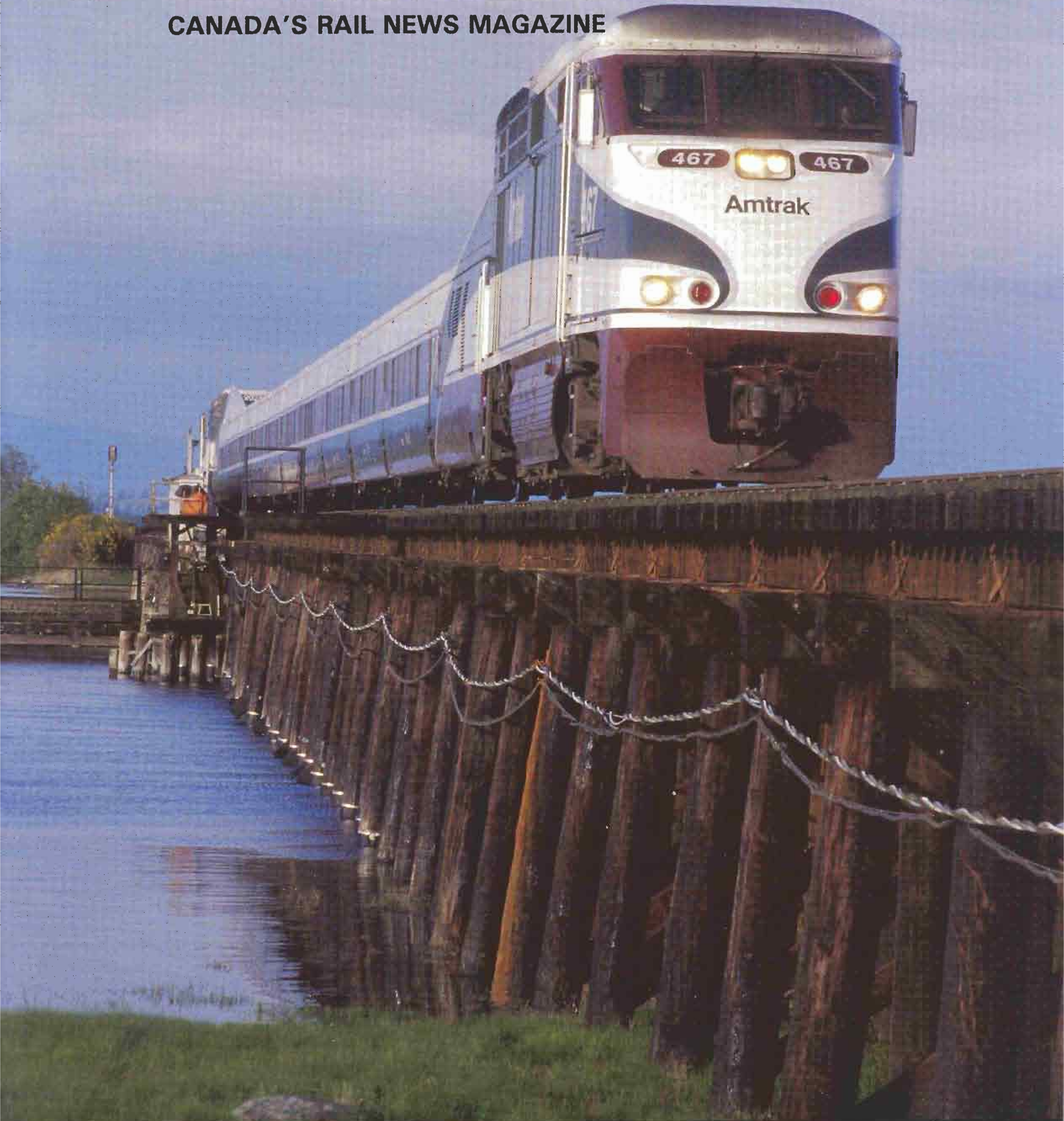




Branchline

CANADA'S RAIL NEWS MAGAZINE



CN/Pullman Connection • International Trains • Inkerman Wreck

Branchline

Published monthly (except July and August combined)
by Bytown Railway Society
PO Box 141, Station A, Ottawa, ON K1N 8V1

The Bytown Railway Society Inc. is an all-volunteer, non-profit organization incorporated in 1969 under federal government statute to promote an interest in railways and railway history. The Society operates without federal, provincial, or municipal grants. It owns and operates a number of pieces of historic railway equipment, holds twice-monthly meetings, and arranges excursions and activities of railway interest.

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

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Late Magazine Delivery?: Canada Post can take up to 18 business days to deliver **Branchline**, depending on where you are resident in Canada. Every effort is made to have **Branchline** mailed during the last week of the month preceding the cover date. Please wait until at least the 25th of the following month to report non-delivery. A replacement magazine will not be sent until after that date. For non-delivery, please contact the Membership Chairman at e-mail: brspaul@sympatico.ca, leave a message at (613) 745-1201, or send a letter to the Society's address.

The expiry date of your membership appears on your mailing label (eg. 200210 = expiry with the October 2002 issue). Notice of expiry will be mailed prior to mailing the second to last issue.

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

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A **regular meeting** is held on the first Tuesday of each month, except July and August, in the auditorium of the Canada Science and Technology Museum (formerly National Museum of Science and Technology), 1867 St. Laurent Blvd., Ottawa, at 19:30. At the **December 4** meeting, come one, come all, to our Christmas movie "Danger Lights", a 1930 memorable thriller shot on the Milwaukee Road, starring Robert Armstrong, Jean Arthur and Louis Wolheim. Coffee, juice 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 **December 18** at which we will be viewing slide and print candidates for the covers of the **Canadian Trackside Guide 2002** - see Page 27 for details.

The **Annual General Meeting** will be held on January 15, 2002. Note that the AGM will be held on the third Tuesday rather than the first Tuesday of January, due to New Year's Day falling on the first Tuesday. The AGM, followed by a presentation "A Brief Introduction to the History of the Railways of Ottawa", will replace the informal slide night. If you wish to nominate a member for an executive position, or wish to help in a non-executive capacity, please contact nominating chairman Earl Roberts at (613) 824-8203 or e-mail: earl.roberts@sympatico.ca

Membership Increase: Notice is hereby given that those attending the Annual General Meeting on January 15, 2002, will be asked to approve a membership rate increase of \$2.00 for a one year membership for addresses in Canada (increased from \$36 to \$38 - 5.5%), as well as for one year International Air Mail memberships (increased from \$80 to \$82). This is the first increase for members in Canada since January 2000, to compensate for increased production and postage costs. Rates for US and International Surface Mail memberships will not be increased at this time.

The production of **Branchline** is intended as a break even operation, funded by membership fees and hobby/retail outlet sales. Other Society operating expenses are covered by various sales activities and investments.

Equipment Restoration takes place every Saturday at the rear of the Canada Science and Technology Museum in Ottawa year round. Currently work is being carried out on the Society's Boom Car 4313 and Business Car #27. Come out and lend a hand.

Archives: The Society maintains its archives at the Canada Science and Technology Museum. As well, many of the Society's books have been placed in the C. Robert Craig Memorial Library located at the City of Ottawa Archives. Should you have artifacts, books, etc. that you wish to donate to the Society, please contact us.

E-Mail Addresses: Several members receive advance notice of upcoming meetings via e-mail. Kindly keep the Society informed of e-mail address changes at: lvgoodwin@cyberus.ca

Can You Help?: Dave Spiegelman is looking for an original 36" diameter CN tender decal or equivalent to assist in making new ones with the correct detail and colour. Please write to Dave Spiegelman, PO Box 63, Jarvis, ON NOA 1J0, or e-mail: davids@simcom.on.ca

On the Cover: Amtrak Talgo Train 761, powered by F59PHI 467, is at Mile 127.6 of BNSF's New Westminster Subdivision near White Rock, BC, on May 15, 1999. Photo by Mile Swick.

Press date for this issue was November 12
Deadline for the January issue is December 10

The editors wish you a merry and safe Christmas and may 2002 be a happy and prosperous year.

"International" Travel, International Trains

Article and Photographs by Brian Kimmons

In "Exploring with a Corridor Pass" (*Branchline*, December 1999), I regretted not being able to include the northern route between Toronto and London in my travels - possibly onboard a Chicago-bound "International". That thought stayed with me and was one motive behind my visit to Chicago in late September 2001. The other was a growing realization that Canada's two largest railways both have a substantial presence in the Windy City and an expanding presence in the United States in general. (CPR has its D&H and Soo Line. CN owns GTW and DW&P, had acquired Illinois Central and would take over Wisconsin Central in October 2001. Both have alliances with U.S. roads.) Hoping to observe something of that Canadian presence, I booked my Ottawa-Toronto-Chicago return trip.

Getting to Chicago

Ottawa to Chicago by train is a two-day proposition. On a rainy Tuesday morning, I boarded VIA #43 for the first leg to Toronto: F40PH-2 6402, LRC club 3475, coaches 3310, 3304 and 3308. At Ellwood Junction, a northbound O-Train (Ottawa's new commuter rail service, on a training run) waited for us to clear the diamond. A westbound freight was leaving Smiths Falls as we approached, and CP GP38-2 3060 and GP9u 8200 were working the yard. On the CN Kingston Sub., between Brockville and Toronto, we met three freights, four VIA trains (#52/40, #56, #60 and #44) and GO #914 at Guildwood. An eastbound Expressway sighted en route, on the CP Belleville Sub, was fully loaded. By the time we reached Toronto, five minutes late into an almost deserted Union Station, the rain clouds had cleared. With time to spare before taking the TTC subway and streetcar to my hotel, I headed west on the subway to Kipling, where the station adjoins a GO station at the junction of the CP Galt and Canpa Subs. In a matter of 15 minutes, CP GP9u's 8231 and 8211 took a road switcher job east and SD40-2s 5662 and 5647 powered a westbound freight. Meanwhile, CP SD40-2 6053 and SOO SD60 6003 manoeuvred a load in and out of the container yard on the Canpa Sub.

It was dark when VIA #85/Amtrak #365 (the "International") left Union at 06.35 the next day (September 26) and, apart from a couple of GO trains in the station, the only action was VIA LRC-2 6905 pulling equipment in from the Mimico yard. Our consist was AMTK B32-8WH 518, Amfleet-1 café car 48219, and Horizon coaches 54017, 54543 and 54539. I was disappointed that we did not have the Superliner equipment formerly used on the Chicago route; sitting in 54017, I found the older coach comfortable enough but the windows, only 16" high, did not make it easy to identify equipment on adjacent tracks. The route follows the CN Weston Sub. through the Bloor GO station, across the CP North Toronto Sub., through the Weston and Etobicoke North GO and the joint VIA/GO Malton stations to briefly join the busy CN Halton Sub. at Halwest. On the way, we met GO #840 and, on the Halton Sub. between Bramalea and Brampton stations, #842. Brampton was our first station stop, then we crossed the Orangeville-Brampton Railway, met VIA #86 with F40PH-2 6414 leading and pulled into Georgetown. Here, and on the Goderich-Exeter Railway (formerly CN) Guelph Sub. that we were about to enter at Silver, attractive old station buildings are still in use.

Georgetown is a GO terminal and passengers were boarding one of the GO trains holding on separate tracks. More or less on time, we stopped at Guelph, Kitchener, Stratford and St. Marys. I spotted a fair amount of GEXR equipment along the way: GP38 3821, ex-CN plow 55408 and caboose 79568 at Kitchener; GP40s 4019 and 4046, GP38AC 3843 and GP38 3856 at Stratford. Nearing London, the EMD plant could be seen before we crossed the CP Galt Sub. (an eastbound freight waited for us to clear) and joined the CN Dundas Sub. at London Junction, where CN GP9RM 4132 and GP38-2 4732 were idling. Although we had made good time on the northern route, VIA #71, which

had left Toronto an hour and a quarter after us and taken the more direct CN Oakville and Dundas Subs., pulled into London station immediately ahead of us. At the same time, we met a CN freight powered by SD40-2(W)s 5265 and 5256, and GP38-2 4717. The new VIA station building was in use with construction virtually completed. The Strathroy Sub. begins in London and crosses the CP again at Komoka. We passed a freight before stopping at Strathroy and met three more before arriving on time in Sarnia, where several pairs of GP9RM "mothers" and GP9 slugs were working the extensive yards.

The recent terrorist attacks on New York and Washington had tightened security at the border and we were taken off the train and bussed to the bridge to clear U.S. Customs and Immigration. The officer I dealt with had never met a railfan but luckily bought my story of going to Chicago by train to watch trains in Chicago! Eventually we were bussed to the Port Huron Amtrak station where the "International" was waiting for us, having run empty through the St. Clair Tunnel, and pulled out onto the CN Flint Sub. at 13.07, 42 minutes late. The first eight locomotives I saw in the States, during the next 40 minutes, were all CN (meet SD50F 5417 and Dash 9-44CWL 2597; pass SD60F 5518 and SD40-2(W) 5290; meet SD75ls 5776 and 5758; meet Dash 9-44CWL 2596 and SD50F 5419). I noticed on my scanner that we were still referred to as #85 (our VIA, not Amtrak, designation), and our eastbound namesake as #88.

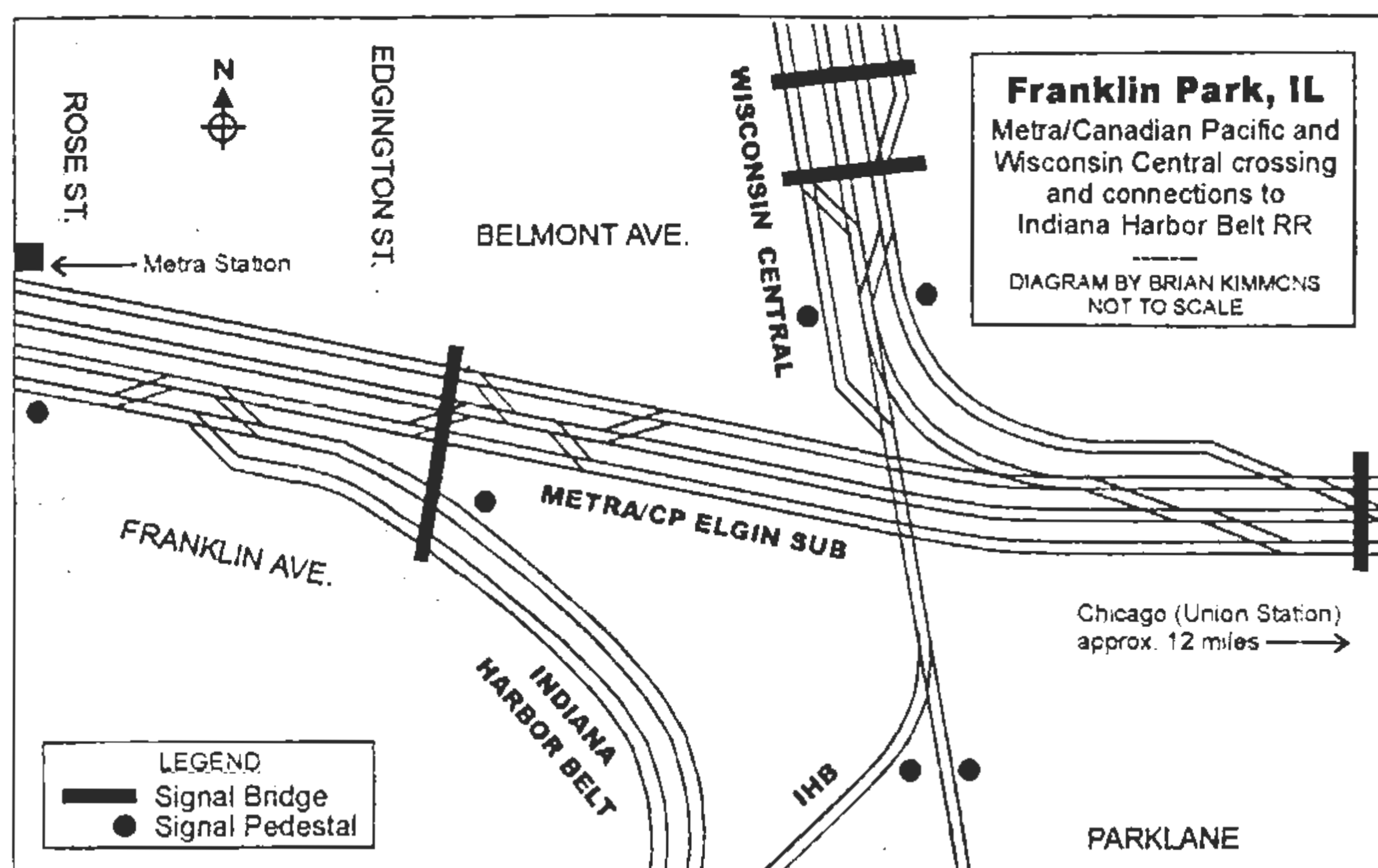
Before we stopped at Lapeer, an old centre-cab diesel lettered LIRR 5 was active on an industrial spur (I don't think LIRR referred to the Long Island RR but I have been unable to dig up a good identification). We met another CN freight and crossed the CSX Saginaw Sub. before stopping at Flint. At Durand, our next stop, a grand old station (now housing the Michigan Railroad Museum) stands in one quadrant of the junction with the Central Michigan and the CN Holly Sub. so as to serve both lines. We met the eastbound "International", stopped at East Lansing, passed four BNSF units with a long load, crossed two more CSX subs, passed GTW GP38-2 4926 and its load, met a four unit CN freight (SD75ls 5708, 5785, 5636 and SD50F 5434), passed CN SD75l 5651 and met CN Dash 9-44CWLs 2551 and 2583 before stopping at the modern Battle Creek station. Then we turned onto an Amtrak-owned, NS-governed line that is single-track most of the way to Michigan City through intermediate stops at Kalamazoo (beautiful red brick station), Dowagiac and Niles (impressive old stone station). We met only ex-Conrail NS GP40-2s 3070 and 3066 as they passed their sisters 3069 and 3068 in the Kalamazoo yard. Entering Indiana from Michigan, we turned our watches back an hour to Central Time. We were still running 40 minutes late but the sun was out, promising fair weather in Chicago tomorrow.

Nearer to Chicago, somewhere between Michigan City and Hammond/Whiting (where we did not make the scheduled stop), things got busy. First, I noticed that we were paralleling tracks of the Northern Indiana Commuter Transportation District, with their overhead catenary, and soon an eastbound passenger electric went by heading for Michigan City and maybe as far as South Bend. (NICTD is usually referred to as the South Shore Line and is a modernized survivor from Interurban days.) Suddenly we were into ubiquitous rail yards and steel mills, entering a major rail corridor with numerous other tracks crossing and paralleling ours. I made the following notes but was so fascinated by the "scenery" that I didn't always record times:

- 17.58 Pass Conrail (CSXT) C40-8Ws 7313, 7393; Meet CSXT C44-9W 9041, Conrail (CSXT) C40-8W 7318; ex-Conrail CSXT unit on yard track.
- 18.11 Meet NS C40-9W 9547, LMS C40-8W 719; Pass two NS units; Chicago Short Line SW1001 28, HLCX unit in yard.
- 18.24 Meet Amtrak #352 "Wolverine".
- 18.26 Southbound Metra Electric on tracks passing under ours.
- 18.33 Meet NS C40-9W 9249, SD50 6515; NS GP38AC 2836 in yard; Central Kansas Railway GP7 701; LLPX

- SW1500 177; Pass UP GP38-2s 418, 419.
- 18.50 Meet AMTK P42DC 116 with Superliner equipment.
- 18.51 Meet AMTK P42DC 184 with Superliner equipment. Pass AMTK P42DCs 125, 169; Metra (equivalent of GO Transit) units everywhere, meet METX F40PH-2 182 and others.
- 18.56 Into Chicago Union Station 55 minutes behind schedule. AMTK P42DCs 95, 59 across platform.

