

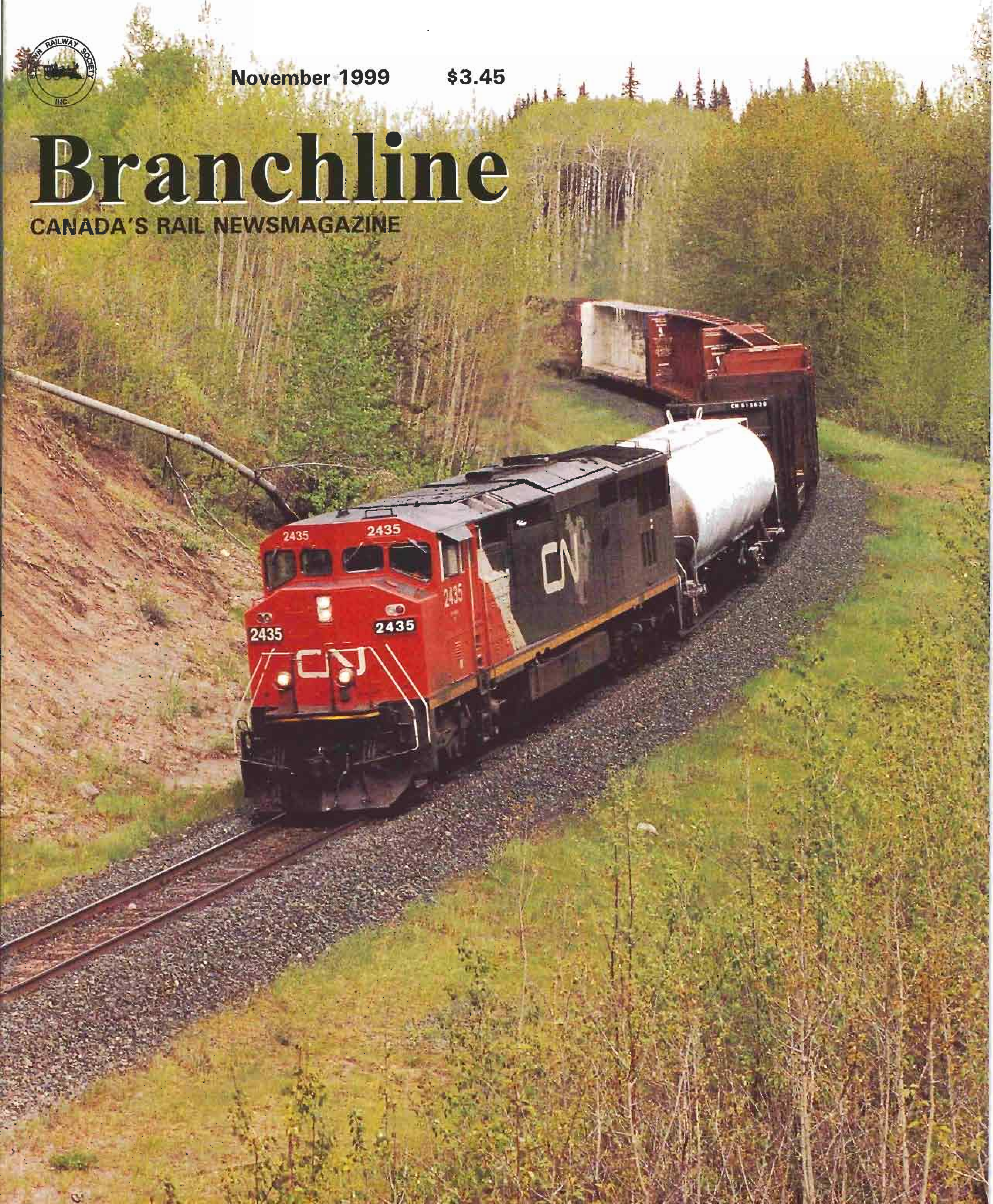


November 1999

\$3.45

Branchline

CANADA'S RAIL NEWSMAGAZINE



Doin' the Fraser



CN's Turcot Roundhouse



Featherbedding

Branchline

PO Box 141, Station A, Ottawa, ON K1N 8V1

Branchline is published by the Bytown Railway Society Inc., 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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We will gladly accept articles in WordPerfect or ASCII text file format on an IBM-compatible 5¼" or 3½" disk (please include a printed copy), or via Internet.

The editors thank all who have contributed articles, items and photos for this issue.

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

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Meetings: A regular meeting is held on the first Tuesday of each month, except July and August, in Ottawa at 19:30. The next meeting will be on **November 2** in the auditorium of the National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa. Please call our answering machine at (613) 745-1201 for program details. Coffee and donuts will be available for a small fee.

An **informal slide night** is held on the third Tuesday of each month, except July and August, at the National Museum of Science and Technology. The next informal slide night will be **November 16**.

Photo request: Photos for the **Canadian Trackside Guide 2000** are sought - see Page 23 for details.

Can you help?: Mark Paterson is looking for photos of branchlines in the Fergus (Ontario) area in the 1960s, 1970s, up to abandonment in the 1980s. Kind write to Mark at 301-42 Westwood Drive, Kitchener, ON, N2M 2K4.

For sale: Canadian Railway timetable collection. Included are some early and lesser known roads. Send SASE to Rick Mannen, Box 62, Lynden, ON, LOR 1T0, or call (519) 647-9809.

What colour were the flags?: A reader wishes to confirm what colour the flags were on the end of trains in the 1920s. Flags were revoked in 1928 by an Order-in-Council; in 1909 they were green. Might someone be able to supply a photocopy of Rule 19 closest to 1928 for CN or CPR? Kindly send to "Flag Colour", Bytown Railway Society, PO Box 141, Station A, Ottawa, ON, K1N 8V1.

Corrections Department: Page 2, September issue: Newton Rossiter lives in West Hill, not Weston; Page 17, October issue: Train 233 at Ottawa should read CP #233; Page 27, October issue: regarding the sale of VIA RDC-1 6110 to Farmrail, the asterisk was to indicate that 6110 was the Budd demonstrator, built in 1949.

On the Cover: *CN Train 461 has just left Endako, BC, and has commenced its run to Smithers on the Telkwa Subdivision of CN's British Columbia North Line (BCNL). The date is June 8, 1999, and Dash 9-44CWL 2435 is leading its train around one of the tightest curves on this route. Train 461, and its companion, 462, are the work-horses in this territory, and pedal loads and empties between McBride and Smithers. The empty bulkhead flats in 461's consist typify the local traffic on the BCNL.*

As an indication of the economies being achieved by CN recently, 461's crew had just arrived on 462 from Smithers, and after a brief wait for 461's arrival at Endako from Prince George, continued their days work by returning to Smithers. The crews of both 461 and 462 exchange trains at Endako: running in both directions is now part of one days work, and this represents a novel way of "running through" what was previously a crew change point. Photo to Tom Patterson.

Press date for this issue was October 6
Deadline for the December issue is November 8

Information Line



NIAGARA PENINSULA LINES SOLD: On September 19, CN's non-core lines west of the Welland Canal in the Niagara Peninsula were sold to Trillium Railway Company Ltd., operating as an extension of Trillium's existing Port Colborne Harbour Railway (PCHR). Lines included are:

- Cayuga Sub, MP 12.01 to MP 22.00;
- Canal Spur (formerly Canal Sub) entirely, from Feeder West, MP 0.0 to Thorold, MP 14.00;
- Thorold Spur entirely (formerly Thorold Sub.) from Thorold, MP 4.6 to Merriton, MP 7.81;
- Fonthill Spur entirely (HB 5.22 Thorold Spur);
- Pine St. Lead entirely (HB 5.48 Fonthill Spur);
- Grantham Spur entirely, MP 3.4 to MP 5.65;
- Town Line Spur entirely (HB MP 4.80 Grantham Spur);
- Lakeshore Spur entirely (HB 3.84 Grantham Spur);
- West Welland Spur.

The primary interchange between CN and PCHR is at Merriton. When either road has more cars than the available capacity at Merriton, the yard at Feeder is utilized. PCHR S-1 308 is assigned to Merriton; PCHR M-420(W) 3575 and C-425 6101 handle the road work. (CN and Paul Duncan)

CN LAUNCHES TORONTO-MONTREAL ROADRAILER SERVICE: CN has launched a state-of-the-art truck/train freight service between Toronto and Montreal with new dual-mode RoadRailer equipment. The 53-foot RoadRailer trailers have all the latest features: air ride, 110-inch interior height, more than 4,000 cubic feet of capacity and maximum payload of 70,000 pounds.

CN spent \$13 million to acquire 200 RoadRailer Mark V trailers and 130 RoadRailer railroad bogies for the five-day-a-week, door-to-door service between Toronto and Montreal. Trains of up to 60 RoadRailers depart Toronto and Montreal at 21:00, arriving next morning at 05:00. Train length will increase as demand warrants. The trailers carry consumer goods

CN's Toronto RoadRailer terminal is at its Malport Terminal, located at 7675 Torbram Road, Mississauga, Ont. In Montreal, the service operates from Taschereau Terminal (East Yard) at 8050 Cavendish Boulevard.

RoadRailer trailers can be hauled on and off railway tracks quickly by truck tractors and do not require overhead cranes. CN's RoadRailer service is owned and operated by Ecorail, a wholly-owned subsidiary of CN. (CN Press Release, 14/09/99)

CONSOLIDATED PROPERTIES TO PURCHASE CN PROPERTY IN VAUGHAN, ONTARIO: On September 29, Consolidated Properties Ltd. announced that it has entered into a conditional agreement with Metro Canada Logistics Inc. (MCL), an eastern-based company specializing in the delivery of a full spectrum of logistics services, and CN to acquire 32 acres of serviced land in Vaughan, Ontario, at a cost of \$8.25 million.

Consolidated will develop and construct a 600,000 square foot warehouse complex with MCL who, as the major tenant, will use the facility as a fully integrated paper and forest products distribution centre located within a new subdivision on CN's MacMillan yards. Construction is expected to commence mid-2000, and will be completed within six to eight months.

CANADIAN NATIONAL ILLINOIS CENTRAL LOGO: CN will utilize the logo "Canadian National Illinois Central" on its Illinois Central lines between Chicago and New Orleans, to spread the "Canadian Message" while building on the Illinois Central tradition.

The Grand Trunk logo will slowly disappear on Grand Trunk Western lines between Chicago-Detroit and Port Huron and be replaced by the CN symbol. The Illinois Central name will not be

utilized in Canada, or on U.S. lines north of Chicago through Michigan and Wisconsin. (Business News, 02/10/99)

CN ANNOUNCES REPORTING CHANGES IN THE FIRST QUARTER OF ILLINOIS CENTRAL CONTROL: CN announced on October 4 it will start consolidating the financial results of Illinois Central Corporation (IC) in its forthcoming third-quarter 1999 financial statements. The consolidation of financial statements will be applied retroactively to January 1, 1999, to give investors a full picture of the combined Company's year-to-date financial performance. CN accounted for IC's results on an equity basis prior to taking control of the U.S. railroad on July 1, 1999. (CN Release, 04/10/99)



**CANADIAN
PACIFIC
RAILWAY**

INTEREST EXPRESSED IN WESTON SHOPS: Union officials are concerned about the future of more than 350 workers at the Weston shops (Winnipeg) after CPR confirmed two firms are interested in buying the 94-year-old Winnipeg diesel maintenance and track component facility. CPR did not initiate the latest round of interest and, as of yet, has not received a formal offer. A CPR spokesperson said "This has been an unsolicited approach. The Weston shops is still critical to our operations. (But) we would look at any offer."

CPR would not reveal the identity of the interested parties but union officials said they suspect Progress Rail, of Kansas, Missouri, is one of two interested buyers. Others suspect General Motors, which already has a diesel locomotive maintenance contract, is making a move to take over the entire Weston operation.

Meanwhile, a contracting-out prohibition in a union contract has stalled CPR's attempts to sell its North Transcona welding shop. CPR announced last February it was selling the Transcona operation to Chemetron Railway Products Inc., a subsidiary of Progress Rail. The deal died when the Brotherhood of Maintenance of Way Employees won a grievance that ruled the sale violated the contracting-out prohibitions of the collective agreement. A BMW official said the grievance award is only a temporary victory, adding he fears the welding operation will be sold anyway when the contract expires January 1, 2001. (Winnipeg Free Press, 09/09/99, and Winnipeg Sun, 09/09/99)

PITT MEADOWS INTERMODAL TERMINAL OFFICIALLY OPENED: Representatives of the B.C. government, the District of Pitt Meadows and CPR were among those gathered at the new facility to mark the September 15 formal opening of CPR's new \$37-million, 47-hectare Vancouver Intermodal Facility at Pitt Meadows. Located about 25 kilometres east of Vancouver, the terminal is among the largest of 24 intermodal facilities operated by CPR. Put into operation in July 1999, it replaces the railway's lower-capacity Mayfair Terminal in Coquitlam, which opened in 1979.

The Vancouver Intermodal Facility at Pitt Meadows primarily serves the domestic freight market, handling up to 120,000 containers and trailers a year in and out of the Greater Vancouver area. CPR's investment at Pitt Meadows, along with other projects in BC, was stimulated by the provincial government's 1995 reform of railway property taxation. These reforms brought the railway property tax level in BC closer to that of other jurisdictions in Canada. (Canada Newswire, 15/09/99, and Truck News 15/09/99)

DETROIT CHOSEN FOR TERMINAL: CPR has said it will build a \$7 million intermodal terminal near downtown Detroit. The

terminal, to be called Vernor Yard, will be established at 17th and Vernor near the Ambassador Bridge, and will be used to handle an expansion of CPR's (St. Lawrence & Hudson Railway) short-haul intermodal service known as "Expressway." The service runs between Montreal and Toronto with specialized equipment that is meant to minimize loading and unloading of trailers.

The planned service between Detroit and Toronto will begin after the new Detroit terminal opens early next year. STLH hopes to expand the marketing of the short-haul service to motor carriers as an alternative to all-highway shipments in the corridor that stretches from Montreal through Toronto to Detroit.

CPR will fund half the cost of the new terminal. Detroit Department of Transportation and Michigan Department of Transportation will each provide 25% of the funds to acquire and improve the site. The terminal is located next to Amtrak facilities in Detroit. (Journal of Commerce, and **Detroit News**, 17/09/99)

CSX, CP BARGAIN OVER NYC ACCESS: CPR and CSX Transportation are trying to resolve a dispute over CPR's access to two New York City rail freight terminals.

CPR and CSX have clashed periodically over terms for CPR's service to the city's customers ever since the Surface Transportation Board (STB) granted CPR access to the New York market.

CPR's St. Lawrence & Hudson ran its first train into New York on July 13. CSX took over New York City rail service on June 1 as a result of the division of Conrail assets with Norfolk Southern.

In the latest dispute, CPR asked the STB to grant wider access to the Harlem River Yard, an intermodal facility, and the Hunts Point Terminal, site of the metropolitan area's largest produce-distribution operation. CPR sought permission to serve Harlem River Yard directly, instead of through switching provided by CSX for a per-car fee. CPR also sought regulatory approval to serve Hunts Point.

CSX responded by saying that CPR's plan could create operational problems by expanding the authority STB originally gave CPR to serve the city. In earlier decisions, the STB ordered CSX to provide switching service to Harlem River Yard for CPR in an effort to avoid duplication of services in an urban area where the rail plant already is congested.

In mid-September, both railroads notified STB that they were pursuing a negotiated approach to their latest dispute and asked the STB to withhold action until November 1. The STB agreed to that request on September 22.

The latest skirmish is the fourth time the two carriers have clashed over the CPR's access to New York. CSX opposed the original request by CPR to serve the city when the Conrail acquisition was being reviewed before the STB. After CPR obtained the right to serve New York, CSX won a regulatory round by limiting the application of those rights to traffic between Albany and New York City. The effect of that decision blocked CPR from serving any customers in between those two cities.

Just before the June 1 breakup of Conrail, the two companies argued again over the price that CSX would charge CPR for switching and other services. The STB sided with CPR on that issue. (Journal of Commerce, 24/09/99)

OTTAWA'S LIGHT RAIL PROJECT GIVEN GO-AHEAD: Ottawa's light rail project is on track for the summer of 2001. Councillors on three regional committees voted in favour of the proposed \$22 million light rail plan on September 16 with regional council voting 12 to 6 in favour on September 22.

The system will utilize three Bombardier diesel-mechanical "Talent" articulated cars operating over St. Lawrence & Hudson tracks between Greenboro in the south and Bayswater in the north (5 miles). Opposing trains will meet at Carleton University, the mid-point on the line, providing a 15-minute service. Ridership is projected at between 5,000 and 6,500 per day. (Ottawa Sun, 17/09/99 and 23/09/99)

CPR COMPLETES \$235M ISSUE: CPR has completed its \$235 million public issue of 6.91% Secured Equipment Notes Due 2024. The equipment notes provide long-term financing of 101

General Electric model AC4400CW locomotives that are currently in service. CPR will apply the net proceeds of approximately \$233 million to repay a \$225 million unsecured bank credit facility and use the balance for general corporate purposes. The locomotives were acquired at a cost of approximately \$260 million, as part of a major capital spending program that modernized CPR's locomotive fleet and upgraded its rail network and facilities.

The CPR equipment notes, rated A by CBRS Inc. and A by Standard & Poor's, are secured by a first charge on the 101 locomotives. The issue was placed in the Canadian public debt market by an underwriting group co-led by RBC Dominion Securities Inc. and ScotiaMcLeod Inc.

OTHER INDUSTRY NEWS

BOMBARDIER RECEIVES FRA FUNDING FOR HIGH SPEED PASSENGER LOCOMOTIVE: The U.S. Federal Railroad Administration (FRA) has provided \$7 million in Fiscal Year 1999 funding for design and construction of a prototype 5,000-hp, non-electric high speed passenger locomotive. The funding comes out of FRA's Next Generation High Speed Rail Program, and supplements \$3 million awarded in Fiscal Year 1998.

Bombardier is sharing development costs equally with FRA, investing \$10 million of its own money in the project. The 69-foot, 100-ton, gas-turbine-powered locomotive will be capable of speeds up to 150 mph, and will be designed to operate on existing, improved rights-of-way. Scheduled for completion in 2000, its acceleration capability will be augmented at a later date by integration of a flywheel energy storage system being developed in an FRA-funded project at the Center for Electromechanics at the University of Texas at Austin. (Railway Age, 9/99)

THE CIT GROUP TO PURCHASE 90 NEW LOCOMOTIVES FROM GM'S ELECTRO-MOTIVE DIVISION: On September 15, The CIT Group, Inc. announced the acquisition of 40 SD90MAC/4300 horsepower and 50 GP15D and GP20D "road switcher" diesel electric locomotives from the Electro-Motive Division of General Motors Corporation.

The SD90MAC/4300 units employ alternating current traction motors, self-steering trucks, advanced microprocessor control, and EMD's WhisperCab - deliveries will begin in the fourth quarter 1999. The GP15D and GP20D units will pull more tonnage than other switchers currently in service, offer unit reduction capabilities and provide a number of comfort and safety features for crew - deliveries will begin in the first quarter 2000. CIT plans to issue these locomotives on short to medium term operating leases to Class 1, Regional and Short Line Railroads.

The sale of the new locomotives is EMD's first to an operating lessor. The CIT Group/Capital Finance provides a wide array of equipment leasing and financial products to the rail and aerospace industries.

