP); **EJE** = Elgin Joliet & Eastern (CN); **GTW** = Grand Trunk Western (CN); **GWR** = Great Western; **HLX** = Helm Leasing; **IC** = Illinois Central (CN); **ICE** = Iowa Chicago & Eastern (CP); **MMA** = Montreal, Maine & Atlantic; **NREX** = National Railway Equipment; **ONT** = Ontario Northland; **RLK** = RailLink; **RMV** = Rocky Mountaineer Vacations; **SLC** = San Luis Central; **SOO** = SOO Line (CP); **STLH** = St. Lawrence & Hudson (CP); **VIA** = VIA Rail; **WC** = Wisconsin Central (CN). ■

The Motive Power and Equipment Scene



LEASE EXPIRED: Sixteen long-term leased WC GP40 units (3000, 3002, 3004, 3006, 3007, 3009-3012, 3014, 3017, 3018 and 3021-3024) have been returned to their owner.

RETIRED: CN GP9RM 7210.

NEW HOME: Retired WC SD40-3 6911 has been sold to Dakota, Missouri Valley & Western Railroad. She was acquired to replace former CN SD50F 5451 which has been retired.



**CANADIAN
PACIFIC
RAILWAY**

DECLARED SURPLUS IN SEPTEMBER:

- CP Hump Controller 1150 (nee CP SW1200RS 8102).
- CP GP9u 1557, 1575, 1607, 1609, 1610.
- ICE SD40-2 6413.

OVERHAULED, REPAINTED AND RESTENCILED:

- SOO GP38-2 4436 to CP 4436 effective September 7.
- SOO SD60 6023 to CP 6223 effective October 6.

TRANSFERRED:

- From Calgary to Toronto: CP GP38-2 3033
- From Moose Jaw to Toronto: CP GP38-2 3103, 3127.
- From Toronto to Winnipeg: CP GP38-2 3105.

STORED SERVICEABLE: (* added since last issue)

- CP SW900-Slug 1014.
- CP Hump Controller 1152.
- CP FP9 1401*.
- CP MP15AC 1422, 1428, 1433, 1445, 1446, 1447.
- CP MP15DC 1440.
- STLH GP7u 1502.
- CP GP9u 1522, 1529, 1540, 1545, 1547*, 1563*, 1564*, 1571*, 1596*, 1599, 1604, 1624, 1626, 1629, 1630, 1651.
- SOO MP15AC 1532, 1535, 1538, 1544, 1546, 1548, 1550, 1553.
- STLH GP9u 1625.
- CP F9B 1900*.
- SOO GP40 2064.
- CP 4-6-4 (steam) 2816.
- CP GP38AC 3007, 3010.
- ICE GP40-2 4200-4209 (stored pending return to lessor).
- SOO GP38-2 4412, 4418, 4431, 4451*.
- CP GP38-2 4511.
- CP GP40 4612, 4615, 4616.
- CP SD40M-2 5490, 5492.
- CP SD40-2 6001*, 6026, 6078, 6618, 6620, 6622.
- SOO SD60 6022*, 6024*, 6026*, 6027*, 6031*, 6032*, 6035*, 6037*, 6038*, 6039*, 6044*, 6053*, 6056*.
- SOO SD60M 6059*, 6061*.
- CP GP9u 8213, 8247, 8251.
- CP GP9 8263, 8275.
- CP ES44AC 8735*.
- CP SD90MAC 9100, 9102-9106, 9108-9113, 9116, 9118, 9119, 9121, 9123-9126, 9128, 9130, 9132, 9134-9137, 9139-9144, 9146, 9147, 9149-9154, 9156, 9157*, 9159, 9160.
- CP AC4400CW 9502*, 9540*, 9560*, 9800*.