I knew I had arrived in the railroad capital of North America - once served by 21 roads using seven major terminals. Today, besides CN-GTW-IC-WC and CP-Soo, the objects of my visit, Chicago is served by BNSF, CSXT, NS, UP and various smaller roads. Add in Amtrak, Metra and South Shore Line passenger traffic and you begin to get an idea of just how busy things are. (Amtrak trains from Union Station head in all directions, north, west, south and south then east. Metra Milwaukee District North and West Lines, North Central Service, BNSF Line, Heritage Corridor and Southwest Service all leave from Union Station; Metra UP North, Northwest and West Lines from the Ogilvie Transportation Centre, formerly Northwestern Station; Metra Rock Island District from LaSalle Street Station; Metra Electric, as well as NICTD, from Randolph Street Station.) Railroad maps of the region abound on the Web and, for a first-time visitor, are detailed and confusing. It was only in the next couple of days that I realized that track and locomotive ownership have little bearing on the route freight trains may take. Under an arrangement known as the Belt Railway Company of Chicago, they seem to use whichever tracks can accommodate them and take them where they need to go.



Thursday in Franklin Park

On a tip from an Internet contact, CP locomotive engineer Ed Long, I elected to spend my first day in the western suburb of Franklin Park, reached by the Milwaukee District West Line. At Union Station well before Metra #2207's 07.58 departure, I took some photos of the underutilized Grand Hall and breakfasted at McDonald's where the walls are lined with a fascinating collection of railway photos and ads from the steam and early diesel eras. Then, poking around the tracks, I identified six METX F40PHs and F40Cs plus an AMTK P42DC and a Non-Powered Control Unit. (These Amtrak NPCUs are ex-F40PHs with the motors removed but the controls still functional. They are used, at the opposite end of a train from a powered unit, in push-pull operations. Sliding doors have been installed so that the empty engine compartments serve as baggage sections.) Sitting on a side track was the brightly-painted, privately owned, open-platform railcar "Caritas". The equipment for #2207 rolled in at 07.50: F40PH 123, Amerail gallery coaches 7454, 7429, 7442, Budd cab/gallery coach 8264, Amerail 7430, Budd 8215 and 8212 (consists of six to eight gallery coaches, of the type leased for Montreal AMT's Blainville service in early-2001, are typical). Climbing the stairs in 7442, I settled down for the interesting 35 minute run to Franklin Park, about half way to the train's destination at Elgin. Outside Union Station, I noticed Metra

equipment being moved by UP GP40M 1488. We met and passed numerous Metra trains, cut off to the right by Tower A-2 between extensive Metra yards at Western Avenue and branched left onto the Metra-owned, CP-controlled Elgin Sub. where we soon passed a freight headed by CP SD90MAC 9120 and SD40-2 6018. (The Elgin Sub. was formerly the Milwaukee Road, hence Metra's name for the route.)

Alighting at Franklin Park at 08.33, I was pleased to find open access to trackside as I walked back a couple of blocks, on the south side, to the diamond. Here, the east-west Elgin Sub. crosses the north-south WC Chicago Sub. and both are joined by the Indiana Harbor Belt RR from the southwest quadrant. CP's Bensenville, WC's Schiller Park, UP's Proviso and IHB's Norpaul yards are all nearby. The CP/WC interlocking is known as Tower B-12 although the tower itself was moved nearer to the station building and restored when it ended a hundred years of service in 1996. Metra Milwaukee District West trains use the Elgin Sub. and North Central Service trains leave that subdivision here to take the WC line north. There are clear views of the CP and WC tracks and signals in all directions although the IHB connections wind through an obscuring residential and commercial area.



METX F40C 611 leads westbound Train 2221 approaching the Franklin Park, Illinois, station at 15:01 on September 27, 2001. Metra's 15 F40C units, built in 1974, are scheduled to be retired in the next 3-4 years.

I was to stay in Franklin Park for eight hours and, even though I looked around town and went for coffee and lunch, the tracks were almost always in sight. Sometimes I missed identifying locomotives but I don't think I missed any train movements. This was my log (from which I have excluded 22 Metra runs); note the considerable Canadian presence:

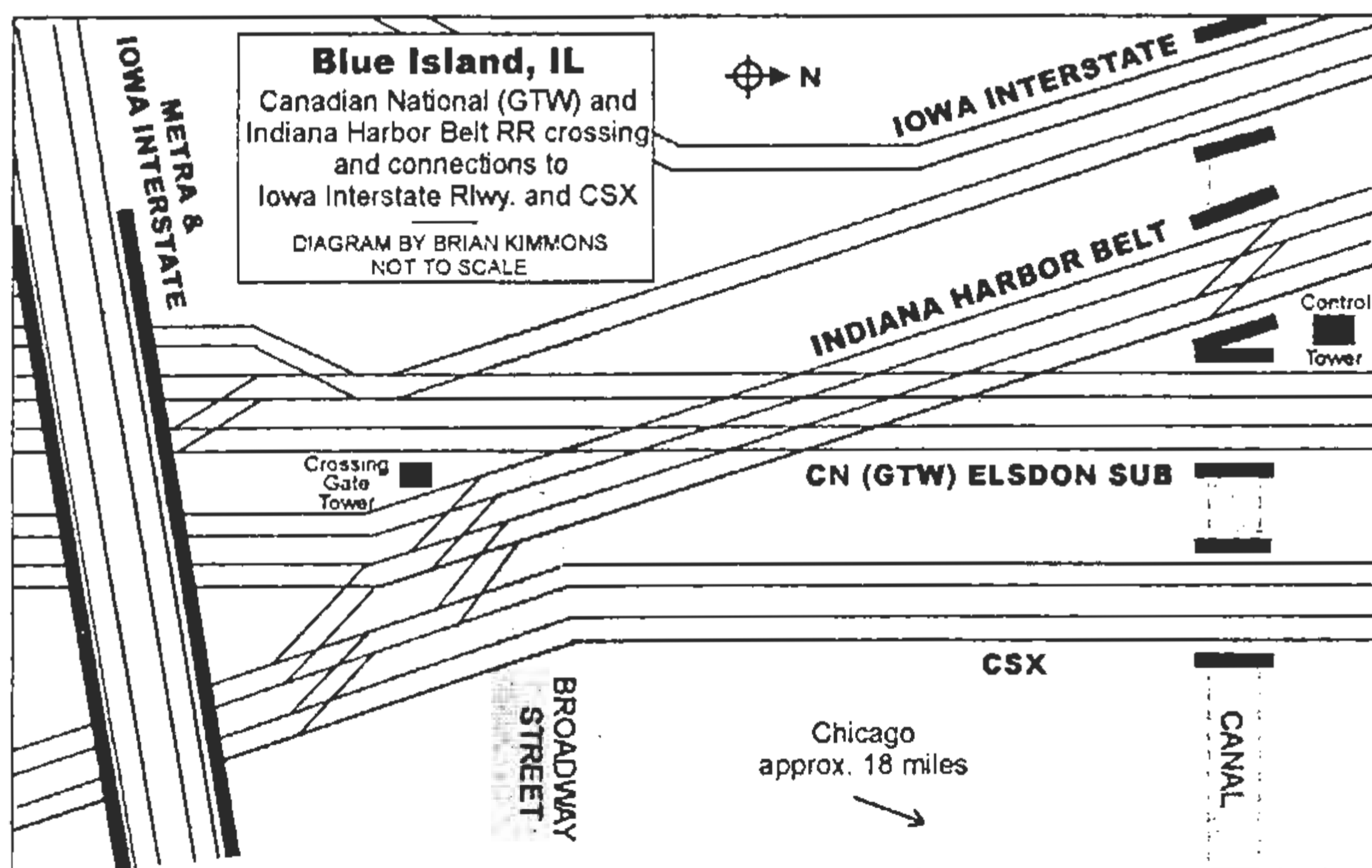
- 09.42 WC SD45R 7531, SD45s 6640, 6615 south on WC (many BCOL and CN cars).
- 10.06 CP SD90MAC 9120, SD40-2 6018 west with train we passed on Metra #2207.
- 10.14 WC SD45 6578, SD45R 7501 south (open hoppers).
- 10.55 CN Dash 9-44CWL 2585, SD50F 5458, Dash 9-44CWL 2426 holding north of diamond.
- 11.15 SOO and WC units pull freight north.
- 11.26 CP AC4400CW 9524, SOO SD60 6038 east.
- 11.45 Loco move: SOO GP38-2s 4410, 4513 east onto IHB south (4513 newly painted as CP).
- 12.16 CP GP7u 1511 east.
- 12.41 SOO GP38-2 4426 east; SOO caboose 138 trailing.
- 13.01 Two CSXT units north.
- 13.27 SOO GP38-2s 4418, 4451 west.
- 13.37 CSXT C44-9W 9004, WC SD45 6553 off IHB onto WC north.
- 13.53 Loco move: SOO GP38-2 4429 east.
- 14.22 CSXT and CP units off IHB onto CP west.
- 14.29 CN SD75I 5715 (flying a large U.S. flag), SD40-2(W) 5337 off CP west onto WC north (consist includes Saskatchewan and Government of Canada grain cars).
- 15.13 WC GP40 3022 from WC south to p/u ballast hoppers

- from siding off WC/CP connection.
- 15.40 SOO GP38-2 4429 returns west (Canadian grain cars).
- 15.54 Loco move: SD40-2s SOO 6613, CP 5566 east then reverse onto WC north.
- 15.59 WC SD45 6611 off IHB onto WC north (intermodal).
- 16.02 Container train off CP east onto IHB south.
- 16.22 CN SD75I 5667 off WC south onto IHB (containers).



SOO GP38-2 4410 and freshly-painted CP (ex-SOO, nee MILW) 4513 move east on the Elgin Sub. for the southbound IHB tracks at Frankin Park at 11:45 on September 27, 2001.

The consist for the 16.53 Metra #2244 back to Chicago was cab coaches 8426, 8236, coaches 7459, 7275, 7447, 7318, 7278 and F40C 611. From 7447, as we left the station, I noticed CP and SOO units coming off the IHB. We met about a dozen Metra trains on the way to Union Station and, en route and in the terminal, I identified five Metra F40PHs and four F40Cs as well as four AMTK P42DCs. Four more Metra F40PHs were in the Ogilvie Transportation Centre when I walked through it on the way back to my hotel. It had been a great day of train watching but boy, I was tired, sunburned ...and hungry!



Friday in Blue Island

Acting on another tip the next day, from CN/GTW locomotive engineer C.A. McLean, I took the Metra Electric from Randolph Street Station to Blue Island. The terminal is underground and reached by "pedways" from nearby office towers. The 07.10 #205 consisted of St Louis MU cab/gallery coaches 1583 and 1552 (electric consists are generally of similar length to diesel-powered Metra trains but two or four cars are common for the Blue Island and South Chicago branches off the main line to University Park). The ride was uneventful apart from meeting 13

Metra and three NICTD electrics. From 18th St., a short distance out of Randolph St., the four Metra tracks parallel two IC tracks, constituting Chicago's easternmost north-south rail corridor, closest to Lake Michigan. I noticed the South Chicago and then the NICTD branches off to the east and we branched west at Kensington onto a single-track, except for one passing siding at West Pullman. Blue Island is also served by Metra Rock Island District so, on arrival there at 07.53, I walked across the street to the other station and noted four diesel-powered commuter trains on that line within the next 15 minutes. Then it was time for breakfast, surrounded by O-scale models and conductors' and engineers' caps, at the Rail Grill. This establishment is so close to the Rock Island platform that customers have time to finish their coffee when the crossing bell rings and still catch their train into Chicago.

A twenty-minute walk south on Chatham and west on Broadway brought me to an eight-track grade crossing of Broadway with CSX, the CN Elsdon Sub., Indiana Harbor Belt RR and Iowa Interstate Railway (IAIS), with CN and IHB crossing each other at the same point. To the south is an overpass used by Metra Rock Island District and IAIS. CSX's Barr Yard and IHB's Blue Island Yard are close by. The IAIS track heading southwest leads to an abandoned factory with sidings, a loop track and a connection to the tracks on the overpass. Even as I neared this tangle of rails, I recognized that visibility could be a problem: a freight rumbling north concealed from my view another that passed behind it - I even had difficulty telling which roads the locos belonged to. I soon found another problem: the area is very open and, unlike Thursday, it was overcast, windy and cold.



Northbound on the Indiana Harbour Belt Railroad, Wisconsin Central SD45s 6605 and 6603 cross the CN Elsdon Sub. at Blue Island, Illinois, at 10:02 on September 28, 2001.

Not long after I arrived though, Harry (Heriberto), the Mexican-American crossing gate operator, came down from his tower; I got to talking with him and he invited me to join him in the tower. Now I was warm, had a perfect view of all tracks, and had someone to chat with into the bargain. Most signals within sight of the crossing face the other way but the operator has a display with lights to indicate approaching traffic. I spent most of the day in the tower, stepping out onto the stairway to take the odd photo. If I thought I had seen some action the day before, I was in for an eye-opener today, although with somewhat less Canadian content amongst locomotives. (I might mention here that the loads I saw passing through both Franklin Park and Blue Island were very similar to consists seen in central Canada; I noted only a handful of reporting marks which were new to me.) Here is my log, starting with the two freights I mentioned and again excluding Metra trains, which used the overpass all day long:

- 08.50 Long freight north as I approach.
- 08.52 CSX unit and another unit north.
- 08.54 Two WC units south (intermodal).
- 09.04 CSXT C40-8Ws 7911, 7700 north (containers).

- 09.09 BNSF GP50L 3144, GP50 3168, NS C40-9W 9234 south.
- 09.22 CN Dash 9-44CWL 2619 south.
- 09.51 UP SD70Ms 4578, 4223 south (empty autoracks).
- 10.02 WC SD45s 6605, 6603 north.
- 10.05 IHB GP38-2 3801, slug PB4 south.
- 10.23 CN SD40-2(W) 5289, SD75I 5760, SD40u 6008, SD50F 5408 south (very long load).
- 10.42 Loco move: IAIS GP38AC 628, M-420R 802, GP10 403 north.
- 10.54 CSXT SD50 8591, SD40-2 8235 south.
- 11.15 UP SD90MACs 8287, 8007 north.
- 11.25 IAIS 403, 802, 628 (see 10.42 above) south with load.
- 11.28 BNSF C44-9W 4700, GP50L 3153 south.
- 11.32 Loco move: CN SD40-2 5373, SD75I 5719 south.
- 11.38 CP AC4400CW 8526 north.
- 12.06 IAIS 403, 802, 628 (see 11.25 above) north, having turned on loop track.
- 12.12 CSXT C40-8W 7803, B36-7 5898 north.
- 12.15 Two CSX units north (containers).
- 12.20 Leave for lunch at Mario's Tacos, Broadway St. and Old Western Ave. (recommended).
- 13.20 Return with enchiladas for Harry, who is working an 06.00 to 22.00 double shift.
- 13.21 UP 4435, 6319 north (loaded autoracks including 20' 2" [20-2 Rack]).
- 13.28 CSXT C40-8 7606, C40-8W 7849 south (containers).
- 13.37 CN Dash 8-40CM 2444, GCFX SD40-3 6044 south (intermodal).
- 13.49 BNSF SD70MACs 9842, 9418 north (open hoppers).
- 14.17 CRL (Chicago Rail Link) 1042, CKRY (Central Kansas) GP7 701 push SW on overpass.
- 14.21 Sighting of the day, 6 units: BNSF SD40-2 6865, SDP40Fr 6976, SD40-2s 7822, 7884, SD60M 9285, FURX SD40u 3021 south.
- 14.26 CKRY 701, CRL 1042 (see 14.17 above), now pulling, north on IAIS.
- 14.35 IAIS GP10 402, GP8 408, GP10 483 northeast on overpass.

At this point, I was walking back to the Blue Island station to catch Metra Electric #228 north. I boarded the first car (consist: 1584, 1639, 1594 and 1513) at 15.00 and saw several Metra Rock Island District trains go by before we left on time at 15.18. Our second car, 1639, was a Bombardier cab/gallery coach - another Canadian connection - the others were St Louis. We met

four electrics, three Metra and one NICTD, before the 27th Street station where I had decided to stop off and catch the action on the Metra/IC corridor. My first priority, though, was to find a washroom in the Emergency Department of nearby Michael Reese Hospital - well, it was an emergency for me! It was 16.15 when I got back to the overhead walkway to the station. From there, during the next hour, I saw twenty Metra and two NICTD trains but was interested in whether there would be traffic on the IC tracks. Soon enough, there was a locomotive movement south at 16.38, BNSF C40-8W 821 and B39-8E 8552, followed two minutes later by CN SD75I 5689 and SD60F 5547 pulling a southbound freight. At 16.59, IC SD40-2 6125 and SD40-3 6200 took a load north. Although I had planned on staying longer, it was colder than ever so I hopped on Metra #332 at 17.15 and was back at Randolph Street 13 minutes later. We met several more Metras and an NICTD on that short trip and, walking through the Ogilvie Transportation Centre again, I identified six Metra F40PH-2s there.

Saturday in Chicago itself

I felt I should do a little "normal" sightseeing the next day but I had not yet experienced the CTA's "L" and subway trains ... and then there was the Twentieth Century Railroad Club's Skybox for Railfans that I had discovered on the Web. It promised to be a busy enough day so I set out about 09.00, stopped off for a bacon and egg McMuffin, and wandered through the Loop and along the river to the Golden Mile. Even in the city, you keep hearing locomotive horns, spot tracks in unlikely places and, of course, hear the rattle of the "L". Eventually, I returned southward on the Red Line subway and transferred onto the Orange Line "L" for one stop. This brought me to Metra's La Salle Street Station, the only Chicago passenger terminal I had not yet visited. It was quiet on a Saturday morning with only two F40PHM-2s on hand. The present-day waiting room and ticket office are built into the Chicago Stock Exchange building. While in there, I made a note of the Metra fares: US\$1.75 to \$6.60 one way to or from the city, depending on distance (I had paid \$2.75 to Franklin Park, \$3.15 to Blue Island).

Next, I headed down Canal St. for the Skybox. It is a long walk but, for much of the way, overlooks the tracks south out of Union Station, Amtrak yards and Amtrak and Metra maintenance facilities. I identified 24 Amtrak P42DCs, two B32-8WHs, six SW1000s, two more NPCUs, and two Metra units. Also present were lines of AMTK baggage and boxcars as well as transport trailers mounted not on flat cars but directly on bogeys. Amtrak

is now in the freight/express business in a big way. The switchers are there mainly to jockey boxcars and trailers onto the end of departing passenger trains; later, I saw one train of perhaps eight coaches leave with three boxcars and seven trailers. At 18th St., I found the Skybox, filled with railroad memorabilia, on the ninth floor of a building immediately to the east of the tracks and with large plate glass windows overlooking the scene I have just described. I received a warm welcome from the club's past-president, Don Hermanson, and a couple of his fellow members and spent the next hour and a bit talking trains and watching trains. In fact, it was a pretty quiet time of day on Amtrak but a few trains left and locos moved through the wash house. Don pointed out the St Charles Air Line passing east-west over the tracks just north of 18th St. This provides one route for traffic off the north-south IC line that parallels the Metra Electric (another route crosses the Amtrak corridor at grade south of the Skybox). Connections from north and south onto the Air Line east permit passenger trains to be wye'd here. There is also freight traffic south off the Air Line west; UP



CN SD75I 5689 and SD60F 5547 are southbound on CN's Illinois Central at 27th Street in Chicago at 16:40 on September 28, 2001.



