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Branchline

CANADA'S RAIL NEWSMAGAZINE



The CASO Line: Rising from the Dead? • Selected Stories • The Way it Was

Branchline

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by Bytown Railway Society
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Meetings

A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (previously National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. At the next meeting, on **June 6**, Mark Walton will present an illustrated talk on the Mount Royal Tunnel electric operation in Montreal. 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 Canada Science and Technology Museum. The next informal slide night will be **June 20**.

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

Correction: The photo on the bottom of Page 24 of the May issue was taken by Bill Kalkman, not Bill Kaulman.

Ten Years Ago in "Branchline":

- Delivery of 22 GE Dash 8-40CM units to BC Rail commenced in April 1990. Their arrival will result in the trade-in of most of the 29 remaining MLW C-630M and M-630 units.
- GO Transit F40PHs 510 to 515, recently sold to Amtrak, departed Toronto on April 6. They were renumbered 410-415 before departure.
- On April 12, the Quebec Government approved a temporary new commuter train service in the east end of Montreal, as far as Repentigny. The service provides an alternate travel route for those who normally use the Metropolitan Boulevard while the latter undergoes extensive repairs.
- VIA Rail's recently issued annual report for 1989 has been greeted with mixed reaction. Ironically, in the midst of major cutbacks which saw the overall system slashed by 50% in January 1990, VIA posted one of its best occupancy factors and most favourable revenue positions. The President of Transport 2000 said it was ironic that the government would move to cut VIA at a time when it appeared to be turning itself around.

Significant Dates from the Past:

- February 25, 1832 - The Champlain and St. Lawrence Railroad was chartered - the first Canadian railroad charter.
- February 16, 1881 - The Canadian Pacific Railway was chartered.
- February 13, 1954 - Construction of the Quebec North Shore & Labrador was completed.
- April 24, 1955 - CP introduced "The Canadian" between Montreal/Toronto and Vancouver.
- April 30, 1985 - Conrail sells its Canada Southern to CN and CP.
- May 4, 1989 - Canadian Pacific opens the 9.1-mile Mt. McDonald tunnel in Rogers Pass, the longest tunnel in Canada.

On the Cover: CP SD40-2F 9000, CP SD40-2 5801 and SOO SD60 6043 snake Train 472 through Levack, Ontario, on May 29, 1999. Photo by Ron Lipsett.

Press date for this issue was May 15
Deadline for the July-August issue is June 23

The CASO Line: Rising from the Grave?

by Roderick Taylor

(photographs by the author, except where noted)

It wasn't supposed to happen this way. For years it had lain, unwanted and unneeded by anyone, it seemed, a weed-infested relic of a bygone age that had long since outlived its usefulness, all seemed to agree. The obituaries were penned in the local press, and its eventual and uneventful demise was confidently awaited.

But, like a Lazarus, it lingered, clinging to a tenuous existence. Today it has defied all the odds, and survived. More than that, there are indications that it may be set to take on a brand new lease on life, with shades of its old glory. And through it all, it seems to have evolved into an object of acrimonious disagreement between its co-owners.

Welcome to the latest twist in what has to rank as one of the most enduring sagas ever to grace the annals of Canadian railroading, that of the former Canada Southern (CASO) main rail line running between the Niagara River and Detroit, and its likely fate.

For the most part, the line itself courses unobtrusively through the rich, tranquil farmland of southwestern Ontario, predominately straight and level, as its promoters and builders had intended. Indeed, the Canada Southern Railway was built for speed from the outset, and from its opening in 1873, it soon acquired a reputation as the fastest railway in the Dominion.

From the beginning, the railway had been conceived as a link in a fast through route connecting New York and Chicago, and its importance in this respect grew. By the early-1900s, the C.S.R. main line had been double-tracked from both Niagara Falls and Fort Erie in the east, to Windsor, and the Detroit River Tunnel was also completed in this period.

By the 1930s, the line had become effectively integrated into the expansive New York Central System, and the upgrades visited upon it by this time - the installation of colour light signals and ATC, together with the heaviest rail, at 127 lb., in Canada at the time - reflected the importance of the route. By this time, the line hosted freight and passenger trains every day that numbered in the dozens. Amongst these were several crack expresses, which sped their way between the Niagara Frontier and Detroit in as little as four hours.

The pre-war period could be said to have marked the zenith of

the Canada Southern (CASO) line. Thenceforward, it experienced a gradual but steady decline, culminating ultimately in the sorry state in which the line (or at least most of it) exists today.

The Depression spelt the end for some local passenger services, and the conversion from steam to diesel resulted in the extensive contraction or elimination of many maintenance facilities and shops. The steady decline in passenger services in the 1950s and 1960s also affected the CASO line as much as any, but the beginning of the end for the CASO route as a main line can be traced to a strategic decision by Conrail management in the mid-1970s to eliminate or divert to the U.S. all remaining through freights.

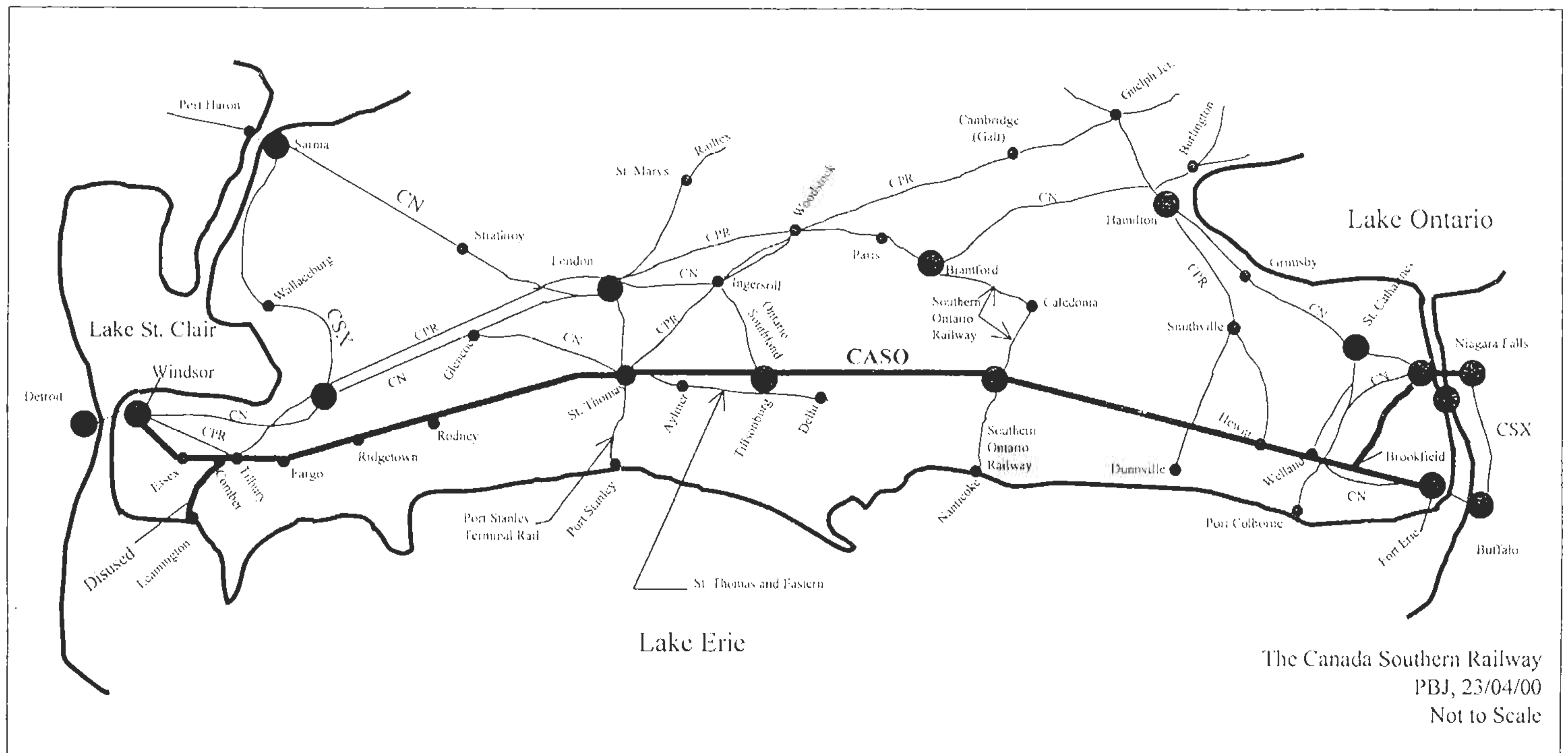
In the event, the last main line Conrail freight traversed the CASO line in July of 1979; thereafter, aside from a couple of short-lived passenger services, traffic over the line would thenceforth be restricted to a local wayfreight, and a daily Detroit-Buffalo freight service operated by the Chesapeake and Ohio Railway, which exercised running rights over the CASO line from St. Thomas eastwards. (The only exceptions were the Detroit River Tunnel which, being a multi-user facility, continued to host several trains, and the Welland-Niagara Falls segment, which saw a number of CP Rail/Conrail through freights.)

Ironically, these service reductions occurred not long after the completion, in 1973, of the extensive Welland Canal Relocation Project, which had to rank as the most significant engineering project visited upon the CASO line since the completion of the Detroit River Tunnel. This project facilitated the removal of railway swing and lift bridges through the construction of a tunnel under the new Welland Canal, which greatly expedited rail and marine traffic flow in the Welland area.

The 1980s witnessed a progressive run-down of the CASO line; the westbound main was soon taken out of service, and a 30 m.p.h. maximum speed restriction was eventually imposed over the deteriorating line.

Purchase by a CN-CP Consortium

Few years in the history of the CASO line were as pivotal as 1985, when it was purchased from Conrail by a CN-CP Rail





Canada bound! A CPR freight powered by AC4400CW 9597 and SD40-2 5911 edges cautiously across the Niagara River Bridge in brilliant sunshine on January 29, 2000. If negotiations with CN on possible routing alternatives are successful, this route may soon cease to be a main line.

consortium, CNCPNiagara-Detroit (CNCPND). The properties included the Detroit River Tunnel and the Niagara River Bridge. If the future of the CASO line had been bleak under Conrail, its purchase by CNCPND amounted to a veritable death sentence, at least for the 151 miles of the central portion of the line stretching from Hewitt (near Welland) to Fargo (just south of Chatham).

The joint purchase by CN and CP Rail (each owns 50 per cent of the line) came about despite alternative offers and plans that envisioned preservation of the entire line and its rehabilitation to accommodate through freight and intermodal traffic. The purchase was widely interpreted as a move to prevent the emergence of a viable third railway in southwestern Ontario, which would have provided meaningful competition for the major carriers, and siphoned away traffic.

In the event, it was never much of a secret that CN and CP Rail were only interested in small portions of the CASO line - the 54-mile stretch in the west from Fargo to Windsor, plus the Windsor Yard, in the case of CN, and the eastern segments from Welland to Niagara Falls (including the Niagara River Bridge) and to Fort Erie, in the case of CP Rail. Both wanted the Detroit River Tunnel.

It was anticipated that the central portion of the CASO line would be abandoned in time; both CN and CP Rail viewed the line as a superfluous route that essentially paralleled their own lines. The CASO line also promised little in the way of originating traffic to boot. That the line remained in situ can be attributed to a cabinet order issued by the federal government in 1985, which forbade the abandonment of the CASO line until January 2005, as a condition of the sale to CNCPND.

The pattern for the CASO line was thus set for the next several years. CN and CP Rail each wasted little time in integrating their respective segments of the line into their

networks. CN expended a considerable sum of money to upgrade the Windsor-Fargo stretch, to accommodate its diverted Windsor-Chatham freight traffic.

The traffic patterns of the central section remained essentially the same - sporadic wayfreight service, plus the daily C&O trains, except that these used the CASO line west of St. Thomas from June of 1985, pending the closure of that company's own route between St. Thomas and Windsor.

Incremental changes to the physical plant of the CASO route included the single-tracking of the entire line, and the demise over time of two of its principal rail yards - Montrose Yard in Niagara Falls and the St. Thomas Yard. The former would be abandoned and ripped up in the early-1990s, while the latter would experience a steady decline towards disuse, eventually becoming the site of a museum.

A major improvement in the form of an engineering project to enlarge the north bore of the twin-track Detroit River Tunnel was undertaken in 1994. Restricted tunnel clearances had heretofore meant that much railway traffic, including tri-level auto carriers, excess height cars, trailers, double-stacked containers and curved-sided hoppers, could not traverse the tunnel, and instead had to be conveyed by barge across the Detroit River or, in the case of trailers, driven back and forth.

With the completion of the project, most tunnel traffic restrictions were lifted, and the cumbersome alternative transport arrangements across the Detroit River ceased.

Of particular note, and arguably a harbinger of future problems between the co-owners, CN declined to participate in the tunnel project, preferring instead to construct its own new tunnel at Sarnia, which CP Rail attempted to block. In the end, CP Rail was left to foot the tab for the tunnel enlargement.

In connection with the tunnel expansion, CP Rail also

constructed new connecting tracks between its Windsor main line and the CASO line, joining the latter not far from the tunnel entrance. This made for more efficient rail traffic flow to and from the tunnel. In the process, however, the CASO line connection over Tecumseh Road, to the east of the Windsor station, and leading to the Windsor (Van de Water) Yard, was reduced to a single track. And the station building itself, a pleasing and substantial edifice dating from 1911, was razed.

Two Developments Impact Central Portion of CASO

The already bleak prospects for the central portion of the CASO line took a marked turn for the worst in 1996 as a result of two developments that year. First, CSX Corp. (successor to the C&O Rly., and into which the latter had been merged in the 1980s) ended its Buffalo-Detroit service in April of that year. So, aside from a four-mile stretch of line west of Hagersville, this meant the end of any service over the 96-mile portion of the CASO line from St. Thomas to Hewitt. And it left an additional 55 miles of the line stretching from St. Thomas to Fargo with nothing more than an infrequent wayfreight service.

Secondly, the federal government enacted the new Canada Transportation Act, which superseded the National Transportation Act. A provision of the new act facilitated and simplified the rail line abandonment process. Thenceforth, rail companies could rip up unwanted track four months after posting it for sale or abandonment, if no interested buyers came forth in the interim. This effectively nullified the cabinet order of 1985 forbidding abandonment of the CASO line until 2005.

With the termination of the CSX through trains, there no longer appeared to be any rationale for CNCPND to keep and maintain the central portion of the CASO line. Accordingly, and predictably, the rail giants placed the relevant sections of the line up for sale/abandonment: that between St. Thomas and Fargo in September of 1997 (contemporaneously with the placement on the block of CP Rail's lines between St. Thomas and Putnam, and between Tillsonburg and Ingersoll) and the 83-mile stretch between St. Thomas and Attercliffe (18 miles west of Welland) in December of that same year. And this is where the saga of the CASO line starts to take an unexpected twist.

As expected, no party expressed any serious interest in the trackage. The CASO line, or at least the bulk of it, seemed to have, literally, reached the end of the line. CN and CP Rail were finally free to do what they had wanted to do from the outset: rip up a line in which neither had ever expressed any apparent interest. All that remained, it seemed, was to await the arrival of the track lifting gangs.

Except that the expected did not happen. The four-month deadlines came and went, and were extended indefinitely, as it turned out. And from a technical standpoint, at least, that remains the status today of most of the central section; track removal on any portion of the line has yet to commence.

But there are growing indications that not only will the track not be lifted any time soon, formal designations for abandonment notwithstanding, but that the line as a whole will be rehabilitated at some point as a through freight route once again, and perhaps sooner rather than later. But before speculating on the future of the CASO line, it is appropriate to once again backtrack a couple of years.

Second Thoughts About the Strategic Value of the CASO

There are indications that an evolution in thinking about the strategic value of the CASO line occurred in certain quarters by 1998, if not sooner. The most significant indicator that someone, somewhere, was having second thoughts about the wisdom of ripping up the line is, of course, the simple reality that the line itself was not lifted when the legal constraints forbidding its removal had expired, which was in early-1998. But there were other straws in the wind that suggested that a new and more favourable appreciation of the value of both the CASO line in particular, and the rail network generally in southwestern Ontario, was developing.

First, the CP Rail line between Tillsonburg and Ingersoll, which

had been designated for abandonment in 1997, was instead taken over by a short line operator, Ontario Southland Railway, the following year. Secondly, the other CP line which had been placed on the block, that between St. Thomas and Putnam, was not abandoned either. And any notion of selling the line, let alone abandoning it, seems to have been placed on the back burner, if not discarded altogether. In fact, new sidings were installed next to this line in St. Thomas early last year, hardly indicative of line with a bleak or doubtful future.

Thirdly, and significantly, the western portion of the CASO line's central segment, the 54 miles between St. Thomas and Fargo, has since been designated for transfer to a short line operator, instead of abandonment. (In contrast to the stretch of line east of St. Thomas, which has lain unused, the western portion has hosted a limited local freight service. Today, a CN 'as required' wayfreight operates between St. Thomas and Rodney and Ridgetown, typically running about twice weekly. Traffic on the 11-mile stretch between Ridgetown and Fargo is very sparse, however.)

Taken altogether, these various developments could be taken as cumulative evidence of at least three new and interrelated developments that were starting to come into play by 1998, all with direct or indirect implications for all or part of the CASO line.



Bound for Windsor (Van de Water) Yard, a CN freight headed by SD751 5781 bursts from the enlarged north bore of the Detroit River Tunnel on February 26, 2000.

The first of these was the increasing vigour of the local economy in the St. Thomas area. St. Thomas has typically been one of the more prosperous locales in Ontario. But this growing city of some 35,000 has entered into an economic mini-boom of sorts within the last five years, fuelled by an ever-expanding truck and auto parts sector. This has swelled rail freight shipments to and from the city in recent years.

A striking example of this is the traffic generated by a local Magna International auto parts plant. Established only in 1997, this plant already generates upwards of 70 rail cars loaded with auto parts every day, which is more than the traffic handled by many rail yards in Southern Ontario. It is difficult to believe that these economic changes at the local level have not been of at least peripheral importance as a factor behind reappraisals of area rail lines, including the CASO line.

But there would appear to be broader forces at work as well. The economic roll on which the St. Thomas area now finds itself, has taken place against the backdrop of a resurgent economy across Southern Ontario in recent years. This has significantly boosted rail freight traffic levels across the province, to the point where track capacity or, more precisely, a lack of it, is looming as a problem on certain routes in certain areas. This would appear to be especially the case with CPR/STLH's (the use of the 'CP Rail' name ended as of 1996) Toronto-Windsor-Chicago main line, and this in turn may have far reaching implications for the CASO line.

Possible Re-emergence of the CASO as a Main Line Route

But before delving into detail on this score, it is necessary to introduce the third factor in the CASO line equation, for it is so closely intertwined with the foregoing developments, that it is appropriate to discuss it virtually simultaneously. Of all the factors, it is the most critical, and it is the key to the possible re-emergence of the CASO line as a main line route. That factor is the evolution in thinking that has taken place in the senior management of CPR's eastern region since the mid-1990s.

The early and mid-1990s were difficult times for both CP Rail and CN in Eastern Canada. Both faced fearsome competition from the trucking industry and problems of excess track capacity. And the balance sheets of eastern operations were typically awash with red ink.