STORED UNSERVICEABLE: (* added since last issue)

- CP SW1200-Slug 1002*.
- CP SW1200RS-Slug 1021*, 1022*.
- CP MP15AC 1415.
- CP GP9u 1546*, 1628*, 1642*.
- CP GP7u 1684*, 1687.
- SOO GP40 2041*.
- CP GP38-2 3025, 3040*, 3041, 3042, 3061, 3117, 3124, 3128*, 3133, 3134.
- DME GP40Q 4000.
- SOO GP38-2 4415, 4419, 4423*, 4450.
- CP GP40-2 4657*.
- STLH SD40-2 5593*.
- CP SD40-2 5648, 5787, 5795, 5844, 5902, 5913, 5924, 5930, 5931, 5940, 5944, 5947, 5948, 5963, 5967, 5973, 5992, 5998, 6004, 6006.
- SOO SD60 6021*, 6030*, 6036, 6046*.
- DME SD40-3 6074, 6082.
- ICE SD40-2 6217*.
- DME SD40-2 6369.
- ICE SD40-2 6403, 6459.
- CP GP9u 8219.

- CP SD40-2F 9000, 9002, 9005, 9010, 9016, 9018, 9019, 9022, 9024.
- CP SD90MAC 9101*, 9107*, 9114, 9115, 9117*, 9120*, 9122, 9127, 9131*, 9145, 9148, 9155, 9158.
- CP AC4400CW 9503, 9754.

FOR ECO PACKAGE: Twenty CP SD40-2 units are at Progress Rail/EMD in Mayfield, Kentucky, undergoing conversion to SD30C-ECO units: 5415, 5672, 5691, 5728, 5734, 5735, 5745, 5789, 5869, 5918, 5933, 5934, 5950, 5971, 5980, 5983, 6027, 6039, 6056, 6606. In addition, trucks, traction motors and various parts from several dismantled CP GP7u and GP9u units have been shipped to Progress Rail/EMD in Muncie, Indiana, to go under 30 GP20C-ECO units.

LEASED UNITS IN SERVICE:

- CEFX AC4400CW 1002, 1019, 1026-1059.
- CITX SD40-2 2794, 2796, 3063, 3077, 3079, 3081, 3088, 3101, 3110, 3170.
- CEFX SD40-2 3173.
- CEFX GP38-2 3803, 3805, 3807, 3811.



F40PH-3 REBUILD PROGRAM: F40PH-3 6415 and 6451 were released from a rebuild at CAD Railway Industries in Lachine (Montreal), Quebec, in September (50 of the remaining 53 F40PH-2 units have been rebuilt). Undergoing rebuild are 6427, 6440 and 6453, to be released in that order.

TENDER CALL: A Request for Proposal tender has been called for the repair of LRC Coach 3354, damaged in a derailment at Burlington, Ontario, on February 26, 2012.

BEING REPAIRED: Sleeper 8328 - *Grant Manor*, sideswiped by CN SD70M-2 8904 at Jasper, Alberta, on July 6, 2010, is undergoing repairs at CAD Railway Industries in Lachine (Montreal), Quebec.

RENUMBERED: Handicap-accessible Renaissance Coach 7201 has been renumbered 70201, and Renaissance Sleepers 7514 and 7526 have been renumbered 79514 and 79526 respectively.

PASSENGER CAR REBUILD PROGRAMS:

- LRC Coaches 3303, 3310, 3320, 3321, 3326, 3327, 3330, 3332, 3345 and 3362, and Club Cars 3451 and 3601 were undergoing rebuild at Industrial Rail Services in Moncton, NB, when IRSI was placed into receivership in April 2012. CAD Railway Industries will take over IRSI's contract and complete the refurbishing of the ten LRC coaches above over a 19-month period, starting October 31, at the Moncton plant. IRSI will remain under receivership.
- IRSI RDC-1 6105, RDC-2s 6208, 6217 and 6219 were also being rebuilt by IRSI. The four RDCs were purchased by IRSI from VIA in 2000. CAD will take over the rebuild contract, starting October 31. As well, IRSI completed the rebuild of RDC-4 6250 and 6251 (nee CP 9251) and carried out road tests before the bankruptcy, however, they have not been released to VIA.
- In 2010-2011, eight "Chateau" sleepers and four "Park" cars were shipped to Avalon Rail in Milwaukee, Wisconsin, to be rebuilt and reconfigured with "Deluxe Bedrooms". All have been returned with modified window openings but lacking interiors. A contract has been awarded to have the cars completed at the former CN roundhouse in Charny, Quebec. At press time, six cars were at Charny and six cars were stored in Toronto as follows:
 - * At Charny: Sleepers 8206 - "Chateau Denonville", 8207 - "Chateau Dollard", 8213 - "Chateau Lauzon" and 8226 - "Chateau Salaberry"; and Dome-Sleeper-Observations 8708 - "Kootenay Park" and 8709 - "Laurentide Park".
 - * At Toronto: Sleepers 8204 - "Chateau Cadillac", 8210 - "Chateau Joliet", 8217 - "Chateau Maisonneuve" and Sleeper 8227 - "Chateau Varennes"; plus Dome-Sleeper-Observations 8706 - "Glacier Park" and 8710 - "Prince Albert Park".