Amtrak SW1000 799 jockeying bogey-mounted trailers, to be hauled by passenger trains, south of Chicago Union Station at 15:30 on September 29, 2001.

SD70Ms 4099, 4361 and 4350 took a load in this direction at 13.57, probably from the Proviso Yard. Eventually, I picked up a few back issues of "The Fast Mail", the club's newsletter, and walked back to the hotel; after days of mainly fast food, I had promised myself a hearty meal in the Greek Town district and needed time to clean up and rest so as to do it justice.

Homeward bound

On Sunday, still avidly spotting locomotives, I noted eleven Amtrak P42DCs, a B32-8WH, a SW1000 and three NPCUs in and around Union Station before lining up for the 09.50 Amtrak #364/VIA #88 to Toronto. This consisted of B32-8WH 517, Amfleet-II coach 25001, Horizon coaches 54541, 51500 and Horizon dinette 53000. The schedule had been changed so I only knew our departure time, which we met but then halted for ten minutes right below the Skybox. As on arrival, I found the next hour almost overwhelming, not knowing which way to look and managing to jot down only scanty notes:

- 10.08 Old black switcher 1460 (no road name) in intermodal yard.
- 10.11 Meet Amtrak
- 10.17 Pass NS GP38 2802 deadheading.
- 10.19 CSXT C40-8W 7305 (still lettered Conrail), C44-9Ws 9025, 9026 and others in yard.
- 10.21 Meet Amtrak
- 10.28 Meet three-unit NS intermodal.
- 10.30 BNSF SD40-2 7116, then CSXT SD40u 8469, C40-8W 7690.
- 10.33 Steel mills: loaded CSXT Coke Express and INLX hoppers.
- 10.35 NS C41-9W 9082, SD60 6680 deadheading.
- 10.37 Meet NS freight.
- 10.38 Pass CSXT freight.
- 10.40 NS C30-7As 8122, 8130, 8132, 8116, 8115, 8125 in steel mills yard.
- 10.47 Pass NS GP-38-2 5508 with coil cars.
- 10.49 NS GP38-2 5076, GP15-1 1433 and, still in Conrail paint, GP38 2934 in steel mills yard.
- 11.03 Meet BNSF SD40-2 7214, SD60 9037 and unidentified unit with coke hoppers.
- 11.06 Meet Amtrak pushed by P42DC 29.

At 11.10 Central Time, our train branched left off the main line and things quieted down through our stops at Niles, Dowagiac and Kalamazoo until we reached Battle Creek station at 14.10

Eastern Time. Now on the CN Flint Sub., it soon got busier. As we met a three-unit CN freight, I spotted CN SD40u 6009 on a siding with rail-laying cars. We met CN SD75I 5763 pulling empty autoracks, saw GTW GP9R 4633 on a siding and CSXT and CN units in a yard but obscured by a line of hoppers. Next, we overtook two BNSF units with autoracks and passed by the auto plant and the old Grand Trunk station in Lansing. A minute later, we met CN SD40-2(W) 5277 and two other CN units; two minutes after that we were in East Lansing station. At our next stop, Durand, GTW caboose 75003 is preserved near the station. Nearing Flint, CN and GTW units were half-hidden in the yard and, immediately after our station stop, I saw QGRY boxcars on an industrial siding. After meeting a highballing, two-unit CN freight, I had a good view of preserved cabooses NYC 21755, DT&I 120 and GTW 75007 as we slowed into Lapeer. At Port Huron, we met a CN intermodal pulled by SD75Is 5744 and 5783 out of the St. Clair Tunnel; SD75I 5631 and SD40-2(W) 5305 were in the yard. The westbound "International", B32-8WH 519 leading, departed as we entered the station.

This time, we could stay on the train through the tunnel. Although I had been looking forward to this, it was somewhat of an anticlimax - pitch black and we ran through in little over a minute. CN GP9RM 7272, with slug 272, was working the yard as we stopped in Sarnia for Customs inspection, which took only ten minutes. With more than an hour to wait for our newly-scheduled 19.05 departure, it was time for a stretch of the legs. As I left the train, four CN locomotives pulled through with a US-bound freight followed, over the next fifty minutes, by SOO SD40-2 6612, SD60s 6003 and 6039 and then CN SD75I 5656 with a few containers and a line of empty container flats. A two-unit CN freight passed us as we moved off at 19.06 and, before Strathroy, we met CN SD40-2(W) 5282 with a few cars and a caboose. From then on, it was too dark to see much through our stops at every station to Brampton although I did note our meet with VIA #683 as we entered the Guelph Sub. and a meet with CN SD75I 5727 on the Halton Sub. We were into Toronto Union at 23.25, presumably somewhere between on time and fifteen minutes late. Across the platform, that night's Montreal-bound "Enterprise" was waiting to depart (F40PH-2 6451, HEP-I coach 8120, HEP-II coach 4110, sleepers *Chateau Lasalle* and *Chateau Radisson* and dome-observation car *Yoho Park*).

F40PH-2 6415, LRC club 3458 and coaches 3325, 3316 and 3301 made up Monday's VIA #44 home to Ottawa. The last two coaches ran out of service (in fact, none of the VIA/Amtrak trains I had been on were anywhere near full). The trip was uneventful, with just the expected GO and VIA traffic, four CN freights plus CP freight movements on the main and in the yard at Smiths Falls.

On the quiet stretches after Brockville, I put together some of my usual statistics. As far as my travel was concerned, I had used seven rail services: VIA, Amtrak, Metra, CTA "L" and subway and TTC subway trains as well as TTC streetcars. As for my quest for a Canadian presence in the States, of the 249 locomotives I had identified while in the U.S.A., 150 had been freight locomotives of which 66 had been, or were soon to be, Canadian-owned: 14 CP and SOO; 42 CN, GTW and IC; 10 WC. It may not have been a scientific sampling but I guess you could call that a substantial presence!

My thanks to Ed Long for reading a draft of this article and tidying up some facts about the Chicago rail scene. Any remaining errors, however, are my responsibility. ■

Canadian National and the Pullman Company Connection

by J. Norman Lowe

Photographic credits as indicated

On April 1, 1959, Canadian National Railways (CN) terminated a contract that had been in force from not only its 1923 amalgamation period but 53 years previous when the Grand Trunk Railway Company of Canada (GTR) signed the dotted line in 1870 with what was to become the world's greatest housekeeper, the Pullman Palace Car Company (Pullman). Incorporated in 1867, its purpose was to manufacture and operate sleeping cars.

Prior to the signing, the GTR for some 12 years used sleeping cars built at its Montreal Point St. Charles shops, but following the agreement the railway, while continuing to build, handed the service and operation of them to Pullman, the latter supplying the porters and conductors. The first Pullman car in a GTR consist operated August 22, 1870, between Toronto and Sarnia, Ontario. The manufacturing at Point St. Charles continued until Pullman was able to establish its own car shops, the largest of which opened in 1901 at Calumet, some 15 miles south of Chicago, Illinois. Their first plant, at Detroit, Michigan, was operational in 1870 but by 1902 it had been sold. Six other works were located in various States.

Why get involved in an agreement like that? Simple economics. It was thought, at the time, to be profitable.

During the initial period of CN consolidation, the Canadian Northern (CanNorR), National Transcontinental (NTR) and the Intercolonial (ICR) Railways operated their own sleeping and parlor car services although the ICR did utilize Pullman commencing in 1874. By 1884, however, management felt the services should be in the hands of the authorities controlling the railway 'in order to conduct business with promptness and dispatch.' The result was that the ten Pullman cars in use were purchased by the ICR, remodeled and the following year operated by the ICR passenger department. (The railway must have predicted a sizeable increase in traffic with passengers flooding into Halifax, Nova Scotia, in the winter and Rimouski, Quebec, in the summer.)

The NTR briefly used Pullman commencing June 13, 1915, when the tri-weekly 'National' began operating between Toronto and Winnipeg via North Bay and Cochrane, Ontario. The Pullmans remained part of the consists until the Canadian Government Railways (CGR) supplied its own equipment.

During the following decades Pullman continued to manufacture and provide a sleeping and parlor car service until 1947 when the United States Anti-Trust laws forced the Company to divide its business. This resulted in the selling of its services to some 60 railways, an arrangement CN did not want to become a party to. It did, however, allow the railway to purchase a large number of heavyweight cars which, in turn, were leased to Pullman who continued operating them on former GTR lines with Pullman employees. A proviso in the lease gave CN a six month termination clause.

The car building subsidiary became known as the Pullman-Standard Car Manufacturing Company.

Difficult Beginning

It should be noted a major hurdle faced CN following early consolidation and that was the availability and condition of its sleeping cars. Most were not only outdated but constructed of wood - hence unsafe. While some 20 of these cars had been purchased by the government lines from Pullman at a hard to turn down price, heavy use, especially during World War I, made the equipment almost obsolete. In fact the cars were not only unfit but never intended for regular service.

To ease the situation, between 1919 and 1921, 36 standard sleeping cars and 13 compartment open observation library cars were ordered from the Canadian Car & Foundry Co. (CC&F).

The deplorable rolling stock condition dates back to 1913 as few new passenger cars had been ordered since then by the incoming railways. New equipment continued to be received as

financing and manufacturing became available. Throughout the period the placement of Pullman cars in international trains helped ease the situation.

Under Review

In 1958, the CN/Pullman agreement came under close scrutiny with CN deciding it was no longer profitable to continue since it operated a parallel service. This resulted in the Canadian Pullman operations being terminated April 1, 1959 (1) but the international service continued. On that date Pullman was withdrawn from the following runs:

- Montreal - Toronto - Niagara Falls.
- Montreal - Toronto - Windsor.
- Montreal - Toronto - Port Huron.
- Montreal - Toronto - London (via Stratford).
- Montreal - North Bay - Cochrane - Kapuskasing.
- Montreal - North Bay - Timmins.
- Montreal - North Bay - Noranda.
- Toronto - North Bay - Timmins.
- Toronto - North - Bay - Noranda.

More Changes

With the cancellation of Pullman services, some 60 employees requested CN employment of which 39 signed forms and joined ranks. Further changes took place October 30, 1965, when the CN/CP Pool Agreement, which dates back to April 2, 1933, was cancelled. Discarded were most of the once famous names associated with CN crack trains. The following day a new concept of rail travel was introduced in the form of the 'Rapido'. Out went 'The International Limited' and in came the 'International' which operated only between Toronto and Chicago. On June 12, 1970, movement was between Port Huron and Chicago and on April 30, 1971, service was cancelled altogether.

Among other international trains cut from the timetable were 'The LaSalle' on June 24, 1966, and 'The Maple Leaf' on April 30, 1971. 'The Montrealer', 'Washingtonian' and 'Ambassador' lost their names September 2/3, 1966.

On October 31, 1982, VIA Rail Canada - operational since October 31, 1976, and Amtrak - since May 1, 1971, jointly reintroduced an up-to-date version of the original train in the form of the 'International' between Toronto and Chicago. On an almost 23 hour alternate day schedule, its consist was made up of Tempo and Amfleet equipment. An earlier co-operative effort took place April 26, 1981, when the 'Maple Leaf', between Toronto and New York City, came into service.

Pullman Canadian Offices

A Pullman office was first established in Canada at Montreal late in 1888. It expanded as traffic increased and by 1950 some 50 employees were on staff which included a district superintendent, mechanics, painters, electricians, upholster, cleaners, storeroom clerks, conductors, porters and attendants. The staff attended to cars assigned to some 15 trains.

Pullman also had a Toronto office maintaining and operating Pullman equipment from that terminal. While it is not known when the Toronto office opened records do indicate, however, that during the early-1900s an agent and support staff were located there.

Seasonal summer offices at Vancouver functioned between 1936 and 1944. In 1946 an agent was again stationed there and remained until 1950. Five electricians attended to not only the CN and CP but the Great Northern from Seattle, Washington. Pullman had a presence at Edmonton in 1943 and also as far back to 1890 with the Canadian Pacific Railway (CPR) (2).

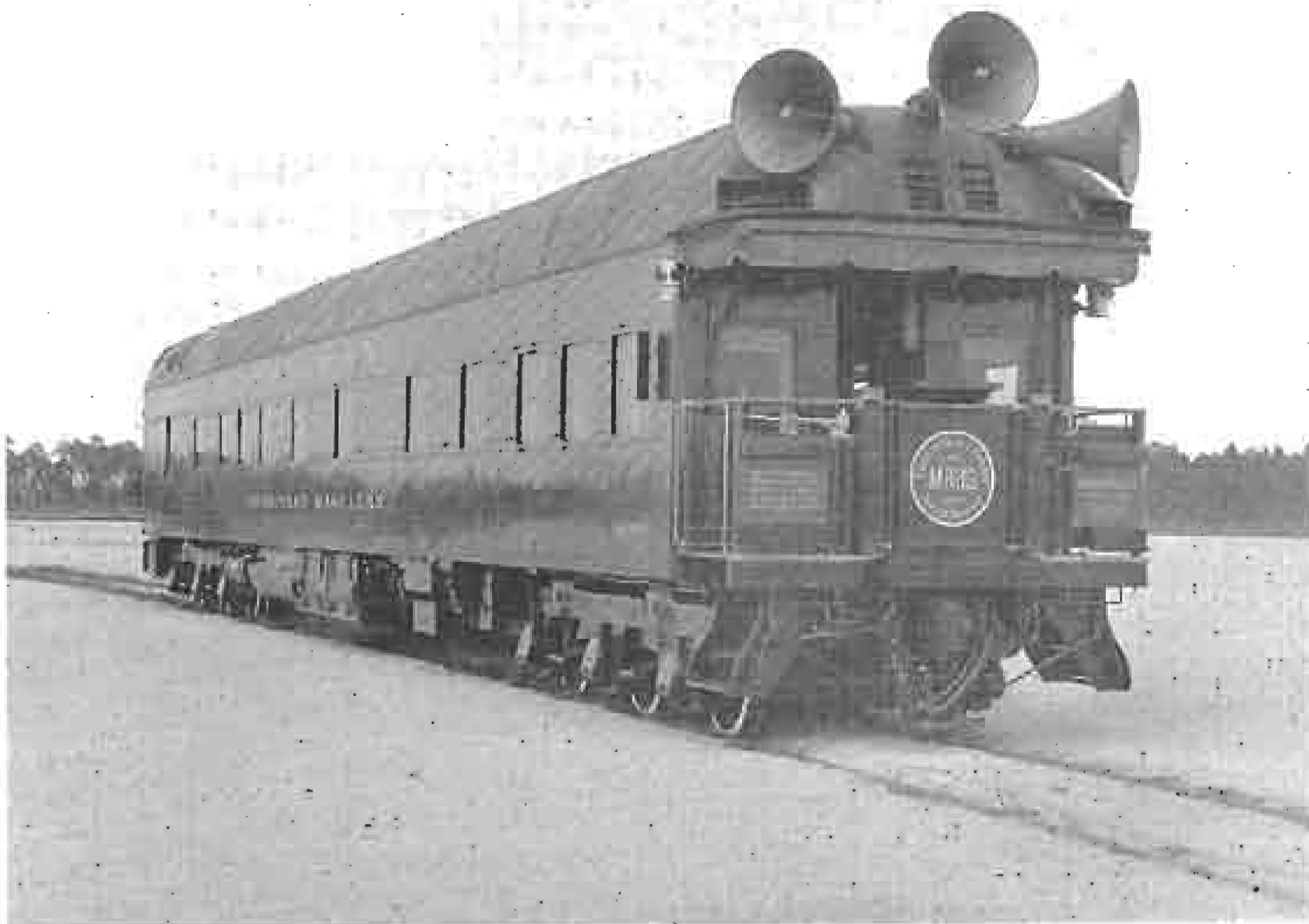
Equipment Register

The Pullman Company was virtually a complete passenger railway without motive power. With a roster at the height of its existence during the 1930s of under 10,000 cars, it included not only sleepers of eight configurations - as well as 15 articulated named car sets - but parlor and lounge cars. Restaurant facilities occupied a portion of some of the latter. To top off the register the Company had 17 cars in private service with floor diagrams similar to a business car. The most noteworthy of the latter group was the 'Ferdinand Magellan'. Removed from general use in 1942, major renovations were made after which it was assigned the following year to the President of the United States. Lettered simply Pullman during World War II so as not to attract attention, it was designated 'U.S. Car No. 1' following hostilities along with its name. The 'FM' made two trips to Canada.

(A document shows that when President Harry Truman was rolling through a part of the state of Kansas in 1947, he happened to notice the speedometer hovering at 105 mph. Horrified as to what would happen if his 16 car special made an emergency stop, he requested the speed reduced to a comfortable and safer 80 mph.)

Among major changes to the car prior to presidential use included a weight increase to 185,000 lbs. from 160,000 lbs. with the addition of three inch bullet proof glass and 5/8th inch thick steel armor. While in special service the car was owned by the Association of American Railroads.

In 1958 the 'FM' was declared surplus to government needs and in 1959, after having served three presidents, it formed part of the Gold Coast Railroad Museum at Fort Lauderdale, Florida.



There is little doubt that the most noteworthy of Pullman's private car fleet of 17 cars was the *Ferdinand Magellan*. Removed from public use in 1942, it was assigned following major renovations to three presidents of the United States until 1958 when it was acquired by the Gold Coast Railroad Museum at Fort Lauderdale, Florida. Photograph - Collection of J. Norman Lowe.

Types of Cars Leased

While the exact number of Pullman cars in CN service following amalgamation to the mid-1950s is not known, a rough tabulation from sources indicates there were some 45. They ranged from the standard sleeper with nine different floor plans - last constructed by Pullman during the mid-1930s - to the buffet club compartment; buffet lounge; compartment lounge; observation lounge; observation parlor; observation sleeper; parlor cars with 24 and 28 seats; solarium buffet lounge with accommodation and solarium observation. The standard sleeper was also used as a parlor car on some resort routes.

There was, of course, an extra heavy demand for the standard sleeper during World War II but no known number exists.

An accurate listing, however, of CN owned/Pullman operated first class cars under long term lease for the years 1955 and 1961 is known and highlighted as follows:

1955

No.	Type	Car Numbers	Lease Cancelled
6	12 Sect. 1 DR	1716, 17, 27-30	1959
7	12 Sect. 2 DBR	2169-72, 74, 75, 77	1953, 59
2	10 Sect. 2 Cpt. 1 DR	1737-38	1959
2	10 Sect. 3 DBR	2178-79	1959
6	8 Sect. 2 Cpt. 1 DR	1702-07	1958-59
14	6 Sect. 6 Rmtte. 4 DBR	1162-75	1965-66
8	4 Sect. 8 Duplex Rmtte. 4 DBR	1120-27	1959
4	10 Rmtte. 5 DBR	2022-25	1959
2	14 Single Bedrooms	2020-21	1959
6	24 Duplex Rmttes.	2001, 03-05, 16, 17	1958-59
4	2 DBR, 2 Cpt. Buffet Lounge	1086-89	1959, 66
3	34 Chair Parlor Cars	562, 64, 66	

1961

13	6 Sect. 6 Rmttes. 4 DBR	1162-75	1965
2	2 DBR. 2 Cpt. Lounge	1088-89	1966

In addition to the 1961 cars, two, six bedroom buffet lounge 'Falls' series sleepers owned by the Pennsylvania Railroad and three, six roomettes, four double bedroom 'Beach' series cars from the New York, New Haven & Hartford Railroad were leased to Pullman for use between Montreal-New York and Montreal-Washington.