In the case of CP Rail, losses on its operations between Quebec City and Chicago were running between \$65-million and \$90-million per year, on revenues of around \$700-million by the

mid-1990s. The pressures to stem the financial haemorrhaging became intense; cost cutting and system rationalization in the form of staff cuts and line sales or abandonment became the order of the day.

In 1996, CP Rail's eastern operations were hived off into a new unit, the St. Lawrence and Hudson Railway, and the management of the new railway was pretty well given marching orders to turn the operation around in short order, or face the consequences. For a while, those consequences included the possibility of the wholesale divestiture of the STLH by its parent.

By about 1998, however, the stiff medicine of staff and network pruning, together with efficiency and service improvements seemed to be doing the job; the STLH had by then turned the financial corner. But it is certain that the general economic recovery in Ontario was also a critical factor in the railway's turnaround.

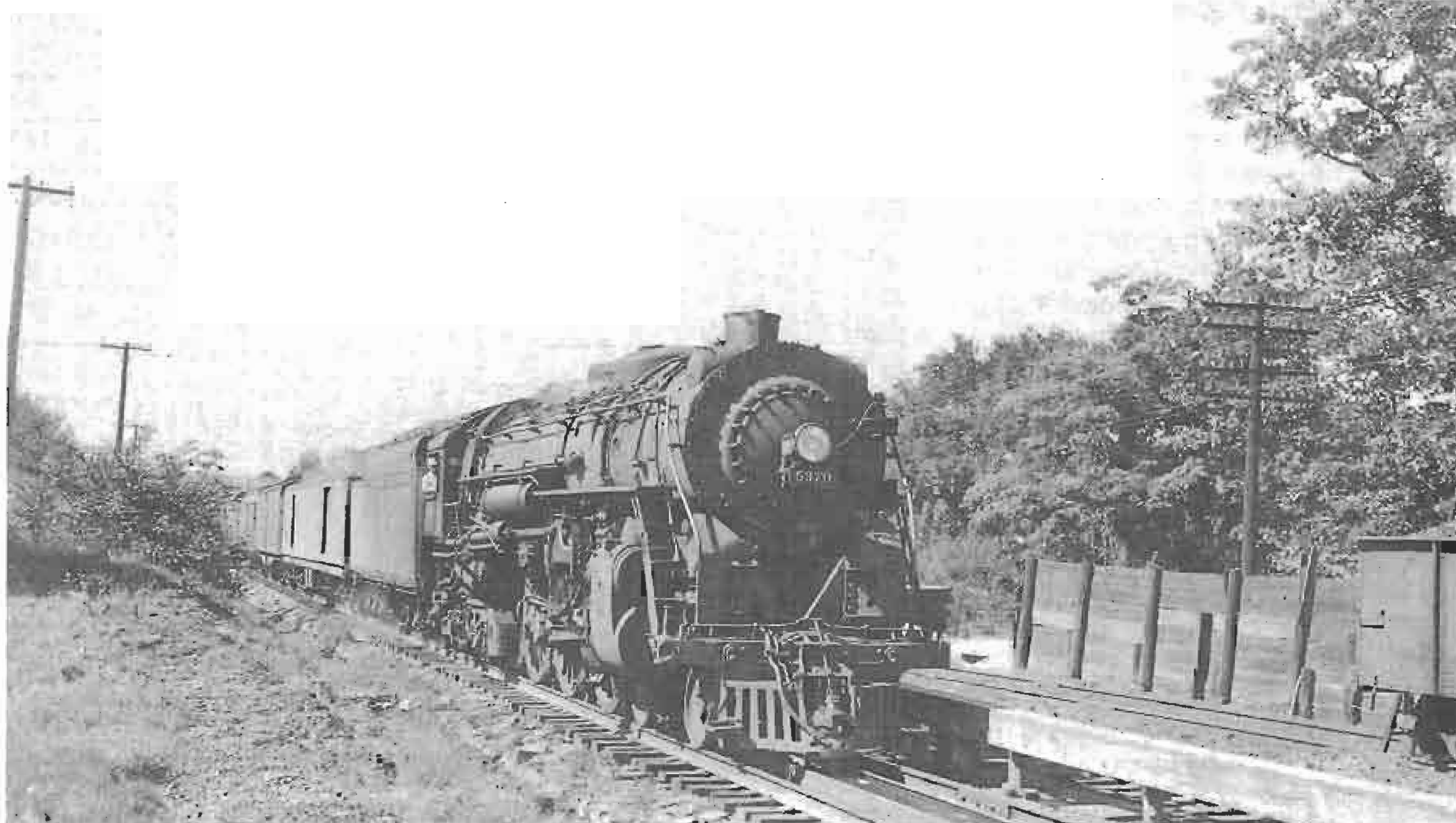
Whatever the reason, CPR's eastern operations are today much healthier than they were in the middle of the decade. The STLH subsidiary is now profitable, and CPR as a whole has racked up record operating profits for the past four years in a row. The marked decline in that key indicator of a railway's health, the operating ratio, from 110 in 1992 to 73.6 today, is symbolic of the transformation that has taken place.

With the turnaround in the economic performance of CPR's eastern operations has come a different approach and outlook. The retrenchment and the cost cutting mentality of the mid-1990s have largely subsided; in their place would seem to be a more optimistic, indeed one might say expansionistic, outlook on the part of CPR's management, and an appreciation that the upsurge in rail traffic in recent years promises to introduce an entirely different set of problems - those of insufficient track capacity, for example, as opposed to an excess.

All of the foregoing looks like it may well have (if various published and unconfirmed reports are anything to go by) important and direct implications for the CASO line. Paul Thurston, CPR's manager of public affairs and media relations will only confirm that CPR is anticipating possible capacity problems on its main line through southwestern Ontario, as a result of the rail traffic being generated by a booming economy, and that the company is investigating the use of portions of the CASO line as a possible solution in this respect.

But published reports go further, and state that CPR is specifically investigating the use of the CASO line from Windsor to St. Thomas as an alternate route to alleviate looming congestion on the Woodstock-Windsor section of CPR's Toronto-Windsor main line. Apparently, the idea would be to reserve the present main line for westbound traffic between Woodstock and Windsor, while eastbound traffic would traverse the CASO line from Windsor to St. Thomas, switching there to CPR's branch to Woodstock to regain the main line at that location. There are unconfirmed reports that a new routing arrangement along these lines had been expected to commence in 1999, and that it may now take effect some time this year.

If such an eventuality were to come to pass, it is interesting to speculate on how such an operation would mesh with CN's existing operation between Windsor and Fargo.



On the CASO New York Central 4-6-4 5370 blasts through Waterford, Ontario, in the late-1940s. Note the track pans for taking water at speed. Photo by H. McMichael, The Sirman Collection.

Currently, CN runs three through freights each way over this line every day, plus a daily wayfreight. Norfolk Southern, which exercises running rights over this stretch, also runs a daily through freight in each direction. (All the trains reconnect with the CN network at Chatham via running rights over CSX's Chatham-Fargo line.)

When asked whether CPR might use the same track or possibly rebuild the westbound main to accommodate its own traffic, Ian Thomson of CN's public affairs department professes to have no idea what they might choose to do.

It might be pointed out that the existing track between Windsor and Fargo is well maintained, and would not in itself require much in the way of upgrading. The same cannot be said for the stretch of track east of Fargo, however. At a minimum, extensive cross-tie replacement and resurfacing would appear to be required in order to bring this segment up to main line standards.

The most problematic stretch of the CASO line, and the one that would seem to face the bleakest future remains, of course, the unused, rusting stretch east of St. Thomas. But there are growing indications that CPR's interest in the CASO line may have extended to this section as well, although for somewhat different reasons than the western portion. And it is over the future of this stretch that a rift between the co-owners seems to be developing.

CN, which, incidentally, is responsible for the maintenance of this section, along with the rest of the line west of St. Thomas, would seem to have absolutely no interest in this portion of the line, and it is eager to rip it up and use the assets productively elsewhere. Ian Thomson contends that the line is for abandonment, not for sale, and CN's latest published proposal calls for the abandonment of all of the line between St. Thomas and Hewitt, except for two short stretches.

One stretch is a four-mile segment west of Hagersville, which is currently used by the Southern Ontario Railway's Brantford-Nanticoke operation to serve a quarry (it is the only portion of the line that is used). The other is an eleven-mile segment between Hewitt and Attercliffe. It is proposed that this line take the place of the CPR's Smithville-Attercliffe line, for which abandonment has been proposed, to enable Dunnville to be served from Welland via a connecting line at Attercliffe.

But CPR, whose consent is required for the abandonment to proceed, appears increasingly unlikely to agree. Various reports, published and otherwise, suggest that the railway has had a change of heart about this portion of the CASO line within the last two years or so. It would now appear to be leaning towards the idea (if it has not in fact already made a concrete decision) of reactivating the line for use as a through freight route, very possibly as an intermodal corridor, as part of a broader strategy to deepen its penetration of the American northeast, and to capture a larger share of booming cross-border trade. According to Paul Thurston, CPR's long term plans for its new (and, by all accounts, successful) "Expressway" intermodal service include the introduction at some point of a service linking Chicago, Detroit, Buffalo and New York. That in itself would not necessarily mean or necessitate the rehabilitation of the CASO line for such a service, as there are other, alternative routes between Detroit and Buffalo - CPR's existing route via Guelph Junction, or running rights over CN, or over Norfolk Southern or CSX south of Lake



New York Central 2-8-2 2034 pauses at Waterford, Ontario, circa 1948. Photo from The Sirman Collection.

Erie.

But besides the fact that all of these alternatives have disadvantages of one kind or another, not the least being that none is as direct as the CASO line, there is additional anecdotal evidence pointing towards the likely use of the CASO line in the event of the introduction of such a service.

There are unconfirmed reports that a high level CPR/STLH management team toured the CASO line in spring of 1999 from Windsor to St. Thomas, and then further east as far as the Jarvis area (where progress was apparently halted due to vegetative growth on the line) with a view to using the line west of St. Thomas for main line traffic alleviation, and the eastern stretch for possible future Buffalo-Detroit freight service. And this would appear to be bolstered by a recent published report that in addition to a new CPR "Expressway" intermodal terminal in Detroit, the company is now pondering the possibility of establishing a similar facility at Fort Erie.

In any event, it may all turn out to be a case of the wheel turning full circle, for a full-fledged intermodal service over an upgraded CASO line linking truck trailer terminals in Buffalo and Detroit, was precisely the scheme proposed in 1984 by the Trans Ontario Railway Co., one of the companies that had attempted to purchase the CASO line before its takeover by CNCPND.

If CPR is indeed set on using the CASO line as a through route (and that is still a big "if"; the line may still be ripped up at any time, all the various rumours and reports notwithstanding) a big question will be CN's role in such a scenario. Will it sell its share in the CASO line, or in the segments in which it has no apparent interest? Could CN possibly change its mind about the line and decide to reuse it for its own traffic at some point?

Who knows what the answers to these questions might be? The entire situation is still very fluid and uncertain. Certainly, on the surface at least, it seems very unlikely that CN would change its mind as to the utility of the CASO line east of St. Thomas.

CN does have a fast and fairly direct alternative route linking Windsor and St. Thomas to the Buffalo/Niagara Falls conurbation in the form of its main line through London and Hamilton. (This is in contrast to the situation of CPR, whose routing alternative is a circuitous and much slower path via Guelph Junction. This was always the reason why, if either of the two rail giants was ever to have a change of heart about the CASO line, it was always far more likely to be CPR. The CASO line is really essential if the company is to compete effectively for traffic in the Detroit-Buffalo corridor; the Guelph Junction route would never cut it, especially for any sort of time sensitive freight traffic.)



The impressive and lengthy (at 354 feet) St. Thomas station building on November 27, 1999. Built in 1872, it served initially as the headquarters of the Canada Southern Railway and later as the head office of the Canadian Division of subsequent American owners. It is intended to convert the structure into a 50-room hotel.



The modest CASO station at Hagersville, Ontario, on September 12, 1999. The view looks east. The Southern Ontario Railway's Brantford-Nanticoke line is in the foreground and the station is used by the SOR.



Looking east at Brookfield, Ontario, on December 4, 1999. The CPR/STLH ex-CASO main line to Niagara Falls veers off to the left, while the branch (and possible future main line?) to Fort Erie retreats into the distance in the centre. The lightly-used CN track at the right connects with that company's main line to Fort Erie some distance on.

But a track capacity crunch could conceivably alter CN's evaluation of the CASO line. And that is a problem that could well arise if, for example, CN were to attempt to make any serious inroads into the vast trucking market with intermodal services, like its "Roadrailer."

At present, CN and CPR rail intermodal account for a mere two to three per cent of this market in the Montreal- Windsor corridor. According to Steve Laskowski of the Ontario Trucking Association, the railways cannot hope to boost their share of this market beyond a maximum of four to six per cent, for the simple reason that neither CN nor CPR have the capacity, in terms of track or trains, to handle more traffic. When viewed from this perspective, one is inclined to question the wisdom of CN's decision to single-track its main lines in southwestern Ontario, as well as, arguably, its stance on the CASO line.

Before ending, it is appropriate to point out that varying degrees of uncertainty also cloud the future of CPR's segments of the ex-CASO network east of Welland, together with the portion of the network that is by far the busiest, the Detroit River Tunnel.

In the case of the eastern lines, there is a good possibility that the Niagara Falls ex-CASO route, which is an integral part of CPR's 'Bridge Line' linking Toronto and Hamilton with Buffalo, Binghamton, and major ports in the U.S. northeast, may soon cease to be a main line. (It should be pointed out that the Niagara Falls and the Fort Erie lines has each been, at various periods, the principal route east of Welland. Most trains switched to the Niagara Falls route from 1960, and today the Fort Erie line is a lightly used branch.)

Since 1981, the City of Niagara Falls and Casino Niagara have sought to have the CPR ex-CASO line, which runs behind the casino, removed or its trains diverted. To this end, CPR has entered into negotiations with CN with a view to securing a running rights agreement over an alternative route (the most discussed option seems to be the CN Grimsby subdivision route, but according to CPR's Paul Thurston, the Fort Erie route is also under consideration).

But in what would appear to be another indication of discord between CN and CPR, negotiations would seem to have foundered over trackage fees. As a result, no agreement may be forthcoming. But if agreement is achieved, it is an open question whether or not the Niagara Falls line will be sold to a short line operator, or possibly abandoned outright.

As far as the Detroit River Tunnel is concerned, there appears to be no scenario under which this route might be abandoned, but it is conceivable that it may be superseded at some point by an alternative railway crossing of the Detroit River. The present tunnel is deficient in two respects: capacity and, the north bore enlargement project of 1994 notwithstanding, clearances.

To address the latter point first, the north bore is not large enough to accommodate two mushrooming and very important types of freight traffic: double-stacked regular containers (as opposed to the smaller 8'-6" marine containers) and the new, larger tri-level auto carriers for sports utility vehicles and mini-vans. Second, because the south bore is much more restricted in the type of traffic it can accommodate, the tunnel is, for most practical purposes, a single track route.

This is clearly becoming inadequate for the amount of traffic the tunnel is now required to handle (around 30 trains in total per day from CPR, CN, CSX and Norfolk Southern, and this number can be expected to rise in lockstep with an expanding economy and a general increase in rail freight traffic). Delays to tunnel-bound traffic are apparently commonplace, and would seem to be evidence of the bottleneck that is developing.

An enlargement of the south bore of the tunnel to accommodate remaining restricted traffic could solve the problem, but it is possible that this might adversely affect the structural integrity of the tunnel. If this were the case, another new tunnel, with adequate clearances, at another location, might be the only long term solution to the problem. Under such a scenario, the existing tunnel could end up being relegated to the status of a secondary route.

Compounding the problem of the physical constraints of the

Detroit River Tunnel, is the apparent suspicion on the part of CPR and the cities of Detroit and Windsor that CN (which, in addition to being a co-owner of the tunnel, is also responsible for its maintenance, and as such controls tunnel traffic) may be privately disinclined to effect tunnel improvements, as part of a design to divert traffic and industry to its Sarnia route. CPR has also claimed that CN has intentionally delayed its tunnel-bound traffic.

CN, for its part, denies these claims and maintains that it would not oppose tunnel improvement schemes that are legitimate, in its view. Regardless, the present situation would seem to be not the best, and one practical solution to the problem would seem to be to have the principal user of the tunnel, which is far and away CPR, buy out CN's share of the tunnel. This has been talked about, and CN, for its part, is on record as stating that it is perfectly willing to sell its share. But the co-owners would seem to have very different evaluations of the tunnel's worth. According to CN's Ian Thomson, the replacement cost of the tunnel is a factor that has to be taken into consideration.

To conclude, the whole CASO line saga gives an indication that it may end up playing out in a way that no one a few years ago could possibly have foreseen. The portions of the line that everyone had thought would be abandoned, may end up as a main line again, while heavily used sections may at some point face a downgrade, or possibly abandonment.

The CASO line has confounded the pundits too often in the past; at one stage it was expected that most of the line would be ripped up and converted to a hydro corridor. While it would be foolish to make any hard and fast predictions about the future, the odds certainly do seem to be swinging in the line's favour.

If CPR has changed its mind about the desirability of keeping the line, they are not the only party to do so. According to Bob Hammersley, president of the St. Thomas and District Chamber of Commerce, sentiment in that city's business and political community has, within the past year or so, swung decisively in favour of the CASO line's retention. And the smaller communities along the line have always been reluctant to see it abandoned; its presence, they feel, is essential in order to attract many industries.

There may also be a growing sense in some quarters that a revitalized CASO line (with improvements at the Detroit Tunnel) might offer at least a partial solution to serious and worsening problems of traffic congestion and delays at road border crossing points at Windsor/Detroit and Fort Erie. At present, four-mile traffic line-ups on the approach to the Ambassador Bridge in Windsor are apparently not uncommon, and the situation at Fort Erie would seem to be comparable. New road bridges are being touted as a solution to the problem at both locations, but a diversion of much of the truck traffic at least, travelling between these points, to a rebuilt rail line could be one cost-effective solution to the problem.

In the end, if the CASO line does survive, it will be due primarily to the enduring reality that it is, and will likely remain, the speediest and most direct land route connecting the Detroit/Windsor conurbation with the major cities of New York State and New England. This has always been the line's great advantage.

The key question might end up being whether the CASO line will be a CPR route, or a multi-user route. Certainly, a glance at the map would suggest that it would be a good fit for both Norfolk Southern and (especially) CSX. Would either, or both, be interested in running rights over a rehabilitated CASO line? One suspects that the answer to that could very well be in the affirmative. And CN probably cannot be completely ruled out either.

Who knows what the future might bring? Perhaps ten years or so down the road, the CASO line might well be a main line speedway again. And, with recurrent merger talk, perhaps hosting a Union Pacific "Expressway" service, interspersed with BNSF "Roadrailer" trains, as well. Or, on the other hand, those of us still around might have the opportunity to jog or cycle along a 'CASO Rail Trail'.

When it comes to predicting the future of the CASO line, one probably has better odds at Casino Niagara. ♦

Selected Stories

Shovel Lunch

By Adrian Telizyn

(From a recipe contributed by Mike Lucas)

When I first moved west to a new job as a trainman on BC Rail in May 1995, I was told by many colleagues that working there would be like taking a trip back in railroading time. I had read my fair share of railfan books about the Pacific Great Eastern (PGE) and BCR as a kid, and fully expected to be working on some sort of "bush railroad." I guess being a city boy from southern Ontario didn't help either.