ON THE REGIONAL SCENE

CARLTON TRAIL RAILWAY: Long-stored GP9E 3372 (nee T&NO 405) was scrapped in early-October.

ONTARIO SOUTHLAND RAILWAY: OSR has purchased recently-retired CP SW1200RSu 1244 (nee CP 8151). She joined recently-acquired sisters CP 1210, 1245 and 1249 in mid-October.

NEW BRUNSWICK SOUTHERN RAILWAY: NBSR took delivery of former New York, Susquehanna & Western Baggage Café-Parlor 508 in September. The car was built by Pullman Standard in 1948 as New Haven Railroad Baggage Parlor Lounge 217, then became Penn Central 7189, then to Amtrak 1703 and later to Susquehanna 508.

ON THE INDUSTRIAL SCENE

LEASED: Larry's Truck Electric SW1500 1533 (ex-UP 1190, nee SP 2620), was delivered to Dow Chemical's plant in Prentiss, Alberta, in early-August.

NEW ARRIVAL: GMTX MP15DC 206 (ex-Alaska Railroad 1554, built as Kelly's Creek & Northwestern 2 in 1980), was delivered to Brunderheim, Alberta, in late-September. It is believed to have been leased by Canexus to switch their storage and transloading facility.

GONE STATESIDE: Former Celotex (Port Clinton, Ohio) 25-ton Plymouth (serial 5646), owned by Ennis-Paikin Steel and stored in Burlington, Ontario, has been acquired by The Andersons in Lordstown, Ohio.

ADDED TO FLEET: Port of Montreal RP20BD (Gen Set) 1002, assembled for Rail Power/R.J. Corman by Relco in Albia, Iowa, was en route to Montreal at press time. Sisters 1003 and 1004, assembled by TMS in the Norfolk Southern Shops in Altoona, Pennsylvania, were delivered in August and July 2012 respectively. Port of Montreal 1001, the Port's first RP20BD, was acquired in 2010.

ON THE TOURIST SCENE

SOUTHERN PRAIRIE RAILWAY: SPR, tourist railway based in Ogema, Saskatchewan, has purchased former Neptune Bulk Terminals T-6 804 (built by ALCO in 1968 as Portland Terminal Railroad 46) from the Kettle Valley Steam Railway. KVSr purchased Neptune S-6 803 and T-6 804 in 2009 and moved the 803 to its operation in Summerland, BC, and 804 was placed in storage in New Westminster.

SOCIÉTÉ DU CHEMIN DE FER DE LA Gaspésie: In mid-May 2012, former AMT Coaches 1053 and 1058, the first two of ten coaches acquired for a tourist train from Gaspé, were moved to New Richmond, Quebec, for refurbishing. In October, former AMT Cab-Coaches 104, 108 and 111, and Coaches 1039, 1041, 1047, 1507 and 1059 were shipped to New Richmond. All ten cars were built for by Hawker Siddeley for GO Transit in 1967, 1968 or 1974.

ON THE TRANSIT SCENE

TORONTO TRANSIT COMMISSION: The first of 204 five-module low-floor light rail vehicles was moved on a railway flat car from Bombardier's plant in Thunder Bay to Toronto in late-September. No. 4400 is the first of three test vehicles that will be tested over the entire streetcar network in 2013. The first of the 204 cars will go into revenue service in 2014.

ELECTRO-MOTIVE CANADA COMPANY - LONDON, ONTARIO

THE END: The last locomotives assembled at the plant, 10 STACC units built for the MDX/Progress Rail lease fleet (serials 20116604-006 to -015) and painted in Kansas City Southern livery, were shipped on September 21 (KCS 4132, 4134, 4137-4139) and on September 25 (KCS 4130, 4131, 4133, 4135 and 4136).