With the exception of the parlor cars and the 24 duplex roomettes, which were built by CC&F in 1924 and 1950, the remainder were built by Pullman-Standard, delivered to CN in 1954. Identified on the letter board and painted CN, the Pullman name was evident near the top right hand corner of the door frame.

Generous Concessions

The Pullman Company was no less generous providing accommodation in its cars than the railways/railroads were granting transportation to employees of the industry.

Certain restrictions, however, prevailed. A Pullman Palace Car Co. card pass valid in 1899 gave entitlement to a berth or (parlor) car seat but only within the lines, for example, of the GTR's Eastern Division. By 1956, annual passes were being issued for a three year period good in cars operated on any of its many lines for a room, section or a seat.

The Wagner Palace Car Co., a very strong Pullman competitor absorbed by the latter January 1, 1900, issued in 1898 not only card passes but a book of 40 pass coupons for a berth or a seat. They were not, however, acceptable on 'The Lake Shore Express' or the 'Chicago Limited' of the New York Central System.

Space Availability

For revenue passengers requiring Pullman accommodation the charge was not overly expensive given the comfort and service rendered by the porter. But during and immediately after World War II availability was the problem. With trains full and United States military stationed at Cochrane (and points east and west) traveling south and north frequently on leave, space was at a premium on train Nos. 46/47 and 49/50 of the jointly scheduled Temiskaming & Northern Ontario (T&NO) and CN between Timmins and Toronto. But with luck it could be obtained. In car "Bellbrook" travel southbound on the 'Northland, No. 50, between Porquis (Jct.) and Toronto, a distance of 453.7 miles, a lower cost \$3.25.

Among other Pullmans used on the north trains were the 'Aroya' (see photograph on Page 10), 'Boone', 'Makura',

'Northland' and the 'Montello'. These six cars were part of 56 owned by Pullman, bought by CN in 1948 who in turn leased them to Pullman. Their leases expired in 1954.

(The CPR also provided through sleeping car service to/from the north commencing about 1914. Assigned to trains 17/18 between Montreal and Minneapolis, Minnesota, it made connection at North Bay with the T&NO's mail and express train Nos. 1 and 2 to/from Cochrane. Short lived, in 1915 the car no longer served the growing community but went through, instead, to Timmins until the 1930s.)



Pullman sleeping car *Aroya*, consisting of 10 sections, one drawing room and two compartments, is at Swastika, Ontario, in 1949 on the jointly-operated Canadian National / Ontario Northland train No. 47 between Toronto and Timmins. Numbered 1734, it was built by Pullman in 1911, purchased by CN in 1948 - along with 55 others - and leased to Pullman until 1954. By 1961, most of the sleepers had been converted to (CN) bunk cars. Photograph by J. Norman Lowe.

Temporary/Permanent Preservation

While the preservation of CN passenger equipment is evident in various parts of the country - predominately coach and head-end cars - very few pre -1954 or heavyweight sleeping cars have been saved from going to the scrap yard. Of those that were two stand out, one temporarily, the other permanently.

In 1970 the Vermont Collectors Association of South Burlington, Vermont, asked CN if it could provide a retired sleeper to be used to sponsor school and youth programs centered on Vermont heritage. The car was to be located on North Main Street at St. Albans near the Missisquoi Valley Railroad branch crossing.

CN granted the request and selected the 'Yale', No. 1545, a 12 section, one drawing room car, one of 97 on its 1961 register. Built by the CC&F at Montreal in 1921 to Pullman plans, it was presented in a ceremony at St. Albans on August 6, 1970. Comments expressed during the handover by railway officials amounted to the effect that CN hoped the car would be a reminder of the Company's interest in preserving, through Associations, some of its past. A ride several times through St. Albans yard completed the hand over.

To add a local touch to the sleeper, the CV crest replaced CN identification and 'St. Albans' replaced 'Yale'. The car was even given a fresh coat of (black and white) paint. Unfortunately good plans of the Association went array resulting in the sleeper becoming an eye sore. With the Association being non-committal regarding relocation, the 'St.

Albans' was brought back to Montreal near the end of 1971 and stored at the Point St. Charles coach yard for possible Company use.

The same year as the 'St. Albans' returned to Montreal, the Pacific Coast Chapter of the Railway & Locomotive Historical Society purchased from CN the 'St. Hyacinthe', a ten section, one compartment, one drawing room car, one of 15 in the 1674-1688 number series named after Canadian cities beginning with the letter 'S'. Numbered 1683 and built to Pullman design by the CC&F in 1929, it was, in 1961, one of its kind in use. Restored at the Bethlehem Steel Co. in San Francisco, California, it was presented in 1980 to the California State Railroad Museum at Sacramento and displayed under cover May 2, 1981.

Repainted in the original Pullman or olive green of the CN it was first lettered Pullman but later restored to Canadian National identity. Gold stripes above and below the window line were later added. The sleeper is an excellent example of how to exhibit and have a heavyweight of early design appreciated by viewers. To simulate motion a mechanical device gently lifts one end of the car less than an inch and then allows it to resettle in place via its suspension system.

CN Had Plans

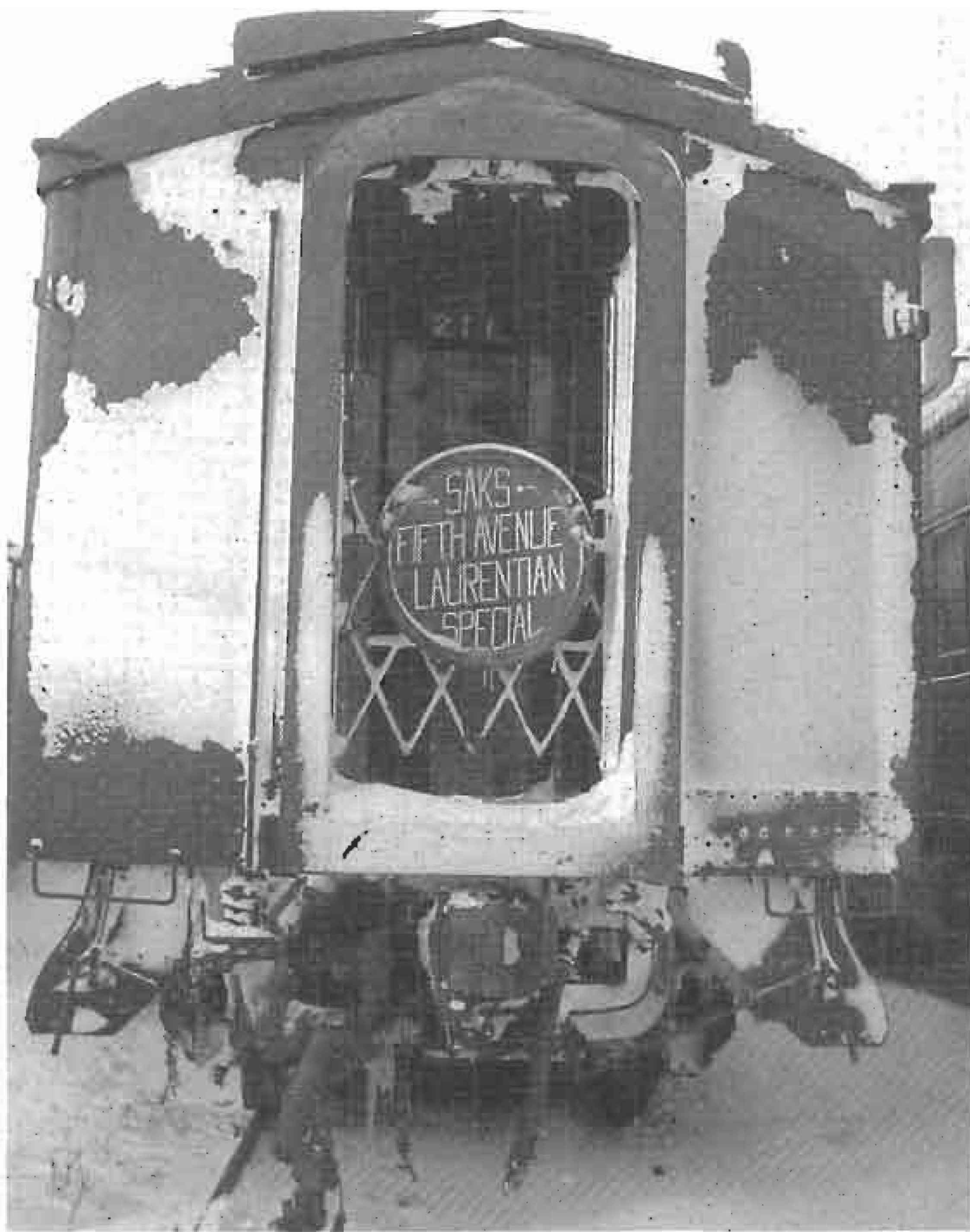
While all this flurry of activity was taking place CN was embarking on a one of a kind collection of rolling stock of its own to be hauled by an undecided form of motive power. The concept, approved by senior management, included the 'St. Albans' which had been renumbered to 15154. Each car in the planned consist was to be named after retired staff recognized for accomplishments. Also in the consist was to be a baggage car, sponsored by the then National Museum of Science and Technology, illustrating through displays and photographs, CN development. After all, some 15 years had gone by since the remarkable (CN) Museum Train toured much of the system.

That, very briefly, was the concept. In 1974, however, new brooms gave it the proverbial thumbs down resulting in the 'St. Albans' and others of the collection earmarked to distant scrap yards.

Both the 'St. Albans' and the 'St. Hyacinthe' escaped the heavy modernization program of the 1950s which fortunately included the retention of the square style windows rather than the panorama or picture sealed window type.



An excellent example of a railway car preservation is exhibited at the California State Railroad Museum at Sacramento, California. While lettered Pullman, it was originally Canadian National sleeping car *St. Hyacinthe*, built in 1929 by the Canadian Car and Foundry Co. of Montreal. Purchased from CN and presented to the Museum by the Pacific Coast Chapter of the Railway & Locomotive Historical Society in 1980, its original ownership was reinstated as were gold stripes above and below the window lines. Photograph - collection J. Norman Lowe.



Long before highways became raceways the chartering of a Pullman sleeping car was a common practice. Here Saks-Fifth Avenue (New York City) employees did just that and as the drumhead indicates it was a jaunt to the Laurentians. The long forgotten named car waits its return trip in 1938 at the CN/CP Quebec City Palais station coach yard. Photograph by J. Norman Lowe.

Fastest Train in North America

Of 80 named trains that once graced CN and predecessor railway public timetables - some 30 of which were in international service - the most noteworthy, according to early advertising, was 'The International Limited' highlighted not only as 'Canada's Train of Superior Service' but 'The Fastest Train in North America'. Operating latterly as Nos. 15 and 14 over former GTR lines between Montreal-Toronto and Chicago and the same route following amalgamation in 1923 into the CN, it completed the run in 23'16", reduced substantially with new motive power and rolling stock. (In 1901 the train was scheduled between Portland, Maine, and Chicago via Montreal and Toronto in 34'20".)

Originally, 'The International Limited' was equipped with a GTR baggage car, coach and one of two 71-foot long oak paneled café parlor cars 'Thames' and 'Trent' specially built to Pullman design at the railway's Point St. Charles shops. Pullman supplied the sleeping car.

Apropos ..

Apropos to George M. Pullman inventing the first of his sleeping cars in 1859, a number of railways which formed the CN - and the CN itself - were active in the world of firsts as well. (Pullman's first sleeping car was a 44-foot long reconstructed day coach. It wouldn't be until 1865 that a real sleeping of his design appeared.)

In 1857 the Great Western Railway (GWR), which was absorbed into the GTR in 1882, built the first of a reported two sleeping cars at its Hamilton, Ontario, shops which preceded any other car of its kind not only in Canada but North America. Ten

years later the railway constructed three dining cars. It would not be until 1876, however, that dining cars were in regular Canadian service. During the late 1850s - exact date not known - the GTR constructed the first mail car at Point St. Charles and in 1860 it outshopped the first parlor car intended to form part of a royal train.

In 1916 the mechanical department of the CGR at Moncton, New Brunswick, designed the first of eight all steel interior/exterior (10 section, two drawing room) sleeping cars. Named the 'V' series and numbered 1515-1522, they were built by National Steel Car Co. The interiors were not only finished inside to look like wood but had extra large vestibules. Four more cars of the same design in the 'L' name series and numbered 1500, 1507, 1512 and 1514 were built during 1917 and 1918 by Preston Car and Pullman.

While it is generally known that CN introduced radio on some of its trains January 7, 1924, through an eventual series of 13 radio stations, a McGill University professor at Montreal earlier transmitted wireless signals on October 13, 1902, to the then 28-month old 'The International Limited' as it clipped the miles away between Toronto and Montreal at St. Dominique, Quebec, 32.8 miles west of Montreal. On April 27, 1930 the railway developed another first in the form of a two-way train telephone service. Incidentally, the radio stations formed the nucleus of the Canadian Broadcasting Corporation.

Diminishing Numbers

During the height of Pullman car service in 1930, the Company had a register of just under 10,000 cars covering 700 different floor plans.

With competition from other forms of transportation substantially increasing, the register gradually diminished in number. As highlighted for the years 1955 and 1961, Pullman operated 63 cars in 1955 for CN and, six years later, only 15. When the Company closed December 31, 1968, the number of cars still owned by Pullman was a mere 400.

Liquidation by the 57 participating rail systems followed. By then they were operating sleeping cars independently.

While the once renowned organization still lives on, albeit in memory and documentation, today's equipment is a bland reflection of what was the grand period of rail travel.

End Notes:

- (1) Pullman car destinations - Summer, 1930 - operating in CN and connecting consists:
 - * Buffalo to Montreal, South River (Ontario), Sudbury.
 - * Chicago to Detroit, Flint (Michigan), Jasper (Alberta), Lansing (Michigan), New York, Vancouver, Winnipeg.
 - * Detroit to Muskegon (Michigan).
 - * Moncton to Boston, New York, Saint John (NB).
 - * Madawaska (Ontario), to Scotia (Ontario).
 - * Montreal to Boston, Buffalo, Chicago, Detroit, Hamilton, Lindsay (Ontario), New York, Portland (Maine), Quebec City, Springfield (Massachusetts), Washington (DC).
 - * Ottawa to New York.
 - * Toronto to Algonquin Park (Ontario), Chicago, Cochrane (Ontario), Detroit, Huntsville (Ontario), Kingston City, Montreal, Muskoka Wharf (Ontario), New York, Philadelphia, Timmins, Windsor.
 - * Washington to Quebec City, La Malbaie (Quebec).
 - * Windsor to Huntsville (Ontario), Muskoka (Ontario).

- (2) The Pullman Co. also had CPR connections. Dating back to about 1890, most of their cars operated from Montreal and Toronto. Among the trains in which Pullman's were part of included the 'Red Wing', Montreal - Boston over the CP and Boston & Maine; 'The Ontarian', Toronto - New York over lines of the CP, Toronto, Hamilton & Buffalo, Maine Central and the New York Central; 'The Winnipegger', St. Paul - Winnipeg via the Soo and CP and 'The Mountaineer', St. Paul - Vancouver over the Soo and CP.

A Pullman office was located at Banff, Alberta, during the summer months of 1946 to 1950. Staffed by an agent and four electricians a similar office was also located at Calgary, Alberta, during 1947 and 1948.

Names of a few of the Pullman cars used by the CP included the 'Chief Red Wolf', 'Glen Arbor', 'Golden Rock', 'Mount Mansfield' and 'Mount Royal'. ■

Tid Bits by Duncan du Fresne

Inkerman - 60 Years Ago

Inkerman is a small village in eastern Ontario, 33 miles east of Smiths Falls. At the time I'm writing about it, it was located at mileage 91.1 on Canadian Pacific's Winchester subdivision. Nearly 60 years ago Inkerman was made famous, on an international scale, by its junior hockey team, the "Inkerman Rockets". That team, and succeeding ones for the next decade, were the talk of the hockey world, but that's not the reason why I'm writing this Tid Bit. The year 2001 is the 60th anniversary of a terrible train wreck that took place at Inkerman back on March 31, 1941.

Canadian Pacific passenger train No. 29, known along the Winchester sub. as "The Perth Local", was on the westbound side of the double track main line on its way to Perth, Ontario, from Montreal behind light Pacific No. 2658. The local had slowed down to make its station stop at Inkerman at about 6:30 P.M. There would be a few passengers and the ever present milk cans, now empty, to unload after their shipment earlier in the day on train No. 30 to various Montreal dairies. As the local was about to make its station stop an eastbound 68-car freight train, making good time, was passing the local on the eastbound track, - and then it happened. A broken axle (according to the **Ottawa Journal** and the **Winchester Press**) on a car well back in the freight train resulted in 24 cars of the freight to start piling up. Of course some of the cars ended up on the westbound main line, sideswiping the 2658 in the process. This resulted in the 2658 rolling over on its right side right in front of the station. The local's engineer, Fred Plato, and fireman Wallace Plunkett, both of Smiths Falls, were killed. Inside the station were two C.P. employees, William Maxwell, a C.P. Section Foreman from Mountain, Ontario, and Edward Pennett the Station Agent. Both these men got out of the station, which was physically moved and structurally damaged by the impact. Maxwell and Pennett went through two windows to escape. Unfortunately, both were seriously injured, Pennett losing a lot of blood from a bad cut in his arm and suffering also from burns and shock, while Maxwell, who was badly scalded, was also suffering from burns and shock as the station was immediately filled with smoke and steam from the overturned locomotive. Pennett, taken to Winchester for medical treatment, lived through the ordeal, however, Maxwell, who was taken to the Ottawa Civic Hospital, died the following night from his injuries. Apparently Plato was seen trying to get

out of the cab of the overturned engine but just couldn't make it and died in the scalding steam.