So having left the Goderich-Exeter Railway (GEXR) and CNR behind in Stratford, I eagerly started work in North Vancouver. It was no bush railroad there! North Van was a brand new yard with welded steel on the yard tracks. I had never seen anything like it before. The Squamish Sub, while slow, was built using premium steel and track components. Where was the mainline made of number nine galvanized wire for steel, looking like a turkey trail? Where were all the old Alcos and MLWs? I would soon find out.

The telephone rang early one morning in my North Vancouver hotel room. "Mr. Telizyn, you are cut off the North Van spareboard. You have 48 hours to place." Click! "To place?" What's that? We never did that on the GEXR. I guess if you are sixth from the bottom of the seniority list these things will happen.

I phoned the crew office back to find out where I could hold a job steadily. The answer came back: Chetwynd or Fort St John. I had never heard of either place before. I did know that the Alaska Highway started somewhere around that corner of British Columbia, though. Placing myself on the "John Trainmen's Spareboard," I set out to the public library to do some research and then to the yard office to ask some of the "old hands."

"It's a different railway up there," said one.

"You'll freeze to death!" exclaimed another.

"I'll never go back there," said a third, "the mosquitos will carry you out of the caboose and eat you alive."

With some trepidation I headed north. It all seemed so final once I left Prince George's northern city limits behind.

Indeed the old hands were right. I almost froze to death in my first winter, and the mosquitos almost hauled me off a caboose in my first summer. Yes, that's right, a caboose. While the rest of the railway had gone cabooseless conductor only, all assignments north of Chetwynd at the time still used cabooses. Some even still used the legendary four axle MLW units in my childhood books. The railroad ran at a different pace north of the Rocky Mountains.

Even the maintenance of way staff used speeders - Hy-rail trucks were for the brass only. This is where the "shovel lunch" comes in. When passing section gangs that were in the clear for a P-K, I observed that each A6 speeder had a large burnt looking snow shovel held onto the front by bungee cords. For the life of me, I could not figure it out. Why was a snow shovel standard issue in the summer?

I found out on April 30, 2000, almost five years later. The regular engineer on my yard assignment, Mike Lucas, worked his way up from the section ranks. He was reminiscing in the station lunchroom with Nurbai Singh Gill, a newly displaced sectionman bumped from North Vancouver nicknamed "Irish." He gets his

nickname from his love of Irish whiskey. They were discussing how tasty a "shovel lunch" used to be. Here is their recipe:

Shovel Lunch

1 pair large vise grip pliers
1 railway issue snow shovel (an aluminum grain scoop might do)
1 good fire reduced to hot coals
Several potatoes and onions
1 pound of butter
1 roll aluminum foil (the roll of aluminum foil is for "dainty city people" - hardened BCR sectionmen don't use it. They think that soot and ash make good dietary supplements)
Curry powder or whatever spices the East Indian fellows on your gang have handy
Assorted lunch meats or beef/chicken leftovers that have been "liberated" from the outfit cars' kitchen

- Taking the vise grips, bend the edges of the shovel upwards to form a square pot with a long handle.
- While waiting for the fire to burn down to coals stick the shovel in the flames to burn all of the oil, dirt and grease off.
- Have a member of the gang chop up the meats and another slice the potatoes and onions.
- Once the shovel is good and clean, add the entire package of butter and melt.
- Stir in the meat.
- Add the potatoes and onions and spices.
- Cover with the foil, stirring occasionally, let simmer for about half an hour or so.

Each meal will be a culinary surprise! Enjoy.

No Ice Picks

by "NY Fore"

I got a call off the CSX Sarnia spareboard to work train R323 to Detroit one morning. It was a Monday in mid-January, and we had been blessed with a minor thaw the past several days.

Out of Sarnia, the train consisted of units 7027-2012-2019 (C30-7/GP38/GP38) with 24 loads, 4 empties, and 1660 tons (caboose-less operation). The two trailing units were to be set off at Chatham, having come to Sarnia for weekly fuelling, etc. At Chatham, we also set off 7 loads and 2 empties and lifted 2 loads, so our train size as we headed onto the Caso Sub. at Fargo was 19-2 with some 2100 tons. I noted to myself, being the hogger, that we were pretty tight for tonnage through the Detroit River tunnel, having only CN C40/C44's to compare with in the tonnage tables.

It took us a few minutes longer than normal to get up to track speed, what with a single unit, and the ever so slight grade leaving Charing Cross. Again, it was Monday morning, so the other trains 'out there' were also small, and in fact, we only performed a solitary meet, that with CN 380 at Essex on the double track portion. As we approached Pelton and therefore received verbal permission to enter Cautionary Limits, we were also informed there was no lift at CN Van de Water Yard, Windsor.

"Good," I thought, "we're up to snuff anyway and would have to decline that offer!"

Pulling down to Windsor South and seeing 'All Red' at the Absolute signal on the South track, my Conductor rang up CN

'DI' RTC, looking for a route across the border. The answer came back, CSX Rougemere Yard, Detroit, was too busy to take us and we would have to wait for several CP/SOO run-through trains to clear out. Well, that's typical. A few minutes later, however, 'DI' called us back and asked if we had any Restrictions (over-sized cars) on the South Tube (older, non-enlarged tunnel). We told him we did not and he then informed us that Conrail could handle us as far as West Detroit, or even Waterman, if that were the case. We again confirmed that we were good for the smaller tunnel and he gave us a signal to proceed west.

I notched out the big GE and got us rolling down the grade into the bore, noticing somewhat curiously that the rails were quite rusty. "Hmmm," I thought, "the [CP] RoadRailer hasn't been through here in a while" (most of the time, RoadRailer was run via the South tube, not only because of having no hi's & wide's, but just to keep the rust, and ice, off the rails). Mind you, the CN track patrol was SUPPOSED to make a daily trip through either tunnel, trains or not.

As darkness closed around us, and my eyes began to adjust to the few small lightbulbs 'down there', I could see something up ahead and yelled at the Conductor, pointing my finger out the front window. He saw it also, and then we both drew in a large breath! Coming into view were several large, long icicles hanging from the ceiling, two of which had to be five feet. We crashed through them while at the same instant I noticed the unit lifted slightly off the rails -- there was also a buildup from the drippings! Hitting the bottom of the grade and wanting to get a good run at the exit, I released my brake application while pulling the throttle all the way to Run 8. We were now moving at 31mph, only 1 mph over the allowable limit for the South tube. I was not concerned at this point, since I knew the GE would simply bear down and keep pulling no matter how slow we went.

The noise was overwhelming (no isolated cab here) even with the windows closed and I was sure we were going to put on a great show once we hit daylight (was anyone there today, in the bright sunshine, taking video?). About 50 cars from daylight, we saw them again, additional icicles hanging over the rails, and, with help from the sunlight, ascertained the large buildup over the rail as well! "This" I thought, "is going to make us, or break us!". We hit hard this time, they were quite long and probably 8 inches in diameter, in fact, one broke the numberboard on my side of the cab!. Again, the unit 'jumped' as we ran over the ice-encrusted rails, and the Wheel Slip light illuminated my face again and again. I fought hard to keep the Throttle in the last notch while holding down the Sand toggle, but I had to back off to Run 7 for a few moments.

That ice on the rail was just enough moisture to cause momentary loss of good adhesion and down we went, from 18 mph to 12! I had a small bead of sweat running down my forehead, I had never stalled in the tunnel and I wasn't thinking this was going to be The First Time either!

We burst into the daylight, and fresh air, and I opened one window as if to help the situation. I knew if we could keep this speed for another 20 car lengths, we were laughing. Again, the Wheel Slip persisted, and I backed off another notch, and speed dropped to 10mph! The barking of the exhaust was echoing off the walls of the cut leading to the tunnel. Once the ammeter stabilized, I tried for Throttle 7 and she didn't slip; shortly afterwards, I tried Throttle 8 and again, we kept moving upward. When we went by the top of the grade at the old Michigan Central passenger depot, I was back up to 14 mph, wide open and sand flying everywhere! But we made it!

Upon encountering All Red at West Detroit, we dialled up the RTC and informed him of our escapade, broken numberboards and all, and belatedly, he said he would look into it. Small comfort AFTER the fact!

The Stratford Festival Student Trains

by Robert F. Buck *

In the early years of the Stratford Shakespearean Theatre, students were brought to town by CN passenger extras operating as second or third sections of the regular trains. The students arrived by the hundreds, especially on weekends. Indeed, it was not uncommon to have four extras arrive on the same day.

These trains came from many different origins: London, Windsor, Sarnia, Port Huron, Chicago and other points west, Toronto, Hamilton (via the Drumbo Subdivision), Niagara Falls, Buffalo and points east in the United States, even Montreal (although rare). The trains ran with up to 12 coaches. As a finding aid, each coach was adorned with a large placard as to where it would be returning.

Arriving trains were met at the Stratford station by school buses with the students thus taken to and from the theatre. Although every attempt was made to ensure that everyone got on the right train at the right time to return home, there were always a few kids who came to Stratford more to make it a night on the town than to be exposed to the wonders of Shakespeare. Inevitably, they would miss the train home.

At this time, I was working as relief operator on the 11-7 shift and the parade would start. "When is our train?" Reply: "It left on time at 11:20". "What can we do?" was the next question. My reply: "Phone your parents collect and tell them that your are stuck here. You can use my phone but collect calls only!!!"

Some students had to try to make reservations at hotels or motels and catch a regular train the next day. This applied especially to the long haul riders. In other cases, the parents would drive to Stratford to retrieve their wayward waifs. I was always pleasant and helpful to the best of my abilities. In fact, many students asked me to make the call. I was young once and sort of bent the truth, in these calls home, just a fraction as to why they missed the train.

Aside from the "party crowd", there were also those students who had taken in the show and in spite of the placards, got on the wrong train. I really don't know what happened to them. I never received any feedback.

Where I did get feedback was in the return of the errant ones. On more than one occasion, via a letter to the Superintendent, I would hear from some grateful parent who wanted the night operator at Stratford to be thanked for his assistance and caring about the welfare of their children. It was part of the job which I especially enjoyed.

* The author, who passed away in 1997, spent 40 years in a variety of station functions with Canadian National at various points on the old Stratford Division in Ontario.

Count Your Blessings

A long double-headed train was crossing the United States of America. After the train had gone some distance one of the engines broke down. "No problem," the engineer thought, and carried on at half power.

Farther on down the line, the second engine broke down, and the train slowed to a dead stop.

The conductor decided he should inform the passengers about why the train had stopped, and made the following announcement: "Ladies and gentlemen, I have some good news and some bad news. The bad news is that both engines have failed, and we will be stuck here for some time. The good news is that you decided to take the train and not fly." ♦

Tid Bits by Duncan du Fresne

The Way it Was

Recently, while going through some very old copies of the Brotherhood of Locomotive Engineers' Monthly Journal I came across an article of local interest which bears repeating here. Besides the news contained in the article, there's more, much more. If one reads between the lines the story speaks of a way of life that is past, gone forever I'm afraid, of real brotherhood, of people who cared for each other, and an employer who showed benevolence and wasn't all that concerned with "the bottom line", at least for a day or so. The article appeared in the March 1888 edition, and so without anything further from me, what follows is the verbatim copy, read on and enjoy!

Ottawa, Ont., Feb. 1st, 1888

Messrs. Editors: It is with sorrow and regret we are called upon to record the first death out of the members of Division 168. By it we are called upon to mourn the loss of Bro. Chas. D. Atkinson, who lost his life by a collision of two freight trains on Mink Trestle, Lake Superior Division of C.P. Railway.

Some few weeks ago, at the request of the General Superintendent and Master Mechanic, Bro. Atkinson, along with some other Brothers of Division 168 who were running on the Eastern Division of the C.P.R., were sent to the Lake Superior Division to assist in handling the rush of grain coming from the Manitoba province, and had all gone well they would have soon returned home. But the sad news sent by Bro. J. Smith on the evening of January 4th was a surprise to us: "Bro. Atkinson, who was coming east from Schreiber with a freight train met a westbound freight on Mink Trestle, and his engine and train precipitated to the abyss below, a distance of some thirty-five feet. Bro. Atkinson and his pilot, a man named Olson, and a brakeman on his train, were killed, and engineer Hallewood of the westbound train was also killed. Bro. Atkinson's fireman, W. Hayes, had his legs broken, fireman Taylor of the other engine escaping by jumping before approaching the trestle.

A special meeting was at once called, and Bro. Prentz wrote Bro. Nicholson, C.E. of Division 118, at Brockville, where Bro. Atkinson's mother resided, and acquainted him with the facts, requesting him to see Mrs. Atkinson and ascertain if it was her wish he should be

buried at Brockville.

Bro. Atkinson was also a member of F.G. Lawrence Lodge No. 172 B. of L.F., and a member of Brockville Lodge I.O.O.F. A committee of the three societies met and interviewed his family, and his mother's words were, "Charlie loved the Brotherhood, and I want them to bury him." Bro. Nicholson soon replied, and arrangements were completed to pay the last sad tribute to him we all loved so well. Mr. H.B. Spencer (C.P.R.) Superintendent at Ottawa, kindly placed a train at our disposal and on Sunday morning, the 8th instant, we left Ottawa, accompanied by Mr. Spencer and a large number of members of Lodge 172 B. of L.F., to meet Bro. Smith at Carleton Junction with the body, and proceeded to Brockville, where we were met by Brothers of Division 118 B. of L.E., members of Island City Lodge No. 69 B. of L.F., also a large assemblage of the Brockville Odd Fellows. Arriving late in the afternoon the body was taken to his mother's at once, and as soon as the funeral procession was marshalled, headed by the 43rd Battalion Band, we proceeded to St. Peter's Church, where services were held by the Rev. J. Stevenson, and from there to the Brockville cemetery, where Bro. Prentz, C.E. of Div. 168, performed the B. of L.E. services at the grave by lamplight. This was the largest funeral ever seen in Brockville."

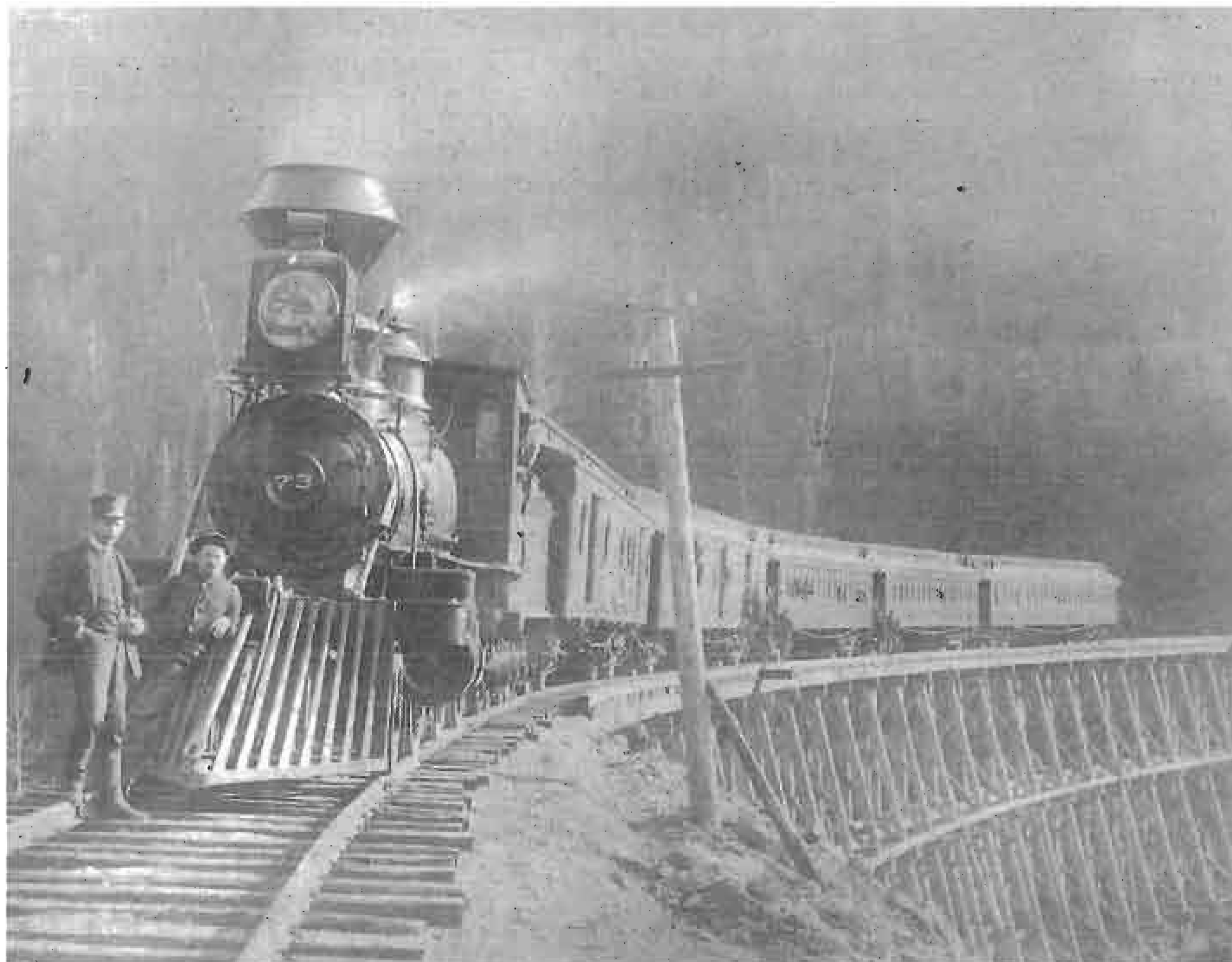
I don't know about you, but I've read and re-read this several times to get the full impact. It speaks volumes about another time and another place. Nowadays, from what I've seen, a retiring running trades employee with nearly a half century of service is not even accorded so much as a handshake from someone in "officialdom" on the railway, especially if his last trip doesn't terminate during normal daylight working hours. Back then it was about people caring for people, about the role of fraternal organizations in society, about a very caring employer, about a funeral procession preceded by a band for a running trades employee on the railway in a little place like Brockville, about a Brotherhood taking care of the funeral arrangements for a lost member. Do I want to go back to those times? - Not on your life! Those were tough times, the workmen's compensation act was unheard of, National health and safety standards were still many years off in the future, as was socialized medicine and so on, and so on.

For those unfamiliar, here is an explanation of some of the terms in the text which may require some explaining:

Bro. = Brother
C.E. = Chief Engineer (of a B. of L.E. Division)
DIV = local B. of L.E. organization
B. of L.F. = Brotherhood of Locomotive Firemen
(later to become the Brotherhood of Locomotive of Locomotive Firemen and Enginemen - B. of L.F. & E.)
Lodge = local B. of L.F. (& E.) organization
Island City = Brockville, Ont.
I.O.O.F. = Independent Order of Odd Fellows
Carleton Junction = now Carleton Place, Ont.

It may interest the reader to know that this writer was a member of B. of L.F. & E. F.G. Lawrence Lodge No. 172, more than 60 years later, and it didn't have too many more years to live. ♦

Members of the train crew and several passengers pose for a photograph taken in 1886 of a westbound CPR "Pacific Express." The photograph was taken at the first crossing of the Illecilleweat River on the "loop" near Glacier, BC. No. 73 was a 2-6-0 built by Danforth Locomotive & Machine Co., Paterson, N.J. (later Cooke Locomotive & Machine Co.) in 1882. CPR photo.