The SD90MAC/4300 units will be built both at GM's London, Ontario, plant and at Super Steel in Scotia, NY. (CIT Release)

CN AND CP LTD. SHARES TO RISE: The September 13 edition of **The Globe & Mail** included part of an article by free-lancer George Koch on CN's and CPR's efforts to become more competitive.

The Article says shares of CN and CP Ltd. are set to rise as cost cutting and service improvements boost profits. CN, whose stock has risen 400% since it went public in 1995, is now the only railway in North America with ports on three coastlines, and that gives it a chance to grow with north-south trade fostered by the North American free-trade agreement. This is good, as with less fat left to cut than CP, CN will have to focus on increasing revenues to boost earnings from here on in. But James Lawson, a senior portfolio analyst at Toronto-based Guardian Capital, is confident that the Illinois Central acquisition positions the company to do just that. He expects CN's annual growth rate through 2001 to be 13.5%.

The transformation of CPR has been somewhat slower. "In the past, CP's management appeared a little sleepy," says

Mercury Asset's Kim Shannon, whose fund owns shares in both railways. "Now, they're getting more aggressive." Shannon thinks a new program of cost-cutting and efficiency improvement should give the company's operating margins a much-needed boost. "People are excited about CP," she says. CPR plans to lower its operating ratio to 70% from 82% by 2001. Lawson expects CPL profit to grow 20% a year until 2001.

The article notes that the recent slide in shipments of bulk commodities, caused by the slowdown in demand from Asia, exposed CPR's moves to date as far too timid. In July, CPR announced it would cut another 1,900 employees, or nearly 10% of its work force. "Our rate of improvement was beginning to slacken. Costs were coming down, but revenues were down more," concedes Rob Ritchie, CPR ceo.

Ritchie is concentrating on building CPR's relatively small, but fast-growing intermodal and industrial businesses. "We will continue to reorient towards automobiles, containers and manufactured products," he says. "Our growth will be on routes running from Montreal and Vancouver to the US Midwest." For example, CPR recently introduced 70-hour service from the modernized container port at Vancouver to Chicago, a radical improvement and more than a day and a half faster than CN's service. That move has already paid off, says Ritchie, noting that two major Asian shippers recently switched from US ports to Vancouver. In the East, meanwhile, CPR recently gained direct access to Philadelphia and New York City. "The assets are fundamentally in place," he says. "We're now in the process of harvesting those assets." (*The Globe & Mail*, 13/09/99, and *Barron's* online, 13/09/99)

GRAIN TERMINAL REOPENS: A rich grain harvest this summer means the Prince Rupert (BC) Grain terminal will soon be working at full capacity. At 53 million tonnes, this year's harvest is the best in five years. About 2.5 million of it is expected to move through the Prince Rupert terminal by February 2000.

Slumping world markets last year meant grain companies have had a considerable backlog of grain to sell, and this year's crop could be sold at less than ideal prices, said terminal general manager Jeff Burghardt. Rising transportation and handling costs in recent years have forced Prairie farmers to either sell more grain to the US or keep it in Canada for value-added products like canola oil. In addition, an added charge by CN to ship through Prince Rupert rather than Vancouver has impeded the local terminal, Burghardt said. (*Canadian Press*, 16/09/99, thanks to Dale Whitmee)

RAILWAYS SAY FEW BRANCLINES ABANDONED: Politicians and farm groups who attack the railways for abandoning branchlines aren't paying attention to the real numbers, says David Todd, vice-president, government affairs for CN.

Since 1996, CN and CPR have transferred 2,840 miles of branchlines on the Prairies to shortline railways and abandoned only 589 miles of track, which is less than four per cent of the 1996 Prairie rail network, Todd explained. "That means that 96 per cent of the Prairie rail lines in service in 1996 are still in service today - either as a short line or as part of CN's or CPR's networks. Overwhelmingly, lines are not being abandoned. They are being sold to successful railroad companies who have a real commitment to providing long-term, customer-focussed rail service to shippers and communities along their lines."

The numbers cited by Todd stand in stark contrast to claims by politicians and farm groups that the entire Prairie branchline network is being ripped up. Much of the criticism has surfaced in the government-ordered review of western grain transportation that has pitted the calls by the railways for deregulation against farm groups and parts of the grain industry which want a highly-regulated system.

The branchline situation is similar in the rest of Canada, Todd continued. Since the passage of the Canadian Transportation Act in 1996 making it easier for the railways to sell or abandon lines, CN and CPR have shed 5,056 miles of track. About 4,050 miles, about 80 per cent of the lines disposed of, went to shortlines and are still in service, Todd pointed out. The government wanted to

develop a shortline industry in Canada. "There can be no doubt this has been successful," he continued. "Short-line railways are operating across the Prairies and across Canada."

At the heart of the debate in the west has been the steady disappearance of the old wooden grain elevators which critics say forces farmers to truck their grain farther than before. They usually blame the railways for this development. In response, Todd noted that the grain companies are building modern, high throughput concrete terminals along tracks operated by shortlines as well as CN and CPR. "Grain companies and railways are spending millions of dollars developing and building these new facilities on branch lines or shortlines and the rail infrastructure to support them. It would make no sense to shut down the rail lines serving them now that they are up and running. (Alex Binkley)

GRAIN TRANSPORT CHANGES: Arthur Kroeger released his report on grain handling and transportation reform to federal transport minister David Collenette on October 5. In his letter to the minister, Kroeger offers his own observations about the issues on which divided views are set out in the stakeholders' report.

Stakeholders were able to reach agreement on the design of a revenue cap to replace the cap on freight rates. However, they were unable to reach agreement on two major issues: the initial level at which the revenue cap should be set; and what approach should be adopted for the sharing of railway productivity gains in future years.

Kroeger recommends that the initial revenue cap be set at 12% (\$3.73 per tonne) below the 1998 level, assuming a movement of 30 million tonnes, with rate reductions in subsequent years being effected by competition rather than regulation. The stakeholder report proposes an assessment be held after five years to determine if the results are satisfactory.

Kroeger further recommends that steps be taken to increase competition between the railways, with the selection of specific measures being made following expert assessments of the likely effectiveness of alternative possibilities. He notes that while he respects the railways' expressions of concern about open access, his assessment is that it will not be possible to obtain the assent of other stakeholders to important changes in the existing system unless at the same time steps are taken to increase competition between CN and CPR.

In addition, Kroeger recommends that a revised Final Offer Arbitration process be implemented, including simultaneous submission of offers following a set of prescribed steps intended to facilitate negotiated settlements. He notes that the railways' concerns on this front warrant being taken seriously, particularly since the new system would presumably be available to all shippers across Canada. Accordingly, Kroeger says it should be kept under review and adjusted as necessary in future years. To facilitate such adjustments, the government could consider prescribing as much of the FOA system as possible in regulations so that changes could be made when required without having recourse to legislation.

Lastly, Kroeger recommends that the present central role of the Canadian Wheat Board in grain transportation be superceded by commercial, contract-based arrangements as set out in Model 2 (70% - 80% Estey), which he details. Efforts should be made to accommodate, within reason, the CWB's desire for assurance that railway capacity will be available to enable them to meet their sales commitments. Overall, however, the new system should include as many elements as possible that would encourage normal commercial behaviour by all system participants.

Kroeger thinks there is a good prospect that this combination of measures, together with those on which consensus was reached by the stakeholders, should lead to important efficiency gains in Canada's grain handling and transportation system. He states that it is particularly important that producers be major beneficiaries of these gains, not least because of the economic difficulties they are currently experiencing. Kroeger concludes by calling on each party to take a calculated risk to ensure grain reform can move forward.

CN said Arthur Kroeger's recommendations would only partially achieve the objective of a more commercial, effective and

accountable grain handling and transportation system. "As a consequence, Canada's competitiveness in world grain markets would not improve as needed and the grain logistics system would continue to experience critical system failures," said Sandi Mielitz, CN's vice-president, grains and fertilizers. Mielitz said: "As Justice Willard Estey concluded in his report earlier this year, reform of day-to-day grain handling and transportation is the critical issue in the grain system. The current structure is a significant barrier to an efficient, commercially-driven system. It blurs accountabilities, decreases competition and blunts market forces. Reducing railroad revenue - before removing the barriers to a more commercial, contract-based system - would limit rail productivity improvements and discourage investments by railroads to improve their grain infrastructure. This outcome would be detrimental to all stakeholders in the system, including producers."

Rick Sallee, CPR's vp grain, charged that Kroeger's recommendations are primarily aimed at reducing the railways' revenues, an incomplete move of the Canadian Wheat Board to be a port buyer and very little change in the activities of any other participant in the grain system. "These changes are not balanced. Instead of leading to a world class grain handling and transportation system, their implementation would jeopardize the long-term viability of Canada's existing grain logistics system and leave the country vulnerable to further critical grain system failures," he said. "The proposal to arbitrarily reduce rail grain revenues by 12% is a step backward. In an era where economic growth is fuelled by effective commercial systems, the arbitrary rate reduction is a totally unwarranted grab of revenues from the private sector and is a strong negative signal to investors. The railways are already sharing 50% of their productivity gains and investing billions to finance the large, ongoing capital expenditures necessary for efficient transportation of grain and other products," Sallee said.

"The revenue cap, proposed by CPR, ensures farmers have rate protection and guarantees some new revenue reductions overall which should offset concerns about competition. It removes any need to slash rail rates." Sallee said that "the competitive pressures of a commercial system, already at play with all the rest of the railways' customers, have enhanced competition and caused overall railway rates to drop 35% since 1986. Further regulated safeguards are overkill. Canada's grain producers already have the most comprehensive set of safeguards for any goods moved in North America today." (Transport Canada, CN and CPR news releases, 05/10/99)

CAN SHORTLINES HANDLE HEAVIER CARS?: Safety was an important issue for shortline executives during the American Shortline and Regional Railroad Association's (ASLRRRA) annual meeting in September, as they discussed the "286" issue -- the Class I-led, industry-wide movement from 263,000-lb. to 286,000-lb. railcars.

Specifically, shortlines wondered how prepared they are for the transition, and if they have the financial resources to upgrade their track to handle heavier cars. It was suggested that shortlines unable to upgrade their track might be hard-pressed in the future.

The Railroad-Shipper Transportation Advisory Council recently released a white paper that warns of a growing rift between Class I's and smaller railroads. RSTAC's basic premise is that as Class I's move toward a long-haul, single-line service or "trunk line" strategy that focuses on longer unit trains and heavier-weight cars, smaller railroads are threatened. RSTAC recommends more public dollars be made available to smaller railroads so they can upgrade their connections to Class I's and bolster their infrastructure to handle heavier cars. (Rail Business, 20/09/99)

HIGH-SPEED RAIL TO DORVAL AIRPORT IN THE WORKS: The September 20 edition of the Montreal *Gazette* says a high-speed train between downtown Montreal and Dorval airport is expected to get the go-ahead by the end of the year. The paper reports that a consortium studying the idea says the link makes sense,

and it expects to give a formal green light to the project soon.

Dorval mayor Peter Yeomans said the consortium has approved in principle a new bullet train that would take only 13 minutes to travel from downtown Windsor Station to the Dorval airport terminal. There would be one stop, at the Vendome Station. The train would operate 20 hours a day, every 20 or 30 minutes.

Yeomans also said the Montreal project will include a second high-speed train between Dorval airport and Ottawa.

The feasibility study, begun six months ago, is in its final stages. The consortium consists of the provincial Agence métropolitaine de transport, Transport Canada, the St. Lawrence & Hudson Railway, Aeroports de Montreal, VIA Rail and the city of Dorval. (*The Gazette*, 20/09/99, thanks to Gilles Chevrier)

GREAT WEEK FOR INTERMODAL TRAFFIC: The American Association of Railroads reported that both US and Canadian railroads moved more intermodal freight during the week ended September 25 than in any previous week in history.

Intermodal volume on US railroads totalled 192,122 trailers and containers, 5.9% more than in the comparable week last year and 2.1% more than in the week ended October 31, 1998, when the previous record of 188,125 trailers and containers was established. Canadian railroads reported volume of 34,250 trailers and containers, the most in any weeks since they began reporting weekly traffic totals to the AAR in 1995. The total was 22% more than in the comparable week last year and 5.2% more than in the week ended September 4, 1999, when the previous record of 32,559 trailers and containers was established.

Canadian railroads also reported an increase in carload freight during the week, with volume totalling 56,108 cars, up 2.1% from last year. US carload freight declined 2.8% from the comparable week last year to 355,147 cars, with loadings up 3.4% in the West but down 9.1% in the East. The decline in Eastern traffic was partly attributable to the effects of Hurricane Floyd. (AAR homepage, 01/10/99)

GM DELIVERS LOCOMOTIVES TO MEXICO'S TFM: Mexico's largest railroad, Transportacion Ferroviaria Mexicana, has received the first of 75 Mexican-built General Motors locomotives. The locomotives were built at a plant in the central state of Hidalgo, where General Motors has a joint-venture assembly operation with Bombardier Concarril. The purchase of the 4,000-hp SD70MAC locomotives will be financed by a bank syndicate of Canada's Export Development Corp. and the German export-import bank Kreditanstalt fur Wiederaufbau. (Journal of Commerce, 29/09/99)

"RAILWAY TRENDS": In its seventh edition of "Railway Trends", the Railway Association of Canada provides statistics on Canada's 48 common carrier railways for the 10-year period ending with calendar year 1998.

In particular for 1998, carloads and tons originated in 1998 declined by 2.0% and 5.8% respectively. Revenue ton miles, the main measure of freight output, dropped 2.4% from its 1997 all-time high. These decreases were due to the weak Asian economy, which saw a reduction in demand for Canadian resource products, primarily coal and grain, the ice storm in eastern Canada, and the strike at General Motors. Intermodal traffic continued its strong growth with a 4.6% increase over 1997. Intercity passenger miles declined 5.9% from 1997 to 1998.

Total net income in 1998 fell to \$532 million from the previous year's record of \$1,025 million, resulting in a return on net assets employed of about 4%, substantially below the industry's cost of capital. The railways continue their high levels of productivity improvements, and in 1998 the locomotive and car fleets each declined by 1%, although both major railways took delivery of high horsepower units.

The railway industry is the most energy efficient and least polluting mode of freight transportation - in 1998 the industry produced 447 revenue ton miles for each gallon of fuel consumed, an improvement of 1.6% over 1997 and 12.6% over the 1989 level. (Railway Association of Canada) ♦

Doin' the Fraser

BY TOM PATTERSON
(Photographs by the author)

No, this is not an article on the rebirth of a Glen Millar dance craze. Although the name of this intrepid explorer is normally associated with one of Canada's most dramatic rivers, it is also the name of one of Canadian National's more interesting subdivisions.

The Fraser subdivision runs from McBride to Prince George in Northern British Columbia for a distance of 146.6 miles, and forms a distinctive segment of CN's British Columbia North Line (BCNL) to the port of Prince Rupert. Built at the end of Canada's railway building binge after the turn of the century, the Fraser subdivision traverses territory that can claim to be one of the more recent pioneering frontiers of our nation.

As such, it is often been accepted that the Fraser subdivision, if not the entire BCNL, is relatively inaccessible, and therefore bypassed by many rail enthusiasts. Having had an association with this part of CN for many years, the author would like to invite those rail enthusiasts to reconsider.

Until the early-1970s, one of the prime purposes of the Fraser subdivision was to facilitate the movement of forest products harvested in the British Columbia interior eastward to markets in Canada and the U.S. The role has continued, despite the worrisome depletion of the forests in the interior. In comparison to the four British Columbia North Line subdivisions to the west, the Fraser was relatively busy during this period.

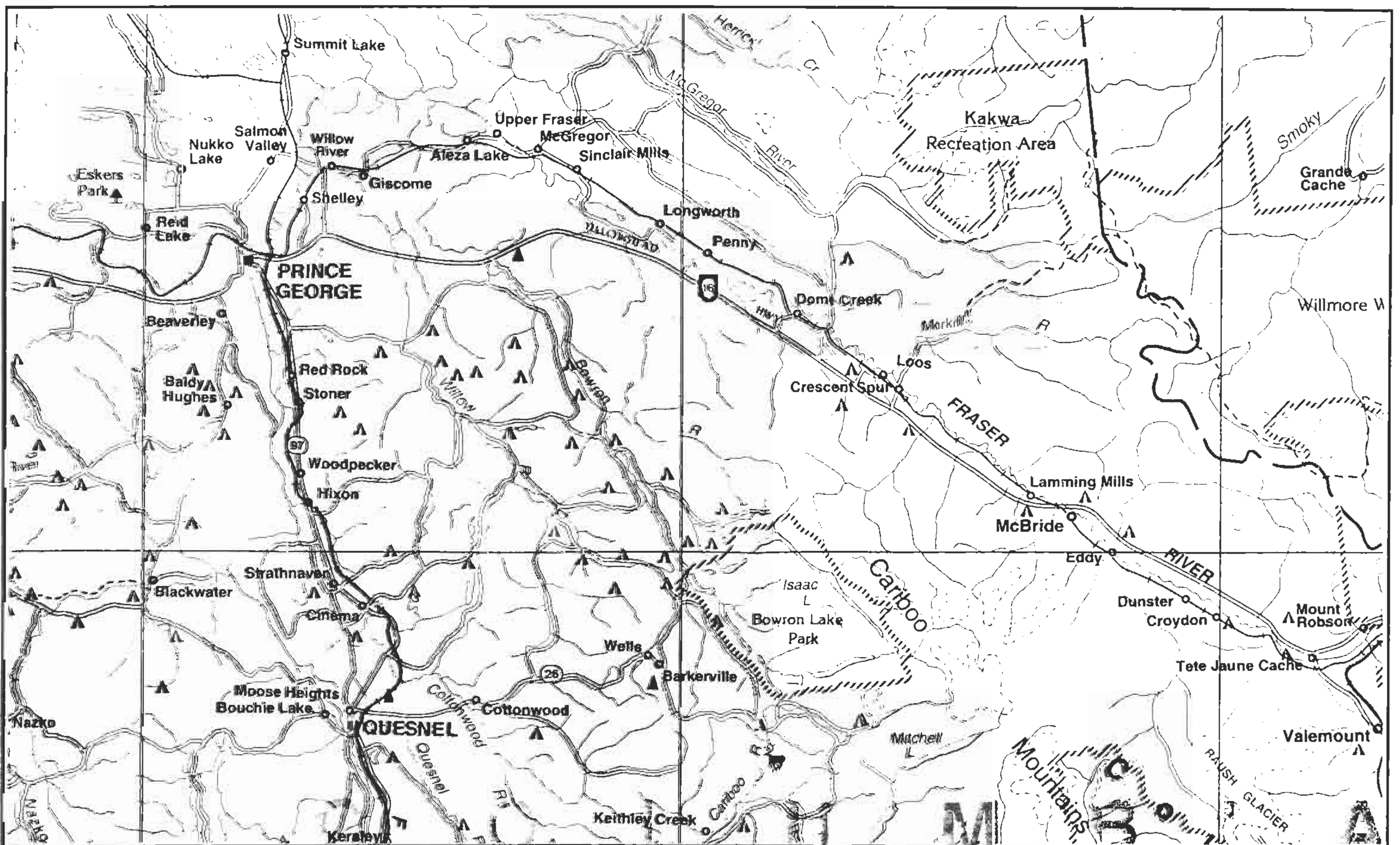
In fact, for the decades preceding the 1960s, the Fraser subdivision was the only effective means of land transportation in this region, and the inhabitants were highly dependant upon the Canadian National for contact with the outside world. Mixed trains complemented a daily except Sunday through passenger train service to facilitate this exchange. Today, a modest passenger service has survived over this subdivision in the form of VIA nos. 5 and 6 - "Skeena". Ironically enough, the frequency

of this service is very close to the original service implemented during the First World War by the Grand Trunk Pacific.