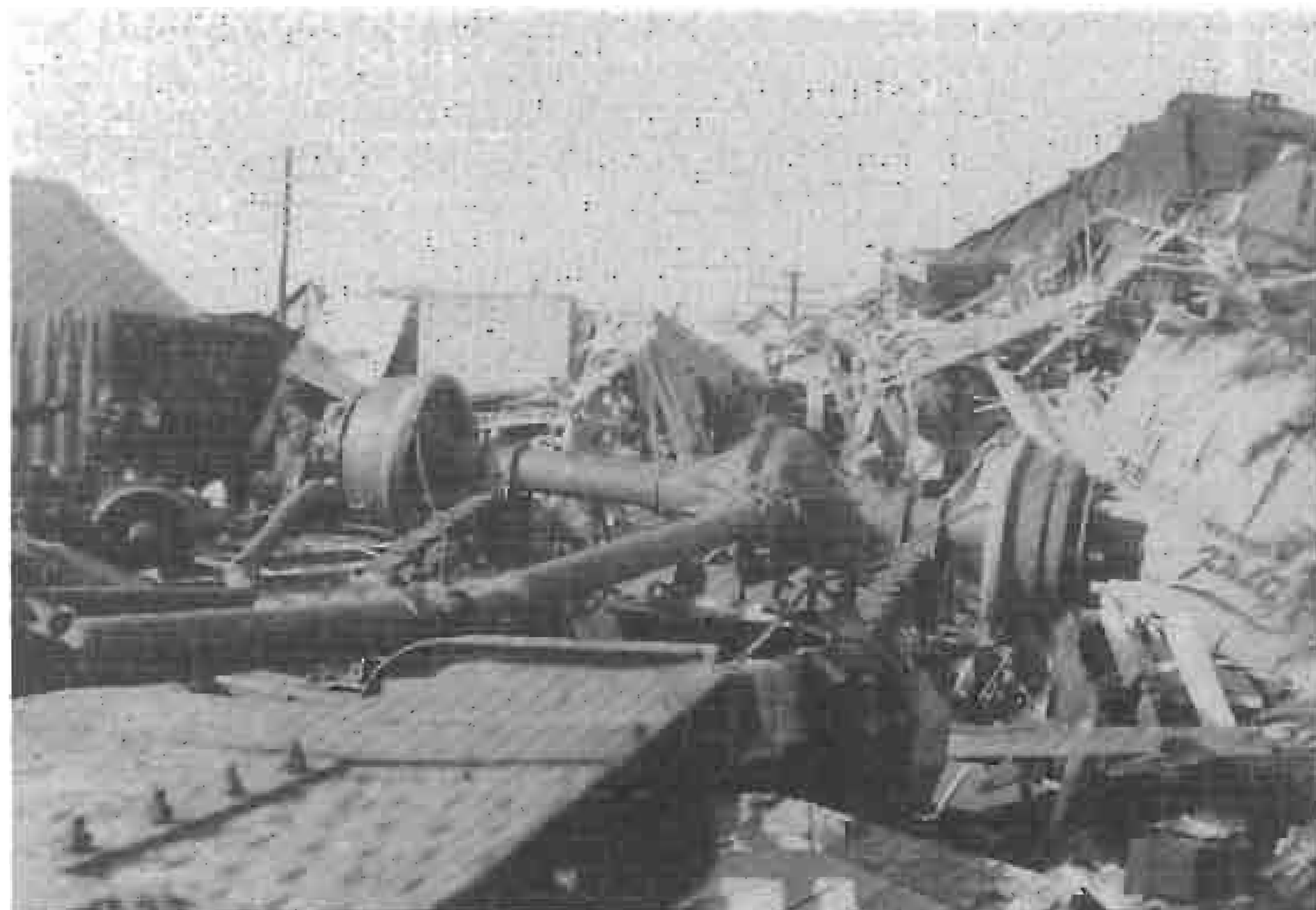
In the meantime the crew in the van (caboose) on the freight train got bounced around pretty good but the van remained upright so they got out more or less unscathed. Train 29's conductor, H. Guppy, and brakeman C. Riley suffered minor injuries, but nothing worse - lucky!

There were two other people whose number hadn't yet turned up that evening. One was Asa Hanes of Inkerman, a mailman who was standing on the station platform waiting to collect mail bags off train 29. Hanes, who had bent over to pick up his mail bags, was thrown over by flying ballast as the engine and rolling stock starting flying around. A military truck from a flatcar went right over Hanes' head and he lived to talk about it! Another individual who escaped with his life was Danny McDonald, a 50 year old hobo who had climbed onto the back of the tender of No. 29's engine at Chesterville hoping to ride to Smiths Falls in search of a job. McDonald escaped the wreck with severe bruises to one of his legs and required medical attention. Seems ironic that McDonald was subsequently charged with vagrancy and spent 10 days in a Cornwall (Ontario) jail cell.

There was an eye witness to this terrible affair. He was George Suffel. George lived and worked on the family farm adjacent to the track and was only 35 yards from the station building when the wreck occurred. He and his family had been listening for the local train to arrive, a habit common to farm folk in those days. Usually George would have been at the station to help unload their milk cans but on this particular occasion it wasn't necessary as they hadn't shipped any milk out that morning on No. 30. This might very well have saved George's life. George remembered seeing Maxwell and Pennett running away from the station. Both were covered with black soot and were obviously in need of medical attention. George and his father ran to the wreck site along with their hired hand, Donald Burleigh, to give whatever first aid they could. George remembered putting a tourniquet on Pennett's arm and removing clothing to relieve the pain from scalded wrists and hands.

Other crew members on the train were A.J. Slack of Smiths Falls who was the mail clerk and Fred Forrester of Smiths Falls who was the C.P. Express messenger. Slack had a fractured rib and Forrester was uninjured. About 25 passengers on the local were also uninjured.

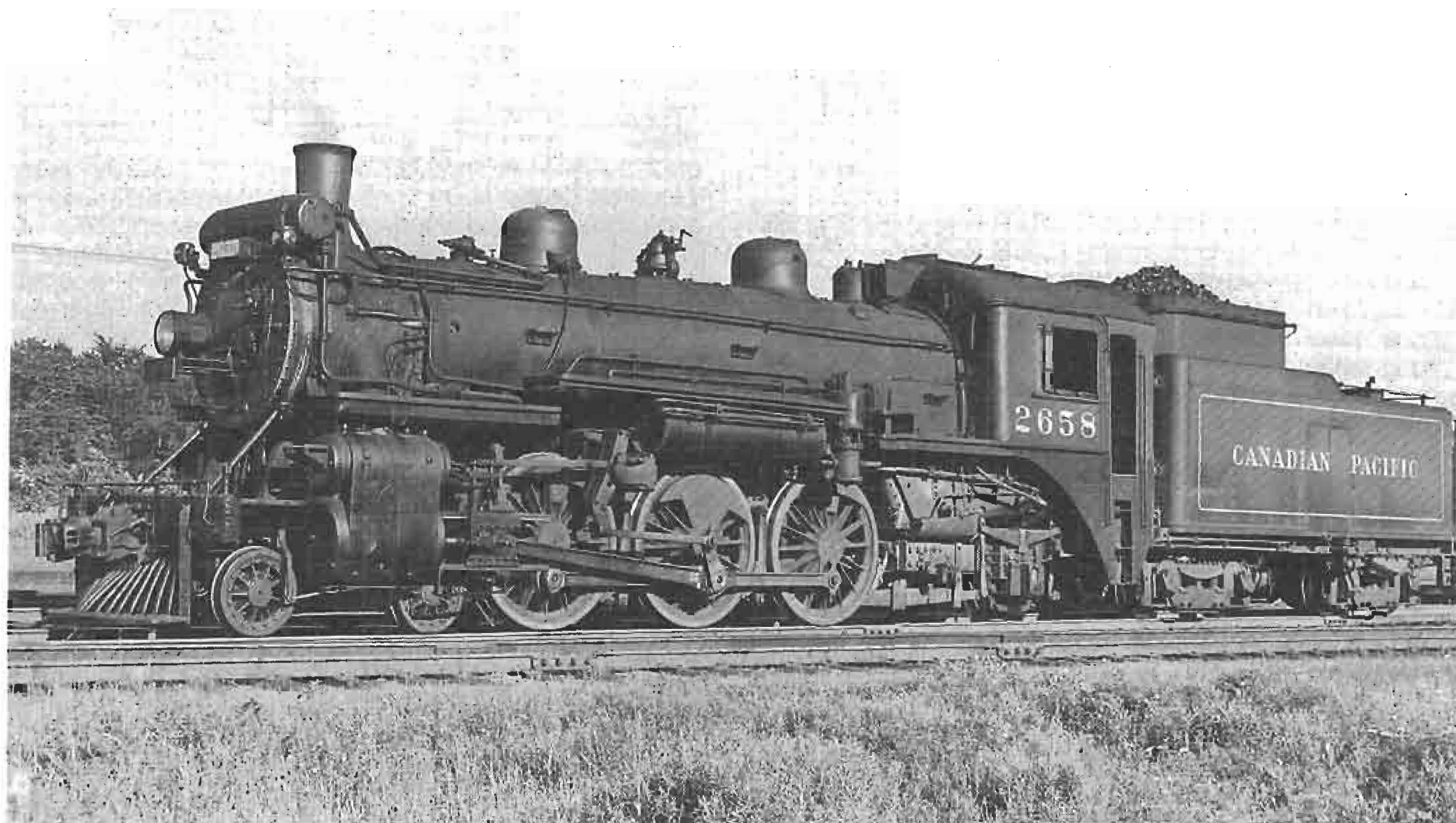
It was the best part of a week before the wreckage was



In the foreground are the remains of a Ford military vehicle with a smashed wooden Ford crate off to the right. Perhaps this is the truck which went over Asa Hanes' head. This picture gives some idea of the extent of the wreckage. Photograph: courtesy Mr. & Mrs. George Suffel.



The Inkerman station survived, but barely, in fact it got physically moved north by about 3 feet. Notice the milk cans standing on the platform cart beside the building. No.29's engine is buried under those piled up box cars. Photograph: courtesy Mr. & Mrs. George Suffel.



CP 4-6-2 2658, rebuilt after the 1941 Inkerman wreck, remained in service in the Montreal-Ottawa-Smiths Falls area until 1959. The author had many trips on this engine. Photographed at Montreal on July 27, 1956, by the late Lawrence Stuckey, collection of Bruce Chapman.

cleared and the track rebuilt. In the meantime Toronto - Montreal passenger trains were rerouted through Bedell, utilizing the Prescott sub. and passing through Ottawa. About 75 yards of main line track had been torn up and wrecked cars and lading were scattered all over. Two auxiliary cranes, one from Smiths Falls and the other from Montreal, were sent to the site for the cleanup. Thirty yards from the point of impact one freight car crashed through the platform of a feed storage building, reducing the platform and building to kindling wood. According to the **Winchester Press** in 1986, the old station, which had been rebuilt, was sold off a few years later and moved to the village of

Mountain to be used as a private residence. It was still extant in 1998, on County Road 1. This rebuilt station bore little resemblance to the one in the wreck, however. Its order board was removed (along with its operator), the bay window was gone, as was the extended front roof over the platform.

As a P.S. to this story, all you (ex-CP 4-6-2) 1201 fans out there will be pleased to know that four or five years after the tragedy she was the regularly assigned engine on train 29 and 30. She escaped unscathed until the end of the steam era, and beyond. ■

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Information Line



CN RIPS OUT LINE ON DOUBLE TRACK NEAR JASPER: Railway track that was laid in the late-1970s and early-1980s to help move grain to west coast ports more efficiently is being torn up by CN. The company is removing 64 kilometres of double-tracked line from its main line in and around Jasper National Park, leaving only a single line. CN says improvements to railway operations mean the double track is no longer needed and assures shippers it won't have adverse impact on the shipments.

News of the removal came as a surprise to some farm organizations and grain shippers. Darren Qualman, executive secretary of the National Farmers Union, said CN is obsessed with short-term profits. Ian McCreary, chair of the Canadian Wheat Board's transportation committee, said it's unsettling that at the same time as freight rates continue to rise, CN is taking potentially valuable surge capacity out of the system. While the railway may not need the double track now, he added, that could change.

CN spokesman Jim Feeny said the railway has taken that into account. "We think the way we operate is so much better than it was that we can accommodate any foreseeable increase in traffic with no strain." Feeny said the double-tracked rail isn't needed to run the railways and so it makes no sense to keep it and pay the related ownership and maintenance costs. He added the company will continue to review the future of other sections of the double track. (*Western Producer*, Oct. 18)

RAIL ALLIANCE INKS LEASE DEAL ON THREE CN LINES ON THE PRAIRIES: Prairie Alliance for the Future (PAFF), a farmers' group based in Kindersley, Saskatchewan, has signed a term sheet agreement for a long-term lease of over 1,600 km of CN branch rail lines in Saskatchewan and Manitoba. The agreement, which closes December 1, turns responsibility for safety, maintenance, future capital investment and train operations over to PAFF, while CN would lease crews and locomotives to PAFF on an as-required basis (as per its agreement with the Brotherhood of Maintenance of Way Employees, the rail workers' union working with the group). However, the plan, which offers rail service to farmers in the affected areas at cost, still hinges on a cash commitment from the Saskatchewan government, which PAFF says would save \$8.3 million per year in road maintenance and upgrades if rail service continues on these shortlines. To allow PAFF to reach conditions set out in the agreement, its control of the lines would be phased in, starting with the Mantario/Conquest network (298 miles) on January 3, 2002, the Robinhood/Turtleford network (211 miles) on February 1, and the Tisdale/Turnberry network (507 miles) on September 1. PAFF's business plan says farmers stand to save up to \$10 a tonne using an alternate loading and blending system. (*AgCanada*, Oct. 19)

MAJOR RAIL MERGERS UNLIKELY FOR TWO OR THREE MORE YEARS SAYS TELLIER: The North American rail sector is poised for an "almost inevitable" push toward further consolidation, but economic uncertainty will likely preclude any major deals for the next few years, according to the Paul Tellier, ceo of CN. In an address at the North American Fertilizer Transportation Conference in Phoenix, Tellier told gatherers a growing demand for single-line service and the continued integration of the Canadian and US economies will eventually spark another wave of railroad mergers. "Given the current market uncertainties, it is unlikely to happen in the short term," said Tellier, who added that CN is on track to meet its targets for this year. "There is always the possibility that new events could trigger a new round of rail consolidation more quickly, but under the current circumstances, I would not expect anything before two-and-a-half or three years." (*Canadian Press*, Oct. 15; *National Post*, Oct. 16)

CN ISSUES A "RENEWAL OF NOTICE OF DISCONTINUANCE OF RAILWAY LINES": On October 19, CN issued notice renewing their December 1997 notice that they intend to discontinue the CASO if they can't find an interested buyer. The notice gives any such buyer 30 days to come forward. After that the line is offered to each level of government, and if they don't buy, "operations on these lines will cease".

Lines mentioned in the notice are: CN Caso Subdivision: MP 30.52 to MP 53.46, and MP 57.46 to MP 113.64; CP Welland Subdivision: MP 11.02 to MP 33.96, and MP 37.96 to MP 48.70; CP Waterford Subdivision: MP 0.00 to MP 45.44. CN filed the original notice on behalf of themselves as well as CP, STLH, CNCP Niagara-Detroit, and the Canada Southern Railway Company. (Thanks to Paul Cordingley)

CN RAIL THIRD-QUARTER PROFIT RISES Third-quarter profit at CN rose 11 per cent on lower costs, despite flat revenues, the company said on October 23, adding that it expects similar earnings growth in the current quarter. CN, Canada's largest railway and the fifth-largest in North America, said third-quarter net income rose to \$240-million or \$1.21 a share, excluding non-recurring items, from \$216-million, or \$1.09 during the same period one year earlier. CN's revenues were flat at \$1.33-billion, while operating expenses decreased 3 per cent to \$895-million. Carloadings were down 4 per cent to 915,000, but freight revenue for each carload increased 5 per cent. Operating income rose to \$430-million from \$407-million. The company's operating ratio, a key measure of efficiency in which costs are expressed as a percentage of revenues, improved 1.9 percentage points to 67.5 per cent in the third quarter from 69.4 per cent a year earlier.

Paul Tellier, CN's president and chief executive, told reporters that he expects the railway to meet its previously announced operating and profit targets. Those include 10-per-cent growth in earnings per share in the fourth quarter and an operating ratio of 68.5 per cent for the year. Mr. Tellier added that he expects Wisconsin Central Transportation Corp., which CN bought earlier this year for \$800-million, to add just under \$400-million to the company's annual revenues and \$65-million of operating profit once fully integrated. CN expects to divest all of Wisconsin Central's properties in Australia, New Zealand and Britain. Those include a 23.7% stake in Tranz Rail Holdings Ltd. of New Zealand, and 33% of Australian Transport Network Ltd. Mr. Tellier said CN will likely make a decision in the coming weeks on the divestiture of Wisconsin's biggest overseas holding, a 42.5% stake in the English, Welsh & Scottish Railway Holdings, the primary British freight railway. (*Globe and Mail* - Oct. 24)

NS LEGISLATORS RAISE FEARS THAT SHIPPING LINE COULD LEAVE HALIFAX PORT: Nova Scotia legislators have raised fears that the container ship company ACL, one of the Port of Halifax's best customers, may be thinking of taking its business to Virginia. ACL spokeswoman Rene Sisk wouldn't comment, but the opposition Liberals raised the issue in the house of assembly, saying they've been told by sources the company is ready to leave. Liberal finance critic Don Downe said the company could depart if it doesn't get a better deal from CN, which moves ACL cargo to the US Midwest by rail. (*Canadian Press*, Nov. 8)



**CANADIAN
PACIFIC
RAILWAY**

CPR REPORTS SOLID THIRD-QUARTER EARNINGS: CPR reported net income of \$99 million for the third quarter of 2001 compared with \$96 million reported in the same period last year. These results exclude from the current period charges related to CPR's spin-off from Canadian Pacific Limited as well as special income tax benefits related to changes in future income tax rates.

Including these items, net income was \$136 million for the third quarter of 2001, Operating income, before \$7 million in spin-off and incentive compensation charges, was steady at \$222 million compared with the third quarter last year. The operating ratio was 75.3%, a slight improvement over third-quarter 2000. Third-quarter freight revenues remained firm at \$859 million. Total expenses decreased by 2% to \$676 million, compared with the same period last year, largely due to labour reductions, other cost cutting initiatives and fuel prices. Higher purchased services expense, which reflects CPR's shift toward contracting out more services, was offset by a decrease in material expense. 'Freight revenues were stable despite the softer economy, reflecting our competitive position in some key markets, and we continued to make steady gains in reducing operating expenses.' said Robert Ritchie, president and ceo of CPR. (CPR release, Oct. 22)

CPR'S TORONTO INTERMODAL FACILITY NOW NUMBER ONE IN CANADA: CP has completed a \$26 million capacity increase at its Vaughan Intermodal Facility in the northwestern Greater Toronto Area, making it the largest such rail-truck terminal in Canada. The Vaughan expansion boosts capacity by 70 per cent to 400,000 container and trailer handlings annually. It will also decrease truck turnaround time at the terminal to less than 35 minutes. The largest of 22 such terminals, the Vaughan Intermodal Facility has land space available for further expansion to almost 700,000 handlings a year. (CPR release, Oct. 23)

CPR HOLIDAY TRAIN LAUNCHES CROSS-BORDER EFFORT TO FIGHT HUNGER: CPR unveiled its expanded 2001 Holiday Train schedule; three decorated trains - one in Canada and two in the United States - will travel a combined distance of 8,000 km (4,800 miles) to raise awareness of issues related to hunger and encourage donations to local food banks. "CPR employees, partners and communities have rallied behind the Holiday Train for the last two years, with heartwarming results," said Rob Ritchie, CPR's President & CEO. Details of the three trains are as follows:

* New York Holiday Train - December 5-6. CPR begins its 2001 Holiday Train program with a special visit to New York City on December 5 to honour the fallen heroes of September 11. After its New York City launch, the illuminated train will visit communities in CPR's northeastern U.S. territory, ending its journey in Montreal.

* Canadian Holiday Train - December 7-21. A 1,200-foot train, decorated with 8,000 Christmas lights, will begin its 6,000-km Canadian voyage in Montreal on December 7 in support of the Canadian Association of Food Banks (CAFB). It will stop in more than 50 towns and cities on its westward journey along the CPR main line, finishing at Port Coquitlam, BC, on December 21. People will be invited to view the train along the route, watch an expanded stage show featuring well-known Canadian entertainers and bring donations for local food banks.

* U.S. Midwest Holiday Train - December 8-14. New this year is the U.S. Holiday Train, which will leave Chicago on December 8 decorated with thousands of red, white and blue lights. It will visit approximately 15 towns and cities throughout the U.S. Midwest, including Milwaukee, St. Paul and Minot, N.D. before joining the Canadian train in Moose Jaw, Saskatchewan on December 14 for an international ceremony.