Information Line



U.S. SHIPPERS GROUP ASKS COURT TO SUSPEND RAIL MERGER FREEZE; LEAGUE UNDECIDED ON SUPPORT FOR CN, BNSF MERGER: One of the most influential shipper groups in the United States wants regulators to move ahead with a review of Canadian National Railway Co.'s combination with Burlington Northern Santa Fe Corp (BNSF). The National Industrial Transportation League, which represents about 800 large shippers in a variety of industries, has filed a motion with the United States Court of Appeals for the District of Columbia Circuit asking that a 15-month freeze imposed on rail mergers be stayed pending a judicial review of the freeze. A stay would allow the railways to file an application for their merger to begin the review process while the courts decide.

But while the league sided with CN and BNSF in calling for the stay, a spokesman for the group said it has not yet decided whether to support the merger. To win a stay, CN and BNSF must convince the court the freeze will cause them irreparable harm; that the railways are likely to win their appeal on its merits; that no one else will suffer from the stay; and that the stay is in the public interest. (National Post, 12/04/00)

CN SEEKS JUDICIAL STAY OF STB'S RAIL-MERGER MORATORIUM; WINS EXPEDITED JUDICIAL REVIEW: On April 11, CN filed a widely expected motion with the United States Court of Appeals for the District of Columbia Circuit to stay the Surface Transportation Board's (STB) 15-month moratorium on rail mergers. A court-ordered stay would lift the moratorium pending final judicial review of the agency's moratorium decision. The moratorium has blocked CN and BNSF from filing a common control application with the STB.

In a separate motion, CN petitioned the US Court of Appeals to expedite its judicial review of the STB's moratorium decision, requesting a court schedule that will require the filing of its brief, and those of any supporting interveners, on or before the tenth day after the entry of an order expediting the case; the filing of briefs by the STB and any supporting interveners 15 days later; and the filing of CN's reply brief five days later. Oral argument, if necessary, would be held as soon as practicable thereafter.

The request for expedited judicial review was granted on April 25, with oral arguments to be held June 13. CN, BNSF and the Western Coal Traffic Coal Traffic League filed a joint opening court brief on May 5 in support of their positions challenging the legality of the rail merge moratorium. The STB has until May 19 to respond; the railroads and other petitioners will then have until May 24 to file replies. The court will convene June 13. (CN Press Releases)

CN STEAMS TO RECORD QUARTER: Despite a 63% increase in fuel costs, CN has reported its best quarter ever, with net income up 29% (\$196 million, from \$139 million) over the corresponding period last year. Fuel costs represent about 8% of CN's total operating expenses. Operating income for the latest quarter rose 29% to \$382 million. CN's operating ratio improved by 4.6 points in the quarter to 72.2%. First-quarter 2000 revenue increased by 8% to \$1,372 million, with carloads rising by 10% to 952,000. Despite the increased workload and significantly higher fuel costs, operating expenses rose only 2% to \$990 million. CN recorded a 90% on-time performance for carload and intermodal shipments during the latter part of the quarter, making CN a service leader among North American railroads. (CN homepage, Canada Corporate News, 24/04/00, and National Post 25/04/00)

CN DISCONTINUANCE OF RAILWAY LINES: CN has given notice under Sect 143(1) of the Canadian Transportation Act of its intention to discontinue the following sections of track in Alberta:

1) Peace River Sub from Grimshaw (mile 66.0) to Hines

Creek (mile 113.4). [This is former NAR track just west of Peace River, currently operated by RailAmerica's Mackenzie Northern Railway.]

2) Smoky Sub from Tangent (mile 306.2) to Wanham (mile 334.2). [This is also former NAR track, currently operated by Alberta RailNet. End of track is at Tangent, but the line used to continue east to connect with current Mackenzie Northern track at Girouxville.]

3) Barrhead Sub from Carley Junction (mile 0, junction with Westlock Sub.) to Barrhead (mile 26.1). [This is former NAR track] (01/05/00)

CN OFFERS WESTERN PENNSYLVANIA SHIPPERS EXPANDED RAIL REACH: CN will begin operating a new multi-commodity transload and intermodal terminal at New Stanton, Pennsylvania, via short-line Southwest Pennsylvania Railroad Co. and Wheeling & Lake Erie Railway Co., a regional railroad. CN and Wheeling interchange at Toledo, Ohio, and a new rail connection will link the Southwest Pennsylvania and Wheeling at Connellsville, Pa. The terminal, along with new rail and road connections, will be constructed with U.S. federal government funds of up to \$20 million. (CN Press Release, 05/05/00)

CN SAYS FEDERAL GRAIN TRANSPORTATION REFORMS INCOMPLETE: CN expressed its deep dissatisfaction with the grain transportation reform package recently announced by the federal government. The reforms impose significant rate reductions on the railways, but only partially phase in industry deregulation. "This unbalanced approach will have serious consequences for CN's existing rate and service packages offered to grain shippers," said Paul Tellier, CN President and Chief Executive Officer. "It will also reduce the amount of capital we have available to invest in our grain business. Investor-owned companies have an obligation to earn their cost of capital." The federal government's reform package will reduce railway revenues for moving western Canadian grain to port by 18 per cent.

The reforms package, designed to make the system more commercial, competitive and accountable, includes six key points:

- A revenue cap that will cut railway revenues by about \$178 million a year, an 18-per-cent reduction;
- \$175 million to improve prairie roads;
- Expansion of tendering of Canadian Wheat Board shipments;
- Rationalization of rail lines with easier transfer of branch lines to local control;
- Simplifying the process for settling disputes via amendments to the Canada Transportation Act;
- Monitoring reforms.

"The Canadian Wheat Board's regulatory controls over grain transportation will remain largely intact, and will continue to distort accountability and limit efficient asset utilization in the sector," said Peter Marshall, vice president of CN's Prairie Division. (CN Press Release, The Edmonton Journal, 11/05/00)

HISTORIC CN PHOTOGRAPHIC COLLECTION DONATED TO THE CANADA SCIENCE AND TECHNOLOGY MUSEUM IN OTTAWA: CN has officially donated to the Canadian people the company's photo collection of more than a million images chronicling nearly 150 years of Canadian history and technology. The CN photo collection is one of the largest donations the Museum has ever received, containing more than one million photographs dating as far back as the 1850s. The extensive library of photos is a unique record of the economic, social, cultural and technological evolution of Canada, as captured by generations of photographers from CN and its predecessor companies. Many photos in CN Images of Canada show CN's pioneering role in developing transportation and communications technologies, including the introduction of on-train radio broadcasting that eventually led to the creation of the Canadian Broadcasting Corporation;

development of state-of-the art diesel-electric locomotives that broke new speed records; creation of Trans-Canada Airlines, later re-named Air Canada, and provision of the first long-distance telephone service to remote regions of the country. Most of the images have never been seen by the public and the collection has been designated "of outstanding significance and national importance" by the Canadian Cultural Property Export Review Board. To give an opportunity to the public to admire a part of the collection, the Museum inaugurated the CN Images of Canada virtual photo gallery, a section of the Museum's Web site (www.science-tech.nmstc.ca) featuring 550 historic photographs. (Canada Newswire, 08/05/00, and CN Press Release, 10/05/00)



CANADIAN PACIFIC RAILWAY

CPR LAUNCHES LUXURY TRAIN: After 25 years out of the passenger train business, CPR is preparing to launch a luxury train that will cruise through the Canadian Rockies. The excursion will try to capture the romance of luxurious rail travel on a 650-mile trip into the Rockies from Calgary and back.

Known as "Royal Canadian Pacific", the train will feature refurbished vintage railcars powered by rebuilt diesel locomotives of the kind that pulled "The Canadian" when it was introduced by CPR in 1955. The railway is rebuilding one of its legendary 4-6-4 Hudson steam engines so it could be used on the service as well. (The two-year, \$1-million refurbishment of 2816 is nearing completion at BC Rail's steam shop in North Vancouver, British Columbia, where the locomotive is being restored to its 1950s livery. It will be formally unveiled in Calgary, Alberta in September).

CPR noted that the vintage rail cars have carried Kings and Queens, as well as Prime Ministers and Presidents from around the world. While there will be trips of varying lengths, the premier one will be the Golden/Crowsnest excursion -- a six-day/five-night package. It will include accommodation for two nights at The Palliser Hotel in Calgary, and some short, over-the-road tours to scenic and historic sites of interest. This trip will pass through Banff National Park, then through the Columbia River Valley and back to Calgary via the Crowsnest Pass and Lethbridge. Travelers will travel through the famous spiral tunnels.

The railway said that "Guests enjoy world-class catering on board the train. Chefs use only the freshest local ingredients, prepared to superior standards. Meals are served in elegant dining cars with white glove service."

The vintage car fleet includes with build dates: "Killarney" (1916), "Shaughnessy" (1917), "Lacombe" (1921), "Royal Wentworth" (1926), "Mount Stephen" (1926), "Van Horne" (1927), "Strathcona" (1927), and "Assiniboine" (1929). Price for the Golden/Crowsnest Excursion is all inclusive and costs C\$6,989 (\$5,376 U.S.) per person based on double occupancy.

CPR REPORTS ANOTHER RECORD QUARTER: CPR reported a record first quarter operating income of \$187 million, an increase of \$46 million, or 33%, over the comparable period in 1999. The operating ratio for the quarter was 79.5%, an improvement of 3.6 percentage points. Net income was \$85 million, an increase of \$24 million over the first quarter of 1999. Revenue growth in the quarter was almost 10% to \$913 million. Freight revenue was \$869 million, an increase of \$72 million over the same period last year. In the modal competitive segment of the business, automotive and intermodal revenues rose 9% compared with the same period last year. Bulk markets showed early signs of recovery with revenues in those sectors increasing by 13%. Total operating expenses increased \$33 million to \$726 million, incorporating a substantial increase in fuel prices. However, excluding the change in fuel prices, operating expenses were down 1% compared to last year, despite an increase of over 20% in volumes. (CPR news release, 20/04/00)

CPL PUTS LID ON SPECULATION OF SPIN-OFFS: Chairman, ceo, and president of Canadian Pacific Limited, David O'Brien, has

quashed speculation that CPL will shortly spin off any of its five divisions, but said some assets may be sold down the road as the firm expands its hotel and resort properties. O'Brien said that CPL is closely following CN's proposed merger with Burlington Northern Santa Fe, noting that CP's historic franchise is working with other large railways in the United States to improve service as one defense against the CN/BNSF combination. However, O'Brien said, CPR was not opposed to a merger with other class one railways south of the border. "If that's the way the industry is going to go, we certainly want to be part of that process. If you are going to go to two North American railways, then clearly we would be in one of those," he said. (National Post, 21/04/00, and Globe & Mail, 21/04/00)

CPR PLANS GRAIN FREIGHT REVENUE REDUCTION: CPR plans to create a new grain pricing program that would eliminate the effect of the Canadian Transportation Agency's 4.5% increase in grain freight rates. "CPR is developing a pricing plan that not only neutralizes the CTA increase, but can provide even greater reductions in overall freight costs for farmers," said Rick Sallee, vp of agri-products at CPR.

"CPR is encouraging a more efficient and lower-cost system for farmers and shippers. More than simply eliminating the impact of the 4.5% CTA increase, our proposed pricing program can improve savings in freight costs by an additional 5% or more," Sallee said. (Canada Newswire, 04/05/00)

CPR, BELL NEXXIA SIGN COMMUNICATIONS CONTRACT: Bell Nexxia, BCE Inc.'s national Internet backbone, has signed a \$28-million deal to provide communications services to CPR across its North American operations. The three-year deal will see Nexxia provide everything from calling cards, high-speed Centrex and Datapac telecom networks for CPR's Canadian operations as well as long-distance services across North America. Allen Borak, CPR's vp information services, said the railway benefits from the communications deal because "Bell Nexxia is able to offer CPR an integrated, national, single-source solution for its communications needs by drawing on the scope of the Bell family. Leading-edge communications are critical to providing cost-effective transportation solutions that help our customers compete in the global marketplace". (Canadian Press, 12/05/00)



FEDS GIVE \$400 MILLION TO 'RENEW' VIA RAIL: The federal government is giving VIA Rail \$401.9 million over the next five years to "significantly renew" the country's passenger rail service. "We are putting an end to the deterioration of Canada's passenger rail system," federal transport minister David Collenette said. The money will be used to buy new rail cars, modernize signal systems, fix up the line between Quebec City and Windsor, clean up stations and improve waste management. The new money boosts VIA's funding by nearly 50 per cent after years of cutbacks to the Crown corporation. The new funding is in addition to VIA Rail's annual \$170 million subsidy from the government, which is down 60 per cent from 1990.

Many observers had warned that VIA, which serves 3.8 million passengers and 450 communities, was headed for ruin without more funding. The federal government cut the railway's budget by \$50 million in 1998 and another \$8 million last year. While it has increased revenues and efficiency and has managed to maintain and even launch new services, VIA now loses more than \$190 million a year and regularly dips into its capital to keep the trains running. "Today's announcement is a good and necessary first step," says Harry Gow, President of Transport 2000 Canada, a public transit advocate group. "Revitalizing our passenger rail system is an important component in our country's plans to become more competitive. A stronger VIA Rail will improve tourism, create jobs and help Canada meet commitments under the Kyoto protocol."

Transport Minister David Collenette says he wants to 'pilot test' franchising remote and regional passenger rail services - something which OmniTRAX Canada would be interested in. Gary

Rennick, chief operating officer for OmniTRAX, says they would be interested in talking to Collette about working with VIA on its Churchill route. But Rocky Mountain Railtours president, Peter Armstrong, says while he fears the government might be subsidizing the competition it appears Collette will control the cash to upgrade VIA's basic service. Armstrong believes the injection of new money shows Ottawa is trying to rescue VIA and may be "dressing the company up for a potential sale."

Some are suggesting that a portion of this new money be used to restore passenger service along Canadian Pacific track through Thunder Bay and the southern Prairie provinces, which was cut in 1990. Others have suggested that if VIA invests some of the federal money in the purchase of cargo-carrying rail cars that this will enable VIA to generate revenue from carrying time-sensitive cargo, money that could be used to reduce its reliance on government subsidies and passenger revenue. (Transport Canada, Canadian Press, Canada Newswire and numerous other sources)

VIA LOOKING FOR NEW LOCOMOTIVES: VIA Rail is seeking proposals for seven diesel-electric passenger locomotives and options on 14 others capable of 100 mph service. The proposals are due by the end of May, with deliveries to start in the second quarter of 2001 and be completed by the end of 2001. (*Railway Age*, May 2000)

DISPUTE DERAILS PASSENGERS: A labour dispute at VIA Rail resulted in several trains being canceled in the Windsor-Quebec City corridor in early-May. The conflict has been fueled by a push from VIA to have its engineers work a full complement of hours each month, which engineers say can't be done because of the nature of the train schedule. Engineers have booked time off for rest and sickness, which has led to periodic cancellations of passenger trains for lack of crews. Business was expected to be back to normal after the Brotherhood of Locomotive Engineers agreed to sit down and discuss concerns with VIA instead of refusing to work overtime. "We're trying now to work with VIA, but people are sick and tired of working seven days a week," said Gilles Halle, Canadian director of the BLE. (*London Free Press*, 10/05/00, and *Windsor Star*, 12/05/00)

OTHER INDUSTRY NEWS

TRANSPORTATION NEEDS HIGHER PUBLIC PRIORITY IN CANADA: "Moving Forward, A Guide on the Importance of Transportation in Canada", is a recent publication of the Western Transportation Advisory Council (WESTAC) and the Van Horne Institute. It is a comprehensive description targeted at Canadians unfamiliar with our transportation system. This guide informs typical Canadians at a time when transportation plays a critical role in the continued development of the economy. The fast pace of the transportation industry is putting more strain on our national infrastructure system with fewer dollars to fix complications.

Canada's transportation system is particularly important to the future development of the Canadian economy because over one-third of the value of all the goods produced in Canada are exported. One in three Canadian jobs depend on trade, and world trade continues to grow dramatically. The guide is available on WESTAC's website (www.westac.com) and can be ordered by calling WESTAC's head office in Vancouver, B.C., at (604) 687-8691. (Press Release)

MANITOBA INTRODUCES RAILWAYS AMENDMENT ACT: The proposed Provincial Railways Amendment Act, which is intended to encourage investment, address community concerns on line abandonment and prevent the removal of infrastructure without allowing an opportunity for its continued operation in the public interest, has been introduced. The proposed changes would remove the requirement that railway operators must prove the economic viability of a line as a licensing qualification and revise the process for the approval of rail line abandonment. "For many rural and northern communities, railway infrastructure provides a cost effective means of transporting goods, fuel and people," said minister Ashton. "This legislation provides greater opportunity for local communities and the province to protect this important

transportation infrastructure."

In addition, the proposed changes would also revise the approval process for rail line closure. Under current law, the Motor Transport Board may approve rail line abandonment if the operator demonstrates the railway is no longer economically viable or alternative transport is available. "These amendments will help Manitoba to retain valuable transportation infrastructure and its economic potential for our communities," said Ashton. "At the same time, they will enhance opportunities for the private sector to enter the market. (Manitoba Government, 02/05/00)

TRANSPORTATION AGENCY SLAMMED FOR RAIL RATE INCREASE: Canada's largest wheat-producing province of Saskatchewan said a federal Canadian Transportation Agency (CTA) ruling to allow railways to raise rates would cost farmers more than they could afford. "The Canadian Transportation Agency (CTA) ruling to increase freight rates by a maximum of 4.5 percent could cost Saskatchewan producers as much as \$25 million annually," a government statement said. The CTA has allowed railway companies to increase their maximum rate scale by 4.5 percent in the 2000/01 crop year to move western grain. Many Canadian farmers have been struggling to make ends meet due to the lowest commodity prices in years. Canada's crop year begins on August 1.

Saskatchewan also criticized the timing of the CTA ruling, delivered before the federal government finished its long-awaited grain transportation review - launched two years ago and still to be turned into legislation. The review was expected to address farmers' concerns which state that rail companies charge too much to move grains and oilseeds to port. "Saskatchewan's position has long been that any changes to grain handling and transportation must benefit producers first," the statement said.

The CTA said it allowed the increase, to take effect on August 1 to allow for higher costs of railway labour, fuel, material and capital inputs. (*Reuters*, 28/04/00)

REPORTING SYSTEM FAILURE LED TO DERAILMENT, REPORT SAYS: CN should review the way it inspects its tracks across the country, the Transportation Safety Board of Canada recommends in a report on a 1998 derailment.

Eight cars with cargo that included two dangerous goods containers on a Toronto-bound CN freight train ran off the rails near the village of Lyn, just west of Brockville, Ontario, on March 1, 1998. While derailed equipment blocked the tracks, all eight cars remained upright and no dangerous material was spilled. No one was injured in the accident, which caused only minimal damage to the cars.

The safety board, an independent federal agency that investigates transportation accidents, concluded a defective turnout was to blame for the accident. Inspectors concluded the Lyn turnout was in poor condition 11 months before the derailment, but no one took action to repair the problem. "It's not so much the (switching) points themselves. It's the inspections, the reporting procedures," said Tom Griffith, a senior investigator.