During the 1980s, the development of the coal deposits northeast of Prince George reversed the imbalance in traffic density east and west of Prince George. Heavy coal movements between Prince George and Prince Rupert resulted. A significant terminal was built near Prince Rupert on Ridley Island, not only to transship the coal, but also to provide an alternative export route for prairie grain. This grain traffic, in turn, placed a heavier demand on the Fraser subdivision. The plant improvements made to the Fraser Subdivision during the post-WWII boom were extended. The entire subdivision was upgraded with better bridging, improved right-of-way stabilization, 132 lb. rail and 12" of ballast to handle the heavier traffic. Sidings were extended to accommodate the increased traffic as well.

In many respects, the territory between McBride and Prince George has returned to a wilderness state. Many of the hamlets along the Fraser River that were once small but thriving communities, have disappeared along with the many sawmills that provided a reason for their existence. Indeed, there are virtually no road-side facilities between these two points, and the traveller is well advised to complete whatever emptying or filling required before embarking on a trip along highway 16 which parallels the Fraser Subdivision.

Despite these factors, the Fraser subdivision is more accessible than this description might lead one to believe. From the Prince George end, a paved road runs from highway 16 to Shelley. Another paved road runs to Willow River and then along the Fraser subdivision to Giscome, Aleza Lake and Longworth. A word of caution: this paved but secondary road crosses the track many times, and the track speed is in the order of 50 MPH in some places. Train pacing can be a challenge.





The first section of third class schedule 821 glides down the main track for a double meet at Goat River on May 6th, 1987 with Extra TU 84 East and First 862. During this period, the power consists of loaded westbound trains, such as First 821, often included an F7A unit, which was dropped at Prince George and cut into the consist of a loaded eastbound lumber train. This tactic provided for economical power usage to overcome the ruling grades between Edmonton and Prince George. The Obed Hill on the Edson Subdivision was the major obstacle westbound, while the Tete Jaune subdivision limited train consists eastbound until the Tete Jaune Cut-off was opened for operation in the early 1980s.

At the east end of Prince George yard, VIA # 6 awaits the throwing of the mainline switch before proceeding on its way over the Fraser River bridge, to the more scenic environs of the Robson Valley and the Yellowhead Pass. The Skeena's compact and stainless steel shrouded consist does much to off-set an otherwise dreary day on June 7, 1999.

Also evident are the high quality improvements that were made to the North Line in the 1980s. The four long Receiving and Departure (R&D) tracks adjacent to the main track and siding, complete with yard lighting, and train inspection and servicing roads, are to the left. The locomotive and car shops, among the most modern on the system, can be seen to the right.



At the eastward end of the Fraser subdivision, access roads lead northward off highway 16 to Dome Creek, Goat River, Sinclair Mills and Legrand. From 10 to 15 minutes is required to arrive at trackside. All access roads slope downward towards the Fraser River: the one to Legrand should only be attempted by the stout-hearted enthusiast! Photography from these vantage points can be particularly rewarding, in that an impressive range of snow-capped mountains provides an excellent background.

The train control system for the Fraser subdivision was converted from time table and train orders to manual block, or, more properly, Occupancy Control System (OCS) during the late-1980s. Furthermore, the radio reception is normally clear. As a result, it is fairly easy to estimate train locations by interpreting O/S reports and clearances to both trains and foremen. A recent copy of the **Canadian Trackside Guide** should be at hand, of course!

On June 6, 1999, train 357 has arrived from Winnipeg, and is now backing over the Fraser River bridge to set off the head end block of traffic at the BCR interchange. The bulk of its consist are forest produce empties, returning from the American mid-West after having carried what would appear to be an endless supply of Canadian logs, lumber, pulp and paper.



In addition, the CN staff at Prince George are particularly accommodating, and, if approached properly, can provide terminal line-ups from the SRS computer system.

What can one expect in terms of trains? Well, the traffic volume is somewhat volatile, and often depends upon the demand for forest products and grains. Indeed, the grain handling facilities at Prince Rupert were closed during the summer of 1999 but have recently reopened. On other occasions, three or more grain trains in each direction traversed this subdivision on a daily basis. In fact, an analysis of a current edition of the **Canadian Trackside Guide** indicates that train service plans exist for grain and coal to travel over the BCNL from most significant CN origins of this traffic in Western Canada. Whether trains are actually run will depend, of course, on finding customers and catering to their shipping preferences. At times, coal trains have operated along the Fraser subdivision. Trains 761 and 762 were present and accounted for at Prince George during the author's visit, moving coal from the Lloydminster, Alberta, area to Ridley Island.

Trains 462 and 461 are the peddlers along most of the BCNL, and operate five days per week under normal conditions. A comparison of their consists at the start of their subdivision runs to that in tow at the end would reveal that the power consist and crew were probably the only constants. Empties are distributed and loads picked continually along their runs.

Train 357, on the other hand, has a primary mission of returning forest product empties from Winnipeg for reloading, and usually runs through non-stop.

Eastbound loaded forest product cars are moved on a variety of trains. For example, train 356 handles traffic as far as Winnipeg, which is typically destined to the US Midwest. Train 426 to Jasper does the same for markets in the Canadian east - the block switching to through eastbound trains is probably done at Jasper (instead of Edmonton). In many cases, this lumber traffic is managed by brokers, who, at times, lead CN's traffic management folks a merry chase as they adjust their traffic's final destination while it is enroute.

In general, train volumes may vary from 8 to 16 in both directions during a 24-hour period.

At the periphery of this subdivision there are other points of interest to the rail enthusiast. For example, the BC Rail yard at Prince George, and the interchange with CN near the bridge over the Fraser River provide variety in terms of motive power and



Dash 8-40CM 2421 and SD60F 5516 pause at McBride, Alberta, with Train 462 on June 8, 1999.

scenery. Normally, empty and loaded coal trains which service the Tumbler Ridge area northeast of Prince George, and which operate on CN between Prince George and Prince Rupert, can be found in the Prince George yard.

At the west end of the Fraser, the Tete Jaune subdivision runs through the very scenic Robson valley, joining McBride to the Tete Jaune Cutoff at Harvey. A brief diversion southward from highway 16 and across the Fraser River at Dunster (over a rather derelict World War II Bailey Bridge!) provides access to both Dunster and Croyden sidings.

What will you not find? Well, intermodal traffic is a rarity, despite the significant efforts put forth by the Port of Prince Rupert to establish itself in the marketplace. Similarly, auto traffic is not an active player on the BCNL scene, probably for the same reason.

However, what you will find is a rail route supporting the "hewers of wood" and "drawers of water" aspects of our economy, set off by scenic vistas that are second to none. ♦

Canadian National's Former Turcot Roundhouse, the Largest in Canada

BY J. NORMAN LOWE
(Photographs by the author)

Precisely at 1:15 p.m. on Wednesday, September 13, 1961, a special Canadian National (CN) train departed from track No. 14 at Montreal's Central Station and headed northwest for a 10 mile, 30 minute trip. On board the 10 car white flagged extra, consisting of a passenger 'A' and 'B' unit in the CN's new colours¹ as well as a baggage car and one coach - the remaining EM's in the then standard green and black colour scheme - were the chairman/president of the Company, senior transportation and mechanical department officers, politicians, industry traffic managers, media and public relations staff en-route to the official opening of the 800 acre, 11,000 car capacity Montreal Hump Yard, highlighted as the most progressive of its kind in the world and the ultra modern diesel locomotive repair and maintenance shop. At 4:40 p.m. the vip's arrived back at Central Station following a highly instructional afternoon and seemingly endless walking.

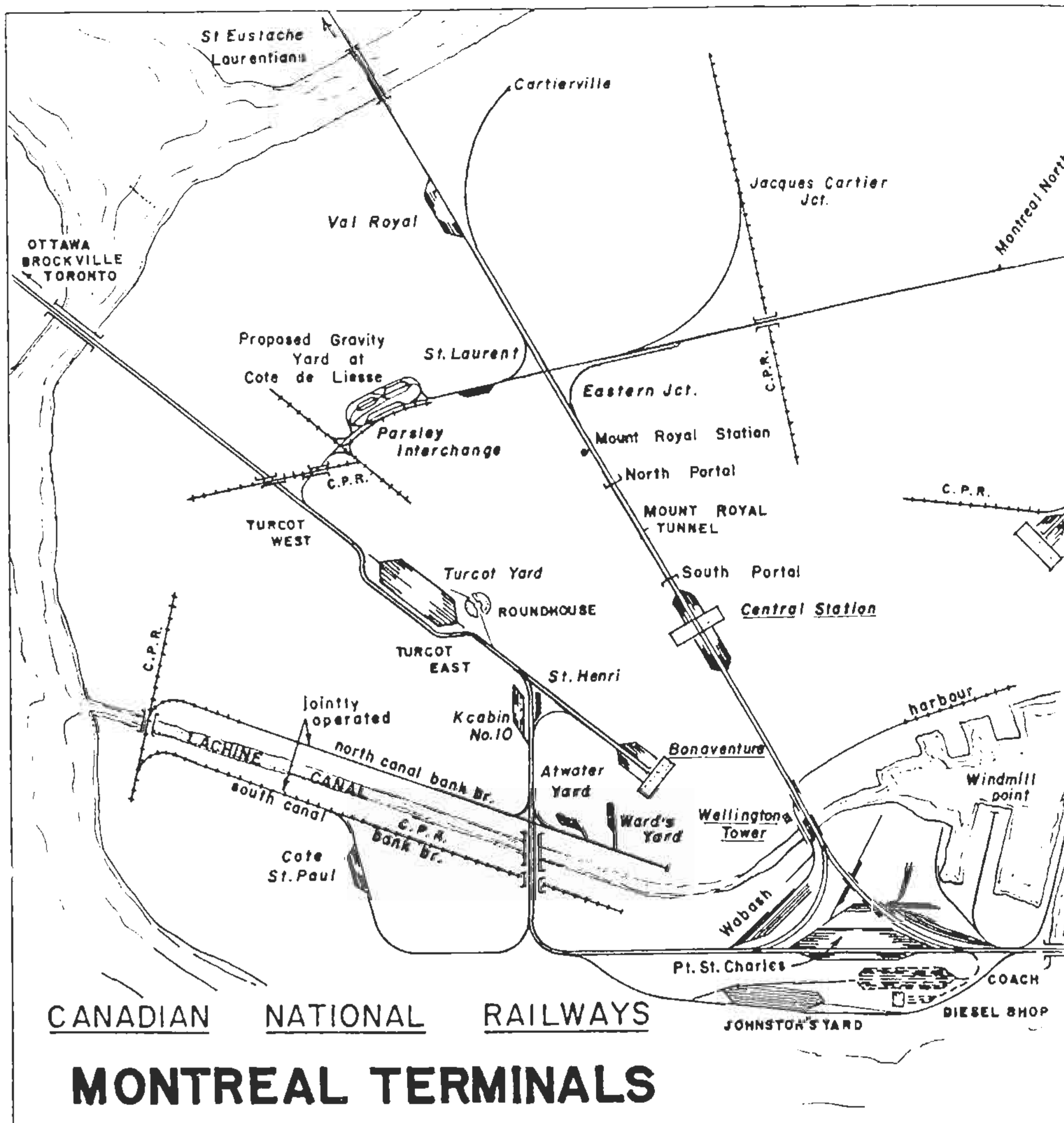
Hardly noticed or aware of by those in the train as they travelled to and from the new complex was the very ultimate in locomotive maintenance of its time, Turcot Roundhouse (Turcot), closed three months earlier (June 4th) after 56 years of service, the victim of advanced technology.²

The Largest in Canada and Location

Turcot Roundhouse was opened in 1905 when the Grand

Trunk Railway Company of Canada (GT) relocated from its outdated cruciform style engine houses at the then 48 year old Point St. Charles shops at Montreal to the St. Henri district of the City, 1.5 miles west. Land for the facility and a planned nearby freight marshalling yard was expropriated by the railway under authority of the Board of Railway Commissioners early in 1905. By July of that year the foundation for 40 stalls was in place and within five months the shop was in use. In 1906 17 more stalls were added³ making the roundhouse the largest not only on the GT but the CN following amalgamation in 1923 as well as in Canada. Turcot was located where the Rivière St. Pierre once flowed and in order for it to have a suitable foundation millions of tons of cinders, stone and gravel were required. It has been said that somewhere there a GT locomotive was swallowed up in a boggy section as were one or more call boys making their rounds informing locomotive crews who lived nearby their assignments.

By 1907 the GT was firmly established in the St. Henri district with a roundhouse of major size and a developing freight marshalling yard west of it. But the railway was beginning to realize that its 1860 built passenger yard at Bonaventure Station was becoming rapidly inadequate to meet improved passenger car technology. This resulted in authority for more land expropriation, this time east and conveniently close to Turcot. By 1913 a new 10 track coach yard accommodating 180 cars was in service. Appropriately, Turcot was located at the end of Pullman Street.



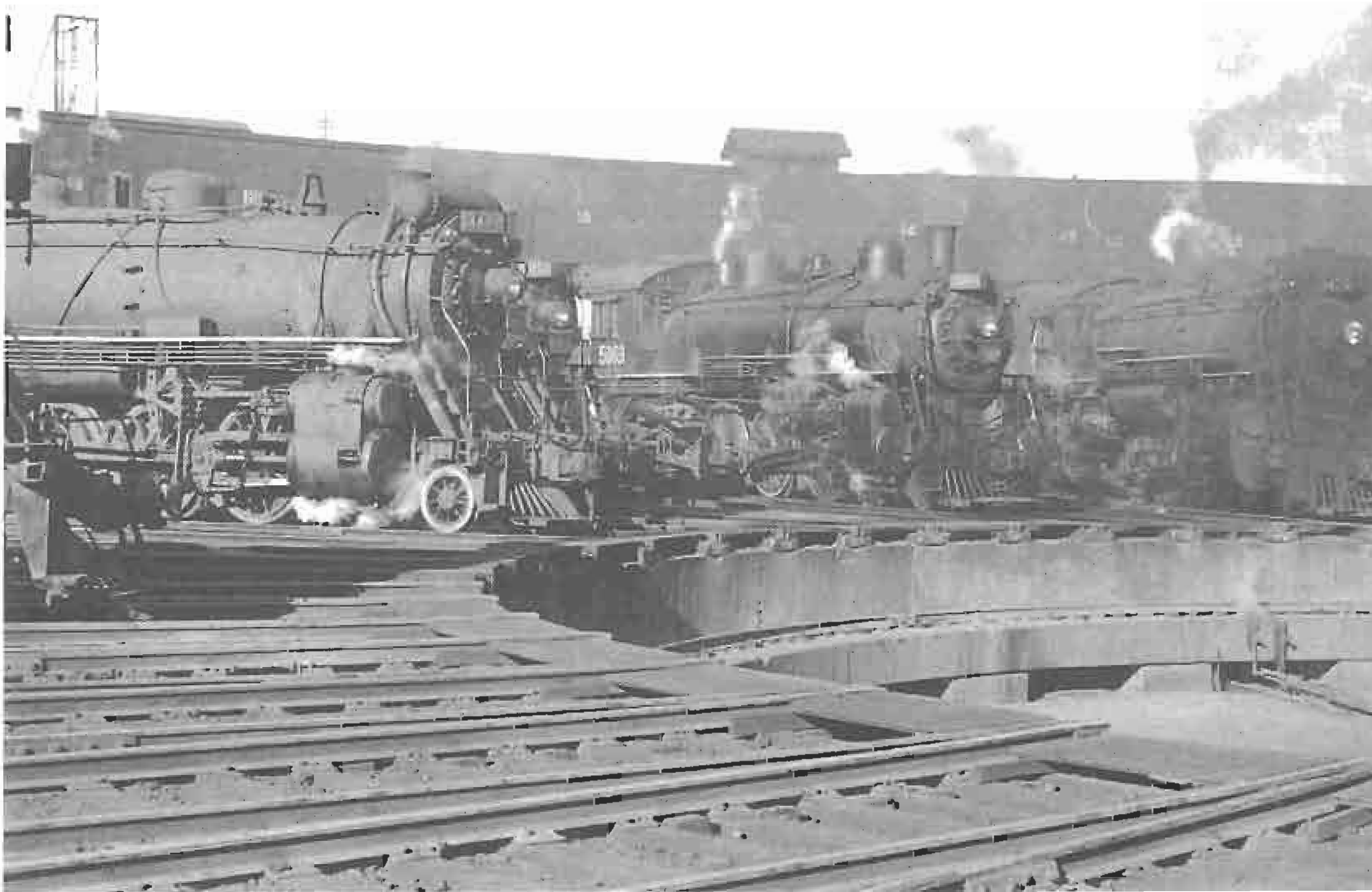
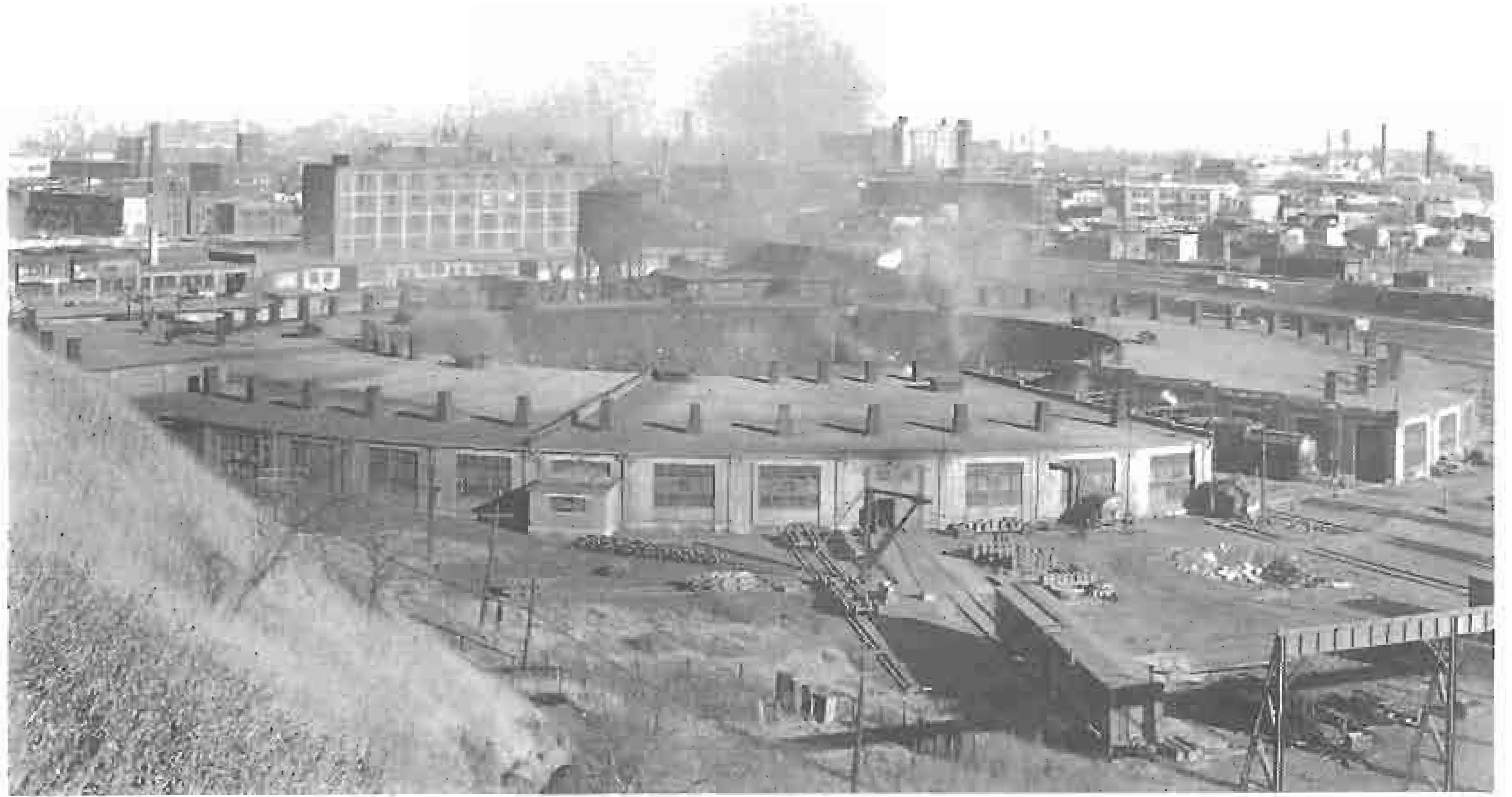
Supervision

The Turcot locomotive complex was administered from a two storey building joining the roundhouse. The first floor had offices for the general foreman who was in charge of all operations and whose authority was seldom questioned. He had assistance from a shop foreman and an assistant foreman. Accommodation was also provided for two division master mechanics and a district boiler inspector. An office staff of 12, supervised by a chief clerk, attended to sundry mechanical department files, records, time sheets, complaints, etc. Next to it was a commuter, yard and main line (locomotive) crew management centre while a lunchroom, cafeteria, lockers and washroom were at the rear of the building. Upstairs was a medical clinic, staffed by a nurse, as well as an enginemen's classroom. For a number of years so too did a Railway YMCA but during the 1950s it was moved several blocks east to distance itself from the ever present noise and dirt which understandably annoyed crews resting overnight from Quebec, Ontario and Vermont home terminals.