The full schedule, route map and further information is available at www.cpr.ca. (CPR release, Nov. 8)



VIA RAIL AND GO TRANSIT SIGN INTERLINE AGREEMENT: An agreement has been signed between VIA Rail and GO Transit to carry each other's passengers between shared stations, effective October 28, 2001. A new VIA/GO pass has been introduced which, when combined with a GO ticket, allows the holder to travel on a VIA train between Toronto's Union Station and the shared stations at Oakville, Brampton, Georgetown, Aldershot,

and Oshawa. This means that commuters will have additional choices of trains on the Lakeshore and Georgetown lines.

Plans for the interline agreement were announced in Federal Transport Minister Collenette's speech to the Smog Summit in Toronto on June 11, 2001, as part of VIA Rail's commuter strategy. (CCN Disclosure, Oct. 15)

TRANSPORT MINISTER OPENS NEW VIA STATION IN LONDON: VIA Rail's new London, Ontario, station was officially opened by Federal Transport Minister Collenette, joined by local Members of Parliament for London, along with VIA Rail Chairman Jean Pelletier and London's Mayor Anne Marie DeCicco. London is Canada's fourth busiest station and handled more than 357,000 passengers in 2000. "London is at the heart of VIA's southwestern Ontario network," said Pelletier. "VIA Rail Canada is proud to be able to contribute to the revitalization of London's downtown with a modern, yet classically-designed station that will better meet the needs of travellers today and for many years to come." (CCN Disclosure, Oct. 22)

TRANSPORT MINISTER ANNOUNCES \$350,000 INVESTMENT IN KITCHENER STATION: Prior to boarding the inaugural run of VIA Rail's new mid-morning departure from Kitchener to Toronto, Transport Minister David Collenette announced a \$350,000 investment in improvements to the Kitchener station. The announcement is part of a major regional focus in the corporation's \$402 million capital investment program to revitalize passenger rail services in Canada.

VIA's plans to upgrade and modernize the Kitchener station include new ticket counters, an expanded and renovated waiting room, improved access for people with disabilities, and improvements to the parking lot and platform. Pierre Santoni, VIA's Regional Director for Southwestern Ontario, said, "over the past year, we have been meeting with community leaders, mayors, businesses, and travellers to learn how we can best serve the region - now, and in the future. We are very pleased with the progress to date. Station improvements, such as those announced today for Kitchener, represent the level of commitment VIA is making to this region. We look forward to a strong relationship that will continue to grow in the future."

The new mid-morning service (Train 84) departs Kitchener at 10:00, arriving in Toronto at 11:40. The return trip (Train 89) departs Toronto at 21:00, getting back to Kitchener at 22:40. These trains stop in both directions at Guelph, Georgetown and Brampton, offering a new choice outside peak hours for those passengers wishing to use public transportation to travel to and from Toronto. (VIA release, Oct. 29)

VIA UNVEILS A REVITALISED OSHAWA STATION: VIA has completed a \$250,000 revitalisation of the Oshawa station on Bloor Street, and used to start of a new through train service between Oshawa and Windsor to officially unveil it. VIA's Regional Director for Southwestern Ontario, Pierre Santoni said that "Station improvements and expanded services are just one sign of VIA's commitment to this region, and to a strong relationship that we hope will grow for many years to come. The Oshawa area has a strong economy and the market for inter-city travel has been steadily growing here for some time now."

VIA has given the station, built in 1968, a complete makeover. "The station has virtually been rebuilt," said Mr. Santoni. "The improvements include new seating, new ticket counters, air conditioning, and improved washrooms. All doors have been replaced to improve access for disabled passengers. As well, we have given the station a striking new peaked roof and tower reminiscent of classic railway buildings of the past." (VIA release, Nov. 2)

REGIONAL / SHORTLINE NEWS

RAILWAYS THE KEY TO A BETTER ECONOMY: For the past few months, the outlook for the Cape Breton & Central Nova Scotia Railway in Cape Breton has grown bleak, a situation that casts doubt on the island's economic prospects. The railway, one of the major arteries feeding heavy industry on the island, has

faltered since the demise of Sysco and Devco. Without a railway, local politicians say there is little chance of attracting new business. The railway's general manager Peter Touesnard says the short line needs between 6,000 and 10,000 cars annually to break even, but that volume hasn't been seen since 1998, even before two of their biggest customers vanished. Traffic volumes fell to 3,000 cars this year and only a 1,000 cars are expected on the rails when the production at the Prince mine's coal wall ends this fall. In the meantime, RailAmerica, which bought the Sydney to Truro line from RailTex in February, 2000, has been rethinking operations beyond the Canso Superport. 'Each day that passes makes it less likely that we'll be able to continue that operation,' Touesnard says. (Cape Breton Post, Oct. 27)

NEW GROUP THINKS IT CAN: The new association of short line and regional railways, the Association of Regional Railways of Canada (ARRC), has hired Bob Ballantyne, the retired former president of the Railway Association of Canada, as its president and opened an office in downtown Ottawa. Its challenge will be to get the attention of Transport Canada officials who are working on incorporating the proposals from the review of the Canada Transportation Act into the transportation reform blueprint that Transport Minister David Collenette has ordered, and to boost the membership. Neither will be easy.

The CTA review panel's admonition to the government not to jeopardize the financial health of CN and CPR is bound to remain in the minds of policymakers in light of Air Canada's tailspin. Unless ARRC gets a lot of help from the shipper community, it may have a hard time getting much attention devoted to better rail access rules. Building its membership, the ARRC will be required to take an interest in issues beyond access, however. There are some shortlines in the West, but it's not clear that access would be of as much use to them as it could be for the ARRC members. Meanwhile the configuration of the rail networks in Central and Eastern Canada and the extent to which they have already been shortlined also make access less of a priority. (Manitoba Co-operator, Opinion, Oct. 11)

SHORT-LINE RAIL FIRM BIDS TO USE CN TRACK TO HAUL GRAIN TO COAST: Ferroequus Railway has filed an application for running rights over CN track linking Lloydminster, Saskatchewan, to Prince Rupert, BC, and Camrose, Alberta, to Prince Rupert. If approved by the Canadian Transportation Agency, it will improve grain transportation in Saskatchewan and Alberta by reducing shipping time and costs to producers, Bob Ballantyne, president of the Association of Regional Railways of Canada, said in a release. "If this application is successful, it will benefit an important part of the western economy and bring much needed competition to the railway industry," Ballantyne said. Ferroequus is a founding member of the Association of Regional Railways of Canada, which wants changes to the Canada Transportation Act that will make it easier for railways to use one another's track. (Canada Newswire, Oct. 31; Edmonton Journal, National Post, Nov. 01)

REBIRTH OF A RAILWAY: QUEBEC CENTRAL: The Quebec Central, a shortline operating in the south central part of Quebec, started operation on a new segment of its network on October 25, 2001. In operation since June 2000, the brand new company has made rapid progress in the resurrection of the old CPR track, abandoned 15 years ago. Last fall, the network was connected with CN at Charny, with over 1800 feet of new rail construction. This year, Quebec Central has concentrated on the Chaudière Subdivision, and the portion just opened stretches 22.8 miles from Vallée-Jonction to St-Georges de Beauce. Work is proceeding on the remainder of the line between St-Georges de Beauce and Lac Frontière.

After 15 years without a steel wheel in town, the local population came out in droves to welcome the first train: three Quebec Central locomotives (JMG1, SG2 and GG3), a flat car carrying the colourful QC/Marco trailer, a load of lumber, three coaches from les Trains touristiques Chaudière-Appalaches along with their generator car, and the Centre d'Interprétation Ferroviaire de Vallée caboose. Two empty cars had been dropped off in

St-Joseph to be loaded and picked up on the way back. In an opening speech, Jean-Marc Giguère, Quebec Central's president, highlighted the importance of the railway to the economic well-being of the region. According to figures quoted by Mr. Giguère, the Quebec Central has handled more than 950 freight carloads and 1900 tourist passenger carloads since the beginning of the year. Since the start up of the Trains touristiques Chaudière-Appalaches last year, more than 38,000 tourists have visited the region to ride the train. (Internet)

ONTARIO NORTHLAND GROUP SUBMITS BUSINESS PLAN: The ONR Internal Solution Group has formally submitted its business plan to ONTC Commission Chair Royal Poulin. In December 2000 the Province announced that it would explore alternative means, including divestiture options, for providing Ontario Northland Transportation Commission (ONTC) services. The ISG was formed as a result of a request from the ONTC Commission to develop an alternative to the divestiture of Ontario Northland operations for consideration. The core of the ISG is comprised of both management and labour representatives. "The implementation of this plan will bring about profound change and improvement. The organization will be fundamentally revitalized. Services will be enhanced and relaunched in 2002, the 100th anniversary of the founding of Ontario Northland" said Brian Stevens, President of the General Chairperson Association, the umbrella group of all ONTC unions. The intent of the ISG Plan is not to preserve Ontario Northland as it is, but rather as it could be if labour, management and the Commission worked cooperatively to develop a new, revitalized, and reinvigorated organization - an organization focussed on providing improved service and enhanced economic activity in northeastern Ontario. (Release, Nov. 6)

IT'S THE FINAL NAIL IN ONTC COFFIN, POLITICIANS SAY: The Ontario Northland Transportation Commission can discontinue any of its activities or services and divest itself of any related assets thanks to new legislation introduced in Queen's Park on November 6 during Finance Minister Jim Flaherty's economic statement. 'This act is the final nail in the ONTC's coffin,' said MPP David Ramsay (Lib. - Temiskaming-Cochrane). 'We're at a crisis point. It doesn't look like the Ontario government is listening to the Northerners,' he added. In December 2000, the Ontario government announced it was considering several recommendations to deal with the ONTC. The recommendations included replacing the "Northlander" passenger train with an express bus service and selling off the freight division of ONR. (Timmins Daily Press, Nov. 7)

CHURCHILL SHIPPING SEASON A DISAPPOINTMENT: The shipping season at the northern Manitoba port of Churchill has been a disappointment. The port, owned by OmniTRAX Canada, had wanted to set a record by exporting up to one million tonnes of grain this year. OmniTRAX spokesman Bernie Boucher says only half the planned amount of grain will move through the port before the shipping season ends later this month. Boucher says the drought on parts of the Prairies contributed to a poor grain market. Boucher says most of the 60 employees at the port are being laid off. (Canadian Press, Oct. 15)

BC TOWN TRYING TO SAVE LINE: The city council of Kimberley, BC has been investigating the possibility of being able to keep the railway spur between Kimberley and Cranbrook open by offering rail tours on the line. The City has made inquiries with various groups who offer rail tours, hoping to interest one of them in a tour up to Kimberley. So far, there has been no luck finding someone who wants to get involved. The City contacted the Canadian Museum of Rail Travel in Cranbrook and were told to contact the Rocky Mountain International Railtour Company in Cranbrook. Doug Martin, president of the Rocky Mountain International Railtour Company, said in a letter to the City that "...the operation of local trains between Cranbrook and Kimberley was not considered to be feasible at this time." Rocky Mountain International Railtours is currently developing a business plan and hopes to be in a position to initiate international and regional rail excursion tourism trains in the area within the next 18 months.

While, Kimberley is not considered a tour site in the immediate future, there is potential that the company may develop winter ski packages, bringing international passengers from Spokane, Washington, to Cranbrook and Kimberley. Martin says that if this option was developed, there may be some potential for passenger service into Kimberley using the Kimberley Sub. The problem is that the revenues generated by this operation could not sustain the line alone. Some freight services would have to operate on the line as well in order for it to be economically viable. (Cranbrook Daily Townsman, Oct. 16)

OTHER INDUSTRY NEWS

FAMED ROYAL HUDSON MOTHBALLED DUE TO LACK OF MAINTENANCE FUNDS: A famed symbol of British Columbia will go into storage next year, depriving the province's tourism industry of \$11 million in annual revenue. BC Rail says Victoria is refusing to fund the repair of ex-CPR Royal Hudson 2860. It has been out of service since 1999. "The railway loses \$1 million a year on the Royal Hudson steam train but the tourism industry benefits by \$11 million a year from extra hotel nights, meals and other spending by people riding the train," said Tourism Vancouver president Rick Antonson. This year, BC Rail used a leased 49-year-old diesel locomotive to pull the seasonal Royal Hudson train; capacity was trimmed by 20% and ridership fell 30%. The train will not run in 2002.

According to BC Rail, the 2860 needs a new boiler and ex-CPR 2-8-0 3716 requires a rebuilt firebox and boiler. BC Rail spokesman Alan Dever said the government won't fund the repairs, at least until it completes a financial review of the railway. As a result, BC Rail is closing the only steam locomotive heavy overhaul shop in Canada and reassigning three steam mechanics to other duties.

According to Al Broadfoot, lead hand at BC Rail steam shop, "Both engines have two different problems. He estimates the main expense to get the 3716 rolling again is labour, with a total cost for the job at "far less than a million." Broadfoot says the 2860 is in relatively good shape. "They had just spent a great deal of money on the firebox and rebuilding the tender. Extensive work has been done on the Hudson and it's basically been kept right up mechanically. I took that out of service because there are tubes inside the firebox that were leaking. "When we were manufacturing the parts for the CPR 2816 we also duplicated the order and got the parts to get the Hudson going. We have the parts and we have the tubes to fix the Royal Hudson, but now it's a case of they don't want to run it. It isn't the government that doesn't want to run it, it's the railway that doesn't want to run it."

The government, not the railway, owns both locomotives, which are to be kept under cover in North Vancouver. Dever said the outgoing NDP government told the railway to rebuild 2860 this year but repairs were put on hold pending instructions from the new Liberal government. Dever also said BC Rail's total losses on steam and diesel passenger train operations in 2001 were \$6 million and the carrier has not received a government subsidy for these services since 1993. Dever confirmed, however, that the government says it would welcome private-sector involvement. "The government has told us it is prepared to look at private-sector proposals and my understanding is that there have been some." (North Shore News, Oct. 17; Canadian Press, Vancouver Province, Oct. 19; Vancouver Sun, Oct. 24)

PURCHASE OF FIVE BELTPACK(R) LOCOMOTIVE REMOTE CONTROL SYSTEMS: CANAC has announced the sale of five BELTPACK(R) systems to Florida East Coast Railway (FEC). BELTPACK(R) is a computer-based locomotive remote control system that permits safe operation of a railroad locomotive by a qualified operator either on the locomotive or standing near the track. (Canada Newswire, Oct. 16)

FUNDS SPAT THREATENS LIGHT-RAIL EXPANSION: In a move that may have dire consequences for light-rail expansion in Ottawa, Ontario Transportation Minister Brad Clark has called an emergency meeting with federal counterpart David Collette

to renegotiate government funding for public transit. The two governments are again at odds over who should assist municipalities with ongoing maintenance and upgrades. Ottawa Mayor Bob Chiarelli said an east-west light-rail line depends mainly on city and provincial money, but a north-south line that could eventually link destinations in Hull and Ottawa should have federal assistance. Ottawa is now in the midst of drawing up a new transportation master plan, expected to incorporate light-rail and rethink the (bus) transitway in light of new housing and commercial developments and an increasing population. (Ottawa Citizen, Oct. 19)

.... **FEDS RESCIND FUNDS: TRANSIT FEUD STARTS:** Provincial minister Brad Clark met with federal Transport Minister David Collette on October 23 in an attempt to secure funding for Ontario's transportation plans. The province recently announced a 10-year, \$9-billion plan to pay for urban transit in order to solve Ontario's gridlock problems. The announcement, involving all three levels of government, was made before getting a firm commitment from the Ottawa. Clark's empty-handed return from his meeting with Collette left him accusing the federal government of backing out of a commitment. "I reminded him that when we met on April 28, Minister Collette was very supportive of my proposal to bring three levels of government together in a non-partisan way to improve transit in Ontario," says Clark. He says the federal Transport minister seems to have selective memory loss. "He stated many times, if the province is there, he'll be there. It's in the Red book. It's in the throne speech," says Clark. Those promises, says Collette, were for funding "over and above what the provinces have traditionally done. If the federal government is to get involved, it's got to be a real improvement over historic funding levels." Collette also says he wants a transit program that is national in scope, and wants a task force on urban issues to complete its work before Ottawa commits to possible funding. That could take a year. (CBC, Oct. 23)

TUNNEL FOR TRUCKS PLANNED AT BORDER: A Toronto company is planning to create a new truck tunnel between Detroit and Windsor that backers say would help speed trade at the busiest U.S.-Canadian border crossing. Under the proposal, the Detroit River Rail Tunnel, a 100-year-old cargo train tunnel that runs between Detroit and Windsor, would be converted into a truck tunnel. A new tunnel for trains would then be built under the truck tunnel, or beside it on the bed of the Detroit River.

The plan was announced by Borealis Infrastructure Management Inc., a company backed by \$50 billion in Canadian pension funds. Borealis, which bought a 50-percent share of the Detroit River Rail Tunnel this spring, now owns it in partnership with CPR. In March, Borealis also purchased land around the tunnel openings, said Borealis CEO Michael Nobrega. That land would be used to construct connectors to Highway 401 on the Windsor side, and I-75 on the Detroit side. Nobrega said the new rail tunnel could open by 2005, and a two-way truck tunnel by 2006. Nobrega estimates the project will cost \$350 million to \$400 million, and would be paid for by Borealis and other large pension-fund groups in the United States. The company would then charge tolls.

The main challenge will be cutting through bureaucratic red tape in two countries. Borealis is lobbying government officials on both sides of the border to back the plan. Meetings are taking place with neighbourhood groups in southwest Detroit and Mexicantown to discuss where new roads and railways would be built. (Detroit Free Press, Canadian Press; Oct. 25)

TRANSPORTATION SAFETY BOARD OF CANADA RELEASES REPORT ON 1999 CROSSING ACCIDENT: The existence of hundreds of private and farm crossings over railway tracks used by high-speed trains in the Montreal-Toronto corridor poses a risk to the safety of railway employees and the travelling public. This was one of the findings of the Transportation Safety Board of Canada following its investigation into a crossing accident between a CN freight train and a VIA Rail passenger train, that occurred on the evening of November 23, 1999, in Bowmanville,

Ontario. As a result of this accident the TSB is making three rail safety recommendations designed to alleviate the risk posed by these types of crossings, especially on tracks used by high-speed passenger and freight traffic. The Department of Transport's new regulations include horizontal alignment standards for approaches to private and farm crossings. Because there is no horizontal alignment standard for road approaches to private and farm crossings outside railway rights-of-way, it is believed that an unnecessary risk is posed to the travelling public, train crews and users of those crossings. The TSB has also recommended that the Department of Transport expedite the promulgation of new grade crossing regulations. The TSB also suggests the Department of Transport, in cooperation with CN, comprehensively examine all private and farm crossings on the Kingston Subdivision with a view to closing or consolidating crossings, and where identified as necessary, upgrade those remaining to lessen the safety risk. (CCN, Oct. 24)

UTU MEMBERS OVERWHELMINGLY BACK MERGER WITH BLE: Rank-and-file members of the United Transportation Union voted overwhelmingly to approve the union's proposed merger with the Brotherhood of Locomotive Engineers. The vote, certified October 29 by the American Arbitration Association, was 23,368 to 4,146, a lopsided nearly 6-1 margin in favour of merging the operating crafts into a single union. Although the final date for receipt of ballots was September 17, the final count of UTU ballots was delayed after three BLE officers filed suit in federal court, challenging the BLE election. After the BLE and the three union officials reached a settlement, the BLE ballots were tossed out and a new election scheduled. BLE ballots will be counted on December 10. The UTU balloting was never challenged. (UTU release, Oct. 29)

RAIL FREIGHT TRAFFIC EDGES DOWNWARD: Intermodal traffic was up, but carload freight was down on Canadian railroads during the week ended October 27. Intermodal traffic totalled 39,290 trailers and containers, up 5.6 percent from last year. Carload volume was 64,736 cars, down 5.6 percent from the comparable week last year. Cumulative originations for the first 43 weeks of 2001 on the Canadian railroads totalled 2,656,351 carloads, down 2.2 percent from last year, and 1,518,410 trailers and containers, up 2.1 percent from last year. Combined cumulative volume for the first 43 weeks of 2001 on 16 reporting U.S. and Canadian railroads totalled 17,001,446 carloads, down 1.4 percent from last year and 8,940,542 trailers and containers, down 2.1 percent from last year. (AAR, Nov. 2)

CONTRACTS WORTH \$7.58 MILLION FOR LIGHT RAIL TRANSIT PROJECT FOR HIGHWAY 10: The federal and Quebec governments announced that the consortium SLR Metropolitain has been chosen to carry out the technical studies associated with the preliminary design study for light rail transit on the Highway 10/Downtown Montreal axis. The contract is worth \$6.63 million and was awarded by public tender. The SLR Metropolitain consortium consists of SNC-Lavalin, Bombardier, Dessau-Soprin and Roche-Deluc. The firm Tecsub and a team of subcontractors have already begun the justification and environmental impact studies. This contract is worth \$950,000. (CCN, Oct. 31)

RAIL CAN DO MORE: The railway industry and its supporters were in Ottawa to deliver the message to Parliamentarians and federal officials that Canada's railways can do more to help governments reduce road and border congestion, and to contribute to the Canadian economy. Bill Rowat, president and ceo of the Railway Association of Canada, and John Marinucci, president of the Canadian Association of Railway Suppliers, lead the information blitz, 'On Track for the Future,' in meetings with Members of Parliament, Senators, the Finance Committee, the Transport and Government Operations Committee, and the Industry Committee.