The safety board's recommendation must get Transport Canada approval before it becomes binding. A Transport Canada inspection after the derailment discovered four more defective turnouts, which CN has repaired. The report recommends either CN or Transport Canada conduct a system-wide assessment of the way CN's track and turnout inspections are reported and supervised. (Brockville Recorder and Times)

STANDARDS NEEDED TO SAFELY CLEAR WORKERS FROM RAIL TRACKS, JURY SAYS: Consistent standards and procedures should be developed to ensure workers and equipment are safely cleared from tracks before and after trains pass, a coroner's jury has recommended. The recommendations came out of an inquest into a fatal train accident almost two years ago. The jury spent about five hours deliberating before coming back with nine recommendations to address the accident that claimed the life of Jean-François Morin, 24, of St-Lazare, Quebec. Morin was fatally struck by a northbound CN train on August 26, 1998, about 65 kilometers southeast of Sudbury. Morin was a member of a Ledcor Industries work crew installing fibreoptic cable along the CN line between Sudbury and Toronto. The inquest was told that Morin jumped up without warning, ran in front of the train and

was struck. The jury also recommended that a condition of the track-clearing procedure should include a formal system of group gathering which would see visual contact maintained.

One recommendation concerned the pharmaceutical industry. The jury wants the industry to display more prominent warnings on packaging about the potential side effects of medication and working with machinery, and that users not exceed recommended doses. Testimony revealed that Morin had a high level of pseudoephedrine (a nasal decongestant) in his blood at the time of the accident. Side effects of pseudoephedrine include restlessness, tremors, shaking and the inability to sleep. The work crew was on the ninth day of a 15-day work cycle when the accident occurred. A work day consisted of 12 hours. (Sudbury Star)

RIDING IN THE LAP OF RAIL LUXURY: Algoma Central Railway's two luxury cars, the "Agawa" and "Michipicoten", are available for bookings by small corporate groups for sight seeing trips, meetings, seminars or special occasions. The two cars were traditionally used to host formal dinner functions for major clients or to take dignitaries on tours of the line. "We lease them out to anybody who wants to rent them," says Mike Morrow, manager of passenger marketing. "They're a piece of history and it's nice to have." (Northern Ontario Business, April 2000)

MORE GO TRAINS RUNNING WEEKDAYS: Major improvements to GO Train service, including the extension of all-day weekday Lakeshore trains, began May 1. The improvements reintroduced all-day train service on weekdays along the Lakeshore between Burlington and Oshawa. Hourly trains running outside rush-hour during midday and late evening now continue west beyond Oakville to Bronte, Appleby and Burlington, and east beyond Pickering to Ajax, Whitby and Oshawa. Connecting buses take passengers farther west to Hamilton or east to Newcastle. Generally, off-peak eastbound trains leave Burlington at 14 minutes after the hour, and off-peak westbound trains leave Oshawa at 41 minutes after the hour. Hourly train times at stations between Oakville and Pickering did not change.

Other new trains extend the traditional rush hour to attract customers and give people more travel choices: There is a new afternoon train running express to Clarkson and continuing on to Oakville, Burlington, and Hamilton; two new trains between Markham and Toronto- a later inbound AM trip and corresponding later PM outbound trip; and one new train between Toronto and Richmond Hill, later in the evening. The improved service will be attractive to people looking for alternatives to driving in the summer highway repair season, especially during the Gardiner Expressway construction.

GO Transit fares increased on April 17. The new price of all tickets and passes is based on an increase of 15 cents to every adult single-ride ticket. This is the first increase in nearly two years. (GO Transit Press Release, 26/04/00, thanks to John Thompson)

BOMBARDIER WINS "GO" CONTRACT: Bombardier Transportation has won a \$43-million contract to build 16 new passenger coaches for Ontario's GO Transit network. The coaches will be built in Bombardier's plant in Thunder Bay, Ontario, with deliveries scheduled to be completed by July 2002. The company has built more than 300 passenger cars for GO since 1977. (CBC News online, 15/05/00) [Of note is that GO Transit sold 16 bi-level coaches, along with four F59PH units, to the Fort Worth (Texas) Transportation Authority in 1997 after service cutbacks - ed.]

OMNITRAX TRIES SELLING PUBLIC ON EXPANSION PLAN: OmniTRAX Canada would like to buy 3,200 to 6,400 kilometers of CN track in Manitoba and Saskatchewan. The short line company is most famous for trying to turn around the fortunes of Churchill. It now wants to form a regional railway to provide competition in the rail system. So far, it has spoken to CN only informally about the idea, but Gary Rennick, chief operating officer of OmniTRAX Canada, has already shopped around the proposal in Ottawa and Western Canada. OmniTRAX would buy lines suffering from "de facto abandonment" for \$50 to \$100 million, and make money, provide jobs, save roads and serve small towns

if it owned more track and had a say in car allocation.

CN says it has not received any formal offer, but doesn't envision putting an additional 6,400 kilometers of rail lines up for sale. CN may look askance at the short line's bidding price, says Barry Prentice of the University of Manitoba's Transport Institute, as it's less than half the price per kilometer that the Hartney rail subdivision sold for. CN has been adamant that it won't part with track for less than its scrap value. Some branch lines will be viable during the next decade, but because grain companies have made their investments on main lines, Prentice questions whether there will be enough grain left to keep smaller lines open. Producer cars may turn out to be a staple business for short lines, but grain companies won't ignore the competition. (Winnipeg Free Press, 25/04/00, thanks to Jim Lewis; and The Western Producer, 04/05/00)

RIDING THE RAILS AGAIN: The Great Canadian Plains Railway Society, a non-profit group of railway supporters in Lethbridge, Alberta, has recently acquired the old Coutts railway station. Pending community and CPR approval, the GCPRS hopes to relocate the Coutts station just north of Stirling and bring the station and the track alive as an excursion vehicle. According to the society's concept plan, the project would provide a strong regional tourist draw that would be ideal for seniors tours, chartered domestic and international excursions, school groups and film productions. GCPRS president, Bill Hillen, says, "It's now or never to get together and have all parties meet with CPR." (Cardston Temple City Star, 26/04/00)

"ENGINEERED COMPOSITE RAILROAD TIE" PASSES MORE TESTS: The Primix Corporation Railroad Tie has recently undergone extensive testing, for a third time, at a third independent testing facility. Once again, test results have verified that the tie's design and strength are unrivaled when compared to its wood, concrete, or plastic tie competitors. This validated Primix's own claims regarding the total superiority of its "Revolutionary Engineered Composite Railroad Tie" and strengthened Primix's position as the "railroad tie of the future today". Also, the Primix Tie is being shipped, at the request of a major international company, to the National Railroad Test Facility in Pueblo, Colorado. There, the same test results will be verified, documented and made readily available to all Class I Railroad Companies. The support of all the test data, coupled with the fact that Primix has had test ties, in track, for over four years, (which look as good as the day they were installed) only helps to strengthen the Primix Corporation's position as the future supplier of cross-ties to the railroad industry. (Primix Corporation, 20/04/00)

RAIL FREIGHT TRAFFIC MIXED IN APRIL: Canadian rail carload traffic was down 1.1% (2,411 carloads), while intermodal traffic was up 8.2% in April 2000 compared with April 1999. Year-to-date carload traffic was up 7.0%, while intermodal traffic was up 12.5%. For the week ended April 29, US railroads were up 0.3% (354,250 carloads) and intermodal volume was down 0.8% (176,036 trailers). Canadian rail carloads were down 2.6% (54,103) and intermodal was up 6.7% (31,824 trailers). (AAR homepage, 04/05/00)

EXTRA TRAIN FOR DEUX-MONTAGES LINE; NEW SERVICE TO START TO MONTREAL'S SOUTH SHORE: Starting April 10, a new afternoon departure started, leaving Montreal's Central Station at 16:05, and running to Roxboro-Pierrefonds only. This train is meant to alleviate overcrowding on the 15:45 and 16:30 trains.

Beginning June 1, a new South Shore commuter train will provide 39-minute service between Montreal's Central Station and McMasterville, Quebec. The train, which will also stop at Saint Bruno and Saint Lambert will be able to carry 2,800 passengers per day. The train will run on CN lines, which invested \$5 million in upgrading infrastructure and signals. (The Gazette, 10/04/00, and La Presse 18/04/00)

TAKING THE TRAIN: A Sherbrooke (Quebec) bailiff has given 'taking the train' a new meaning when he seized a diesel locomotive for unpaid taxes. Local radio reports said bailiff André

Croteau showed up at the former CPR freight yard in Sherbrooke's west end and traded a handful of legal papers for the engine, which belonged to the Quebec Southern Railway, also known as chemin de fer du Québec-Sud. Quebec Southern runs as part of the Maine-based Bangor & Aroostook Railroad System and is owned by the U.S. railway holding company Iron Roads. Croteau told a local radio station that Quebec Southern owes some \$100,000 in real-estate taxes to the city of Sherbrooke, the town of Magog and the local French- and English-language school boards. He said it was the first time ever that a locomotive had been seized for legal reasons in the Eastern Townships region. (Canadian Press, 19/04/00)

CANADA'S RAILWAYS SAFE AND GETTING SAFER: The Railway Association of Canada has established a team of four dangerous goods specialists, strategically located across Canada, to improve compliance and awareness of reporting, emergency response and training associated with the transportation of dangerous goods by rail, particularly for short lines. (Railway Association of Canada "Interchange")

RAILAMERICA TO SELL SOME RAILROADS: RailAmerica Inc., an operator of regional freight railroads, has announced that its directors had approved the sale of some of the company's smaller railroads and its speciality truck trailer manufacturing business to increase its focus on its major core railroads and raise an estimated \$100 million which will be used to reduce debt. The company also said its rights plan had been amended to allow RailAmerica's largest shareholder, EGS Partners, to raise its holding of the company's stock to 25 percent of the outstanding shares from 19 percent. Subsequently, letters of intent were signed to sell interests in five of its smaller, non-strategic railroads for approximately \$15 million. The sales are subject to negotiation and execution of final documentation, regulatory approval or exemption, and other customary closing conditions. (Press Release, 18/04/00, and **Railway Track & Structures**, May 2000)

QUÉBEC-GATINEAU RAILWAY WORKERS UNIONIZE: The Québec Labour Board announced that it has recognized the United Transportation Union as the collective bargaining agent for the employees of the Québec-Gatineau Railway, made up of former CPR property from Québec-Trois Rivières-Montreal-Hull. It employs 115 people, and the UTU will now represent all employees including operating employees, yardmasters, customer service, shopcraft, signal and communications and track maintenance personnel. (Canada News Wire, 18/04/00)

\$3.8 BILLION PLEDGED FOR ROADS, TRANSIT TO EASE MONTREAL TRAFFIC SNARL: Quebec premier Lucien Bouchard announced as much as \$6-billion will be spent upgrading Montreal's transportation network to ease road congestion. The ambitious infrastructure plan includes the off-island expansion of the subway system, the construction/upgrading of four new commuter train lines, including a new one to Mont-Saint-Hilaire, and making the Blainville line permanent with an extension to St-Jerome, and a series of highway upgrades and extensions, including privately owned roads and bridges that will charge tolls.

The province committed itself to spend \$3.8-billion over the next decade, half on road improvements and half on public transportation. The government said additional investments of more than \$2-billion will be made when it finalizes agreements with private enterprise. The plan also calls for Ottawa to spend \$800-million although so far it has committed only \$300-million. (The Gazette, Globe & Mail, Truck News, 12/04/00)

'SHARP YANKEE' VAN HORNE NAMED CANADA'S BUSINESS LEADER OF CENTURY: A blue-ribbon panel of judges assembled by the Canadian Business Hall of Fame has picked Sir William Van Horne, the railway kingpin who was born an American and retired in 1899, and who led Canadian Pacific Railway's effort to build the country's first transcontinental line, as the most outstanding business leader of the past 100 years. This, despite the fact that Van Horne - a member of the Old, Old Economy - spent much of the past century in the grave.

"He made a significant contribution to Canada and to the Canadian economy," said Robert McGavin, chairman of the 12-

member committee that settled on Van Horne from a list of 118 individuals who are members of the Business Hall of Fame. Van Horne, once called a "sharp Yankee" by Sir John A. Macdonald, was CPR president from 1888 to 1899 and was the mastermind behind the creation of the railway's chain of luxury hotels.

Some historians don't think Van Horne was an appropriate choice, however. "I don't think of him as a businessman or a figure of the 20th century," said author John Robert Columbo. "Van Horne was not the brains of the outfit, he was the hands of it." And historian Jack Granatstein called the choice "Bizarre". (Globe & Mail, 14/04/00, and Canadian Press, 14/04/00)

ORANGEVILLE TO PURCHASE CPR LINE: In conjunction with several Orangeville area industries, the town of Orangeville has agreed to purchase a rail line from CPR from Streetsville to Orangeville for \$3.5 million. Mayor Rob Adams indicates the town will also pay the taxes and the industries will cover the actual operating cost. Adams says maintaining rail service is vital to the local economy. (CHAY-FM Barrie, Ontario, 19/04/00)

RAIL-CAR MANUFACTURER LAYS OFF WORKERS: Roughly one-third of the workforce at rail-car manufacturer Trenton Works are being handed layoff notices. Company spokesman Sandy Stephenson confirmed the layoffs, but refused to give an exact number. Greenbrier, Trenton's U.S.-based parent company, blames a slowdown in the market. The company, located outside of New Glasgow in northern Nova Scotia, recently had up to 1,400 people on its payroll. The company let go 48 employees a few weeks ago. Last fall, Trenton car works secured a major contract with TTX Co. of Chicago (the largest buyer of railway equipment in North America) for 1,000 railway flatcars. (Canadian Press)

HALIFAX STUDYING COMMUTER RAIL: Halifax Regional Council is studying the feasibility of a commuter rail service. The diesel light rail service would run on CN's second track between Beaver Bank and downtown Halifax. A company connected to CN has offered to do a \$75,000 study for the municipality. CN promised to keep the second track intact while the study was being completed. Instead, council has decided to have its own staff look into the proposal.

RAIL CAP IRKS IPSCO: Steelmaker Ipsco Inc. threatened on May 12 to move work to the United States over a federal plan to cap the revenue Canada's railways get to haul grain. "Either the government doesn't understand economics or it just doesn't care whether this move hurts others," Peter MacPhail, president of Ipsco's Saskatchewan operations, said in a release. Faced with lower revenues, the railways will either spend less, leading to a service decline, or charge higher rates to others, he complained. Ipsco receives and ships 1.5 million tons of steel and supplies by rail per year. (Edmonton Sun, 13/05/00)

BROME-MISSISQUOI TOURIST TRAIN PLANNED: With a little luck and a lot more hard work the first Brome-Missisquoi, Quebec, tourist train could be on the rails this fall. Many New England travellers would be fascinated by the Loyalist heritage of the region. This is an area north of Newport, Vermont. Some two-and-a-half million international tourists vacation in Montreal each year, but rarely get out of the city before moving on to more popular destinations like Toronto and Niagara Falls. The trains and crews to operate them, would be leased from existing rail companies. Informal talks with the Southern Quebec Railway and Canadian Pacific have shown they are open to the idea. (Sherbrooke Record, from "The 470")

GOVERNMENT OF CANADA INVESTS \$1 MILLION TO MAINTAIN RAILWAY SERVICE BETWEEN MATAPEDIA AND GASPE: The federal government has awarded a non-refundable contribution of \$1 million to the Baie des Chaleurs Inc. Railway to guarantee the maintenance of rail service to Gaspé. This will ensure the maintenance of railway service to the tip of the Gaspé peninsula and bridge repairs on the span between Matapédia and Pabos, will generate a total investment of \$2 million and contribute to the preservation of 16 jobs. (Government of Canada release, 12/05/00) ♦

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Canadian Railway Atlas - 3rd Edition published by the Railway Association of Canada. Illustrates Canada's rail system. The Atlas contains large format regional maps showing all rail lines and interchange points. Major river and highways are also shown. A large foldout national wall map is included. Soft cover, 68 8½" x 11" pages. An excellent Companion for the <u>Canadian Trackside Guide</u> ®.	32.95	2.50
Canadian Railway Atlas - 2nd Edition published by the Railway Association of Canada. We have a supply of the 2 nd Edition, published in 1996, at a bargain price. Soft cover, 72 8½" x 11" pages.	10.00	2.50
A Companion to Canadian National Railways: An Annotated Historical Roster of Passenger Equipment by Gay Lepkey. This companion to the original volume provides dispositions updated to December 1998, as well as additional information that has become available since the publication of the original volume. Included are 249 photographs and 297 car diagrams, along with cross references and a great deal of related material. Hard cover, 336 8½" x 11" pages,	64.95	6.00

Note: ■ All items, and associated shipping charges, are subject to 7% GST when shipped to a Canadian address except in Newfoundland & Labrador, Nova Scotia and New Brunswick. ■ The 15% HST applies to all items and associated shipping costs to an address in Newfoundland & Labrador, Nova Scotia and New Brunswick. ■ U.S. orders in U.S. funds, please, to cover higher shipping charges, however, please deduct 20%.

Register Book

EDMONTON, ALBERTA: The Alberta Railway Museum, located at 24215-34 Street, is open daily from 10:00 to 18:00 for the summer. Special events include the operation of former CN 4-6-0 1392 on August 5-7 and September 2-4, the operation of either ex-CN F3A 9000 or ex-CN NW2 7944 on Sundays during July and August, and a speeder festival (to be confirmed) on July 1-3. All schedules subject to availability of equipment and volunteers. Admission; Adults \$4; Students and Seniors \$2.50; Children 3-12 \$1.25. Train ride \$3 when available. Visit the museum website at: <http://railwaymuseum.ab.ca>

CALGARY, ALBERTA: RAILWAY DAYS, **June 10 and 11**. Continuous live steam action, including 1940s era 0-6-0s doubleheading periodically, marks a weekend devoted to the glory days of the railway. Replica Calgary streetcars convey you to the main entrance, passenger trains, freight trains and a sternwheeler operate within this scenic lakeside historic foothills town context. Telegraph operation, wonderful preserved buildings and equipment, speeder rides, working turntable and interpretive demonstrations, all brought together by "Roundhouse Theatre". Model railway displays, safety promotion, railway clocks, watches and paper, backshop open to visitors, spike driving, all on hand for your enjoyment and edification. The 2000 edition of Railway Days welcomes you one and all, with an invitation to go back 100 years! Heritage Park Historical Village, 1900 Heritage Drive SW, Calgary, AB T2V 2X3, phone (403) 259-1900, fax (403) 252-3528.

TOTTENHAM, ONTARIO: A major auction of railway artifacts, collectables and property will be held at "Alliston Station" in Tottenham on Saturday, **June 17**, from the collection of James A. Brown, plus additions from other collectors. The auction will include CPR wooden caboose 437187; steam locomotive number plates and builder's plates; various locomotive appliances; signal equipment; signs; marker, switch, hand and desk lamps; two original Wentworth Folkins paintings; telephones and communications equipment; station memorabilia; benches; and much more.

Also for sale is the former CPR Alliston Station, moved to Tottenham and converted to a country residence while retaining an authentic railway

atmosphere. The station was featured in the November and December 1991 issues of **Branchline**.