Area Covered, Staff, Servicing and Assigned Power

The roundhouse and its auxiliary buildings occupied an area of three city blocks. Within this space 1,200 men and women during the mid-1940s - reduced by some two thirds a decade later - were on staff attending to an average of 130 locomotives per day. Engine dispatches

Canadian National's 56-stall roundhouse at Turcot, Montreal in 1952. It was the largest in Canada. Inescapable when taking photographs looking east is the large building in the background often thought to be owned by CN. Rather it was used up to the early-1960s by the Walter M. Lowney Co. of chocolate fame, now part of Hershey Canada.



A quiet Sunday afternoon in 1952 finds an array of locomotives awaiting their assignments. During many weekend layovers, the stalls as well as the tracks leading to them have motive power occupancy.

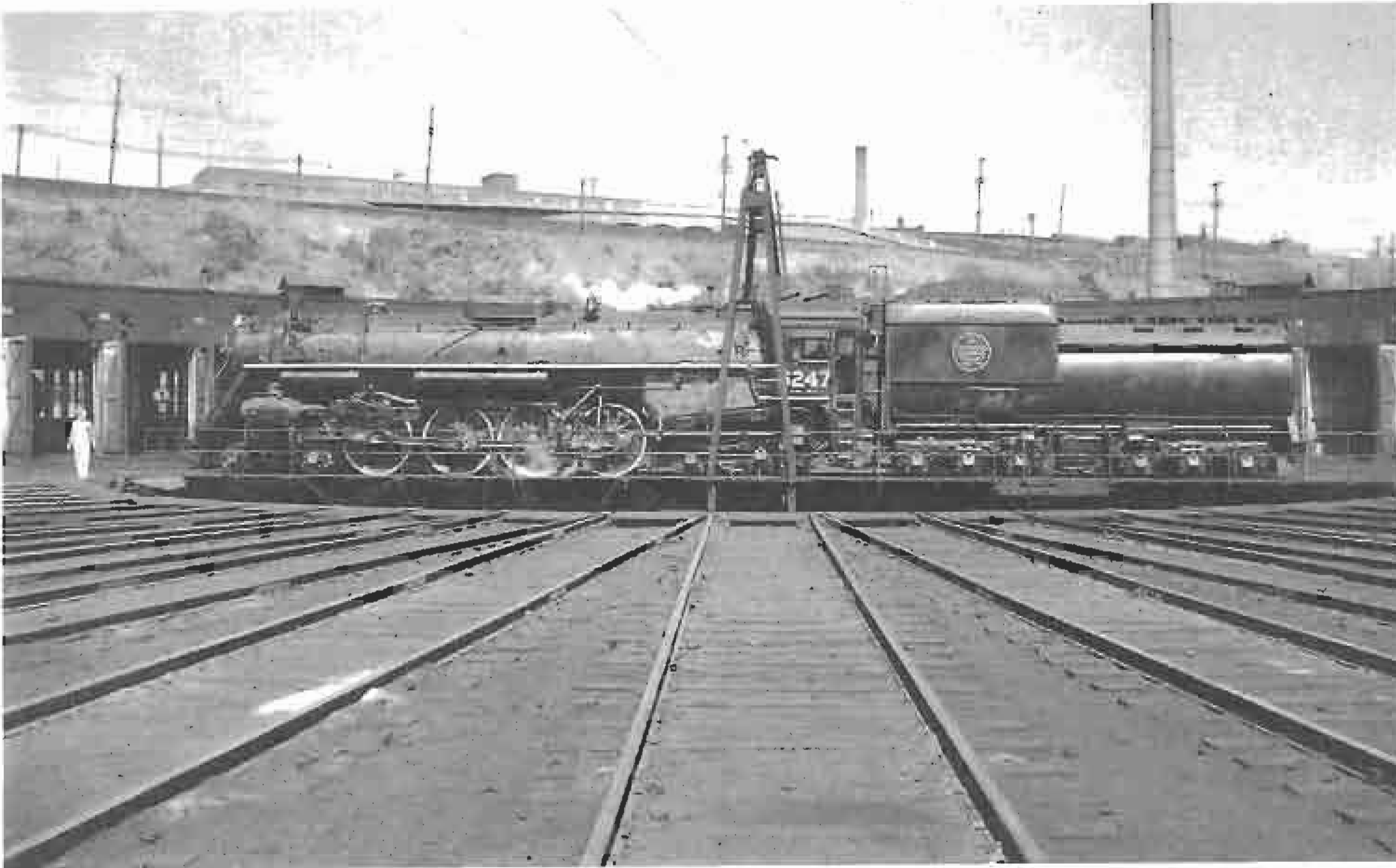
exceeded 3,200 monthly.

Following the release of locomotives by incoming crews at what was commonly referred to as the "can room" - where supplies were provided to engines leaving the shop and taken back when they returned - hostlers would then move them to the coal docks. There, daily, 1,800 tons of coal and ten tons of sand were consumed.

The ash pit was next. With fire boxes emptied and other requirements completed the engines were lined up to the 100 foot long electrically powered turntable to pre-determined stalls.⁴ Various tradesmen, such as machinists, pipe fitters, electricians and moulders then gave each locomotive a routine inspection and

if no running repairs were required or boiler washouts and tests scheduled the engine numbers were then listed on the dispatch board to protect the morning, afternoon or evening "parade" of freight, passenger and yard assignments as well as expected specials, sections, extras, etc.

While Turcot had 168 assigned locomotives⁵ those that were not were placed following servicing just east of the shop ready for dispatch. A Sunday early evening certainty was a call from the terminal traffic supervisor at Central Station ordering a number of 15 minute interval "caboose-hops" - usually with Northerns - to Brockville, Belleville and Toronto so that crews and locomotives would be available for next day.



Assigned to Mimico, Ontario, Northern Type 4-8-4 No. 6247 is being turned on Turcot's 100-foot turntable and made ready for a return trip in 1956 following a shop examination. At the top of the hill is the Canadian Pacific's Glen locomotive and coach yard facility. Both the Northern and Turcot ceased operation in 1961.

In addition to attending to Company locomotives Turcot also looked after motive power of the Central Vermont and Quebec, Montreal and Southern Railways as well as those of the Boston and Maine, Delaware and Hudson, Grand Trunk Western and Rutland Railroads.

Bull Pen Recollections

Located between the general office and the crew management centre was the "bull pen." Here (some) engine crews changed to/from their work garb, read and signed bulletin book notices, signed the register sheet prior to, and termination of, an assignment - the latter two of which had to be witnessed - and third district men checked their standing on the preferred list regarding forthcoming trips to Island Pond, Vt., or Brockville, Ont. The "pen" was also where recollections were either talked about calmly or debated heatedly: the hogger complaining to the shop

foreman that the Ten Wheeler he brought in wouldn't steam properly; the time passenger train No. 48 with locomotive No. 6017 hit a snowbank as solid as cement coming off the Alexandra Subdivision to the Cornwall Subdivision at Coteau, Que. - 39.6 miles west of Montreal - and had to be rescued. Then there were the shenanigans aboard a particular Grey Cup special to Toronto. To avoid a change-off delay at Turcot interchange between an electric hauler and the locomotive for the special - not to mention discouraging some passengers who may have had the notion to get off the train to see the crew - the engine was coupled on at Central Station clear of the outside platform canopy.⁶

Delays to shop movements engendered discussions especially when the tender of a locomotive being backed to the turntable ended in the pit. The predicament was quickly cleared with the assistance of the auxiliary.



A lineup of locomotives east of Turcot Roundhouse waiting to move to their assignments in 1953. Santa Fe Type 2-10-2 No. 4203 will depart to Richmond, Quebec for a test run following a No. 3, or General repair, at the Point St. Charles Main Shop. Behind the 4203 is Pacific Type 4-6-2 No. 5576. It will operate to EJ Tower (Eastern Junction) to connect with a passenger train to the Abitibi Region of northern Quebec following arrival of an electric hauler from Central Station. Next is No. 6243 - the Northern Type 4-8-4 will go to the nearby Turcot Yard for an eastbound manifest to Joffre, Quebec. Just before this photograph was taken, Central Vermont Texas Type 2-10-4 No. 708 uncoupled from the lineup and departed to Southwark Yard near St. Lambert, en route to St. Albans, Vermont.

Outbound yard engines use the track nearest the camera while the second track handles inbound motive power to the shop. Trackage behind the lineup is reserved for unassigned Turcot locomotives



A pair of CLC CFA16-4 units move to the Turcot Roundhouse turntable onto what was considered the undisputed busiest 100 yards of single track on the CN. Heading towards the departure track for a freight assignment, No. 9340 saw but 11 years of service before withdrawal.

There was plenty of conversation when a ship hit a pier supporting one of two 80 foot long spans of the lift bridge over the Lachine Canal just west of Wellington Interlocking Tower. Passenger traffic which normally used the south end of Central Station was routed to the north end via the Mount Royal Tunnel. Electric haulers were used during the short interruption between the station and an interchange near Eastern Junction where Turcot assigned engines were either released or coupled onto their assignments. The infrequent ship problem ended October, 1960 when the concept of enlarging shipping channels between the Great Lakes and the Gulf of St. Lawrence developed into the St. Lawrence Seaway thus closing the need for the Lachine Canal.

A tragedy that took place within the Turcot complex surfaced

from time-to-time. During dinner February 23, 1947 one of several leased Delaware and Hudson Consolidation Type 2-8-0 locomotives, No. 1057, blew up on the ash pit. While under steam the water level was allowed to get too low resulting in an explosion killing a worker and injuring others. Bits of the locomotive were found half a mile away. Firemen weren't sorry to see the engines with their double firebox doors returned to the owner. Hand fired, two firemen were required to keep the 1912 Alco-built iron horses well fed. Among other duties the engines were used hauling coal trains between Ste. Rosalie, Que. and Rouses Point, N. Y.

Turcot crews handling heavy manifests destined to the Saguenay Division of the Quebec District were often vocal regarding some of their runs, especially when stopped on a slippery grade less than five miles after leaving the nearby yard. Following the hooping up of orders by the good natured and hard-working operator at Turcot West, the consist with its slow moving Santa Fe Type 2-10-2 locomotive in the 4200-4209 number series commences to circle the west end of the yard and head northeastward. (The locomotives were purchased in 1928 from the Boston and Albany Railroad through its parent, the New York Central System, to attend to increased traffic and overcome severe grades.)

From a departure level of 53 feet above sea level, the 88 foot long Santa Fe works its way to the vicinity of the Canadian Pacific controlled Ballantyne Interlocking Tower at the 137 foot level, situated on their main line seven miles west of Windsor Street Station. Under favourable operating conditions and the CP clear of heavy traffic, CN movement over the diamond generally consisted of a wave of pleasantries with the 57 inch drivers of the engine adding on the mileage. But when the parade of CP east/west freight and passenger trains and an assortment of yard engines is frequent that seemingly was when CN got the red block as it approached the crossing and had to wait for a more favourable indication. When the Tower did display it the tonnage was frequently too heavy to lift due often to an uncooperative Mother Nature. This resulted in the consist having to be split with the lead section secured north of the diamond then the locomotive backing over the crossing to retrieve the tail end, the

With Turcot shop in the background and the west end of the 'can room' to the right of the photograph, electric hauler No. 185 - built by English Electric in 1926 as Montreal Harbours Board No. 106 - waits at Turcot interchange in 1954 to take an inbound passenger train to Central Station.



move made in anticipation of not receiving still another red block in the process. With the train remarshalled and various procedures followed, it was a whistle off and the trip continued north. Sounds easy? Not to the crews when the rails were soaked with rain, there's a heavy snow falling or sundry other inclement weather conditions. Even when a consist did not have to be cut the endless wait on the grade and of not knowing what to expect was, at times, understood to be unbearable.

When the Montreal Hump Yard was opened in 1961, the south entrance to the facility was lowered resulting in the tracks placed under those of the CP. This eliminated the need to retain the diamond or the Tower. During the late-1970s the Yard was renamed to Triage Taschereau Yard after the former (CN) chairman. The new name, however, added confusion for awhile in the routing of cars to a similarly named, but smaller yard, at Taschereau, Que.

Mention the name of a particular swing-hostler and a smile was an immediate response. A Maritimer, he took advantage of the early evening lull, when the weather permitted, to enlighten fellow workers by marching back and forth on the turntable walkway playing his bagpipes. A tranquil setting obliterated as time approached to move the locomotives from the shop to the departure track and their assignments.

And yes, a locomotive did go through the roundhouse wall. Water got into the cylinders.



Rail traffic to and from Central Station comes to a stop at Wellington Interlocking Tower as switches and signals are locked favouring the passage of laker "Shelter Bay" under one of two 80-foot long lift spans which has been raised to a height of 90 feet over the Lachine Canal. The Tower is to the left of the photograph. The railway swing bridge at right serves local industry.

Trying to Keep Cool

While air-conditioning at Turcot was only within sight of passing passenger trains, a tried and true method existed of overcoming long periods of oppressive humidity in the office. Never sanctioned and out of sight when it was known motive power management scheduled a shop visit, it consisted of a simple method of utilizing an extra large bucket and an almost equally large block of ice strategically placed in front of a fan set at medium. The system not only cooled the air but disturbed settling soot that drifted in open doors and windows from nearby standing locomotives. Granted the procedure had to be frequently restocked but the inconvenience overshadowed the relief.

Tough Gendarme

Turcot had strict CN police surveillance as well as one of the toughest gendarme's imaginable, the shop cat. She kept the rodent population to a minimum and yet had time for one, or more, families. The feline knew the cool spots in summer and figured out how to get to a shelf above several steam pipes near the ceiling to keep warm in winter. One other thing - she abhorred supervision and could tell the difference between foremen and engine crews walking through the shop, even in winter when it was full of steam and you couldn't see your hand in front of you.

Strike!

There was a holiday at Turcot not everyone wanted. Commencing August 22, 1950, it lasted nine days when CN became involved in the first national railway strike resulting in the forty-hour week. While the shop and area became plugged with locomotives the safest way of seeing any of them was from a distance, l-o-n-g distance.

Motive Power Changeover

While dieselization on the CN was revving up in earnest in 1949, the Company in 1951 still had 2,448 active steam locomotives in use comprising of 248 oil burners, 925 stoker equipped and 1,275 that were hand fired. The same year 289 diesels - mostly switchers - were on the roster. By 1954, the number had increased to 615 and on October 6th, the 'Ocean Limited' to Halifax from Montreal was the first main line train to be dieselized with new General Motors unit Nos. 6500 (FP9A) and 6600 (F9B) supplied from the Point St. Charles electric shop. Northern Type No. 6161 marked the end of steam on the train the same day. On April 24, 1955, the 'Super Continental' to Vancouver from Montreal, using the same units dispatched from the Point ushered in dieselization on the trans-continental run.

Early in 1957 a noticeable number of (live) steam locomotives were being transferred. During April, 23 moved through Turcot from the Atlantic Region and the Quebec District to the west and the Southern Ontario District. The transfers continued but at an accelerated pace as the era of steam motive power had some three years before closure.

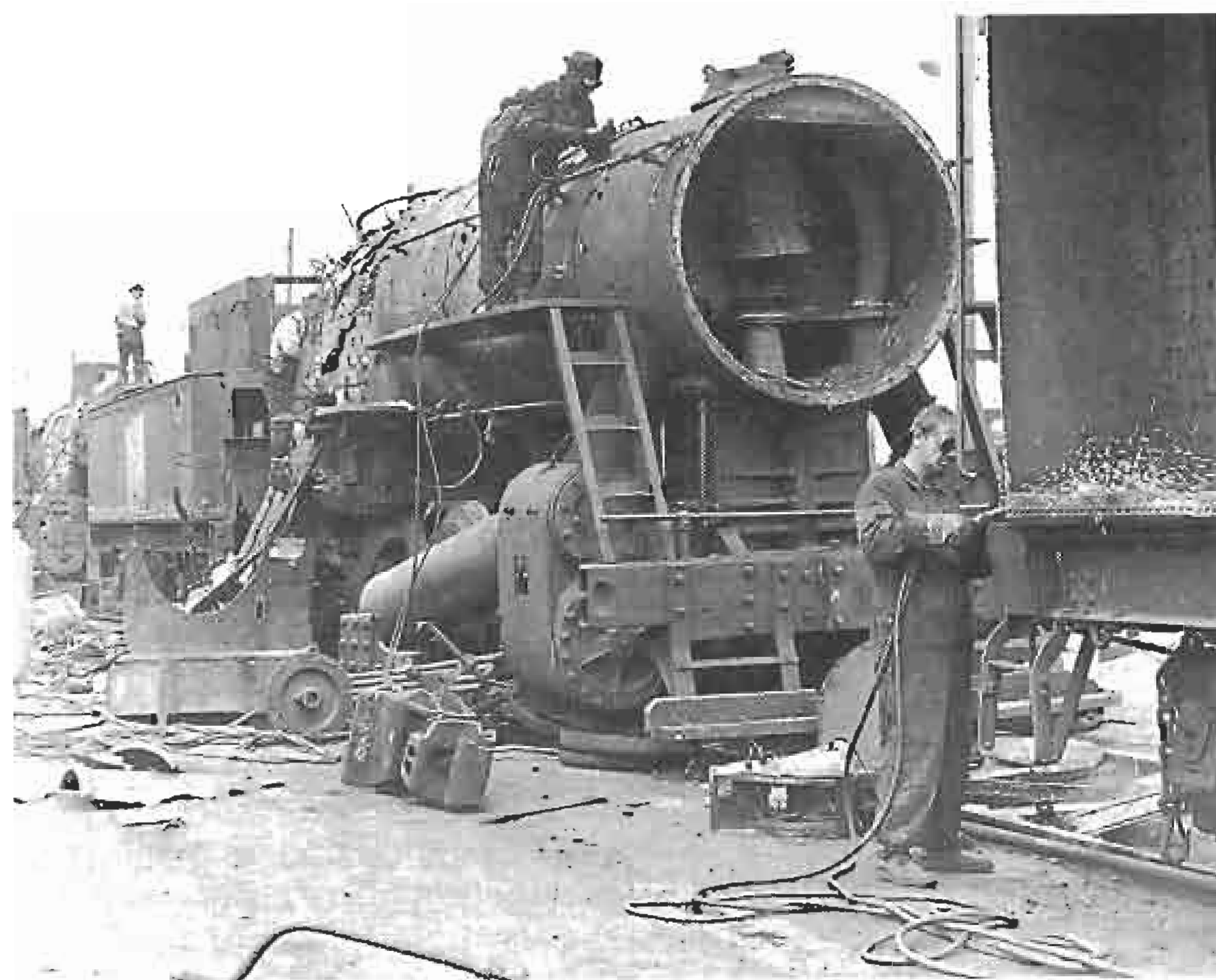
In 1959, Turcot was supplying steam locomotives to only four passenger trains, 17 to freight and the same number to yard service. Meanwhile, 50 of the engines in the area had been removed from use and were earmarked for scrap. By September the shop was dispatching road switchers, road freight and yard diesels only and the number of engines placed on the scrap track increased by 16. On April 25, 1960 with some 2,000 units on the register, the use of the steam locomotive on the CN System in regular service was terminated. (While several Company sponsored steam excursions operated for a number of years after termination they were quickly phased out following the retirement of key supportive management.)