Kansas City Southern STACC 4133, 4136, 4135, 4131 and 4130 have just been delivered by Goderich-Exeter Railway to the CN London East Yard on September 25, 2012. They were the last locomotives to be shipped from the General Motors plant in London - the first deliveries were made in 1950. The plant is for sale. Photo by Peter Mumbo.

Thanks to Manny Jacob, Wendell Lemon, Don McQueen, John Rushton, Elbert Simon, "NY 4" and "Engine 4466". ■

Coming Events

ANCASTER, ONTARIO: The Model Railroad Flea Market, presented by the RAIL-OPS. Club, will be held on **November 11** (10:00 to 15:30) at Marriot Hall, Ancaster Fair Grounds, 630 Trinity Road. Adults \$5, Children under 12 free. Operating layouts, 150 tables. Info: 905-335-9112.

WHITBY, ONTARIO: The Pine Ridge Railroaders, Inc. will present its annual Model Railroad Show on **November 17** (10:00 to 16:30) and **November 18** (10:00 to 16:00) at Father Leo J. Austin School, 1020 Dryden Blvd. (near Anderson St.) Adults \$5; children under 14 \$2; under 5 free. Information: trainweb.org/prrc

MISSISSAUGA, ONTARIO: The Toronto Toy, Doll & Train Show will be held on **November 18** (10:00 to 16:00) at the International Centre, Hall 3, 6900 Airport Road. As well, there will be a collectible toy, doll and train auction preview on **November 16** (15:00 to 17:00) and sale at 17:00 at Hume's Auction Farm, 9313 Esquesing Line in Milton. Auction photos and listing at www.antiquetoys.ca. Information from or Doug Jarvis at 905-945-2775.

PARIS, ONTARIO: The 2013 Paris Junction Model Train Show will be held on **January 20** (10:00 to 15:00) at the Paris Fairgrounds, Silver Street. Multiple operating layouts, dealers, NMRA craftsmen tables. Adults \$4; NMRA \$3; Under 12 free. Information from John Moseley at 519-455-1311, or email: j.moseley@sympatico.ca

ANCASTER, ONTARIO: The Model Railroad Flea Market, presented by the RAIL-OPS. Club, will be held on **January 27** (10:00 to 15:30) at Marriot Hall, Ancaster Fair Grounds, 630 Trinity Road. Adults \$5, Children under 12 free. Operating layouts, 150 tables. Info: 905-335-9112.

Letter to the Editor

As a subscriber for almost 20 years I would say how much I enjoy the regular arrival of Branchline.

The Peter Cox top photo on Page 23 of your July-August 2012 issue caught my eye, and as a Northern Alberta Railways employee from 1947 to 1980, I felt compelled to comment, as enough time has now passed, and those related are all now long gone.

CP Locomotive 2563 was indeed sold to the NAR in 1947, and renumbered 161. Why? At that time the NAR had the 2563 on lease, to pull their daily passenger trains No.1 and 2, west of McLennan, AB to Dawson Creek, BC. On a particular evening, probably late in 1946, No.2, eastbound, was running a bit late, and after taking on water at Watino and climbing the heavy grade up the Smoky River valley, the engineer - we'll call him "Bill" - decided that he could pick up some time and make it into McLennan without stopping for water at Dreau - some 15 miles west of McLennan. Bad decision, as there was little water left in the glass by the time they reached McLennan, and considerable damage was done to the engine - the boiler crown sheet was warped - however, fortunately no explosion occurred!

And Bill? After investigation and discipline he was returned to service, however, he was restricted to yard service only, and spent his remaining years on that afternoon shift in McLennan yard!

After some negotiation between CPR and NAR the upshot was that 2563 was to be repaired and become the property of the NAR! As NAR 161 she did supply good service after that mishap, and as stated ran until dieselization appeared on the NAR.

Keep those issues coming! (Art Rowe, Victoria, BC)



Old Meets New: In late-May 2012, VIA Rail was not able to operate over the CP Brockville Subdivision because of a CP strike, and passengers were bussed between Ottawa and Brockville to connect with trains that operated between Brockville and Toronto with a unit on each end. On May 23, 2012, trailing rebuilt F40PH-2 6426 meets about to be rebuilt sister 6453 at Kingston, Ontario. Photo by Paul Hunter.

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