For information contact Sherwood Hume Auctions at (905) 878-4878, or fax at (905) 878-7647, e-mail at: depot@bconnex.net or humeauction@wwdb.org, or website: www.allistonstation.com

HILLSBOROUGH, NOVA SCOTIA: The Maritima Federation of Model Railroaders are holding their annual convention, show and exhibit on **June 24** from 0900 to 1600. Lots of dealers and layouts in all scales. Meals on the train, banquet, speeders, and more. Registration: Bob Prime at (506) 386-6353. Visit the website:

MILTON, ONTARIO: The Halton County Radial Railway, 13629 Guelph Line (15 km north of Highway 401) will present "Railways in Motion" on **July 15 and 16**, featuring operating model layouts, along with regular operations of the HCRR fleet of full size vintage streetcars and interurban cars. Information fro (519) 856-9802 or visit the website at www.hcry.org

FIELD, BRITISH COLUMBIA: The Friends of Yoho are sponsoring two two-day courses to study CPR's world famous tunnels on the weekends of **June 24-25**, and **August 26-27**, 2000. Led by Donald Bain, the first day will involve lectures, discussions and slide shows in the Field Community Centre, which overlooks the Field, BC, station, with "time outs" to view passing trains from the balcony. On the second day is the "Field field trip" to numerous locations between Lake Louise and Ottertail bridge. Contact The Friends of Yoho, PO Box 100, Field, BC VOA 1G0, or fax (250) 343-6012 for further details and an order brochure.

ST. THOMAS, ONTARIO: Railway Nostalgia Weekend will be held from 10:00 to 17:00 on **August 26 and 27** at the Elgin County Railway Museum, located at the old Michigan Central Railroad erecting shop off Wellington Street. See steam, electric and diesel locomotives; freight, passenger and work equipment, plus visiting locomotives. Scheduled to operate is Essex Terminal 0-6-0 #9, Wabash #51 "Tilley", and motorcar/handcar rides. Admission by donation. The Museum is open daily from 10:00 to 16:00. More information at (519) 644-1874 or e-mail: sjbecrm@ldn.net ♦

A SELECTION OF PASSENGER CONSISTS

<p>25 March 2000 VIA #50 - "Enterprise" at Dorval, Quebec</p> <p>F40PH-2 6425 F40PH-2 6437 Coach 4101 Coach 4115 Coach 4111 Sleeper <i>Chateau Bienville</i> Sleeper <i>Chateau Lasalle</i> Dome-Observation-Sleeper <i>Revelstoke Park</i> -----</p> <p>13 April 2000 VIA 69 at Cobourg, Ont.</p> <p>F40PH-2 6424 FP9Au 6307 Coach 4106 Coach 4117 Club 4005 -----</p> <p>13 April 2000 Key Holidays Special at Ottawa, Ontario</p> <p>FP9Au 6307 Sleeper <i>Amherst Manor</i> Diner <i>Kent</i> Sleeper <i>Chateau Papineau</i> Sleeper <i>Chateau Roberval</i> Sleeper <i>Chateau Rouville</i> Dome-Observation-Sleeper <i>Evangeline Park</i></p>	<p>13 April 2000 VIA #1 - "Canadian" at Toronto, Ontario</p> <p>F40PH-2 6440 F40PH-2 6441 F40PH-2 6454 Baggage 8604 Coach 8120 Coach 8126 Skyline 8515 Skyline 8502 Sleeper <i>Mackenzie Manor</i> Sleeper <i>Bliss Manor</i> Sleeper <i>Rogers Manor</i> Sleeper <i>Abbot Manor</i> @ Sleeper <i>Franklin Manor</i> Diner <i>Alexandra</i> Sleeper <i>Burton Manor</i> Sleeper <i>Cameron Manor</i> Sleeper <i>Grant Manor</i> Dome-Observation-Sleeper <i>Assiniboine Park</i> Farmrail RDC-1 6130 *</p> <p>@ Originally named Abbott Manor</p> <p>* Leased by VIA - en route for service on Vancouver Island. (Initially departed Toronto April 6 but returned due to a derailment of a CN freight in northern Ontario)</p> <p>-----</p> <p>21 April 2000 VIA #75 at Brantford, ON</p> <p>F40PH-2 6414 Baggage 8621 Club 4003 Coaches 4105, 4113, 4112, 4122, 4109, 8144</p>	<p>12 April 2000 VIA #2 - "Canadian" at Jasper, Alberta.</p> <p>F40PH-2 6449 F40PH-2 6439 Sleeper <i>Craig Manor</i> Skyline 8504 Sleeper <i>Monck Manor</i> Sleeper <i>Christie Manor</i> Sleeper <i>Draper Manor</i> Baggage 8616 Coach 8124 Coach 8129 Skyline 8516 Sleeper <i>Thompson Manor</i> Sleeper <i>Brock Manor</i> Diner <i>Empress</i> Sleeper <i>Brant Manor</i> Sleeper <i>Blair Manor</i> Sleeper <i>Sherwood Manor</i> Dome-Observation-Sleeper <i>Tremblant Park</i> -----</p> <p>7 May 2000 VIA #15 - "Ocean" at Moncton, NB</p> <p>F40PH-2 6456 F40PH-2 6437 Baggage 8623 Coaches 8134, 8138, 8103, 8119, 8114 Skyline 8505 Diner <i>Acadian</i> Coach 8141 Sleeper <i>Chateau Montcalm</i> Sleeper <i>Chateau Brule</i> Sleeper <i>Chateau Laval</i> Sleeper <i>Chateau Latour</i> Sleeper <i>Chateau Denonville</i> Sleeper <i>Chateau Levis</i> Dome-Observation-Sleeper <i>Yoho Park</i></p>	<p>18 April 2000 Rocky Mountaineer at Kamloops, BC</p> <p>HATX GP40-3 803 HATX GP40-3 804 Generator Car 9272 Coaches 3200, 3212, 3213, 5702, 5726 Dome-Coaches 9505, 9507, 9504, 9503, 9502, 9501 Coach 3030 Baggage-Dorm. 9488 Generator Car 9270 Coaches 3251, 5704, 3039 -----</p> <p>19 April 2000 VIA #50 - "Enterprise" at Cobourg, Ontario</p> <p>F40PH-2 6413 Coach 4101 Coach 4115 Coach 4111 F40PH-2 6432 Coach 4120 Sleeper <i>Chateau Lemoine</i> Sleeper <i>Chateau Cadillac</i> Dome-Observation-Sleeper <i>Revelstoke Park</i> -----</p> <p>4 May 2000 VIA #17 - "Chaleur" at Port-Daniel, Québec</p> <p>F40PH-2 6406 Baggage 8615 Sleeper <i>Chateau Maisonneuve</i> Sleeper <i>Chateau Rigaud</i> Skyline 8510 Coach 8113</p>	<p>24 April 2000 VIA #15 - "Ocean" at St-Lambert, Quebec</p> <p>F40PH-2 6453 F40PH-2 6437 FP9Au 6307 Baggage 8623 Coach 8103 Coach 8119 Coach 8133 Coach 8135 Skyline 8505 Diner <i>Acadian</i> Sleeper <i>Chateau Montcalm</i> Sleeper <i>Chateau Salaberry</i> Sleeper <i>Chateau Brule</i> Sleeper <i>Chateau Denonville</i> Sleeper <i>Chateau Maisonneuve</i> Sleeper <i>Drummond Manor</i> Dome-Observation-Sleeper <i>Yoho Park</i> Sleeper <i>Amherst Manor</i> * Diner <i>Kent</i> * Sleeper <i>Chateau Papineau</i> * Sleeper <i>Chateau Roberval</i> * Sleeper <i>Chateau Rouville</i> * Dome-Observation-Sleeper <i>Evangeline Park</i> *</p> <p>* Key Holidays Special -----</p> <p>9 May 2000 VIA #19 - "Bras d'Or" at Orangedale, Nova Scotia</p> <p>F40PH-2 6417 Baggage 8619 Coaches 8140, 8132, 8109 Skyline 8503 Dome-Observation-Sleeper <i>Laurentide Park</i></p>
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(Thanks to Paul Bloxham, Martin Boston, Tom Box, Dave Durant, Milne Hall, Tom Higgins, Claude Léger, Jeffrey Parker and Ed van Pelt)

A SAMPLE OF DIESEL LASHUPS

- Mar 30 - CP 493 at Toronto, ON: SD90MAC-H 9300, and SD40-2s 5945 and 5761.
 Mar 31 - STLH 523 at Toronto, ON: CP SD40s 5519 and 5521, and NYSW SD45 3612.
 Apr 2 - CP 471 at Notch Hill, BC: CP SD90MAC 9154, HLCX (ex-BN) SD40-2 7173 and CP SD90MAC 9125.
 Apr 3 - CP westbound at Bredenbury, SK: CP AC4400CW 8517, and SOO SD60s 6005 and 6015.
 Apr 6 - CN 103 at Redditt, ON: SD60F 5562, SD40 5072 and SD40-2(W) 5328.
 Apr 8 - CP eastbound at Hardisty, AB: CP SD40-2 5975 and 5706, UP SD90MAC 8107, and CP SD40M-2 5495.
 Apr 8 - BCOL northbound at Prince George, BC: C36-8 3623, and B36-7s 3610, 7488, 3616 and 3608.
 Apr 9 - CN 318 at Toronto, ON: SD75ls 5707 and 5649, and NREX SD40 753 (nee SOO 753 en route to Alstom).
 Apr 10 - CP northbound at Sedgewick, AB: SD90MAC 9135, AC4400CWs 9519, 9531 and 9539, and ex-VIA FPB-4 6861 (en route to Wainwright, AB).
 Apr 12 - CN westbound grain at Prince George, BC: GP40-2L(W)s 9444, 9402 and 9460.
 Apr 13 - CN 205 at Richmond Hill, ON: CN SD60F 5538, GCFX SD40-3 6065 and DJPX GP35 2003 (2003 is ex-SP 6556 en route to Hankinson, N.D).
 Apr 13 - Lakeland & Waterways 579 at North Edmonton, AB: RLK GP9 1759, RLK FP9Au 1401, RLK GP9-4 4001, CN GP38-2s 4712, 4717 and 4718, and RLK GP35 5011.
 Apr 15 - CN 447 at Edmonton, AB: GCFX SD40-3s 6050 and 6030, and ARN C30-7 1003.
 Apr 15 - CN at Toronto, ON: GP40-2L(W)s 9630 and 9525, GP38-2 4713, and New York & Lake Erie M-420(W) 3575 (3575 moving from Port Colborne Harbour Railway to Kelowna Pacific Railway).
 Apr 15 - CN 444 at Edmonton, AB: SD38-2 1651, SD40 5109, and GP38-2(W) 4782.
 Apr 15 - CN 451 at Toronto, ON: SD75I 5767, SD70I 5608, and ONT SD75I 2104.
 Apr 16 - CN 452 at Dauphin, MB: SD75I 5721, SD40-2 5365, GP38-2(W) 4803 and GP9RM 7000.
 Apr 16 - CDAC 901 at Sherbrooke, QC: F40PHm's 458, 460, 452 and 451.
 Apr 17 - CN eastbound at Prince George, BC: Dash 9-44CWL 2511, SD75I 5661 and Dash 9-44CWL 2573.
 Apr 17 - CP westbound at Keith, AB: SD90MAC 9151 (head-end), SD90MAC 9131 (mid-train), and SD90MAC 9109 (tail-end).
 Apr 20 - CN 453 at Dauphin, MB: GCFX SD40-3s 6032 and 6061, and CP SD40-2 5758.
 Apr 22 - CN eastbound at Dorval, QC: CN SD40-2(W) 5245 and ONT SD40-2 1736.
 Apr 23 - CN 302 at Snider (Toronto), ON: SD40-2 5386, SD60F 5546, SD40 5074 and Dash 9-44CWL 2598.
 Apr 23 - CP 560 at Winnipeg, MB: CP SD40-2s 5977 and 5877, SOO SD40 747 and DJPX GP35 2003.
 Apr 24 - CBNS 306 at Port Hawkesbury, NS: CBNS GP50 5002, CN GP40-2L(W) 9590, CBNS GP50s 5000 and 5009, and CN GP40-2L(W) 9555.
 Apr 27 - GEXR at Kitchener, ON: UP SD70Ms 4002, 4003, 4000 and 4004 (new - test trip from London).
 Apr 27 - CN 451 at North Bay, ON: SD75I 5792, Dash 8-40CM 2423, SD40-2(W) 5307, GP40-2(W) 9674 and SD40-2(W) 5343.
 Apr 28 - CP northbound at Utopia, ON: SD90MACs 9113 and 9124, and SD40-2 5904.
 Apr 30 - SOR at Brantford, ON: SW1200RS 1367 and GP35 5005.
 May 2 - GEXR 432 at Kitchener, ON: CN SD60F 5515, CN Dash 9-44CWL 2563, CN SD40u 6022, GEXR GP40 4019, GEXR (SL) GP38 3821, GEXR GP38AC 3835, and tarped EWS JT42CWR 66229-66239.
 May 4 - CP eastbound at Calgary, AB: AC4400CW 9529 and SD40-2s 6069, 5805, 6076 and 5990.
 May 6 - STLH eastbound at Zorra, ON: SD40 5526, SD40-2s 5620 and 5578, GP9u 1639 and SW1200-Slug 1000.
 May 7 - CN 447 at Edmonton, AB: SD40-2(W) 5303 and 5305, and SD38-2 1653.
 May 7 - Lakeland & Waterways 580 at Edmonton, AB: RLK GP9 1759, RLK GP9-4 4001, CN GP38-2 4717, RLK FP9Au 1401 and RLK GP35 5013.
 May 8 - CN eastbound at Mission, BC: CN SD70I 5604, CN SD75I 5649, CN SD50F 5418 and CP SD40-2 5758.
 May 10 - CN 326 at Beaconsfield, QC: CN SD75I 5730 and CSX C40-8 7550.
 May 13 - NBSR westbound at McAdam, NB: NBSR GP38-3 9802, NBSR GP9s 3788 and 3700, Amtrak F40PH 397, NBSR 9003 and BAR GP38-3 366 and 364.

(Thanks to Paul Bloxham, Doug Cameron, John Cowan, John Eull, Ross Harrison, Rick Howey, Paul Huene, Peter Jobe, Mark Kress, Harm Landsman, David Maiers, George Matheson, Eric May, Mark Paterson, Mark Perry, Peter Phillips, Stephen Reeves, Glen Roemer, Stan Smith and Ed van Pelt)

Legend: **ARN** = Alberta RailNet; **BAR** = Bangor & Aroostook; **BCOL** = BC Rail; **BN** = Burlington Northern; **CBNS** = Cape Breton & Central Nova Scotia; **CDAC** = Canadian American Railroad; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CSX** = CSX Transportation; **DJPX** = D.J. Joseph (dealer); **EWS** = English Welsh & Scottish; **GCFX** = Connell Finance (lettered GEC Alstom); **GEXR** = Goderich-Exeter; **HATX/HLCX** = Helm Financial; **NBSR** = New Brunswick Southern; **NREX** = National Railway Equipment; **NYSW** = New York, Susquehanna & Western; **ONT** = Ontario Northland; **RLK** = RailLink (now RailAmerica); **SOO** = Soo Line; **SOR** = Southern Ontario Railway; **SP** = Southern Pacific; **STLH** = St. Lawrence & Hudson; **UP** = Union Pacific; **VIA** = VIA Rail.

Along the Right of Way

EMPLOYEE APPRECIATION SPECIAL: Burlington Northern Santa Fe has scheduled employee appreciation specials from July 8 to 28, with 11 business cars pulled mainly by former Southern Pacific 4-8-4 4449, owned by the City of Portland, Oregon. The 4449's famous SP red-orange "Daylight" livery will be replaced by basic black with silver versions of BNSF's round logo. The train will operate behind 4449 in Washington, Idaho and British Columbia between July 8 and 22. It will travel to New Westminster, BC, on July 13, be on display at New Westminster on July 14, and depart for Everett, Washington, on July 15. The employee specials will continue through Montana behind diesels, with the last trip scheduled on July 28. (John Godfrey)

STATION RAZED: The former CN station in Pembroke, Ontario, was demolished in mid-April. Built about 1965, the station had fallen victim to vandals after the operator was removed several years ago. Plans to reopen the station as a museum fell through.

Former CP wood caboose 436953 that the museum group moved next to the station a few years ago has been purchased by a restaurant that is under construction adjacent to the old CP water tank in Pembroke and moved to the site, apparently to form part of the restaurant. (Bill Crago)

STATION TO BECOME A VISITORS' CENTRE: The VIA Rail station in Churchill, Manitoba, will soon become a Parks Canada visitor reception centre for Wapusk National Park and the Manitoba North national historic sites. The nationally-designated station will be transferred from VIA Rail to Parks Canada after a 60-day posting notice and completion of an environmental assessment. The station will be restored at a cost of \$3-million over the next three years. VIA will continue to provide passenger and other railway services at the station. (Winnipeg Free Press, 19/04/00, thanks to David Maiers)

THIRTY YEARS AGO PLUS: On October 31, 1969, Northern Pacific RDC-2 B-32 operated from Winnipeg to Emerson, Manitoba, as NP Train 14. This was the last run of this train and upon return to Winnipeg the train was discontinued. (Mark Perry)

VIA'S "ENTERPRISE" RECONFIGURED: Commencing April 17, VIA's Toronto to Montreal overnight "Enterprise" (No. 50) operates as far as Kingston with one F40PH-2, three 4100-series coaches, another F40PH-2, one coach, two "Chateau" sleeper and a "Park" dome-observation-sleeper. At Kingston, the first F40PH-2 and three coaches are cut off, turned on the wye and placed on the front of the F40PH-2, coach, two sleepers and "Park" car that originated in Montreal as No. 51.

TOURIST TRAIN PLANNED: BC Rail is planning to start a tourist train between North Vancouver and Prince George, BC, in May 2001, on a five-day schedule. The journey will include overnight stops at such places as Whistler and 100 Mile House and side trips to tourist attractions. BC Rail is acquiring nine passenger cars from various sources for the train. Two acquired are former VIA baggage 9614 from the Waterloo-St. Jacobs Railway, and former VIA Sleeper "Enfield" from the Okanagan Valley Wine Train. (The Sandhouse, March 2000)

IN THE MOVIES: In late-April, VIA FP9Au 6307, coach 8135, diner *Kent* and Dome-Observation-Sleeper *Evangeline Park* took part in the filming of "The Tunnel" at Palais Station in Quebec City. Additional filming was done in the Wolfe's Cove tunnel, without the consist. (John Godfrey)

MUSEUM LOSES MAJOR FUNDING SOURCE: Blaming it on a clerical error and "undue hardship and heavyhandedness by the Alcohol and Gaming Commission of Ontario, the Komoka Railway Museum Inc has announced that it has had its license to hold

fund raising bingos revoked. Loss of the monthly bingos will cut off about 75% of the museum's annual funding - about \$25,000. To make up the shortfall, the Museum has issued an appeal for donations. Tax receipts will be issued for all donations. Those wishing to donate may send a cheque or money order to Komoka Railway Museum Inc., 133 Queen Street, P.O. Box 22, Komoka, Ontario, N0L 1R0. (Komoka Railway Museum Inc., Press Release, March 2000)

CANADA'S OLDEST TRAFFIC CONTROL CENTRE WRAPS UP CLOSE TO 60 YEARS OF RAILROADING HISTORY: The oldest rail traffic control centre in Canada ceased operations on March 26, 2000. More than a year's worth of work was wrapped up when the final computer data from CN's Wellington Tower in Montreal was transferred to Central Station.