Recycled for Storage

Following closure, Turcot waited the inevitable. But despite this it housed for awhile a gem of railway history, CN's remarkable Museum Train consisting of three locomotives and a variety of six cars which had toured, commencing in 1953, most of Canada and sections of CN's U. S. subsidiaries. The renewed use didn't last for long as unofficial wreckers played havoc on both the building and, unfortunately, some of the rolling stock. To prevent further damage to the equipment it was moved to the Joffre roundhouse near Charny, Que. There, specially built stall walls with locked doors protected the collection. (In 1964 two of the locomotives became part of a general display during 'Railway Week' July 22 - 28 at Belleville, Ont. while in 1967 the display was presented in a grand formal ceremony to the Museum of Science & Technology at Ottawa. In 1995 segments of the consist were consigned elsewhere.

Temporary Work

Just west of the Turcot roundhouse was the largest flat marshalling yard on the Island of Montreal. With 94 tracks and a holding capacity of 6,500 cars, it too was closed in 1961 with the opening of the Montreal Hump Yard. But not too long after that an unfamiliar sound emanated from the old property as 93 steam locomotives of all wheel arrangements that had been rusting away on sidings near Montreal at Longue Pointe, Garneau, Joffre, Ste. Rosalie and Coteau were moved to the yard to be dismantled as a work project for 35 men usually employed as sheet metal workers, upholsterers and carpenters. Following the scrapper's torch the pieces were sent to the CN's London, Ont. reclamation yard for cutting into smaller pieces.



A scene not normally associated with Turcot as workers scrap a variety of locomotives as a work project during the summer of 1961.

Finis

Turcot unquestionably provided visitors to the area - prudent ones first obtained latterly from the Regional public relations office a duly signed and dated "Release of Liability" form - a wide diversification of motive power for viewing and photography during its over half century of service. Up the hill at the CP's Glen (Westmount) 18 stall roundhouse and nearby passenger servicing and holding yard, diversification was equally rewarding and the property no less security patrolled.

While Turcot and the Glen are now memories, the former routes a heavy volume of road traffic while the latter area is expected to be transformed into a billion dollar Anglophone hospital. The flat marshalling yard that was near Turcot became a piggyback terminal and later a container depot.

It should be remembered that Turcot and roundhouses like it represented an era where railroaders worked, ate and slept in a smoke filled atmosphere, an era that would be severely challenged in this day and age yet mindful to those that did of the technological advances and experiences it provided.

Possibly generations hence, when the expressway has served its purpose and the supports dug up, that long buried Grand Trunk locomotive will surface. Now wouldn't that be a worthy Turcot find for a future industrial archeologist?

Endnotes:

1. The first complete train to be formally unveiled in CN's new colours of black, off-white and orange-red for the units and black and off-white for the passenger equipment was the 'Ocean Limited' which left for Halifax from Montreal March 26, 1962. Up to that

time only three two-unit locomotives and 30 passenger cars were in the new colours.

2. The facility was demolished during July, 1962 and within the following year the debris had been removed and some supports for a highway were in place.

3. During the mid-1930s one stall was demolished at the west end of the shop reducing its capacity to 56. This increased to three from two the number of incoming tracks from the service area to the turntable. At about the same time stalls 20 to 24 were extended.

4. Within the 32 Districts that comprised the GT in Canada and the United States, the Company had 98 on-line locomotive maintenance facilities of which 75 were equipped with turntable of varying lengths ranging from 25 to 79 feet. There was only one, at 100 feet, and it was located at Turcot. It is interesting to note that up to 1905 the longest locomotives in use on the GT were some 60 feet and it would not be until five and eight years later that the Pacific and Mikado engines arrived from the builders. The 4-6-2s were just over 71 feet and the 2-8-2s, built by Alco, were 77 feet and those from MLW measured 84 feet, one and three-quarters inches. Locations where turntables did not exist, suitable 'Y's' did.

Following the formation of the CN in 1923, it had 236 locomotive on-line maintenance shops throughout its 40 Divisions in Canada and the U.S. Of this number 149 had turntables ranging in length from 55 to 100 feet of which 10 were in the latter category.

5. There was an exception to Turcot's assigned power. During the 1940s when train Nos. 15/6, the 'International Limited' and the 'Inner City Limited' commenced to depart and arrive at Canadian Pacific's Montreal Windsor Street station instead of CN's Bonaventure station, fresh locomotives were supplied monthly from the (CN's) Toronto Spadina Roundhouse. Overnight servicing of the complete train at Montreal was attended to at the CP's Westmount Glen facility. Diesels broke this trend April 1, 1957, when the Point St. Charles Electric Shop commenced dispatching units to Windsor station. The passenger equipment, however, was still maintained at the Glen until the Pool Agreement was terminated October 30, 1965.

6. When Central Station was opened to traffic July 16, 1943, it came under movement control of an interlocking tower. Operated from Wellington Tower, located 1.1 miles west of the station, it extended north to Mount Royal Tunnel, south to Victoria Bridge and west to Turcot, a total of 28 track miles. Electric locomotives were then used not only as switchers within the station area but as haulers of passenger trains to/from interchange points at Bridge Street - opposite the Point St. Charles complex - and Turcot from where steam power took over or were released of their assignments. The interlocking system also controlled traffic in and out of Point St. Charles and Turcot roundhouse.

From time-to-time equipment occupied by vip's would be transferred from one train to another within the interchange area. On one occasion, in 1952, Governor-General Viscount Alexander of Tunis was to arrive in Montreal on the rear of train No. 3, the 'Ocean Limited' from Halifax and the transportation department advice stated that his two cars were to continue to Ottawa on the rear of train No. 47, a time difference of some 50 minutes. On the arrival of the 'Ocean Limited' at the Bridge Street interchange an electric hauler was waiting to couple onto the cars and in no time they were on their way to the Turcot interchange.

During the layover the Governor-General appeared on the open platform and began chatting to the security on the ground. All of a sudden he darted from the car, down a nearby alley to a corner store on Notre-Dame Street intending to buy some Montreal morning newspapers. By this time the local population had grown substantially and with papers in hand he returned to where the cars were parked like the Pied Piper, carried on more conversation - in both official languages - and with No. 47 approaching said a quick good-bye and retreated to the lounge of Car No. 1. As the Ottawa train pulled away he received a rousing reception, responding with an enthusiastic wave. ♦

Featherbedding

The Royal Tour of Canada Anniversary Tid Bit in the June, 1999, issue of **Branchline** must have taxed me. That article, plus the research done to prepare it, was about four normal length Tid Bits, so this month you're going to have to put up with a real Tid Bit, - I mean short, but humorous.

In the October 1988 **Branchline**, I wrote a Tid Bit titled - "The Beginning of the End". This short article was about the appointment of a three-man Federal Conciliation Board in 1956 headed up by Belleville (ON) Judge J.C. Anderson. The C.P. nominee on the Board was E.A. (Emmett) Hall, (later to become a Supreme Court Justice) and the Brotherhood's nominee was Senator Arthur W. Roebuck. The Board's purpose was to hear the evidence presented and hand down a judgement regarding the employment of locomotive firemen on diesel-electric locomotive units on C.P.

Upon completion of the hearings this trio was to prepare a report for (then) federal Labour Minister Gregg. Judge Anderson and C.P. nominee Hall agreed with the company and Brotherhood nominee Roebuck handed down a dissenting report. Being one of two principal witnesses for the former Brotherhood of Locomotive Firemen and Enginemen at the hearing, it is a case I can't forget. As an aside, there was a strike that crippled C.P. subsequent to the case which resulted in the appointment of a Royal Commission to have another go at it, with the same result.

Back in those early to mid-1950s, Canadian Pacific was spearheading the effort to get rid of locomotive firemen (and other steam related C.P. trades people) as they realized that before the close of the decade they would have dieselized the entire railway. The company's contention was that fireman were not required on diesel-electric locomotives, obviously the Brotherhood had other ideas (re-read my October '88 Tid Bit).

In any event, C.P. took one step to build up their case to get

rid of the firemen by appointing officers to the position of "trainmaster" in busy terminals. Now, the CNR had "trainmasters" in their employ for years, but it was new to C.P. and C.P. had the firemen on diesels issue in mind. One of the jobs these "minor" C.P. officials got to do, in addition to other duties, was to catch firemen, and engineers for that matter, sleeping on diesel powered yard engines. This alleged practice was dubbed by C.P., and their media friends, as "featherbedding".

In the busy Toronto Terminals, Canadian Pacific appointed one Jack Leslie to the position of "trainmaster". Jack, who was new to the game, was going to really do the job, you know the "new broom sweeps clean" syndrome. Jack hung around the place during the midnight hours and kept his eyes and ears open. There wasn't going to be any featherbedding going on if he had anything to do with it, and if there was he was going to catch the culprits in the act.

His overzealousness got the best of him one dark night after he watched a yard diesel standing still for far too long, and no crew could be seen in the cab windows. Finally, he could take it no longer, he bounded onto the engine, up the gangway and burst into the cab to catch the culprits in the act, - and there they were. Only thing wrong was he'd climbed onto a C.N. engine! On the night in question Jack was at C.P.'s West Toronto station and the engine he's spotted was on a nearby C.N. service track. Oops!

To his credit, Jack redeemed himself and was subsequently appointed to the position of Assistant Superintendent at either Schreiber or Chapleau in northern Ontario and in 1981 was appointed to the position of Assistant Chief of Transportation where he gained much respect. Later on he became Manager of Labour Relations and finally Vice-President of Personnel for C.P. It had been a long time since he made his humorous faux pas at West Toronto, which had long since been forgotten, - well almost forgotten! ♦



Same model, different livery: On the left is Canadian National S-2 8131 at West Toronto on October 26, 1964 (Photo by Douglas Hatley). On the right, Canadian Pacific S-3 6528 and S-2 7025 await their next assignments in the Smiths Falls, Ontario, roundhouse in June 1981. (Photo by Michael Shufelt). At the time of Mr. Leslie's error, the Canadian Pacific units would have been painted maroon and grey.

Letters to the Editor

FURTHER TO THE SEPTEMBER ISSUE: Regarding the Letter to the Editor "In Situ Water Tower Found". First, let's call it a water tank instead of a water tower. Next, something usually must be lost, before it can be considered found. Until recently there were still many water tanks on their original sites. A few, notably, Parksville, B.C., and Harris, Lampman and Turtleford, Saskatchewan, WERE relocated or demolished in the past five years.

Following is a partial listing of extant water tanks in western Canada, in their original sites (they make good props for photographing trains):

CPR Bassano, AB	m 97.6	Brooks Sub	steel
CPR Binscarth, MB	m 76.5	Bredenbury Sub	
CNR Coleville, SK	m 66.4	Doddsland Sub	steel/abandoned line
CPR Field, BC	m 136.6	Laggan Sub	
CNR Glaslyn, SK	m 65.6	Robinhood Sub	museum
CNR Hague, SK	m 27.1	Duck Lake Sub	
CNR Heinsburg, AB	m 160.0	Coronado Sub	abandoned line
CNR Hemaruka, AB	m 154.0	Doddsland Sub	abandoned line
CNR Humboldt, SK	m 146.4	Margo Sub	steel
CNR Kenaston, SK	m 109.3	Craik Sub	
CNR Ruthilda, SK	m 25.5	Doddsland Sub	steel/abandoned line
CNR Wartime, SK	m 57.2	Elrose Sub	

A considerable number of water tanks were sold and removed from railway property, many serving as grain silos, etc. Following are some of the water tanks at "off site" museums:

CPR Cranbrook, BC	Cranbrook Museum of Transportation
CNR Delburne, AB	Delburne Museum
CNR Gibbons, AB	Alberta Railway Museum, Namao
CNR Harris, SK	Harris Museum

And finally, regarding David Meridew's excellent article "CPR in Kamloops, B.C.", a couple of additions: The CPR installed a standard fuel oil station (Bunker 'C') in 1912, comprised of a 525,000-gallon storage tank, a 21,000-gallon service tank, unloading and pump house facilities. The second coaling plant

was replaced in 1949 by a single pocket (50-ton capacity) steel Redler coaling facility.

Further to the postscript regarding the CNR at Kamloops: In 1913, the Canadian Northern extended a 2.65-mile spur from its terminals at Kamloops Jct. to the north bank of the South Thompson River, directly across from the CPR yard. Here it established a temporary station. The track was extended across the river in 1918, but it was not officially opened for traffic until 2 July 1920. Although the line was graded in 1920, it was not connected to the CNR until 1924, officially opening for service on 14 September 1925. [Les Kozma, Edmonton, Alberta]

DO YOU REMEMBER "THE SCOOT"?: I am curious as to whether any **Branchline** reader can clear up a small mystery for me: Which passenger (or mixed) train operating in the Eastern Townships of Quebec (and possibly in either the state of Vermont or the state of Maine) in the late 19th and early 20th centuries was popularly known as "The Scoot?"

I recall as a young child living in Sherbrooke, Quebec, hearing elderly relatives refer to "The Scoot" and one of them telling me--I was curious about such matters even then--that the train operated between Sherbrooke and Coaticook, Quebec. This seems to be somewhat supported by J. Derek Booth in his book, **Railways of Southern Quebec**, which reports that "The Scoot" was a Grand Trunk Railway local passenger train operating between Richmond, Quebec, and Coaticook via Sherbrooke. However, I have also read numerous references to "The Scoot" on the CPR line in northern Maine, with most references reporting the train operated over the Moosehead Subdivision from Brownville Junction, Maine, to Megantic, Quebec.

Any information on which of these trains can most fairly lay claim to the name "The Scoot" will be most appreciated. [Ian Donaldson, 6620 Norwood Street, Halifax, NS, B3H 2L9 or e-mail ian.Donaldson@ns.sympatico.ca]

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Photo Corner



Canadian National SW1200RM 7316 and 7303 arrive at Merriton, Ontario (on the Grimsby Sub.) on September 17, 1999, after backing in from Niagara Falls for the final time. The next day CN's non-core lines west of the Welland Canal in the Niagara Peninsula were sold to Trillium Railway Company Ltd., operating as an extension of Trillium's existing Port Colborne Harbour Railway. Photo by Paul Duncan.

Quebec Gatineau Railway GP38 2007 lays over at St. Lawrence & Hudson's St-Luc Diesel Shop in Montreal, Quebec, on February 28, 1999. No. 2007 is one of six QGRY GP38 units, all painted in the Genesee & Wyoming family colours of orange and black. Photo by Tim Mayhew.



Canadian Pacific Hump Control Cab 1150 (ex-SW1200RSu 1214), mated with SD40-2s 5480 and 5481, works the hump at Toronto Yard on July 9, 1999. The 1150 is unpowered and remote-controlled. SW9 1204 has been converted to hump control cab 1151 and is paired with SD40-2s 5478 and 5479. Plans are to convert the next switcher that fails to 1152 for the third hump set which is presently handled by a GP9u switcher. Photo by Bruce Chapman.

Former Mayo Lumber 50-Ton 2-truck Shay No. 3 pilots a Kettle Valley Railway Heritage Society excursion between Summerland and Faulder, B.C., on August 9, 1999. The two coaches previously operated on BC Rail's "Royal Hudson" excursion between North Vancouver and Squamish, BC. They were built in 1950 as CP 2270 and 2289. The open car was formerly a CP stock car. Photo by Paul Levin.



Canadian National GP40 9309 and 9306 are the yard power at Gordon Yard in Moncton, New Brunswick, on May 1, 1998. Within days, both units were retired and shortly after were sold to RaiLink Ltd. for service in Alberta. Photo by Phil Ross.