The briefings include action taken by the railway industry to enhance border security since terrorist attacks in the United States on September 11. 'Going forward, there are steps that should be taken by both Canadian and US governments, and their agencies.

Customs policies, for example, need to be aligned,' said Rowat. 'There should be pre-qualification for all low-risk trade and law-abiding travellers. Customs computer systems should be harmonized, and customs inspections should be at the traffic's origin or destination terminals, not at the border. Our industry's well-being is inseparable from the well-being of the Canadian economy. Our country is the most dependent on trade of all industrialized nations, and 40 per cent of Canada's exports depend on rail transportation to get to market. Canadian railways' competitive strength affects the competitive strength of the entire economy.'

A key element of the industry message is that Canadian railways have been constrained in making all the capital investments needed to stay competitive with their big US rivals. "The problem lies in the degree of Canadian rail's taxation," explained Marinucci. "The tax burden of Canadian railways is more than twice that of US railroads, and 29 per cent higher than the tax burden of Canadian trucking. The irony is that Canadian railways are working to take trucks off already congested highways through expedited service packages, and innovative new ways of carrying truck trailers on rails,' he said. "Every hundred-car train takes 275 big trucks off the highways, for example, including those roads leading to and from border gateways." (Railway Association of Canada)

PHYSICIANS TO TAKE ON ROLE IN RAILWAY SAFETY: Imminent changes to the federal Railway Safety Act stand to make physicians more responsible for the health of an estimated 15,000 safety critical workers who operate or control the movement of trains across the country. Doctors examining personnel with such positions who find medical conditions that could pose a threat to railway safety will be required to notify both patients and their employers. "They have a direct role in safe railway operations where impaired performance due to a medical condition could result in a significant incident affecting the health and safety of employees, the public, property or the environment," said Mike Lowenger, vice-president of operations and regulatory affairs for the Railway Association of Canada (RAC). Lowenger's remarks are quoted in the latest issue of Interface, a regularly distributed newsletter for members of the Canadian Medical Association. The new guidelines were supposed to have been implemented September 1, but have been postponed until November 1 at the earliest. (www.medicalpost.com)

CHANGES IN RAILWAY ASSOCIATION OF CANADA BOARD OF DIRECTORS: Robert Ritchie, President and Chief Executive Officer of CPR, was elected Chairman of the Railway Association of Canada at the RAC's recent annual general meeting in Calgary. Paul Tellier, President and Chief Executive Officer of CN, was elected Vice-Chairman. "Board membership was expanded from seven to eight with three short line members, and one rail passenger operation, now represented.

The expanded board, and changes in its membership, better reflects the growth, and importance, of the short lines to the economic viability of the entire Canadian rail network," Mr. Ritchie said. Two vacancies on the Board were filled with the appointment of Serge Belzile, President of Chemins de fer du Québec, Montreal, and Shawn Smith, Regional Vice-President of RailAmerica's North West Region, based in Edmonton. Wayne Ettinger, President of Trillium Railway, based in Port Colborne, Ontario, filled the new board position. "All three are representative of the dynamic new short line operators in eastern and western Canada," Mr. Ritchie said. Serge and Shawn replaced retired RAC board members from Ontario Northland and BC Rail. Brian McKeown of Essex Terminal Railway in Windsor will retire from the RAC board at year-end. Marc LeFrançois, President and CEO of VIA Rail Canada, Montreal, was appointed to fill that vacancy.

The other RAC directors are Ed Dodge, Executive Vice-President and Chief Operating Officer of CPR in Calgary, and Jack McBain, Executive Vice-President, Operations, for CN in Edmonton. Mr. Ritchie was also elected as the RAC representative on the Association of American Railroads' board of directors, and Mr. Tellier as his alternate. (RAC, Nov. 5) ■

VIA's New Equipment Now Called "Renaissance"

A lot has happened since May 8, 2001, when Bombardier and VIA signed a contract for the engineering, project management, and quality assurance of the 139 European passenger cars that VIA purchased in December 2000. The equipment, now called the *Renaissance* cars, has all arrived in Canada, but getting them here proved to be more than just a moving exercise. As the cars, for the most part, had been stored on a military base in a rural part of Britain where there was an outbreak of foot-and-mouth disease, they all had to be cleaned with pressurized steam prior to loading for their trans-Atlantic journey.

How did they get to be stored in a military base? The equipment was built for a service that was conceived in 1990 to offer fast, overnight train service between Europe and regions of the United Kingdom. A consortium was formed representing British, German, Dutch and Belgian railways, and the equipment had to conform to the regulations of all four countries plus strict Channel Tunnel requirements. A contract was awarded to Metro-Cammell in 1992 for the design and manufacture of 72 sleepers, 47 coaches and 20 service cars, to provide executive one night travel at speeds up to 125 mph. Design took four years and 1 million man-hours to complete, and production commenced in 1995 and was suspended in 1998. Why? In order to provide fast service to northern parts of Great Britain, a London bypass was required, but was not built. In addition, British Rail became franchised and air transportation became deregulated. The business case for this service vanished, and work stopped. Of the 139 cars ordered, only 36 coaches, 20 sleepers and 8 service cars were completed. The rest are shells or partially completed.

Once the decision to purchase had been made, VIA had to get the cars to Canada. The first shipment contained 3 cars for the test train; the next shipment contained 5 'reference' cars. That left 129 cars stored on military bases plus 1 in Birmingham and 1 in Stafford; and 40 wheel sets plus 11 complete trucks stored at Pershore. Four more shipments were made with the last shipment of 32 cars arriving in Thunder Bay, Ontario, on November 5. But that was not all: 231 containers of materials from two different locations have been packed and shipped to Bombardier in Thunder Bay. Three containers of documents have been shipped to the Montreal Maintenance Centre. Fifteen containers of brake parts are still to be shipped.

The *Renaissance* cars are very close to meeting North American standards as they can already withstand a force of 760Kips, and must withstand 800Kips. These cars reflect British Railways research carried out in the late-1980s and early-1990s. Modifications required include: changing the truck attachment to meet 200Kips; reinforcing collision posts; adding floor plates to distribute load to side sills; and reinforcing side sills to meet 800Kips. The cars are approved to AAR/APTA standards based on these structural modifications. This work is being carried out now in anticipation of testing early in 2002, followed soon after by introduction into revenue service on the Montreal-Toronto overnight service.

As purchased, there are three types of cars: coach, sleeper, and service car. Each coach has 50 passenger seats in a one-two fixed configuration. One third of the seats face the rear, the remaining face forward. There is underseat baggage space and a small transverse overhead rack. There are large seat tables, footrest and seats designed for overnight use, with bright lighting and individual window blinds. Each coach has three washrooms, one of which will be removed and used for a valet in VIA 1 and for vending machines in coach.

Each sleeper has 10 two-berth rooms with en-suites; 6 of the en-suites have showers. Each room is equipped with valet, coffee maker, intercom, three-person bench seat with underseat suitcase storage and lockable doors. There is sound deadening between rooms, and an emergency window in each room.

Each service car has a galley for the storage and distribution of meals from food carts; counter service with lounge seating for 13; a 600 cubic foot baggage room; sleeping suite for disabled passengers, including washroom; and two rooms for customs use (which will be removed); and a train manager's office.

All cars share the following features:

- * Full retention 'Evac' toilets
- * Sealed diaphragms
- * Automatic pneumatic sliding doors
- * Forced air heating system
- * System modules underframe for easy removal and repair
- * Visual/Audio communication system
- * Draw-bar, shear-back coupling system
- * Fire detection and containment system
- * Triple disc brakes
- * High Speed truck

Accessibility has been raised as an issue with these cars, and the following modifications will be made:

- * Add a wheelchair tie down in coach
- * Add visual communications in two bedrooms
- * Add flip-up arm rests to 10% of the seats
- * Provide space for a service animal
- * Add signage in Braille in key locations
- * Add other signage for high visibility
- * Changes to handrails

These cars were built following the European approach to train operation which is based on fixed train consists, and as such the couplers cannot be detached quickly. Each 'consist', for instance, must contain a service car. This has left VIA needing a few new types of cars for the Halifax and Gaspé services, both to be made from sleeper shells. The first will be diners that will sit 48 passengers in fixed booth seating. They will not contain a galley, but will contain areas for storage and washing dishes, and beverages (food will be provided from adjacent service cars). The second will be baggage/smoking cars, with two 6-foot baggage loading doors, a baggage area with netted section, and an 18-foot section for smoking with good ventilation (standing places only).

Putting the *Renaissance* cars into service is a seven phase project.

* Phase 1: 18 cars for the Montreal/Toronto overnight service (early in 2002). There will be three 6-car consists: 2 coaches, 1 service car and 3 sleeping cars. These cars will only be partially modified prior to service, receiving only those modifications required by Transport Canada. Other modifications, including accessibility modifications, will come later.

* Phase 2: 35 cars for Windsor/Quebec City corridor service (later in 2002). There will be seven 5-car consists: 2 coaches, 1 service car and 2 VIA 1 cars.

* Phase 3: Phase 1 cars re-introduced with accessibility features.

* Phase 4: 29 cars for Montreal/Halifax service (in 2003). There will be two 11-car consists: 1 baggage/smoking car, 3 coaches, 1 service car, 1 dining car, 1 service car and 4 sleeping cars. In addition, for peak operation, there be one set of 2 coaches, 1 service car, 1 dining car and 3 sleeping cars - this 7-car peak set will only operate between Montreal and Moncton.

* Phase 5: 11 cars for Montreal/Halifax service: 1 baggage/smoking car, 3 coaches, 1 service car, 1 dining car, 1 service car and 4 sleeping cars. This is the third Montreal/Halifax consist.

* Phase 6: 9 cars for Montreal/Gaspé service: 1 baggage/smoking car, 2 coaches, 1 service car, 1 dining car, 1 service car and 3 sleeping cars.

* Phase 7: 14 spare cars for growth: 2 baggage/smoking, 1 service car, 3 dining cars and 8 sleeping cars.

Car numbers will be assigned as follows:

- 7000 - 6 Baggage/Smoking Cars [built from sleeper shells]
- 7100 - 14 VIA 1 Coaches (Club)
- 7200 - 33 Coaches
- 7300 - 20 Service Cars
- 7400 - 8 Dining Cars [built from sleeper shells]
- 7500 - 35 Sleeping Cars

The total number of cars to be put into service will be 116; the remaining 23, all sleeper shells, will be stored.

(Prepared by Dave Stremes from material appearing in VIA's September 2001 "Vialogue", and a presentation by VIA's Senior Project Manager Roger Hoather to the Bytown Railway Society on November 6, 2001) ■

A SELECTION OF PASSENGER CONSISTS

17 October 2001 VIA #14/16 - "Ocean/Chaleur" at Montreal, Quebec F40PH-2 6458 F40PH-2 6404 Baggage 8619 Sleeper <i>Chateau Jolliet</i> Sleeper <i>Chateau Closse</i> Diner <i>Emerald</i> Skyline 8515 Coach 8137 Coach 8143 Coach 8134 Skyline 8505 Diner <i>Acadian</i> Sleeper <i>Chateau Cadillac</i> Sleeper <i>Chateau Dollier</i> Sleeper <i>Chateau Roberval</i> Sleeper <i>Chateau Viger</i> Sleeper <i>Chateau Lemoine</i> Sleeper <i>Chateau Bienville</i> Sleeper <i>Chateau Radisson</i> Dome-Sleeper-Observation <i>Revelstoke Park</i> -----	20 October 2001 VIA #1 - "Canadian" at Edmonton, Alberta F40PH-2 6457 F40PH-2 6448 Baggage 8604 Coach 8126 Coach 8102 Skyline 8500 Sleeper <i>Sherwood Manor</i> Sleeper <i>Cameron Manor</i> Sleeper <i>Franklin Manor</i> Skyline 8507 Diner <i>Fairholme</i> Sleeper <i>Macdonald Manor</i> Sleeper <i>Craig Manor</i> Sleeper <i>Butler Manor</i> Sleeper <i>Wolfe Manor</i> Sleeper <i>Monck Manor</i> Sleeper <i>Lorne Manor</i> Skyline 8517 Diner <i>Empress</i> Sleeper <i>Carleton Manor</i> Sleeper <i>Dunsmuir Manor</i> Sleeper <i>Cabot Manor</i> Dome-Sleeper-Observation <i>Kootenay Park</i> -----	16 October 2001 RMR #101 - "Rocky Mountaineer" at Calgary, Alberta GP40-2L(W) 8013 GP40-2W 8014 Generator Car 9270 Coaches 3217, 3220, 3200, 3240, 3203, 3244, 5703, 5449 Dome Coaches 9505, 9506, 9503 Coach-Lounge 3039 Generator 15435 Coach 3251 ----- 20 October 2001 VIA #57 at Montreal, Que. F40PH-2 6405 Baggage 8621 Club 4005 Coaches 4115, 4109, 4111, 4112 Club 4003 Coach 4102 -----	3 November 2001 VIA #1 - "Canadian" at Coniston, Ontario F40PH-2 6446 F40PH-2 6456 FP9Au 6307 * Baggage 8616 Coach 8117 Coach 8118 Skyline 8509 Sleeper <i>Cornwall Manor</i> Sleeper <i>Blair Manor</i> Sleeper <i>Sherwood Manor</i> Sleeper <i>Cameron Manor</i> Sleeper <i>Franklin Manor</i> Skyline 8500 Diner <i>Alexandra</i> Sleeper <i>Laird Manor</i> Sleeper <i>Rogers Manor</i> Sleeper Allan Manor Dome-Sleeper-Observation <i>Assiniboine Park</i> * 6307 reassigned from Montreal to Winnipeg -----	28 October 2001 VIA #61 at Cornwall, Ontario F40PH-2 6435 LRC Club 3471 LRC Coaches 3311, 3366, 3354, 3305, 3372, 3356 F40PH-2 6419 ----- 4 November 2001 VIA #693 - "Hudson Bay" at Winnipeg, Manitoba FP9Au 6304 FP9Au 6300 Baggage 8602 Coaches 8116, 8105, 8101 Diner <i>York</i> Leased Amtrak Sleeper 2463 Leased Amtrak Sleeper 2462 ----- 20 October 2001 TTCA Special at East Broughton, Quebec QCR GP11 GG3 QCR GP11 SG2 ex-CP Caboose 434065 QCR Coach 1001 TTCA Coach 2709 TTCA Coach 2841 TTCA Coach 2722 TTCA FA-1 Power Car 616 Three flat cars
16 October 2001 VIA #618 - "Bras d'Or" at Orangedale, Nova Scotia RLK GP9-4 4004 F40PH-2 6408 Baggage 8623 Coaches 8144, 8141 Skyline 8511 Dome-Sleeper-Observation <i>Waterton Park</i>	21 October 2001 ONT #698 - "Northlander" at North Bay, Ontario FP7Au 2002 EGU 202 Coach 600 Snack Car 702 Coach 609	28 October 2001 Special VIA #1 - "Canadian" at Jasper, Alberta F40PH-2 6441 Coaches 8127, 8112 Skyline 8504 Diner <i>Alexandra</i> Sleeper <i>Stuart Manor</i> Sleeper <i>Chateau Maisonneuve</i>	10 October 2001 QNSL passenger from Labrador City, Newfoundland SD40-2CLC 301 Baggage 13521 Baggage 13520 Coach 13515 Coach 13519 Coach 13518	

(Thanks to Martin Boston, Doug Cameron, Jeff Geldner, John Godfrey, Alan Gossert, Harm Landsman, Stan Smith and David Young)

SAMPLES OF DIESEL LASHUPS

Oct 9 - Ontario Southland at Mt. Elgin, ON: RS-18 183 and RS-18u 180.
 Oct 13 - CN 402 at Edmonton, AB: CN SD40u 6007, CN Dash 8-40CM 2421, and LLPX GP38-2s 2263 and 2236 (LLPX units en route to Goderich-Exeter Railway).
 Oct 13 - CP at Coquitlam, BC: SD40-2s 5932, 5804 and 5585.
 Oct 17 - NBSR 901 at McAdam, NB: NBSR GP38-3 9802, HATX GP38 175, HATX GP40 416, BAR (Helm) GP38 300, and NBSR GP9E 3760.
 Oct 17 - CP 199 at Brickburn, AB: AC4400CWs 8528 and 8602.
 Oct 18 - CN 828 at Edmonton, AB: Dash 9-44CWL 2503, and SD40-2(W)s 5332 and 5268.
 Oct 19 - CP 770 at Redcliff, AB: SOO SD60s 6052, 6032 and 6009, and CP SD40-2 6060.
 Oct 19 - CN westbound at Brighton, ON: CN SD60F 5535, GCFX SD40-3s 6037 and 6053, and CN Dash 8-40CM 2407.
 Oct 20 - CN 303 at Clover Bar, AB: CN SD60F 5518, CN GP40-2L(W) 9527, GCFX SD40-3 6071, and CN SD40-2(W) 5331.
 Oct 20 - CN 512 at North Edmonton, AB: SD40u's 6005, 6002 and 6001.

Oct 24 - NBSR 901 at McAdam, NB: NBSR GP38-3 9802, NBSR GP9Es 3760 and 3744, CDAC GP40 40, BAR (Helm) GP38 300 and NBSR GP38-3 9803.
 Oct 26 - CN 419 at Edmonton, AB: SD40s 5096, 5233 and 5055.
 Oct 27 - CP 101 at Brignall, ON: AC4400CWs 8655, 8550 and 8520.
 Oct 27 - CN 101 and 205 at Parry Sound, ON: CN Dash 8-40CM 2428 and NS C40-9W 9623.
 Oct 27 - CTRW 774 at North Battleford, SK: M-420(W) 3547, M-420B 681 and M-420(W) 3532.
 Oct 27 - CN 453 at North Edmonton, AB: CN SD60F 5557, and ONT SD40-2 1735.
 Oct 31 - NBSR 901 at McAdam, NB: NBSR GP38-3 9801, HLCX GP38s 3669, 3668 and 3662, CDAC GP40 40, and HATX GP38 175.
 Nov 1 - CN grain empties at Port Arthur, ON: GP40-2L(W)s 9618, 9418 and 9461.
 Nov 1 - SOR at Paris West, ON: RLK GP35 5005, TOR GP9 4205 and RLK GP35 2210.
 Nov 1 - BCOL northbound at Prince George, BC: Dash 8-40CMs 4621, 4618, 4625, 4611, 4610, 4606 and 4603.