Since 1942, all freight and passenger traffic in the central Montreal area had been directed by the rail traffic control centre located in the Wellington Tower beside the Lachine Canal.

Three options are being considered for the future of Wellington Tower: 1) demolition, 2) selling the building to a real estate developer or 3) converting the upper portion of the structure into a small railroad museum, which would feature the huge rail traffic board (3 feet high by 19 feet long) and relay room, while the ground floor would be converted into a rest area for cyclists using the Lachine Canal bike path. (CN release)

MAYOR WANTS TO BRING BACK STREETCARS: Barbara Sharp, mayor of North Vancouver, BC, hopes to introduce a motion that will get former BC Electric Railway car No. 153 running on Lonsdale Avenue. After being taken out of service in 1947, No. 153 was used as a motel cabin and a restaurant before ending up as a chicken coop. Rescued by BC Transit in 1982, it was brought to North Vancouver in 1986 and has undergone extensive refurbishment. Mayor Sharp has visions of a San Francisco-like trolley attraction connecting lower and upper Lonsdale, past city hall and all the way to Centennial Theatre. (The Province, 16/04/00, thanks to Dale Whitmee) ♦

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New Life for an Old Roundhouse

by George Gazuk

The Saskatchewan Railroad Historical Association (SRHA), based in Saskatoon, periodically organizes events for the membership to have a little fun and at the same time learn more about some aspect of railroading. As one of only two members resident in Prince Albert, I was asked if I thought it would be possible to arrange for a visit to the Carlton Trail Railway's Prince Albert roundhouse. I promised to look into it and for that purpose wandered into the CTRW yard office to test the waters.

I was informed that permission would have to come directly from Harry Otchenash, President of the CTRW, who was out of town attending to his duties until Friday. My inquiry was answered late Friday afternoon by an enthusiastic voice on the telephone that wanted to know "How many" and "When are you coming?" I took this to our annual meeting in Saskatoon on January 23 as a "Yes" and 17 members signed up with Saturday, February 26, as the chosen date.

The 12-stall roundhouse in Prince Albert was built by CN in 1952 and is significant historically by being the last steam-era roundhouse built in North America. By the late-1990s it was long out of use and it was rumoured that CN was planning to demolish it. The structure received a reprieve when OmniTRAX of Denver, Colorado, purchased the property and created the Carlton Trail Railway in late-1997 to operate 279 miles of former CN trackage in West Central Saskatchewan with headquarters at Prince Albert. The CTRW roundhouse is now home base for eight diesel locomotives including two GP10s, one RS-18, three M-420(W)s, and two M-420Bs.

Shortly after 11:00 a.m. on February 26, we were greeted at the roundhouse parking lot by CTRW Equipment Supervisor, Mike Cable, who led us into the heated portion of the roundhouse. At some point in its history CN had built a wall down the centre of the locomotive area leaving the six outer stalls unheated. Carlton Trail uses this portion for storage of maintenance of way equipment, and assorted parts and materials. Locomotive servicing and storage is done on the heated side. On this day two of the stalls were occupied by ex-INCO RS-18 208-2 and ex-BCOL M-420B 681. As we walked through the building our host shared his knowledge of the building's past by pointing out the former boiler room with its coal bunkers, the old wood working shop, and the steam locomotive wheel servicing drop pit.

We were next shown through the adjacent former B&B shop out of which CTRW's carmen now work. Our host spent some time explaining the role of the carmen and showed us a few actual examples of the defects being repaired on the RIP tracks.

The yard engine, GP10 1004, arrived from its morning switching duties at the Weyerhaeuser pulp and paper mill and,



Canada's newest roundhouse, located in Prince Albert, Saskatchewan, was still active on February 26, 2000. Photo by George Gazuk.

after spotting a few cars in the yard, backed into the shop track and coupled to M-420(W) 3540 which had been idling near the roundhouse. CTRW President Harry Otchenash stopped by to meet everyone, after which we all climbed into the cabs of the two locomotives. With engineer Wayne Cowan in the GP10 and conductor Brian Zommer supervising the M-420(W), we were off for a locomotive ride which everyone expected would be a trip across the yard and back. We were very pleasantly surprised when our little train headed out across the North Saskatchewan River bridge for a five or six mile jaunt into the northern forest.

On our way back into the city we got a taste of one of the tense moments locomotive crews often experience, when a pickup truck operator decided to run a level crossing around two lanes of stopped traffic, ringing bells, and flashing lights. Thankfully, at the last second, he changed his mind and stopped short of our cab with a shrill screeching of tires. Our conductor remarked that this type of incident happens far more often than we would imagine.

On our arrival back at the roundhouse 3540 was uncoupled from the yard engine and moved on to the turntable. Yard engine 1004 was attached to the turntable air line. While the turntable air line was being charged our engineer gave all interested a tour of the hostler's station in the M-420B unit and a cab tour of the RS-18. The closing of a large knife switch and the holding of a big round button on the back wall of the cab for a few seconds started the old ALCO chugging contentedly. It was then attached to a shop air line with the explanation that two locomotives were required to supply the correct volume of air to operate the turntable properly. The 3540 was then turned to its assigned roundhouse track, backed in under its exhaust hood, and shut down.

The visit ended with an informal discussion on locomotive servicing with Corky Gaboriau of the CTRW Motive Power Department. Finally a little after 4:00 p.m. the last of the diehards left the property to meet at a Prince Albert buffet restaurant for a much belated lunch before heading home. Everyone agreed that our visit had been a resounding success and that the hospitality afforded us by all of the CTRW people involved had been well beyond what we had a right to expect.

The Saskatchewan Railroad Historical Association operates the Saskatchewan Railroad Museum located off highway 60 southwest of Saskatoon on CN's former Hawker Siding. Museum information is available at (306) 382-9855. ♦

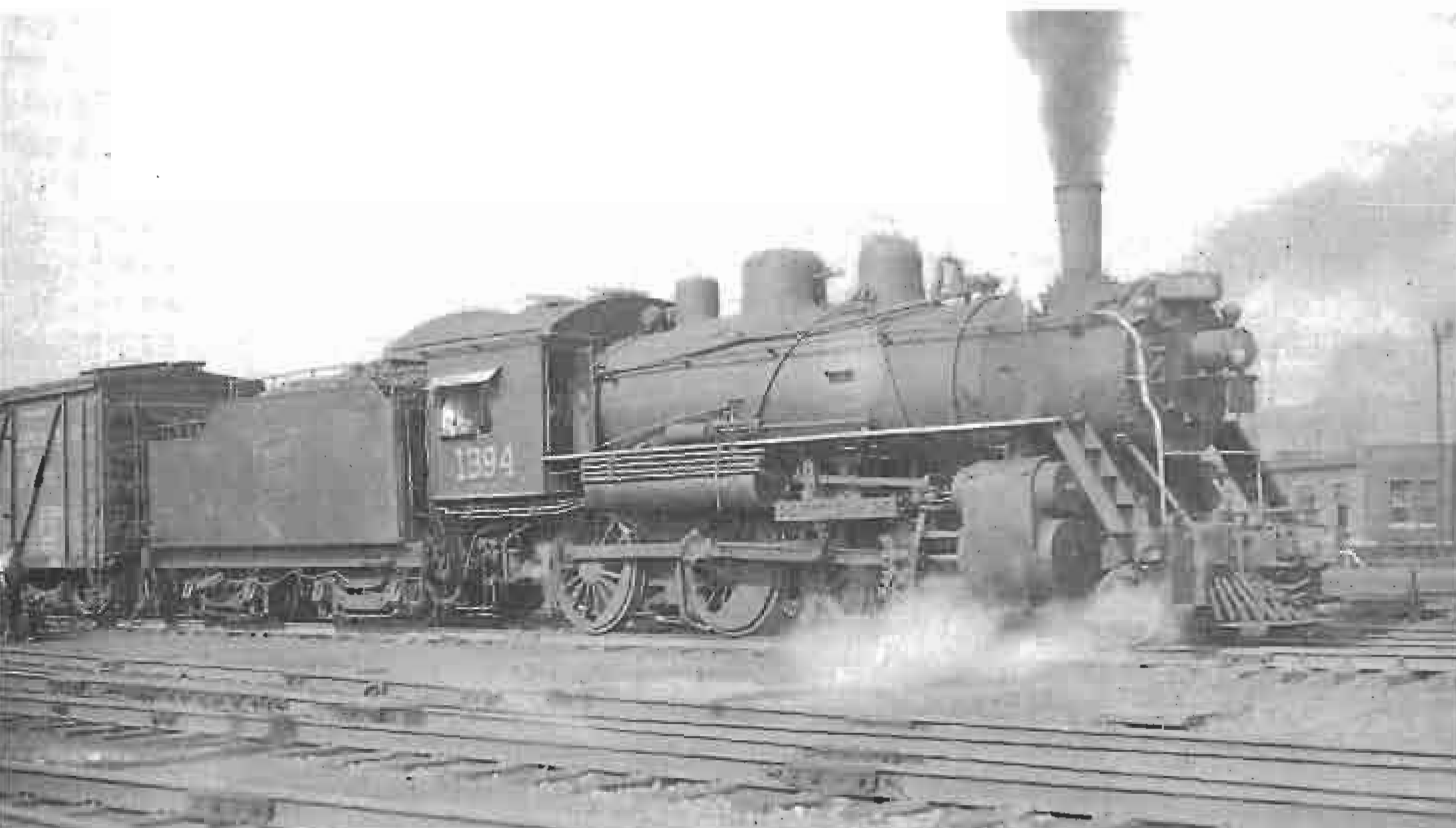


Carlton Trail M-420(W) 3540 (ex-CN 3540, nee CN 2540) rides the Prince Albert turntable on February 26, 2000. Photo by George Gazuk.

Photo Corner



LEFT TOP: CP GP9u 8218 heads up a track inspection train on St. Lawrence & Hudson's Fort Erie Subdivision westbound out of Fort Erie, Ontario (at mile 4.64 - Ridgemount Road, just west of the Queen Elizabeth Way overpass), in April 2000. The consist includes Tool Car 424994, Accommodation Car 65 and Track Evaluation Car 64. The Fort Erie Sub. is only used to service Sullivan Graphics at mile 6.97. Movements between Fort Erie (mile 0.0) and mile 6.0 are prohibited unless authorized. Photo by Paul Duncan.



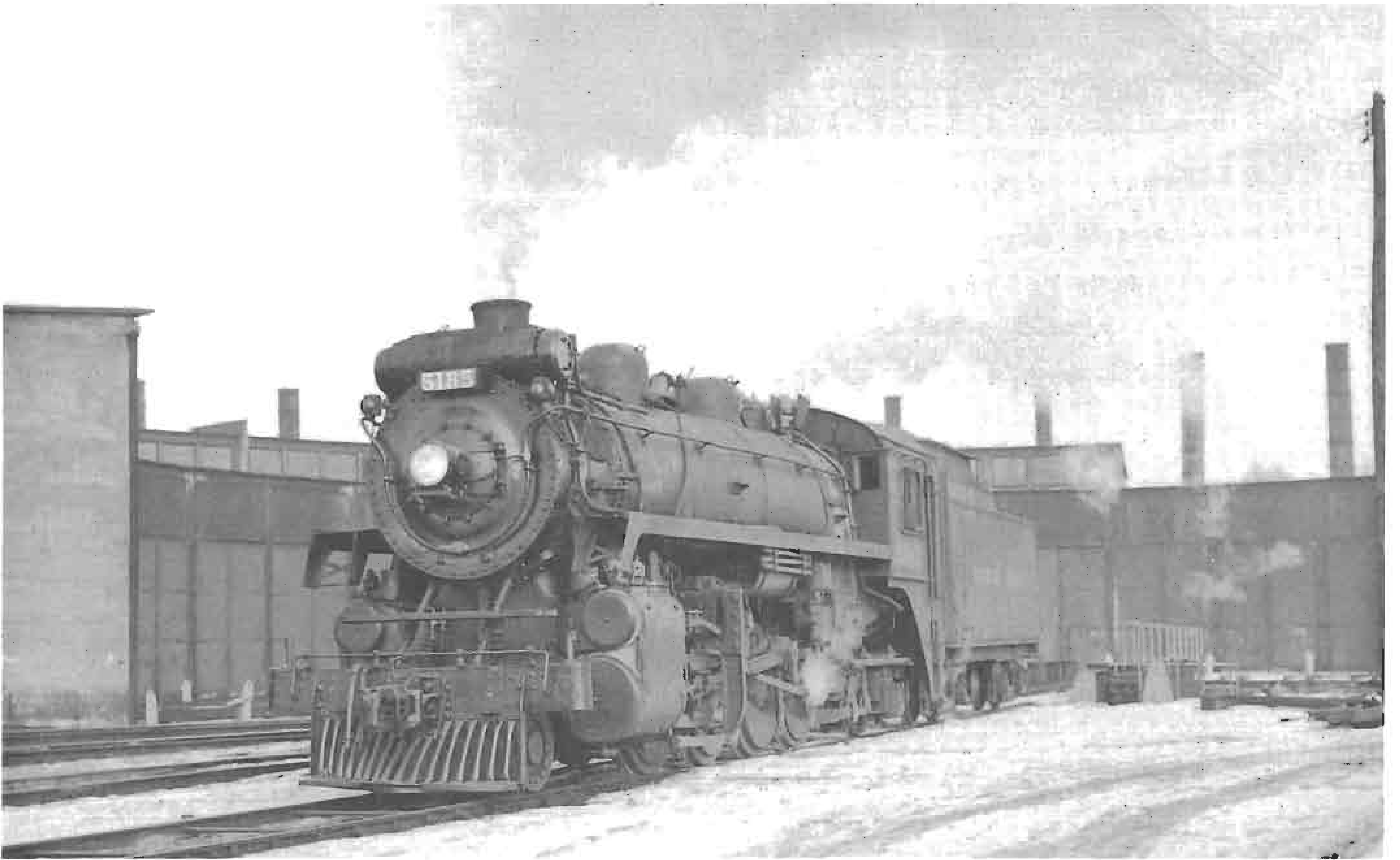
RIGHT TOP: Bombardier HR616 demonstrator 7003 leads CP C-424 4237 and two CP RS-18s on Train 942 at Ressor Road, East Scarborough, Ontario, in February 1984. Bombardier 'reacquired' CN HR616s 2100-2103 in February 1983, and demonstrated them on CP as Nos. 7001-7004. They were returned to CN in May 1984 and renumbered 2100-2103. CP didn't place an order. All 20 of CN's HR616s were retired between 1995 and 1998. Photo by Ron Lipsett.

LEFT MIDDLE: Canadian National H-6-g 4-6-0 1394, coupled to a Chesapeake & Ohio outside-braced box car, is about to head east out of Turcot Yard in Montreal, Quebec, on September 2, 1952. No. 1394 was built by Montreal Locomotive Works in 1913 as Canadian Northern 1394 and was retired in October 1956. Photo by Howard Davis, collection of Ian McCord.



RIGHT BOTTOM: One of CPR's older Mikados, Class P1e 5185, was nearing the end of her career when she posed for Jim Brown's camera at Quebec Street Roundhouse, London, Ontario, on December 29, 1958. She was built in 1913 by Montreal Locomotive Works as No. 5085, and rebuilt in 1926 and renumbered 5185. She had her date with the scrapper in January 1960 - none of the 95 5100-series Mikados escaped the cutting torch. John Thompson collection.

LEFT BOTTOM: Lafarge Canada GP10 1749 shuffles covered hoppers at the Lafarge plant in Exshaw, Alberta, on June 22, 1999. No. 1749 was built in 1956 as Illinois Central GP9 9159, was upgraded to GP10 8159 in 1969, and moved to the Chicago Central & Pacific in 1985 and was renumbered 1749. She came to Lafarge in 1998 via the Pend Oreille Valley Railroad. Photo by Fred Clark.





RIGHT TOP: Illinois Central (lettered Canadian National/Canadien National) E9Ar 102 pauses at Illinois Central's Woodcrest Shop in Chicago on March 26, 2000. No. 102 was previously in Chicago-Aurora commuter service as BN 9903. She was built in 1950 as Chicago Burlington & Quincy E8A 9940A. Photo by Kenneth Lanovich.



LEFT TOP: Agence métropolitaine de transport's brand-new F59PHI 1321 lays over in St. Lawrence & Hudson's St-Luc yard (Montreal) on May 8, 2000. The unit, and six sisters, was assembled for General Motors by Super Steel in Scotia, New York, and painted at Alstom in Montreal. The F59PHIs will be utilized in commuter service in the Montreal area. Photo by Bruce Chapman.

RIGHT MIDDLE: Brand new Union Pacific SD70M 4000 and 4001 pause at Kitchener, Ontario, on April 26, 2000, after a 60-mile test run over Goderich-Exeter's Guelph Subdivision from General Motor's plant in London. These are the first of 1,000 SD70M units to be built over the next four years for lease to Union Pacific. Photo by Jason Bartlett.



LEFT BOTTOM: VIA F40PH-2 6424 is one of ten decorated with Kool-Aid decals to promote the "Kool-Aid Kool Train Contest", open to children 4 to 6 years old through Kid's World Magazine. The units will carry the decals until early-August 2000. Photo by Charles Gendron.

RIGHT BOTTOM: With the January 2000 timetable, VIA Rail's "Canadian" now enters and leaves Vancouver via CN and BNSF, instead of the previous CPR and BNSF routing that included a stop at Port Coquitlam. Taking the new route on April 16, the eastbound "Canadian" is at BNSF Spruce Control in New Westminister, passing columns for the future Sapperton station on the SkyTrain line that will open in 2001. Photo by Ian Smith.



The Motive Power and Equipment Scene



ON ORDER: Forty GE Dash 9-44CWL units, to be numbered 2603-2642, are on order with the time period of delivery not yet determined.

RETIRED:

- CN SD40 5015 (May 12); 5101, 5201 and 5218 (all on May 3).
- CN (Ontario Hydro-owned) SD40-2 5388-5390 and 5392-5398 (all on April 24). Of the 11 Ontario Hydro SD40-2s transferred from CP to CN in 1996 (5388-5395) and 1999 (5396-5398), only 5391 remains on CN.
- CN GP9RM 7004 (April 24); 7252 (May 3).
- CN GP40-2L(W) 9498, 9507, 9550, 9554, 9560, 9583, 9602 and 9612 (all on May 3).

RETIRED UNITS SOLD:

- GTW SD38 6250-6254 and GTW GP40 6403 and 6404 to Progress Rail and shipped to VMV, Paducah, Kentucky.
- IC GP11 8707 (previously retired) and 8744 (not previously retired) to National Railway Equipment, Dixmoor, Illinois.
- IC GP11 8722 and 8732 to Quebec Central Railway.