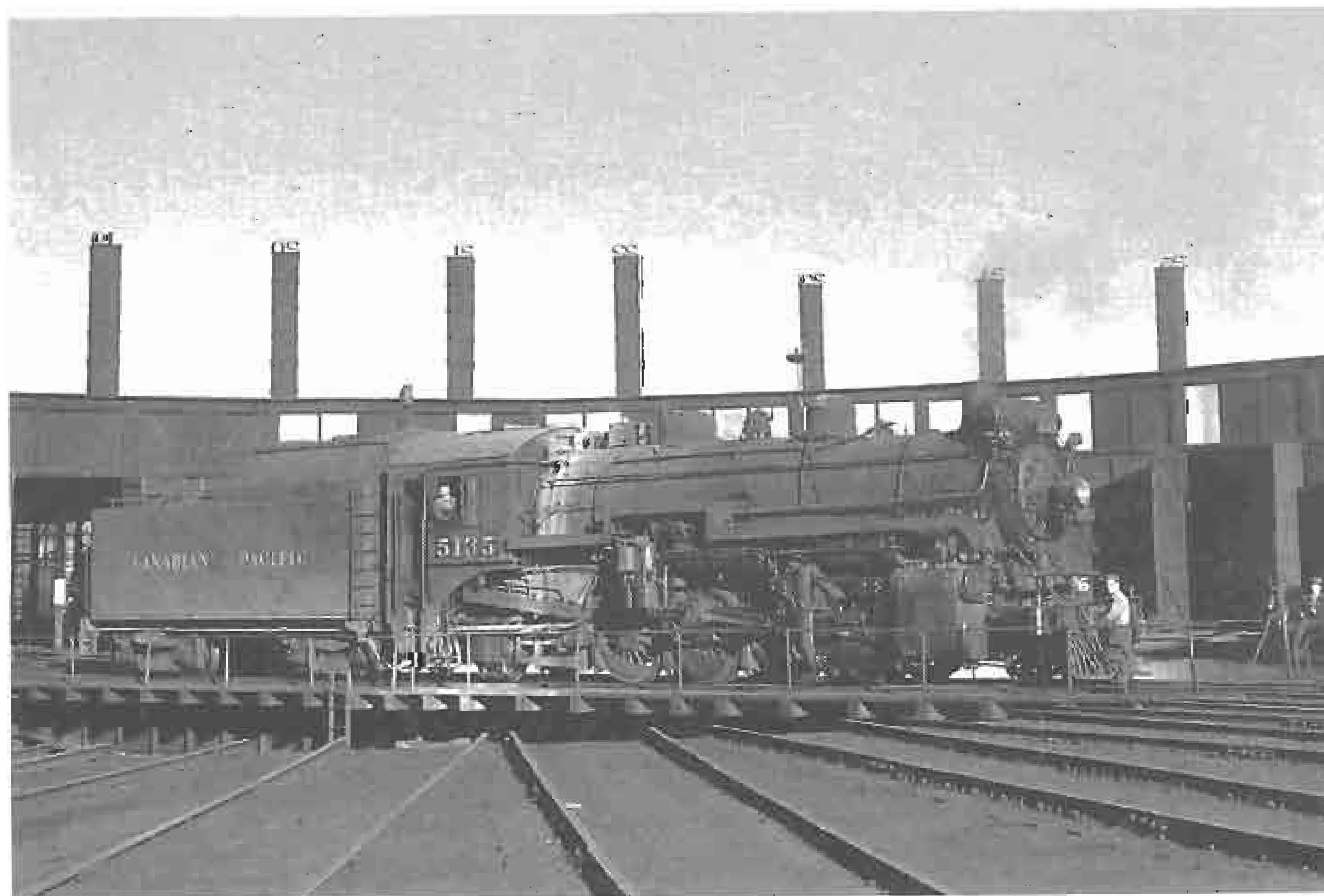
Dow Chemical S-6 1004 is one of seven active switchers at Dow Chemical's facility in Fort Saskatchewan, Alberta. The angles highlights the status lights on the cab sides for remote control. No. 1004 was originally Southern Pacific 1070. Photo on August 7, 1998, by Fred Clark.



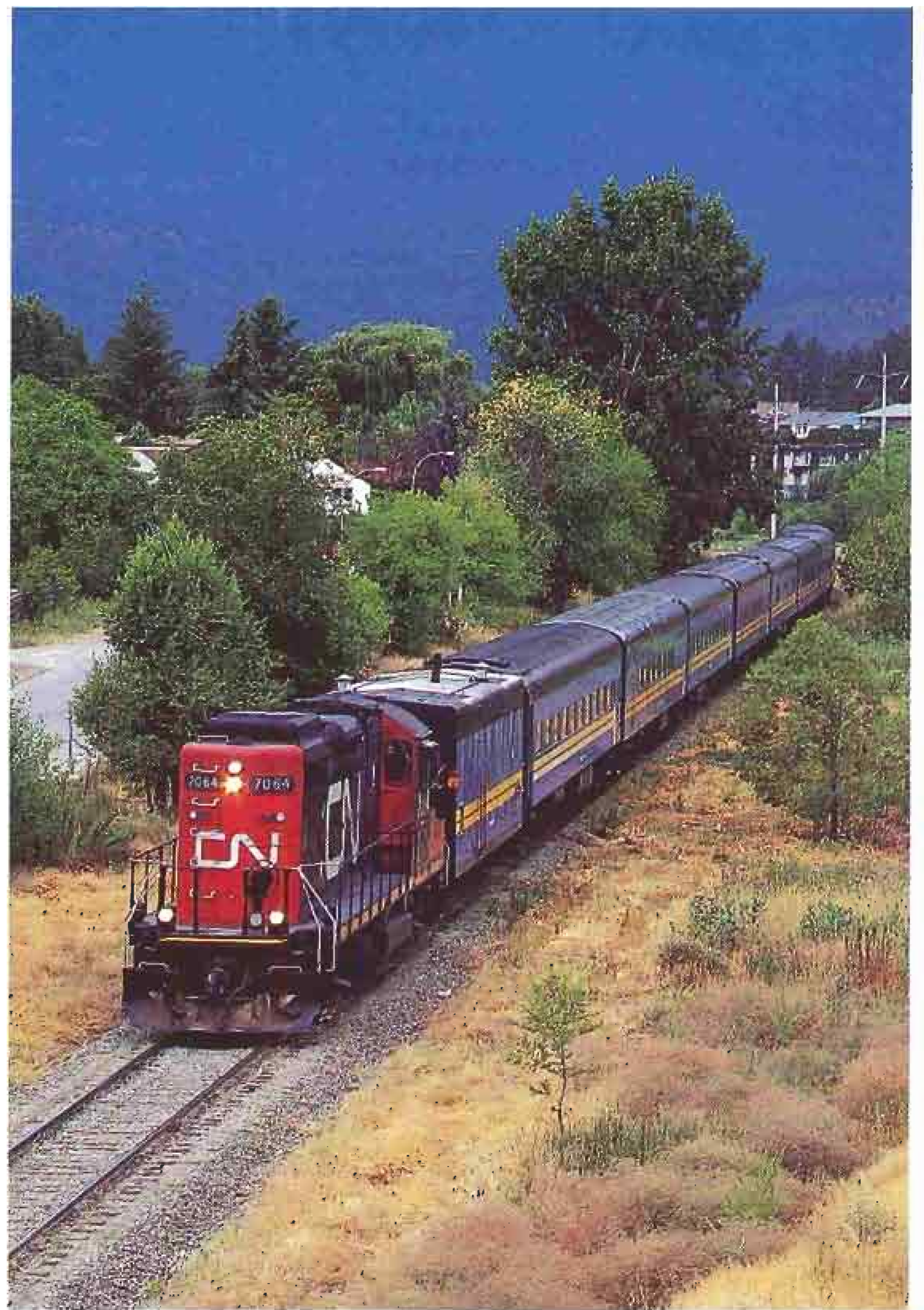


Canadian Pacific standard Hudson 2816, reacquired by CPR in late-1998 after some 35 years as part of the Steamtown USA and later the Steamtown National Historic Site in Scranton, Pennsylvania, undergoes rebuilding in BC Rail's "Steam Shop" in North Vancouver, BC, in August 1999. Photo by Paul Levin.

Canadian National 4-8-2 6058 hustles Train 75 near Dauphin, Manitoba, on July 22, 1959. The oil-fired 6058's tender is from a retired 4300-series 2-10-2. No. 6058 was retired in August 1961. Photo courtesy Paterson-George Collection.



Canadian Pacific P1e Mikado 5135 rides the turntable at Toronto's Lambton Roundhouse in this late-1950s view. Note the stall numbers on top of the smokestacks, an identifying characteristic of this roundhouse. Photo by Alan Crampton.



TOP LEFT: Canadian Pacific AC4400CW 8534 hustles a new Expressway 2-pack and 3-pack of flat cars at mile 13.8 of the Brockville Subdivision on September 23, 1999. In between the 2-pack and the 3-pack is the National Research Council's ex-CP dynamometer car 62. Slide by Raymond Farand.

TOP RIGHT: The Okanagan Valley Wine Train, powered by a leased CN GP9RM unit, is northbound at Kelowna, BC., en route to Armstrong on August 8, 1999. Slide by Mike Swick.

RIGHT: The only two units to receive the E&N Railfreight short-lived livery unveiled in 1996 for CPR's Vancouver Island operations, GP38AC 3004 and 3005 are seen at Port Coquitlam, BC, on July 25, 1999, taking a breather from Vancouver Terminal transfer duties. CPR transferred its Island operations to RailAmerica in January 1999. Slide by Ian Smith.



A SELECTION OF PASSENGER CONSISTS

31 August 1999 VIA/HBRY 291 at Cranberry Portage, MB HBRY M-420(W) 3544 HBRY M-420(W) 3550 22 freight cars VIA Baggage 9631 VIA Coach 3248 VIA Combine 5648 VIA Combine 5649 ----- 16 September 1999 RMR #101 - "Rocky Mountaineer at Field, BC HATX GP40-3 804 HATX GP40-3 805 Generator Car 9272 Coach 5701 Coach 3224 Coach 3219 Coach 3217 Coach 3220 Coach 5702 Coach 5749 GoldLeaf Dome 9501 GoldLeaf Dome 9502 GoldLeaf Dome 9507	18 September 1999 CP Business Car Special at Calgary, Alberta FP7Au 1400 F9B 1900 CP 83 - "Lacombe" CP 70 - "Assiniboine" CP 71 - "Killarney" CP 77 - "Van Horne" CP 78 - "Royal Wentworth" CP 74 - "Mount Stephen" ----- 19 September 1999 Algoma Central #3 at Sault Ste. Marie, ON WC GP40 3024 WC SD45 6636 WC SD45 6529 Coaches 5495, 5514, 5519, 5617, 5545, 5483, 3228, 3239, 5650, 5468, 5653, 9302, 3243 Diners 505, 506 Coaches 5441, 5529, 5621, 3230, 3210, 5474, 5616, 5610, 5571, 9301 Dome "Algoma Country" Dome "Spirit of Superior" (27 cars)	19 September 1999 VIA #2 - "Canadian" at Port Coquitlam, BC F40PH-2 6442 F40PH-2 6433 F40PH-2 6401 Baggage 8609 Coach 8112 Coach 8117 Skyline 8502 Skyline 8507 Sleeper "Dawson Manor" Sleeper "Sherwood Manor" Sleeper "Fraser Manor" Sleeper "Elgin Manor" Skyline 8516 Sleeper "Hunter Manor" Sleeper "Mackenzie Manor" Sleeper "Burton Manor" Skyline 8504 Sleeper "Allan Manor" Sleeper "Brock Manor" Sleeper "Chateau Viger" Sleeper "Macdonald Manor" Sleeper "Thompson Manor" Sleeper "Brant Manor" Diner "Frontenac" Sleeper "Cameron Manor" Sleeper "Chateau Radisson" Sleeper "Chateau Dollard" Diner "Palliser" Sleeper "Bell Manor" Sleeper "Chateau Rouville" Sleeper "Douglas Manor" Dome-Observation "Assiniboine Park" (29 cars)	23 September 1999 ONT #121 - "Northlander" at North Bay, Ontario FP7Au 2000 EGU 202 Coach 600 Snack Car 703 Coach 603 ----- 25 September 1999 AMT #51 at Dorval, Quebec Bombardier Cab Coach 703 Bombardier Coaches 723, 725, 724, 730, 735 CC&F Coach 827 Amtrak F40PH 319 (leased) ----- 25 September 1999 Amtrak 694/68 - "Adirondack" at Montreal Quebec P32-AC-DM 714 P32-AC-DM 709 Baggage 1851 Coach 7608 Coach 7004 - "Ticonderoga" Lounge 3127 - "Saratoga Inn" Coach 7609 Coach 7611 - "New York City"	2 October 1999 GO Transit 918 at Port Credit, Ontario F59PH 558 Bi-Level Coaches 2433, 2400, 2340, 2027, 2313 Control Cab 221 ----- 6 September 1999 Wisconsin Central Extra at Green Bay, Wisconsin AC FP7Au 1756 AC F9B 1761 AC Coach 5610 AC Coach 3243 WC Business "Agawa" Business Car "Superior" Private Car "Prairie Rose" ----- 4 October 1999 VIA #34 at Ottawa, Ontario F40PH-2 6418 F40PH-2 6417 LRC Club 3468 * LRC Club 3451 LRC Coach 3344 LRC Coach 3313 * reserved for retiring Governor General Romeo LeBlanc and party on official departure from office.
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(Thanks to Robert Archer, G. Barker, Douglas Cameron, Paul Huene, Brian Kimmons, David Maiers, Mark Paterson and Ian Smith)

A SAMPLE OF DIESEL LASHUPS

- Aug 24 - CN 313 at Kingston, ON: SD40-2(W)s 5263 and 5292, SD751 5757, SD60F 5549 and GP40-2L(W) 9513.
 Aug 30 - CN 888 (grain empties) at The Pas, MB: Dash 9-44CWLs 2597 and 2585.
 Aug 30 - ENR northbound at Nanaimo, BC: ENR GP38 2813, LLPX GP35m 2009, and ENR GP38 344.
 Aug 31 - HBRY northbound grain at The Pas, MB: M-420(W) 3542 (ex-CN), M-420(W) 643 (ex-BCOL), M-420B 685 (ex-BCOL) and M-420(W) 3559 (ex-CN).
 Aug 31 - GEXR 432 at Breslau, ON: GP38AC 3843, and GP40s 4046 and 4019.
 Sep 5 - CN 777 at Valemount, BC: CN Dash 9-44CWL 2600, CN SD50F 5418, and GCFX SD40-3s 6035 and 6047.
 Sep 6 - BCOL VC at Kelly Lake, BC: Dash 8-40CM 4609, C36-8M 3624 and SD40-2 759.
 Sep 8 - CP 560 at Winnipeg, MB: CP SD40-2s 5863 and 5917, SOO MP15AC 1415, SOO GP40 2064 and CP SD40-2 6067.
 Sep 8 - STLH 556 at Montreal, QC: CP SD40-2s 5676, 5612 and 5674, and QGRY C-424s 4228 and 4223 (C-424s en route to Genesee Valley Transportation).
 Sep 9 - NBEC 402 at Campbellton, NB: SD40 6904, C-424 4235, SD40s 6900 and 6901, and C-424 4210.

 Sep 9 - RLK at Nanticoke, ON: RLK SW1200RS 1285, RLK GP9 4205 and CN GP9RM 4036.
 Sep 15 - BCOL JAPG1 at Prince George, BC: B39-8 3901, M-420(W)s 641 and 644, Slug S-409, RS-18 607 and Dash 8-40CM 4621.
 Sep 15 - CN coal empties at Prince George, BC: GCFX SD40-3s 6032, 6042 and 6074.
 Sep 15 - NS 328 at Paris, ON: CP SD40-2s 5841 and 5829.
 Sep 15 - CP eastbound at Calgary, AB: CP SD40-2 5834, SOO SD40 755, CP SD40-2 5699, and SRY SD38-2 382.
 Sep 16 - CN 459 at Jasper, AB: CN SD40-2(W)s 5294 and 5335, and ARN C30-7 1005.
 Sep 18 - CDAC 903 at Delson, QC: BAR GP38-3 362, Amtrak F40PH 364, and HATX GP40s 402 and 418.
 Sep 19 - CN 556 at Oakville, ON: GP9RMs 4113, 7043 and 4141.
 Sep 20 - CN 143 at Toronto, ON: CN Dash 9-44CWL 2567, CN SD60F 5547 and IC E9Ar 101.
 Sep 21 - CP 980 at Ponoka, AB: CP SD40-2 6060, SP AC4400CW 304, and UP AC4400CW 6701 (nee UP 9998).

 Sep 21 - CN 306 at Moncton, ON: CN SD751 5659, and ONT SD40-2s 1735 and 1731.
 Sep 22 - CP 428 at South Edmonton, AB: CP AC4400CW 9636 and UP AC4400CW 7142.
 Sep 22 - CN 452 at Roblin, MB: Dash 9-44CWL 2562, SD40-2(W) 5334 and GP9RM 4006.
 Sep 25 - CN 341 at Edmonton, AB: CN SD751 5690 and WC SD45 7500.
 Sep 25 - STLH 505 at Clarington, ON: CP SD40-2s 5679 and 5595, CP SD40 5529.
 Sep 26 - CP 980 at Millet, AB: CP SD40-2 6005, UP SD45T-2 4806 and UP SD40-2 3404.
 Sep 27 - STLH 929 at Smiths Falls, ON: CP AC4400CW 9558, CP SW1200RSu 1270 and CP SD90MAC 9129.
 Sep 27 - CP westbound at Leaside, ON: AC4400CW 8526, and SD40-2s 6080, 5802, 5824 and 5718.
 Sep 28 - SLQ 393 at Richmond, QC: CN GP40-2L(W)s 9615 and 9601, GATX GP40 3717, CN GP40-2L(W) 9411, SLQ M-420(W)s 3505 and 3569 and SLQ GP10s 8749 and 8748.
 Oct 3 - STLH 906 at Smiths Falls, ON: CP Control Cab 1117, CP GP9us 8224, STLH GP9u 8216, CP GP9u's 8228 and 8231, and CP SD40 5523 (5523 en route to Alstom).

(Thanks to Robert Archer, Justin Babcock, Richard Bennett, John Eull, Eric Gagnon, 2DorvalRoss Harrison, Brian Kimmons, Harm Landsman, David Maiers, George Matheson, Mark Paterson, Willie Radford, Brian Rosenkranz, Bill Sanderson, Stan Smith, Jon Snook, Mike Tessier and David Thomson)

Legend: **AC** = Algoma Central; **ARN** = Alberta RailNet; **BAR** = Bangor & Aroostook; **BCOL** = BC Rail; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **ENR** = E&N Railway; **GCFX** = GEC Alstom; **GEXR** = Goderich-Exeter Railway; **GO** = GO Transit; **HATX** = Helm Leasing; **HBRY** = Hudson Bay Railway; **IC** = Illinois Central; **LLPX** = Locomotive Leasing Partners; **NBEC** = New Brunswick East Coast; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **RLK** = RailLink Ltd.; **QGRY** = Quebec Gatineau Railway; **SLQ** = St. Lawrence & Atlantic Quebec; **SOO** = Soo Line; **SP** = Southern Pacific; **SRY** = Southern Railway of British Columbia; **STLH** = St. Lawrence & Hudson; **UP** = Union Pacific; **VIA** = VIA Rail Canada; **WC** = Wisconsin Central.

Southwestern Manitoba Rambles

by MORGAN BROWN

Armed with my 1998 **Canadian Trackside Guide**, the **Canadian Railway Station Guide**, and the November 1985 edition of **Trains** (including "Manitoba - An uncluttered stage for pure railroading" by Greg McDonnell, and Colin Churcher's article on the end of the North Shore Budd), my family and I set out in August 1999 for a week's exploration of southwestern Manitoba. We've lived in Manitoba for 10 years now, and we may be transferred to the Ottawa Valley in a year or two. This was our chance to explore.

Thanks to my suggestion to visit Miami (Manitoba! pop. 377), we stayed a night at a farm bed and breakfast near there. The following day, we went to Miami itself, and had lunch in the restaurant across from the preserved Canadian Northern station. The museum did not open for an hour or two, and we had hoped to be on our way to our next destination. I spoke with a couple of local ladies in the restaurant, and they were most helpful in getting the "farm telegraph" working, found out the volunteer on rota that day, and soon the station was opened up. I was surprised to learn that the majority of the station was family quarters - all of the upstairs and much of the platform level. The platform is gone, but the small waiting room and operator's bay were nicely set up. The freight room was a bit of a clutter, since it was used for storage. The museum volunteer said they hoped to get the Prairie Dog Central on a special trip to Miami next year.

We followed the (formerly) CNR Miami subdivision, now run as a shortline, westward towards Boissevain (pop. 1557), served by CP's Napinka sub. There are three grain elevators in Boissevain, including one on a short spur that turns 90 degrees to the south from the mainline. The station has been torn down, but there is a reminder of the railway's arrival in 1886, on a mural near the station site. Boissevain prides itself on its many striking murals, including a huge one on the side of an elevator. The local museum boasts a locomotive bell, which my boys enjoyed ringing.