TRANSFERRED:

- Edmonton to Winnipeg: CN GP38-2(W) 4796, 4797.
- Edmonton to Toronto: CN GP38-2(W) 4800, 4803.
- Winnipeg to Vancouver: CN GP38-2 4702.
- Winnipeg to Edmonton: CN SD40 5013.
- Winnipeg to Toronto: CN GP38-2(W) 4772, 4807, 4809.
- Winnipeg to Woodcrest (IC): CN GP9-Slug 217; CN HBU-4 520 (mated with GTW GP40-2 6416).
- Toronto to Montreal: CN GP9RM 4113.
- Toronto to Unassigned: CN SW1200RM 7316; GP38-2m 7521.
- Montreal to Unassigned: CN GP9RM 7023, 7035, 7072.
- Unassigned to Winnipeg: CNGP38-2(W) 4798.
- Unassigned to Toronto: CN SW1200RM 7314.

UPGRADED AND PAINTED IN CN LIVERY WITH I.C. SUBLETTERING:

- IC SD40-2 6143 to SD40-3 6254 in April.
- IC SD40-2 6160 to SD40-3 6253 in May.

NOTE: Several SD40-3 units recently painted in CN livery and sublettered ICRR have been restencilled IC.

UNITS LEASED OUT:

- To Lakeland & Waterways Ry.: CN GP38-2 4712, 4717, 4718; GP38-2(W) 4788, 4789.
- To Novacor, Joffre, Alberta: CN SW1200RS 1355.
- To Simplot Chemical, Brandon, Manitoba: CN SW1200RS 1363.
- To Prairie Dog Central: CN SW1200RS 1375.
- To Ontario Northland Railway: CN GP40-2(W) 9674.
- To Southern Ontario Railway: CN GP40-2L(W) 9527.
- To Quebec Gatineau Railway: CN GP40-2L(W) 9523 and 9615.
- To Cape Breton & Central Nova Scotia Railway: CN GP40-2L(W) 9555 and 9590.
- To Ledcor: CN SD40u 6018 (for fibre optic installation).

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

- IC E9Ar 100-103.
- CN HBU-4 503, 519.
- CN YBU-4m 524.
- CN GMD1m 1063, 1078, 1082, 1171, 1177, 1179.
- CN SW1200RS 1339, 1357, 1371, 1385, 1396.
- CN GMD1u 1408, 1430, 1431.
- CN GP38-2 4700, 4701, 4703-4707, 4716*.
- CN GP38-2(W) 4770.
- GTW (IC) GP38-2 4917, 5832.
- GTW (IC) GP40-2 6412, 6414, 6417, 6421, 6423.
- CN GP9RM 7000-7003, 7005-7013, 7040, 7053*, 7072*, 7213.
- CN SW1200RM 7300, 7301, 7303, 7305, 7306, 7311, 7313.
- CN GP38-2m 7510, 7514, 7526, 7532.
- IC GP11 8705*, 8709, 8715, 8718, 8726, 8731, 8733, 8736*, 8741, 8747, 8751*.
- CN GP40-2(W) 9670-9672.

STORED UNSERVICEABLE: (* added since last issue)

- IC E9Ar 104.
- CN GP9 Slug 217, 246.
- IC SW14 1476, 1489, 1493, 1494, 1501, 1502, 1508, 1510.
- IC GP40u 3106, 3118*.
- CN (IC) GP9RM 4016, 4029.
- CN GP9RM 4103, 4120.
- CN GP38-2 4708, 4710*, 4715, 4731*.
- CN GP38-2(W) 4769, 4771, 4779, 4799*.
- GTW (IC) GP40-2 6411, 6422, 6425.
- CN GP9RM 7023*, 7034, 7035*.
- CN SW1200RM 7316*.
- CN GP38-2m 7521*.
- IC GP11 8701.

WINTER DEPLOYMENT OVER: The last 4 of 20 Kansas City Southern SD40-3 units that worked on CN lines for the last three months (6605, 6611, 6619 and 6626) have returned to KCS.

REBUILT UNIT RELEASED FROM TRANSCONA: LLPX GP38-3 2227,

rebuilt from GTW GP38 6202 was released from CN's Transcona Shops in Winnipeg in late-April.

TO TRANSCONA FOR OVERHAUL: EMDX (former Long Island Rail Road) GP38-2 250, 253, 258, 259, 266, 272 and 276 were en route to Transcona Shops in mid-May for overhaul for Locomotive Leasing Partners. With their arrivals, former LIRR 250-260, 262-267, 269, and 272-277 are at Transcona for overhaul.

REDIRECTED: Retired CN GMD1m 1153, 1167, 1170 and 1172, sold to Taylor Marine, Greenville, Mississippi, have been waybilled to CLN Industries in Capreol, Ontario.



**CANADIAN
PACIFIC
RAILWAY**

SOLD: SOO SD40 751 and 756 were sold to Alstom on May 1.

TRANSFERRED:

- Winnipeg to Moose Jaw: CP SD40-2 5963 and SD40-3 5974.
- Winnipeg to Calgary: CP GP7u 1501.
- Moose Jaw to Winnipeg: CP GP9u 1553.
- Moose Jaw to Calgary: CP GP38-2 3084.
- Moose Jaw to Coquitlam: CP GP9u 1634.
- Calgary to Moose Jaw: CP GP9u 1522.
- Coquitlam to Calgary: CP GP9u 8219.

RENUMBERED: SOO MP15AC 1533 renumbered CP 1403 April 17.

LEASED OUT:

- To Abitibi in Kenora, Ontario: CP SW9u 1203.
- To Generation II Locomotive: CP GP40-2 4655.
- To Fort James Marathon Ltd. in Marathon, Ontario: CP SW1200RS 8133.

LEASES END: No power was leased at press time, after the return of 5 HATX GP40-3 units in April and early-May for use on the Rocky Mountaineer between Vancouver and Jasper/Calgary, and the return of 20 HLCX six-axle units in early-May.

STORED SERVICEABLE: (* added since last issue)

- SOO SD40 738*, 739*, 745*, 746*, 747*, 748*, 755*.
- CP SD40 740*, 741*, 749*, 752*.
- CP SD40-2 780*, 783*, 784*.
- SOO SD40-2 764*, 765*, 769*, 770*, 771*, 772*.
- CP SW1200RSu 1250.
- CP FP9A 1401*.
- CP GP9u 1559*.
- CP GP38-2 3036*, 3043*, 3055*, 3058*, 3066*, 3077*, 3081*, 3090*, 3098*, 3102*, 3132*, 3134*, 3135*.
- CP SD40-2 5424*, 5426*.
- CP [STLH] SD40-2 5431*.
- CP SD40M-2 5497*.
- CP [STLH] SD40 5510*, 5511*, 5512*, 5518*, 5519*, 5521*, 5543*, 5544*, 5546*, 5547*, 5550*, 5552*, 5558*.
- CP SD40 5506*, 5531*, 5555*, 5564*.
- STLH SD40 5532*.
- CP SD40-3 5974*.
- CP [SOO] SD40 6400*, 6403*, 6404*, 6405*, 6406*, 6408*, 6409*, 6410*.
- CP SW1200RS 8111, 8138*.

STORED UNSERVICEABLE: (* added since last issue)

- SOO GP9 402, 414.
- SOO SD10 532, 543.
- CP (SOO) SD10 534.
- CP SW1200RSu 1210.
- UP SW10 1212, 1213, 1217, 1220-1222, 1231, 1240 (to be renumbered CP 1280-1287).
- CP GP9u 1536, 1556, 1557.
- SOO MP15AC 1556.
- CP [STLH] GP9u 1625.
- SOO GP40 2008, 2033, 2035*, 2046 [2008 and 2046 for sale].
- CP [SOO] GP40 4607 [4607 for sale].
- STLH SD40-2 5448*.
- CP SD40M-2 5499.
- CP SD40 5527, 5529*.
- CP [STLH] SD40-3 5685 (accident at Savona, BC, on 20/08/95).
- CP SD40-2 5863, 5921.
- SOO SD39 6241 [for sale].
- CP [STLH] GP9u 8236.

LOAD TEST UNIT: CPR has built a mobile engine test cell on the frame of scrapped SD40-2 5588 at Ogden Shops in Calgary to load test 12 or 16 cylinder diesel engines before being installed in locomotives. The dynamic brake hatch over the engine has been removed and the grids and blower have been shifted to the back of the test cell. A new cab has been installed with the front cab wall in line with the front walkway. The cab accommodates all control instruments and a console to monitor engine performance while being tested. The unit is self propelled, having one traction motor. No. 5588 was written off as a result of a runaway coal train in 1977!

CABOOSE SOLD: CP caboose 434733 has been sold to Progress Rail. It

has been painted red, equipped with tinted glass and is being utilized as an office near Weston Shops in Winnipeg, Manitoba.

NEW IDENTITY FOR RETIRED UNIT: Retired SD40-2 5710, sold to Helm Financial in 1999, has been released as Trona Railway 3007.

ALSTOM

RELEASED:

- Agence métropolitaine de transport F59PHI 1320 and 1321, assembled for GM at Super Steel in Scotia, NY, and painted at Alstom.
- First Union Rail (FURX) SD40-2s 3042-3049, upgraded, overhauled and renumbered from the following: 3042 (EMDX SD40 6420); 3043 (EMDX SD40 6501); 3044 (EMDX SD40 6423); 3045 (EMDX SD40 6427); 3046 (SOO SD40 754); 3047 (EMDX SD40 6403); 3048 (CP SD40-2 5484); 3049 (CP SD40-2 5483). These deliveries complete the contract for 50 units.
- Connell Leasing SD40-3 6037 and 6039 from repairs.
- Massachusetts Bay Transit Authority GP40MC 1119 and 1124 from retrofits.
- New Brunswick East Coast SD40 6901 from various repairs.
- VIA Coach 8143 and Sleepers 8216 - *Chateau Levis* and 8221 - *Chateau Radisson* from wreck repairs.
- Private Car *Intrepid*, lettered for Southern Railroad, from repainting.

WORK IN PROGRESS:

- Agence métropolitaine de transport (AMT) F59PHI 1322-1324, assembled for GM at Super Steel in Scotia, NY, for painting.
- AMT FP7A 1301 and 1306 for repairs.
- AMT former GO single-level cab coaches 102 and 106, and coaches 1074, 1080, 1087, 1091, 1092, 1097 and 1101 for various repairs and upgrades.
- Chemin de fer Matapedia et du Golfe SD40 6902 for repairs.
- The following SD40 and SD40-2 units are being remanufactured to SD40-2 specifications:
 - ex-CP SD40 751 (nee SOO 751).
 - ex-CP SD40-2 5596, 5608, 5628, 5659, 5686, 5740.
 - ex-GTW SD40 5923, 5929 via Helm and Metro East.
 - ex-HLCX SD40 5049 (exx-CR 6354); 5053 (exx-MKCX 9410); 5060 (exx-NS 1616).
 - ex-NREX SD40 753 (nee SOO); 869, 870, 872, 878, 882, 886, 889, 892 (all nee C&NW); 3107 (ex-UP); 3186 (ex-NS); 5050 (nee CN); 6402 (ex-SOO).
 - ex-SOO SD40 756.
- VIA Skyline 8511 and Baggage 8618 for various wreck repairs.
- Caltrain (California) Bi-Level coach 4002 for overhaul.

WORK PENDING:

- ex-CN GP40-2L(W) 9428, 9562, 9595, 9621.
- ex-CN GP40-2(W) 9633, 9635.



LEASED OUT: F40PH-2 6451, 6452 and 6458 are leased to Agence métropolitaine de transport (Montreal commuter service).

CONVERTED: HEP-II Coaches 4123 and 4124 were converted to Club Car configuration and renumbered 4007 and 4008 in mid-April and early-May respectively.

BACK IN SERVICE: Coach 8118, damaged in the July 14, 1999, derailment of the "Canadian" near Hornepayne, Ontario. Coach 8143 and Sleepers 8216 - *Chateau Levis* and 8221 - *Chateau Radisson*, all damaged in a derailment at Miramichi, NB, on January 30, 2000.

UNDER REPAIR: Sleepers 8305 - *Bayfield Manor* and 8340 - *Stuart Manor*, damaged in the derailment of the "Canadian" near Biggar, Saskatchewan on September 3, 1997; Club 4000 and Coach 4121, damaged in the derailment of Train 68 near Bowmanville, Ontario, on November 23, 1999; Skyline 8511 and Baggage 8618, damaged in the derailment of the "Ocean" at Miramichi, NB, on January 30, 2000.

ROLLING BILLBOARDS: Commencing in April, Kool Aid decals were applied to the nose and sides of F40PH-2 6404, 6405, 6406, 6411, 6424, 6432, 6433, 6439, 6453 and 6454 to advertise the Kool Aid Kool Train Contest, open to children between the ages of four and six. The decals will remain on the units until early-August 2000.



LEASED: HLCX SD40-2 7180, previously leased by CPR, has been leased by BC Rail.

BELT-PAK ADDED: RS-18 620 has been modified with belt-pak equipment for remote control operation.

COACH SOLD: Coach 8 - *Budd Wiser* has been sold to the Pacific Wilderness Railway Company for use on excursions on Vancouver Island, possibly converted to a Parlour/Observation. The coach was built by ACF in 1947 as Gulf Mobile & Ohio coach 3052. It was acquired by BC Rail in 1979 and named the *Budd Wiser* and utilized for many years to move students between Shalalth and Lillooet, BC, in the morning. The students returned home on the regular Rail Diesel Car in the afternoon. The coach arrived in Victoria, BC, on May 4.

ON THE SHORTLINE / REGIONAL SCENE

E&N RAILWAY: GP38 344, 2796 and 2813 were renumbered 3870, 3876

and 3877 respectively in April.

ROCKY MOUNTAINEER RAILTOURS: In late-April, Rocky Mountaineer Railtours took delivery of new dome coaches 9509 and 9511 from Colorado Railcar Company, Fort Lupton, Colorado. The company now operates eight dome coaches (9501-9505, 9507, 9509, 9511).

NAGEL TOURS (FUNTRAIN CANADA INC.): Sleeper 1137 - *Enfield* (ex-VIA, nee CN) was sold to BC Rail in March. The car has been moved to Livingstone, Montana, for modifications; Coach 5585 - *Vernon* (ex-VIA, nee CN) was sold to BC Rail in April. At press time, 5585 was pending shipment from Winfield, BC.

MACKENZIE NORTHERN RAILWAY (RAILAMERICA): GP18 1808 was moved to the Central Western Railway in early-May; Cascade & Columbia River (RailAmerica GP40 6636 (nee B&O 4061) was enroute to the Mackenzie Northern Railway at press time.

GO TRANSIT: F59PH 556 was released from CLN Industries in Capreol, Ontario, in late-April after a mid-life overhaul. F59PH 548 was shipped to CLN Industries for a mid-life overhaul in mid-May.

TRILLIUM (PORT COLBORNE HARBOUR): Trillium's M-420(W) 3575 has been relocated from the Port Colborne Harbour Railway to the Kelowna Pacific Railway in Vernon, BC.

AGENCE METROPOLITAINE DE TRANSPORT: FP7A 1300 (nee CP 4070), stored unserviceable since August 1996, was retired in early-May; New F59PH 1320 and 1321 began testing in early-May.

ON THE INDUSTRIAL SCENE

GONE STATESIDE: Novacor Chemical (Joffre, Alberta) NW2 W111 has been moved to Novacor Chemical in Belpre, Ohio.

NEW HOME: Lafarge Canada (Exshaw, Alberta) GP7 No. 12 has moved to Plusar Inc., operators of the Vaughan Intermodal Terminal at Vaughan, Ontario.

RELOCATED: In mid-April, D.J. Joseph (dealer) GP35 2003 (ex-SP 6556) moved from CLN Industries in Charny, Quebec, to Dakota Missouri Valley & Western, Hankinson, North Dakota.

EXPORTED: Former CP SW1200RS 8105 and 8122 have moved from CLN Industries in Capreol, Ontario, lettered RMPX (Railcar Ltd.). The units were waybilled from Progress Rail in Capreol to C&F Locomotive, Patterson, Georgia.

IN NEW LIVERY: Louis Dreyfus Corp.'s former CN SW1200RS 1362 and 1381 were repainted in April and renumbered 2008 and 2009 respectively.

IMPORTED: A.A. Merrilees [dealer] has acquired North Star Steel [Monroe, Michigan] SW8 No. 2 and SW900 No. 6. Nos. 2 and 6 moved to Merrilees' shop in Lachine, Quebec, in mid-May and late-April respectively.

LEASED OUT: Canac's former CN SW1200RS1308 and 1389 have been leased to the Pittsburg Industrial Railroad, Pittsburg, PA. Canac's former CN S-13m 8711 has been leased to New Boston Coke Corp., New Boston, Ohio.

ON THE PRESERVED SCENE

DONATED TO MUSEUM: CN has donated work service diner 59714 to the Alberta Railway Museum in Edmonton, Alberta. The car was built in 1924 as CN Compartment Observation Library Buffet Car 1073 - *Fort Brabant* and was converted for work service in May 1982 and renumbered 59714.

COACH RELOCATED: The Southern Ontario Locomotive Restoration Society in St. Thomas, Ontario, has acquired the National Museum of Science and Technology's coach *Midway* (built as CP 1437 in 1923). The coach departed the Museum in Ottawa on April 13. NOTE: It was previously announced that the *Midway* was to go to the South Simcoe Railway in Tottenham, Ontario, along with coach *Sand Point*. The *Midway* was substituted for the Museum's coach *Micmac* which was previously to go to St. Thomas and will now go to the NRHS-BC Chapter in New Westminster, BC.

STREETCAR SCRAPPED: Former Toronto Transit Commission PCC 4324, last utilized as a fast food restaurant in Erin, Ontario, was scrapped on site in March.

TO MUSEUM: CP's former VIA FPB-4 6861, acquired from Windsor & Hantsport Railway for parts, was shipped to the Wainwright Railway Preservation Society in Wainwright, Alberta, in April.

UNIQUE OFFICE BUILDING: Cando Contracting Ltd.'s office building in Brandon, Manitoba, features a restored baggage-coach as a reception and board room area. The clerestory-roofed car was built in the 1920s and came from the BN family of railways. Might any reader know the car's ancestry?

EX-CPR ROYAL HUDSON RELOCATED: In mid-April, partially restored former CP Royal Hudson 2839 and tender departed Bath, Pennsylvania, on two flat cars destined to the Nethercutt Collection of Cars in Sylmar, California. The collection consists of over 200 luxury automobiles, as well as watches, furniture and other items.

ON THE TRANSIT SCENE

MORE T-1 SUBWAY CARS DELIVERED TO TTC: The second order for Toronto Transit Commission Class T-1 subway cars includes 156 cars (5216-5371). As of April 25, Bombardier had delivered cars 5216-5265.

Our thanks to George Bergson, Brent Best, Bruce Chapman, Ray Corley, Paul Crozier Smith, Doug Cummings, Herb Dixon, Patrick Hind, Roland Legault, Gary Tomlinson and Dale Whitmee. ♦



BACKDATED: The West Coast Railway Association has painstakingly restored former VIA FP7A 6569 to her as delivered Canadian Pacific livery and CPR number 4069. She posed for the camera in April 2000. No. 4069 was built by General Motors in London, Ontario, in August 1952, was regeared for passenger service (89 mph) in 1954 and renumbered 1425, and returned to freight gearing (65 mph) in 1965 and renumbered back to 4069. She was sold to VIA Rail in 1978 and was again numbered 1425 in 1979. VIA upgraded her in 1980 and renumbered her 6569. After several million miles of service, 6569 was moved to West Coast Railway Heritage Park in Squamish, British Columbia, in 1995. Kodachrome slide by Thomas Higgins.

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