We spent three nights at a beautiful bed and breakfast south of Boissevain. While there we visited a local farm with a model railway set up in a shed. Not the grandest layout nor the finest model making, but the retired farmer certainly enjoyed showing it off to visitors. We enjoyed our visit, and then headed north for a day trip to Souris (pop. 1676).

Souris is famous for its pedestrian suspension bridge, but we also had to check CPR caboose 437170, open as a museum. There were plenty of books in there to browse, including rule books and basic guides to a couple of diesel classes, all donated by former local railwaymen. The caboose also had biographies of many local railwaymen, but our boys (5 and 7) just wanted to clamber up in the cupola. Before we left Souris, we stopped in at the brick CPR station, which is sadly in the process of being demolished. One more entry to delete from the station guide.

Next stop was Brandon, where we spent two nights. Manitoba's second-largest city (pop. 40,000), Brandon boasts the CPR mainline west, and has large yards in the centre of town. The CN Pleasant Point sub. also passes through town, but the only action we saw was on the CPR. The large, ugly brick block CPR station is still in situ, but family priorities precluded a visit. We did stop in Dinsdale Park, where CPR S-3 diesel 6513 and caboose 431982 are permanently coupled together in a fenced-off compound. While in Brandon, we visited the British Commonwealth Air Training Plan Museum, well worth the stop.

We continued back east towards Portage la Prairie, travelling through Carberry (pop. 1529). Unfortunately, there is no trace of the CPR station in Carberry, and a local museum guide told me it had been torn down. Another deletion. Carberry still offers a right-angle level crossing between the CPR mainline and the CNR Pleasant Point subdivision, and there is a spur to a local industrial park. Our trip continued with a stop at Spirit Sands, the remains of the vast sand dunes that covered much of Southern Manitoba once the glacial Lake Agassiz had disappeared.

We spent the final night of our vacation in Portage la Prairie (pop. 13,385). The next morning we visited both the CPR and CNR (also bus and VIA) stations, located about 100 m from each other on their respective mainlines. We witnessed a couple of CPR freights, and a Sperry Rail Service car on the CPR. Then we headed northeast past Warren (the northern terminus of the former Oak Point sub., now owned by the Prairie Dog Central).

We took a little detour into Poplar Point (pop. 210), but couldn't find the former CPR station (the guide says it's a remodelled private residence).

The real reason for our northeasterly route was Argyle (pop. 62), home of a little museum I stumbled across on the Internet. We found the Argyle Prairie Museum, and met the young owner/curator. Shayne Campbell is finishing his final year in education at the University of Manitoba, and has spent several years collecting local artefacts, primarily those of the railway. While Argyle's station (on the torn-up CNR Inwood sub north from Grosse Isle - formerly the northern terminus of the Prairie Dog Central where the wye is still in place) has long gone, Shayne and his family rescued the boxcar station (the last in Canada?) located at Ekhart, and set it up as a museum on the family property. He has a small collection of railway items, from a station sign to caps and tools, and four speeders on a short section of track. We enjoyed our visit immensely, and commend this young man's efforts in preserving local heritage.

The trip home was via East Selkirk, where we crossed the tracks of the new Manitoba Central (former CNR Pine Falls subdivision). The coal-fired electrical plant was in operation, and a couple of long strings of coal hoppers were awaiting unloading.

We arrived home in Pinawa, having enjoyed a pleasant low-key vacation touring small towns of southwestern Manitoba. We enjoyed the bed and breakfast establishments, and their hosts, and the relaxing nature of the trip - away from the usual tourist destinations. There is plenty to see and do in the small towns of our country, and the local museums are always a delight - often with surprises in store. While we will have to move away from Manitoba in a couple of years, one of my fond memories will be of the long stretches of branchline paralleling the highway, linking the few remaining prairie cathedrals. ♦

New Off the Press

A Companion to Canadian National Railways: An Annotated Historical Roster of Passenger Equipment, by Gay Lepkey, is now available. This companion 336-page 8½" x 11" hardcover volume provides dispositions updated to December 1998, as well as all additional information that has become available since the publication of the parent volume in 1995. Included are 249 black and white photographs and 297 car diagrams, as well as cross-references and a great deal of related material.

The companion volume is available at \$64.95, plus \$6.00 postage and handling from the Bytown Railway Society, PO Box 141, Station A, Ottawa, Ontario, K1N 8V1. To Canadian addresses, except NB, NS and Nfld., please add \$4.97 GST (total \$75.92); to NB, NS and Nfld., please add \$10.64 HST (total \$81.59). To U.S. addresses: \$56.00 postpaid in US funds. To international addresses: \$87.00 CAD postpaid (surface mail) or \$107.00 CAD postpaid (air mail).

COVER PHOTOS SOUGHT

The Publications Committee is looking for suitable photographs for the outside and inside front and back covers of the 2000 edition of the **Canadian Trackside Guide**. The Committee's preference for the outside front cover is a striking colour slide of a Canadian locomotive in a vertical format, or a horizontal slide that would, with cropping, lend to a vertical format. The preference for the inside covers and the outside back cover is for horizontal slides.

Deadline is the "Informal Slide Night" on December 21, 1999. If you have suitable entries and cannot attend the December 21 meeting, kindly forward your entries to "Cover Contest", Bytown Railway Society, PO Box 141, Station A, Ottawa, ON, K1N 8V1.

Please ensure that all entries are identified as to location, date, name and address of sender, etc. All entries will be returned.

Along the Right of Way

YORK DURHAM SPECIAL IN TORONTO: On September 19, the York Durham Heritage Railway operated a deadhead train from Uxbridge to Toronto Union Station, a round trip 'revenue' trip involving the Toronto Symphony Orchestra from Toronto to Uxbridge and return, and a deadhead trip back to Uxbridge. The train consisted of RS-11 3612 (nee DW&P 3612), RS-3 1310 (nee Ontario Northland 1310), ex-VIA Baggage 9636, ex-VIA café-coaches 3209 and 3232, and ex-CN heavyweight coaches 4960 and 4977 (the latter leased from Bytown Railway Society).

NEW NAME FOR CN TOWER: Toronto's CN Tower is getting a new name -- the CN Tower. However, CN will soon stand for Canada's National Tower rather than the name of its former owner, Canadian National Railway.

The tower now belongs to Canada Lands Co., a federal crown corporation, and the naming rights given to the railway company expire November 30. Gord McIvor, vice-president at Canada Lands, said no one wants to get rid of the name. TrizecHahn Corp., the Toronto-based developer that now has the rights to the tower, has already removed Canadian National's logo. (*Toronto Sun*, 13/09/99)

OPEN HOUSE AT CN'S THORNTON YARD: CN's annual Thornton Yard (Surrey, BC) Open House on September 12 featured almost new SD75I 5789 which was open for walk-through, and GP9RMs 7007 and 7013 provided power for free train rides in passenger cars provided by the BC Chapter, NRHS. Cars utilized were Steam Generator 448 (with working steam whistle), Combination Car 301, Coach 803 and Official car "Grandview". Displays on hand were by CN Police, the customer support centre, Operation Lifesaver, and other groups. (*Altamont Press NewsLine*, 13/09/99)

COAL MILESTONE: On August 9, 1999, BC Rail moved the one millionth carload of coal from Tumbler Ridge to Prince George on train QR195. The first carload moved in November 1983. (*Adrian Telizyn*)

CUSTOMER APPRECIATION SPECIAL: On September 23, RailAmerica's E&N Railway hosted its first customer appreciation/open for business special from Nanaimo (mile 72.5, Victoria Sub.) to Qualicum Beach (mile 101.8, Victoria Sub.), BC. The train included ENR GP38 2813, ENR GP10 1001, ENR Caboose 434371, NRHS Combine 301, NRHS Buffet-Observation 741 and NRHS Open Observation "Mount Cascade". The train deadheaded from Qualicum Beach to Dunsmuir (mile 110.2) where the units ran around the train. The three NRHS cars are from the BC Chapter, NRHS fleet based in New Westminster. (*Patrick Hind*).

Florida-based RailAmerica was recently ranked 20th in *Fortune* magazine's list of 100 fastest growing companies in North America. Since acquiring the E&N from Canadian Pacific in early-1999, RailAmerica has closed three big deals in recent months including Edmonton-based RaiLink Ltd. (Canada's third-largest freight railway), a 5,000-kilometre line in Australia and a line in Indiana. (*Daily News* [Nanaimo], 23/09/99, thanks to Dale Whitmee)

EXPRESSWAY TESTS: Over several days in late-September and early-October, the St. Lawrence & Hudson Railway carried out high-speed tests of new "Expressway" flatcars between mile 10 and 20 of the Brockville Subdivision. On September 23, the consist included CP AC4400CW 8534, 2-pack XPWX 2001A and 2001B, the National Research Council's former CP Dynamometer Car 62, and 3-pack XPWX 2000A, 2000C and 2000B.

Using 240 new platforms produced by National Steel Car, Expressway will soon be providing four 60-trailer trains each day in each direction between Montreal and Toronto and its extension to Detroit by early 2000.

BLAINVILLE COMMUTER TRAINS EXTENDED: Commencing September 27, nine of the Agence métropolitaine de transport commuter trains operating between Blainville and Park Avenue station in Montreal were extended to Windsor Station in downtown Montreal. As was the case when the trains operated to Windsor Station in the spring of 1999, a reverse move is required at South Jct. Once the connecting track from Montreal West station is extended from North Jct. to a connection at St. Luc Jct. (Hampstead), 10 minutes will be loped off the running time.

Trains extended are Nos. 172, 174, 176, 188 and 190 into Windsor Station (arriving at 07:39, 08:14, 08:49, 16:48 and 17:57 respectively), and Nos. 175, 193, 195 and 197 from Windsor Station (leaving at 08:00, 16:45, 17:15 and 18:10 respectively). (*John Godfrey and Roman Hawryluk*)

BACK IN STEAM: The Southern Ontario Locomotive Restoration Society operated former Essex Terminal 0-6-0 No. 9 in the St. Thomas, Ontario, yard on September 26, along with former TH&B Caboose 61. Additional operation was planned for October 10 and 24.

Also at St. Thomas, the restoration of Tom Payne's former Reading 4-8-4 2100 continues. As part of the restoration, the 2100 is being converted to burn oil. (*Raymond Kennedy*)

RETIRING GOVERNOR GENERAL TAKES TRAIN RIDE HOME: In keeping with his folksy and unpretentious style, Governor General Romeo LeBlanc chose a VIA Rail train to make his formal departure from Ottawa. On October 4, he and his wife, Diana Fowler LeBlanc, travelled in VIA LRC Club Car 3468 on Ottawa-Montreal Train 34. In Montreal they transferred to CN Business Car 94 - "Gatineau" which was placed on the rear of the "Ocean" and travelled to Moncton, NB. Also added to the "Ocean", ahead of Car 94, were Dome-Observation "Laurentide Park", Sleeper "Chateau Radisson", and CN 15162 - "Coureur des Bois". The idea for the train trip was suggested several months ago by VIA president Rod Morrison.

For Mr. LeBlanc, the train trip home was fraught with symbolism, as his father worked as a brakeman for the railway.

While the train trip was low-key, the departure ceremony at Ottawa was not. Government protocol dictates the governor general be given a 21-gun salute and inspect an honour guard. He must also sign a special book called the Golden Book of Government. Prime Minister Jean Chretien and his wife, Aline, the Chief of Defence Staff General Maurice Baril, Opposition Leader Preston Manning and his wife, the mayors of Ottawa and Hull and the Regional Chair were part of the official group to wave goodbye to Mr. LeBlanc and his wife. The politicians, dignitaries and other guests attended a 30-minute private reception at Ottawa Station before the train departed. (*The Citizen*)

JASPER'S DESIGNATED STATION TO BE RENOVATED: Public Works and Government Services Canada (PWGSC) is currently seeking prequalification proposals from general contractors for the renovations to the railway station in Jasper, Alberta. The work is the first phase of several renovation phases and consists of all exterior restoration including roofing, all mechanical, electrical and interior finishes to about 70% of the building.

The central interior part of the building is occupied primarily by VIA Rail. The project is in the range of \$2 million. The "West Wing" of the building is to be completed for beneficial occupancy by March 24, 2000, and the remaining work completed by June 23, 2000. This will be a PWGSC contract administered on behalf of Parks Canada.

The station is a classified heritage building and is considered a landmark to the Jasper community. (*Mike Swick*)

STATION RELOCATED: The former CPR Type 12 station at Gleichen, Alberta, was moved on a flatbed semi-trailer 50

kilometres to Cochrane, Alberta, on September 29. Plans are to restore the dilapidated 88-year-old station and use it as the centrepiece of a one-block development along Cochrane's Main Street. (Ken Jones)

MAKING WAY FOR A CASINO: The former Canada Steamship Lines/Canadian National Railways freight sheds and dock in Sarnia, Ontario, have been demolished and the new Charity Casino is being built on the site. (Al Jackman via Internet)

FPA-4 CARBODY SCRAPPED: Between 1991 and 1999, the Grand Canyon Railway in Williams, Arizona, has acquired six former VIA/CN FPA-4s (6762, 6768, 6773, 6774, 6776, 6793) and two former VIA/CN FPB-4s (6860, 6871). Nos. 6762, 6768, 6774 and 6871 were acquired from General Scrap in Winnipeg in 1997, however, the 6774 was acquired for parts only. On September 27, after final recovery of parts, General Scrap cut up the remains of 6774.

With 6774's demise, sister 6765 at the Canadian Railway Museum in St-Constant, Quebec, is the last FPA-4 in Canada; 17 of the 34 FPA-4s built and 5 of the 12 FPB-4s built are resident in the United States. FPB-4 6861 is being held by CPR in Montreal for eventual display at Wainwright, Alberta. (Robert Franzen via John Godfrey)

NEW AMTRAK TALGO SET INTRODUCED: A new Amtrak Talgo trainset, named "Mt. Olympus", went into operation with the September 2 launch of an additional Amtrak train north from Seattle, Washington. Alas, the train (Nos. 761/762) only operates between Seattle and Bellingham since the British Columbia government has yet to make any financial contribution toward the operation of Seattle-Vancouver service since its inception of a single round trip in 1995. A bus connection with Trains 761/762 provides service between Bellingham and Vancouver.

The trainset was built with a full second Seattle-Vancouver run in mind, and thus includes a full diner like the "Mt. Hood" set that went into operation on the Seattle-Vancouver run in February 1999 (now Nos. 760/763). Both the "Mt. Hood" and the "Mt. Olympus" are utilized on the Seattle-Bellingham and Seattle-Vancouver trains. The two other Amtrak Cascades Talgo sets, "Mt. Baker" and "Mt. Rainier", do not have diners equipped for at-table service and are utilized on the Seattle-Portland/Eugene services. Diners on those trains are simply a place where Bistro customers can take their cafeteria-style meals.

On September 26, Amtrak #763 at Vancouver included F59PHI 460, Power Car 7904, Custom Class Cars 7453 and 7553, Dining Car 7803, Bistro Car 7303, Coaches 7503, 7419, 7418, 7417, 7416 and 7415, Baggage Car 7103 and Control Cab 90251 (nee F40PH 251).

While the coaches wear the same exterior label, the 7500-series coaches immediately behind the Bistro car in these sets features 2+1 seating (like the Custom Class cars), while the 7400-series coaches have 2+2 seating. For the runs north of Seattle, all 2+1 cars are marshalled so that the 2-seat side faces the waters of Puget Sound.

Train 761 leaves Bellingham at 10:15, and arrives at Seattle at 12:45. Train 762 departs Seattle at 17:30, and arrives at Bellingham at 20:00. This allows connections with a Seattle-Portland Talgo in each direction. (Ian Smith)

FIFTY YEARS AGO: In October 1949, Electro-Motive Division of General Motors rolled out the first GP7 diesel at its plant in LaGrange, Illinois. Between October 1949 and May 1954, 2,610 GP7s and 5 GP7Bs were constructed at LaGrange, and an additional 112 were constructed at GM's plant in London, Ontario, which opened in 1950. (Dale Whitmee)

VIA RAIL TEST RUN OF THE "BRAS D'OR": The first VIA train to Cape Breton since January 1990 left the VIA station in Halifax at 0802 on October 5. The consist was F40PH-2 6430, Coach 8102, Skyline 8506, and Dome-Observation-Sleeper "Evangeline Park" (an apropos choice for the "Park" car). This equipment

arrived as part of train 14 - "Ocean" on October 4.

Travel time to Sydney is approximately 10 hours. Regrettably the train's return journey to Halifax the next day was significantly delayed when a truck with excess-height construction equipment dislodged a bridge near Havre Boucher.

This "Bras d'Or" is expected to operate from May to October, 2000. (John Pearce and Martin Boston)

THE STORY OF THE CN LOGO: The story of the CN logo design originates in the early-1950s, when CN began an intensive period of renovation, refurbishment and modernization of all its services. A public relations survey conducted in 1959 revealed that the railway was still considered an old-fashioned, nineteenth-century mode of transportation. To address this problem, W.R. Wright, director of public relations, initiated a program to develop a new trademark for CN. He started by hiring James Valkus, a New York designer, to work on the project. After reviewing the old CN logo and its use on the company's equipment, Valkus realized that more than a new trademark was in order: CN's visual image needed a complete overhaul.

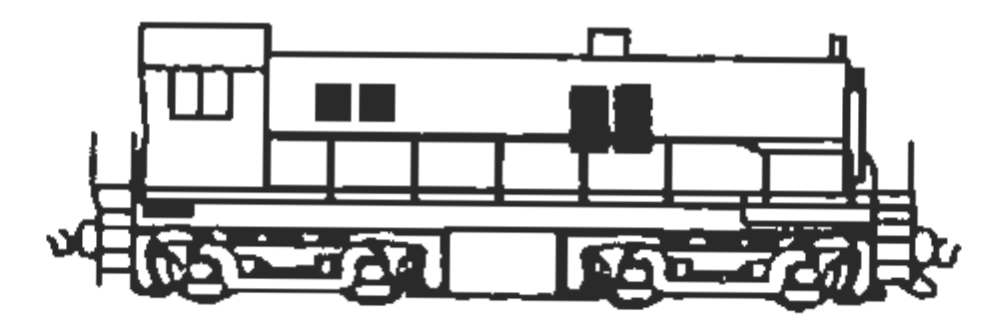
To this end, Valkus hired a Canadian designer, Allan Fleming to work on a logo. The CN logo design, like any corporate image, was a visual challenge as well as a philosophical one. CN wanted a trademark that, in addition to being visually attractive, would suggest efficiency, modernity and functionality. Fleming examined the visual power and timeliness of such ancient symbols as the Christian cross and the Egyptian symbol of life. He attributed their enduring quality to the fact that they were non-figurative and drawn with a single thick line. By following these principles, he endeavoured to create a strong, lasting image.

Surprisingly, the final idea came to Fleming while he was doodling on a cocktail napkin on a flight to New York. Today, that napkin resides in the National Archives of Canada in Ottawa. Among the many who have applauded the simplicity and power of the CN logo design was communications expert Marshall McLuhan who termed it an icon. (CN homepage, 29/09/99)

NAME CHANGE: With RailAmerica's recent acquisition of Edmonton-based RaiLink Ltd., "RaiLink" was dropped from each of the RaiLink operations effective September 30. On that date, RaiLink-Ottawa Valley became known as Ottawa Valley Railway; RaiLink-Mackenzie Northern became known as Mackenzie Northern Railway, etc. Future repaints of locomotives will be in the RailAmerica red/white/silver livery. ♦



INFORMATION SOUGHT: The above photograph shows two locomotives on the Quebec and Lake St. John Railway. The Society is seeking information on 4-4-0 No. 1, named "E. Beaudet", at left, namely the builder, specifications, heritage, disposal, etc. Kindly send information to Bytown Railway Society, PO Box 141, Station A, Ottawa, ON, K1N 8V1. (Public Archives of Canada Photo No. 86940-D)



NEW UNITS ADDED TO ROSTER: (dd/mm = date added)

- CN SD75I 5791 (08/09), 5797 (21/09); 5798 (04/10); 5799 (05/10) - (No. 5800 to follow).

RETIRED: (dd/mm = date retired)

- CN GMD1 1153 (30/09), 1166 (17/09), 1167 (30/09), 1170 (17/09).
- CN SW1200RS 1362 (30/09).
- CN GP9RM 4009 (17/09).
- CC&P GP10 8401, 8406, 8407, 8410, 8411, 8419.
- IC SW14 1401, 1411, 1439, 1454 (all on 30/09).
- IC GP10 8294.

TRANSFERRED:

- Montreal to Holmwood (IC): CN GP9RM 4036.
- Montreal to Unassigned: CN GP9RM 4000, 4001, 4008.
- Toronto to Unassigned: CN SW1200RS 1355, 1364, 1366, 1371, 1375, 1381, 1383, 1385, 1386, 1394, 1396; CN SW1200RM 7305, 7310.
- Winnipeg to Unassigned: GMD1m 1150, 1154, 1156, 1160, 1172, 1177, 1178, 1180, 1181, 1182; CN SW1200RS 1339, 1357.
- Winnipeg to Vancouver: CN SD40 5074, 5101.
- Edmonton to Unassigned: CN GP9RM 4006, 4010.
- Vancouver to Edmonton: CN GP38-2 4709.
- Vancouver to Winnipeg: CN SD40 5013, 5068.
- Unassigned to Vancouver: CN GP9RM 7065.

144 UNITS LEASED OUT:

- 44 to Helm Leasing (delivered to Norfolk Southern): CN GP40-2L(W) 9401, 9403, 9408, 9412, 9414, 9432, 9434, 9438, 9458, 9459, 9463, 9465, 9466, 9470-9472, 9478, 9480, 9522, 9526, 9570, 9632; CN GP40-2(W) 9634, 9636, 9641, 9642, 9644, 9646, 9647, 9649-9653, 9655-9657, 9659, 9660, 9662-9665, 9667.
- 40 to CSX Transportation: GTW (IC) GP40-2 6406-6410, 6413, 6415, 6419, 6420, 6424; CN GP40-2L(W) 9404, 9406, 9413, 9420, 9426, 9431, 9441-9443, 9457, 9464, 9485, 9490, 9504, 9505, 9514, 9519, 9520, 9541, 9574, 9578, 9603 and 9610; CN GP40-2(W) 9637-9639, 9645, 9658, 9661, 9666.
- 27 to Kansas City Southern: GTW (IC) GP40-2 6411, 6412, 6416, 6421, 6422, 6425; CN GP40-2L(W) 9402, 9461, 9468, 9486, 9495, 9498, 9524, 9525, 9529, 9547, 9549, 9560, 9587, 9604, 9606, 9626; CN GP40-2(W) 9668, 9673-9676.
- 25 to Norfolk Southern Railroad: CN GP40-2L(W) 9400, 9405, 9407, 9417, 9419, 9430, 9436, 9447, 9448, 9456, 9479, 9481, 9484, 9509, 9528, 9534, 9548, 9552, 9564, 9600, 9605, 9613, 9628 and 9631; CN GP40-2(W) 9643.
- 4 to St. Lawrence & Atlantic Quebec Railway: CN GP40-2L(W) 9411, 9601, 9602 and 9615.
- 2 to Quebec Railway Corp. (for Chemin de fer de la Matapedia et du Golfe): CN GP9RM 4112 and 4125.
- 1 to Nagel Tours for excursion service between Kelowna and Armstrong, BC: CN GP9RM 7049.
- 1 to Southern Ontario Railway: CN GP9RM 4109.

STORED SERVICEABLE LONG TERM: (* added since last issue; underlined units for sale)

- CN GMD1m 1063, 1150, 1154, 1156, 1160, 1177, 1178, 1180, 1181, 1182*.
- CN SW1200RS 1339, 1355, 1357, 1363*, 1364, 1366, 1371, 1375, 1381, 1383, 1385, 1386, 1396.
- CN GMD1u 1600, 1601.
- CN GP9RM 4001*, 4006*, 4010*, 4123.
- CN GP38-2 4700, 4701, 4705-4708, 4710.
- CN GP9RM 7061, 7062, 7063*, 7215.
- CN SW1200RM 7300-7302, 7305*, 7306-7308, 7310*, 7311-7314, 7317.
- GTW (IC) GP38-2 4914*, 4917, 4927.
- GTW GP38-2 4932*.
- GTW (IC) SD40 5914, 5916.
- GTW (IC) GP38 6200, 6201.
- CC&P SW13 1300*.
- CC&P GP10 1765*, 1788*.
- CC&P GP10 8093*, 8171*, 8190*, 8402*, 8404*, 8408*, 8409*, 8413*, 8415*, 8417*.
- CC&P GP28 9438*.
- IC SW14 1400*, 1402*, 1403*, 1419*, 1443*, 1444*, 1445*, 1452*, 1453*, 1461*.
- IC SD40-2 6153*, 6158*.
- IC GP10 8057*, 8126*, 8130*, 8178*, 8295*, 8313*, 8335*, 8465*.

STORED UNSERVICEABLE: (* added since last issue; underlined units for sale)

- CN GP9 Slug 246.
- CN GMD1 1172.
- CN (IC) GP9RM 4012*.
- CN GP38-2(W) 4779*, 4798.
- CN SD40 5035.
- CN GP9RM 7271, 7275*.
- CN GP40-2L(W) 9475.
- DW&P (IC) SD40 5903*.
- GTW GP38-2 4933*.
- IC E9Ar 102* (lettered CN), 103*, 104*.
- IC SW14 1438*, 1493*, 1494*, 1498*, 1501*, 1502*, 1508*.
- IC GP40r 3112*.
- IC SD40-2 6148*.
- IC GP10 8178*, 8313*.
- IC GP11 8719*, 8725*, 8729*.
- IC GP38-2 9607*, 9617*.

TO BE RENUMBERED: The following GTW units will be renumbered:

- GP38AC 5800, 5801 and 5807 to 4997-4999. (5800 was renumbered 4997 in September)
- GP38 6200, 6201 and 6203 to 4994-4996.
- GP38-2 5812-5836 and 5844-5861 to 4812-4836 and 4844-4861.

SHE ESCAPED THE TORCH: SW1200 7731 (nee 7031), retired in 1990, was reported scrapped at Pointe St. Charles (Montreal) in the May 1999 Branchline. Alas, she escaped the torch and is stored at Taschereau Yard in Montreal.

FOR SALE: The following units, many retired, are for sale:

- CN S-13m 108, 110, 117.
- CN S-3 Slug 168.
- CN GMD1m 1166, 1170.
- CN GP9RM 4009.
- CN GP40-2L(W) 9428, 9562, 9595, 9621.
- CN GP40-2(W) 9633, 9635.
- GTW GP38 6202, 6204.
- GTW SD38 6250-6254.
- GTW GP40 6400, 6402-6404.
- CC&P GP10 1765, 1788, 8093, 8171, 8190, 8400, 8402, 8404, 8408, 8409, 8413-8415, 8417.
- CC&P GP28 9438.
- IC SW14 1401, 1404, 1411, 1439, 1454.
- IC GP10 8178, 8292, 8312, 8313, 8447.
- IC GP11 8708, 8711, 8719, 8723, 8725, 8729, 8753.

FIRST OF 22 REBUILT UNITS RELEASED FROM TRANSCONA: Terminal Railroad Association of St. Louis GP38-3 2204, the first of 22 former GTW GP38ACs to be upgraded at Transcona Shops (Winnipeg) for Locomotive Leasing Partners, was released in late-September.



**CANADIAN
PACIFIC
RAILWAY**

ADDED TO ROSTER: CP SD90MAC 9155 added 30/09 - assigned to Winnipeg (assembled and painted by CPR in Calgary; Nos. 9156-9160 to follow).

SOLD:

- SOO SD40-2 787 to UniCapital on 23/09.
- SOO SW1200 1203 and 1204 to Helm Financial on 13/09.
- CP [STLH] SD40-2 5428 to UniCapital on 23/09.
- CP SD40-2 5839 to Helm Financial on 07/09.

TRANSFERRED:

- Toronto to Calgary: CP SD40M-2 5495, 5497, 5499; SD40-2 5813.
- Toronto to Moose Jaw: CP SD40-2 5701, 5773.
- Toronto to St. Paul: CP SD40-2 5766; SOO SD60 6054.
- Toronto to Winnipeg: CP SD40-2 5909, 5993, 6047, 6064, 6069.
- St. Paul to Toronto: SOO SD60 6055.
- Thunder Bay to Toronto: SW1200RSu 1245; GP9u 1540, 1571.

RELETTERED: SOO SD40-2 6618-6623 were relettered CP 6618-6623 on September 10, 18, 21, 19, 19 and 21 respectively..

LEASED OUT:

- To NSI-Archer Daniels Midland, Enderlin, N.D.: SOO GP9 414.
- To ADM Processing, Voltaire, N.D.: SOO GP9 2403.
- To Port of Montreal: CP SW1200RSu 1244 and 1247.
- To Inco Metals, Copper Cliff, Ontario: CP [STLH] SW1200RS 8132.
- To Norfolk Southern Railroad: SOO SD40-2 788 and 789; CP SD40M-2 5492; CP SD40-2 5691, 5692, 5720, 5749, 5756, 5757, 5776, 5815, 5826, 5829, 5841 and 6073; SOO SD40-2 6617.

SWITCHERS TO BE LEASED: CP will be long-term leasing eight former Union Pacific SW10 switchers (UP 1212, 1213, 1217, 1220, 1221, 1222, 1231 and 1240) from Connell Leasing. The units will be released from the Livingstone Rebuild Center commencing in October and moved to Ogden Shops in Calgary for painting, and restencilling to the CP 1280-1287 series.

STORED SERVICEABLE:

(* added since last issue):

- CP SW1200RSu 1210.
- CP GP9u 1521, 1526, 1557.
- CP GP38-2 3130.
- CP SW1200RS 8111, 8171*.

STORED UNSERVICEABLE:

(* added since last issue; underlined units for sale):

- SOO GP7 378 (pending sale to Ontario Southland Railway).
- SOO SD40 754.
- CP [SOO] SD40-2 777*.
- SOO MP15AC 1533*, 1554.
- CP GP9u 1559*.
- CP [STLH] GP9u 1599, 1649.
- CP GP38-2 3030, 3053, 3055.
- SOO GP9R 4201.
- SOO GP38-2 4439*, 4511.
- CP [SOO] GP40 4601, 4607, 4608*.
- CP SD40 5401*, 5407*.
- CP SD40M-2 5490.
- CP SD40 5410, 5503*, 5505*, 5509, 5533.
- CP [STLH] SD40 5523.
- CP [STLH] SD40-2 5483, 5685 (collision accident at Savona, BC, on 20/08/95).
- CP SD40-2 5832, 5843, 6070.
- SOO SD60 6019*.
- CP [STLH] GP9u 8232, 8236, 8243.
- CP [SOO] AC4400CW 8518 and 8566 - collision accident near Bordulac, North Dakota, on 25/06/99).

ALSTOM

RELEASED:

- CN SD75I 5797-5799 (assembled by ALSTOM for General Motors).
- Burlington Northern & Santa Fe SD40-2 7324-7338, remanufactured from CN SD40 5016, 5019, 5022, 5024, 5032, 5041, 5053, 5054, 5056, 5061, 5066, 5069, 5075, 5227 and 5235 respectively.
- Caltrain (California) F40PH-2 904 and 905 from mid-life overhaul, truck work, replacement of HEP gearbox with a separate generator set, and addition of dynamic brakes and repainting.
- GCFX (GEC-Alsthom) SD40-3 6053 from repairs.
- AMT's former GO coaches 1065, 1067, 1072, 1074, 1087, 1090, 1095 and 1099 from various repairs and upgrades.

WORK IN PROGRESS:

- Assembly of CN SD75I 5800 for General Motors.
- Caltrain (California) F40PH-2 900, 901, 906, 917, 918 and 919 for mid-life overhaul, truck work, addition of dynamic brakes, replacement of the HEP gearbox with a separate generator set, and repainting.
- AMT's former GO single-level cab coaches 103 and 104, and coaches 1101 and 1103 for various repairs and upgrades.
- MBTA GP40LH-2 1119 for retrofits.
- Amtrak F40PH 223 and 263 for work for lease to AMT.
- St. Lawrence & Atlantic Quebec M-420(W) 3512 and 3517 for wreck repairs.
- New Brunswick East Coast SD40 6901 for repairs.
- Chemin de fer Matapedia et du Golfe SD40 6903 for repairs.
- Retired CN SD40 5239 for rebuild to BNSF SD40-2 7339.

LOCOMOTIVES AWAITING REPAIR:

- ex-CP SD40-2 5484, 5571, 5596, 5608, 5628, 5659, 5686, 5740.
- ex-CP SD40 5516.
- ex-FNM SD40 8563.
- ex-NdeM SD40 8519.
- ex-SOO SD40 744, 750 and 6401.
- ex-STLH SD40-2 5447 and 5449.



LEASED OUT: F40PH-2 6452, 6453 and 6457 are leased to Agence métropolitaine de transport (Montreal commuter service). FP9Au 6302, after two stints in Montreal commuter service, returned to Winnipeg in early-October for service between Winnipeg and Churchill.

RETURNED TO SERVICE: The following cars damaged in the July 14, 1999, derailment of the "Canadian" near Hornepayne, Ontario, are undergoing repairs at CAD Railway Services in Lachine, Quebec: Coaches 8118, 8124 and 8129; Skyline 8515; Baggage 8610 and Sleeper "Lorne Manor". F40PH-2 6439 and 6455 are being repaired by VIA in Montreal.

BCRAIL

ON THE MOVE: BC Rail's recently acquired former VIA Diner 1340 departed the Alberta Railway Museum in Edmonton on September 26. The car last served as "The Dining Car", a stationary restaurant in Edmonton, and had been stored at the Alberta Railway Museum since 1997. BC Rail will name the car "Alta Lake".

ON THE SHORTLINE / REGIONAL SCENE

SOUTHERN RAILWAY OF BRITISH COLUMBIA: SD38-2 382 was transferred to the I&M Rail Link in Iowa in September; Montana Rail Link GP9 122 and 129, operating on the SRY since early-1999, have been lettered SRY 122 and 129.

GREAT CANADIAN RAILTOUR COMPANY: Two additional GoldLeaf Dome Coaches, Nos. 9509 and 9511, are to be delivered in early-2000 to permit the inauguration of GoldLeaf service to Jasper.

CARLTON TRAIL RAILWAY: Former BCOL M-420(W) 643 has been reassigned to the Hudson Bay Railway.

PORT COLBORNE HARBOUR RAILWAY: St. Thomas and Eastern's former CN M-420(W) 3575 was transferred to the PCHR for the takeover of CN feeder lines in the Niagara Peninsula on September 18.

QUEBEC GATINEAU RAILWAY: RS-18u 1816; and C-424 4214, 4222, 4241 and 4242 have been retired. SW1500 1501 returned from overhaul and painting in the U.S. in early-September.

CAPE BRETON & CENTRAL NOVA SCOTIA RAILWAY: Former Indiana & Ohio GP50 3102 was renumbered CBNS 5002 in September (3102 was the last of six former I&O GP50s assigned to CBNS to acquire horsepower-related numbers).

ON THE INDUSTRIAL SCENE

RENUMBERED: Louis Dreyfus' recently-acquired former CP SW1200RS 8106 has been renumbered LDCX 2007 and named "Louis Riel". LDCX SW1200RS 2004 - "Battle of Batoche" (nee CP 8107) has been moved to Louis Dreyfus' terminal in Aberdeen, Saskatchewan.

IMPORTED: Ridgeway Coal (Kimper, Kentucky) GP9 59 (nee C&O 6193) was delivered to Plusar Inc., the operator at CP's Vaughan Intermodal Terminal, in early-September. The unit carries number 6193 in the numberboards.

REPAINTED AND RENUMBERED: CAD Railway Services in Lachine, Quebec, has painted their former CP RS-23 8024 (yard switcher) into a red/white/black horizontal stripe livery with a CAD logo ahead of the cab, and renumbered her 2001.

ON THE PRESERVED SCENE

SNOWPLOW AND SPREADER DONATED: CN has donated snowplow 55414 and Jordan spreader 50976 to the Wainwright Railway Preservation Society in Wainwright, Alberta. Both are stored in Regina, Saskatchewan, and are expected to be delivered to Wainwright Rail Park this fall.

INTERURBAN GOING HOME: Former London & Port Stanley double-truck, double-end interurban car No. 14, acquired for the Canadian Railway Museum, St-Constant, Quebec, in 1960, has been acquired by the Elgin County Railway Museum in St. Thomas, Ontario. No. 14, built by Jewett Car Co., Newark, Ohio, in 1917, was moved on a flat car from St-Constant to St. Thomas in early-October.

ON THE TRANSIT SCENE

ORDER FOR SUBWAY CARS FOR TORONTO COMPLETED: Toronto Transit Commission 5215, the last of the order for 216 Class T-1 subway cars (Nos. 5000-5215), was delivered by Bombardier on September 22. An option for 156 additional cars (Nos. 5216-5371) has been exercised, with deliveries underway.

GOING, GOING: Of the 164 TTC Class H-1 subway cars (5336-5499, built by Hawker Siddeley in 1965/66), only 12 remain on the roster. Recently retired were 5432-5433. Remaining are 5338-5339, 5350-5351, 5380-5381, 5398-5399, 5416-5417 and 5418-5419. Most of the retired H-1 cars, along with 31 of the 36 M-1 cars, have been shipped to Future Enterprises in Hamilton, mainly for scrapping.

LRT CARS RENUMBERED: Calgary Transit U-2 (AC) LRT cars 3001 and 3002 have been renumbered 2101 and 2102 respectively.

Our thanks to Kenneth Borg, Martin Boston, Bruce Chapman, Ray Corley, Doug Cummings, Herb Dixon, James Gamble, Ross Harrison, Roman Hawryluk, Bryce Lee, Roland Legault, Bill Linley, George Roth, Len Thibault and Mark Walton. ♦




REMEMBER WHEN?: Canadian Pacific's almost-new E8A1800 is at Sherbrooke, Quebec, with the Montreal-Sherbrooke local in the early-1950s. No. 1800 was one of three E8A units (Nos. 1800-1802) acquired in December 1949, the only E8A units purchased by a Canadian railway, and initially operated in a pool with Boston & Maine E7A units between Montreal and Boston. Nos. 1800 and 1802 were sold to VIA Rail in 1982 and were renumbered 1898 and 1899 in 1980. Both were sold back to CP in 1982 for parts. No. 1801 was involved in a wreck in December 1968 and was retired the next year. Slide by Greydon Parker.

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