Nov 3 - CN 819 at North Edmonton, AB: SD40s 5068 and 5060.
 Nov 3 - CP 101 detouring at Longlac, ON: CP SD90MACs 9149 and 9133, SD40-2 6063, and AC4400CW 8560.
 Nov 3 - CN 397 at Paris West, ON: CN SD75Is 5649 and 5785, and GTW GP38-2 4914.
 Nov 3 - CN northbound at Coniston, ON: SD50F 5431, Dash 8-40CM 2429, SD50F 5412, SD40-2(W) 5315, GP40-2L(W) 9493 and Dash 8-40CM 2403.
 Nov 3 - CN 418 and Campbell Park, AB: SD40u 6004, GP38-2 4716 and SD40u 6000.
 Nov 4 - CN 308 at Brockville, ON: CN Dash 9-44CWL 2610, ONT SD40-2 1735, and CN SD40-2(W) 5258.
 Nov 6 - CN transfer in Vancouver, BC: GP38-2 4701, GP38-2m 7532 and GP38-2 4709.
 Nov 6 - CP Cobourg Turn at Brighon, ON: STLH GP9u 8225 and CP GP38-2 3074.
 Nov 10 - BCOL MKPG at Mackenzie, BC: B39-8E 3910 and B36-8 3625.
 Nov 11 - CN westbound at Brighton, ON: CN SD75I 5650, Dash 9-44CWL 2546, and IC (CN livery) SD40-2s 6100 and 6104.
 Nov 11 - CN 417 at Edmonton, AB: Dash 8-40CM 2424, SD40-2(W) 5306, and GP9RM 7014.

(Thanks to Bruce Blackadder, Doug Cameron, Chris Davidson, Harm Landsman, Bryan Martyniuk, Peter Phillips, Bill Rood, Doug Seymour, Stan Smith, David Stalford and Adrian Telizyn)

LEGEND: **BAR** - Bangor & Aroostook; **BCOL** = BC Rail; **CDAC** = Canadian American Railroad; **CN** = Canadian National; **CP** = Canadian Pacific Railway; **CTRW** = Carlton Trail; **GCFX** = Connell Finance (lettered GEC-Alstom); **GTW** = Grand Trunk Western; **HATX/HLCX** = Helm Financial; **IC** = Illinois Central; **LLPX** = Locomotive Leasing Partners; **NBSR** = New Brunswick Southern; **NS** = Norfolk Southern; **ONT** = Ontario Northland; **QCR** = Quebec Central; **QNSL** = Quebec North Shore & Labrador; **RLK** = RailLink (now RailAmerica); **RMR** = Rocky Mountaineer Railtours; **SOO** = Soo Line; **STLH** = St. Lawrence & Hudson; **TOR** = Trans Ontario; **TTCA** = Trains Touristiques de Chaudière-Appalaches; **VIA** = VIA Rail.

TTC Celebrates 80th Anniversary

On September 6, 2001, the Toronto Transit Commission celebrated its 80th Anniversary with a Parade of Vehicles in downtown Toronto. Bathed in sunlight, five streetcars and five buses travelled west on Queen Street West, north on Spadina Avenue, east on College Street, south on Bay Street, east on Dundas Street West, south on Church Street and west on Queen Street West to the delight of thousands.

On September 1, 1921, the Toronto Transportation Commission took over a mix of private and municipal street railways comprising the central city system of the Toronto Railway Company; the Toronto Civic Railway's five municipal routes; and the three routes of the Toronto & York Radial Railway within the city. Adult fares were set at seven cents and tickets were four for 25 cents. Operators were paid a starting wage of 60 cents an hour.

In 1921, the first of 350 new steel-bodied Peter Witt streetcars and 225 trailers were introduced. In 1923, the TTC took over the privately-run Toronto Suburban Railway lines within the city limits in West Toronto. In 1927, the TTC took over the financially troubled radial railway services from the Ontario Hydro Electric Railways which comprised the Metropolitan (later Lake Simcoe), Mimico (later Port Credit) and Scarborough lines.

In 1938, the first Presidents' Conference Committee (PCC) streetcars were introduced - the TTC eventually would purchase 745 new and second-hand PCCs, the largest PCC fleet in North America. Two, Nos. 4500 and 4549, have been retained for charter service.

In 1954, the Toronto Transportation Commission was renamed the Toronto Transit Commission and given a mandate to serve the new 386-square-kilometre Municipality of Metropolitan Toronto.

Also in 1954, Canada's first subway - the 7.4-km Yonge line from Union to Eglinton Stations - opened for business. The University subway line was opened in 1963 from Union to St. George Stations, followed by the Bloor-Danforth subway line from Keele to Woodbine Stations in 1966 - extended west to Islington and east to Warden in 1968. The Yonge Subway extension to York Mills opened in 1973 and was extended to Finch in 1974. In 1978, the Spadina subway line was extended to Wilson. Bloor-Danforth subway extensions were opened to Kennedy and Kipling Stations in 1980. In 1994, construction of the Sheppard Subway from Yonge to Don Mills was commenced (scheduled to open in 2002). In 1996, the Spadina subway line was extended to Downsview Station, bringing the number of subway stations to 66.

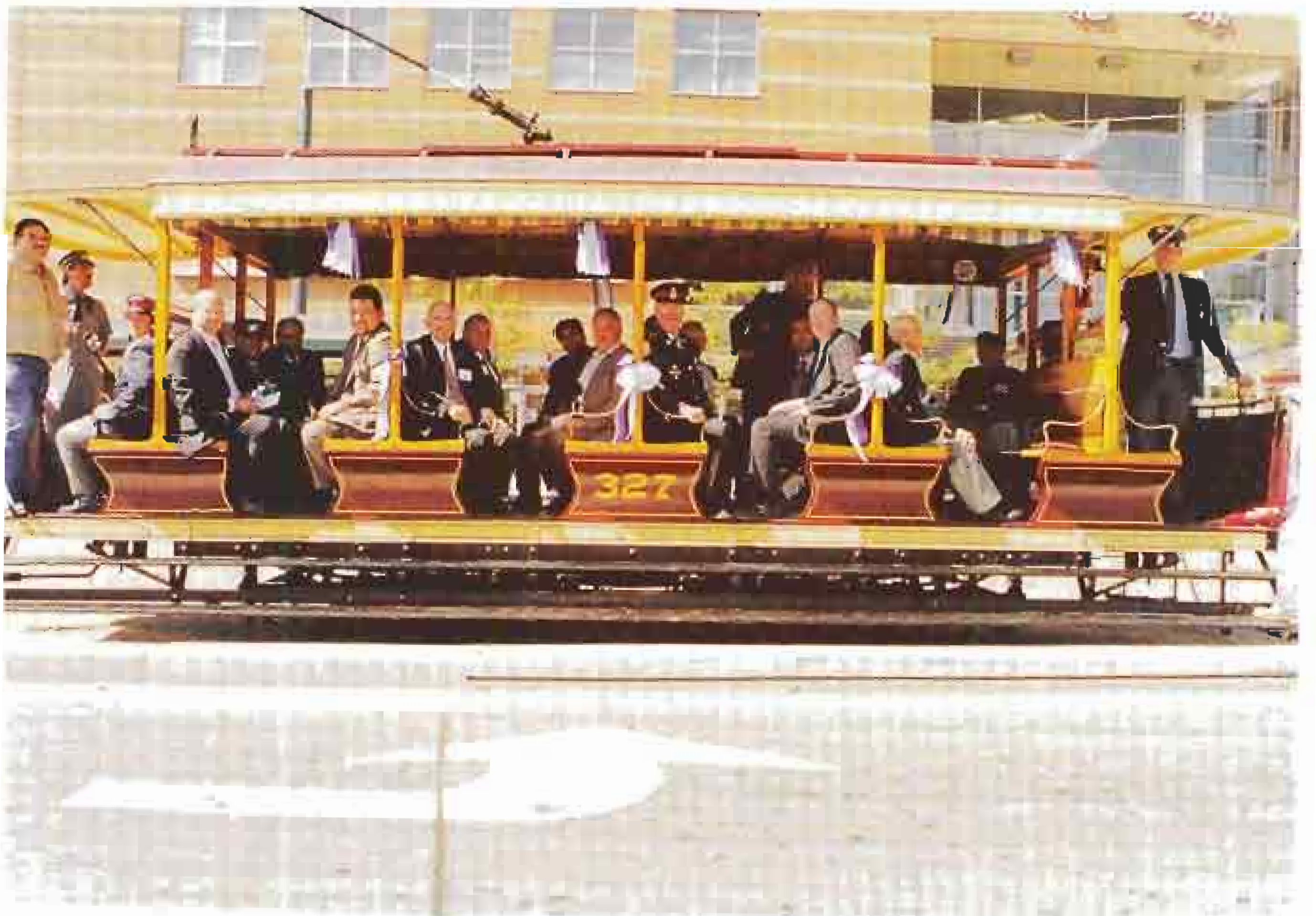
In 1979, the first of 196 Canadian Light Rail Vehicles (CLRV) entered service. In 1985, the Scarborough Rapid Transit opened between Kennedy and McCowan Stations. In 1988, the first of 52 articulated streetcars (ALRV) entered service. The Harbourfront streetcar line was opened between Union Station and Spadina in 1990 - the first new streetcar line in Metro Toronto in 60 years.

In 2001, the TTC operates approximately 1650 buses, 250 streetcars, 640 subway cars, 60 rail service cars, and 28 ICTS cars (Scarborough Rapid Transit).

In the upper photo, Open Car 327, built in 1933-34 as a "replica" of the original 327 dating from 1893, leads the parade westbound on Queen Street West in front of Nathan Phillips Square, on September 6, 2001. In the middle photo, No. 327 is northbound on Spadina Avenue with various guests. No. 327 was donated to the Ontario Electric Railway Historical Association (OERHA) in 1968 and was trucked from the OERHA's trolley museum in Milton to Toronto for the parade. Operating the hand-braked 327 is TTC Operator Glen Franks, also a member of the OERHA.

The lower photo shows Peter Witt 2766 (1923), PCC 4500 (1951), CLRV 4019 (1979), ALRV 4201 (1987 followed by five buses (New Flyer D40LF 7331, Ford ELF 9854, OBI 06-501 Natural Gas 9235, rebuilt GMC T6H-5307N 2300, and Nova T80206 7217) eastbound on College Street about to turn south on Bay Street on September 6, 2001.

Photos by the TTC's Mike Detoma. ■



Along the Right of Way

EX-CN 4-8-2 6060 ROLLS AGAIN: On October 22, the Rocky Mountain Rail Society's ex-CN Mountain 6060 powered CN Train 551 from Red Deer to Edmonton, Alberta, to be positioned to participate in a ceremony where the VIA (former CN) station in Jasper was turned over to Parks Canada. The consist from Red Deer Jct. consisted of 4-8-2 6060, PROX tank car 78974 (for additional water), RMRS (RMAX) baggage 9039 (ex-CN work car 59119), Alberta Prairie Railway Excursions (APXX) coach 7279 with CN GP9RM 7077 bringing up the rear.

Departing Edmonton on October 24 for display at Edson, the train included: CN GP38-2(W) 4766, RMRS 4-8-2 6060, PROX Tank Car 78974, RMAX Baggage 9039, APXX Coach 7279, IC E9Ar 103 (in CN green/black/yellow livery), IC E9Ar 102 (in CN green/black/yellow livery), RMR (Great Canadian Railtours) Coach 3224, RMR Coach-Lounge 3030, RMR Dome-Coach 9511, VIA Coach 8112, VIA Skyline 8504, VIA Diner 8402 - *Alexandra*, VIA Sleeper 8340 - *Stuart Manor*, CN Service Car 15162 - *Coureur des Bois*, CN Business Car 94 - *Gatineau*, CN Reception Car 15165 - *Tawaw*, and CN Inspection Car 15050 - *Sandford Fleming*.

On October 25, the train proceeded to Hinton where GP38-2(W) 4766 was removed to put 4-8-2 6060 in the lead for the journey to Jasper on October 26.

On October 29, the 6060, tank car 78974, baggage car 9039 and coach 7279 returned to Edmonton as Train 350, with CN caboose 79847 added, followed by GP38-2(W) 4766 on the rear. On October 30, the train, less the caboose, travelled from Edmonton to Red Deer Jct. for return to its base in Warden, Alberta.

The two IC E9Ar units and four CN cars were moved to Edmonton on October 27. The three RMR cars were returned to Kamloops on a CN freight. The four VIA cars were pressed into service at Jasper on October 28 as part of a six-car "Canadian" to Vancouver when the westbound "Canadian" was terminated at Jasper, hours late due to severe weather conditions in northern Ontario on October 25.

Also present for the hand-over ceremony was former CN F3A 9000, now 53 years old and a resident of the Alberta Railway Museum in Edmonton since 1971.

PRIVATE CAR VISITS MONTREAL: Private Car *Caritas* arrived in Montreal on the rear of Amtrak's "Adirondack" on October 18 and departed Montreal on the "Adirondack" for Albany, New York. The car was recently outshopped from Avalon Railcar, repainted in Milwaukee colours. The *Caritas* was previously CN 14 roomette, 4 double bedroom sleeper *Churchill Falls* (retired in 1982), built by Pullman-Standard in 1948 as StL&F *Pierre Laclède*. (John Godfrey)

PROVINCE HELPS RESTORE HISTORIC DAUPHIN CN STATION: On September 6, Manitoba's Culture, Heritage and Tourism Minister Ron Lemieux officially reopened the 89-year-old Dauphin Station as a multi-use community facility. Historical renovations will be completed with \$125,000 from the provincial government. The station, built in 1912, is one of Manitoba's finest examples of railway architecture. The station is impressive in size, with a picturesque roofline, dormers, turrets and decorative brick and stonework. It made a statement about the significance of Dauphin to the railway and was one of Canadian Northern's most important divisional points. Until the 1980s, it was a hub of railway activity in CN's prairie region. (Manitoba government homepage, Sept. 6)

LIGHT RAILS COMES TO OTTAWA: The O-Train service began on Monday, October 15, shortly before 15:00. Trains run every 20 minutes from Monday to Saturday and through the middle of the day on Sundays, but only every 40 minutes early in the morning and in the evening on Sundays. Trains depart from Bayview Station, at the north end of the line, at :08, :28, and :48 after

each hour, and from Greenboro Station, at the south, at :07, :27, and :47 after each hour. The trains meet at Carleton Station, where there is a passing siding.

Capital Railway Time Table No. 2 came into effect at 00:01 on Sunday, October 14. It established new station names on the Ellwood Subdivision. From south to north, the station names now are Greenboro*, Walkley, Ellwood Jct., Confederation*, Carleton*, Carling*, and Bayview* (* passenger stops). The line is controlled by OCS/ABS. The rule book in effect is ORCR, the Operating Rules for the Capital Railway.

The three German-built Bombardier Talent train-sets are numbered CAP 1, 2, and 3.

The Capital Railway radio frequencies are:

* Ch 1, 160.275/160.965 (operations)

* Ch 2, 160.485 (communications with RTC)

* Ch 3, 168.510/164.490 (communications with the transit control centre)

The trains are operated by OC Transpo employees, trained as LROs (light rail operators). Rail traffic control services are provided by Rail Control, from Dorval, Quebec; track maintenance services are provided by Railterm; vehicle maintenance is conducted by Bombardier; and training was provided by Canac. Some construction services were provided by CPR. CN Rail Traffic Controllers in Montreal control the railway crossings at grade at the Walkley Diamond, where the CAP Ellwood Sub. crosses the Walkley Line, used by Ottawa Central trains, and at the Ellwood Diamond, where the CAP crosses the CN Beachburg Sub., used by VIA trains. (Pat Scrimgeour)

UPDATE ON CPR NORTH TORONTO STATION: Work is well underway with the complete restoration and refurbishing of the former CPR North Toronto Passenger Station building. The main floor of the building is being developed as a new Liquor Control Board of Ontario (LCBO) flagship store, incorporating both the former LCBO store area on the south side of the overhead CPR tracks, the former Brewers Warehousing Beer Store area on the north side, and storage area directly underneath the CPR North Toronto Subdivision tracks, which was used by both Brewers Warehousing and the LCBO for storage of inventory.

Brewers Warehousing vacated their part of the station over a year ago, re-locating to a new site nearby. LCBO is still using the area south of the tracks until the north half of the station ground floor restoration has been completed. Then the LCBO will occupy the completed north half while restoration of the south part is completed.

Restoration plans include refurbishing the ticket windows complete with the brass wickets, and restoring the ground level area of the whole station to much the way it appeared in 1916.

The developer of this project, and the surrounding property is Equifund Corporation. They have created a very interesting web site showing a series of pictures, ranging from the first North Toronto Station on Marlborough Avenue (south side of the tracks just west of Yonge Street) to construction of the Yonge Street Underpass, construction of the North Toronto Station building, to views of the completed station and tower and platforms with platform roofs. The site can be accessed at www.northtorontostation.com (John Freyseng)

CHANGING TIMES: Amtrak P40DC units have taken over from F40PH units on the Rensselaer-Toronto portion of the "Maple Leaf". The last F40-powered "Maple Leaf" departure from Toronto was on November 5, powered by F40PH 268. (Elbert Simon)

FRA TAKES FIRST STEP TOWARD MANDATING REFLECTIVE STRIPS ON RAIL CARS: The U.S. Federal Railroad Administration has concluded that reflectorized material is now both durable enough and cheap enough to be a cost-effective way of reducing grade-crossing accidents. Before proceeding with the rule-making

process, the FRA is requesting public comment on its cost-benefit analysis of reflectorized materials on rail cars. (Trains.com, Oct. 29)

ADDENDA AND ERRATA AVAILABLE: Readers are invited to request Issue A, August 2001, an update that includes additional material since publication and corrections to the text of "Constructed in Kingston" by Donald R. McQueen and William D. Thomson. They may do so in choosing one of the following methods:

* Canadian readers wishing a printed copy (five 8½" x 11" pages, ten sides) should send a clearly self-addressed or labelled stamped "catalogue" envelope (5⅞" x 9⅞") in size to Canadian Railroad Historical Association, Kingston Division, Attention, W.D. Thomson, PO Box 1714, Kingston, ON K7L 5V6. Postage must be 75¢.

* US readers enclose \$1.00 US with their self-addressed envelope to cover postage and handling to the above address.

* Readers wishing an electronic copy please send an e-mail to ddmcqueen@home.net requesting their copy to be sent in either WordPerfect or Microsoft Word format (all versions will be checked by Norton AntiVirus 2002 as they are sent).

Copies of **Constructed in Kingston** are still available. Send your order with a Canadian cheque or (international) money order (payable to Canadian Railroad Historical Association) to the Canadian Railroad Historical Association; Kingston Division, PO Box 1714, Kingston, ON K7L 5V6. Postpaid prices are:

* In Canada (except NS, NB & Nfld.): \$88.81

* To NB, NS and Nfld.: \$95.45

* To addresses in the USA: \$66.00 US funds.

LETTER TO THE EDITOR: It pays to advertise! At least it pays to ask questions in **Branchline** if you want to know something. I asked the readers if they knew anything about the CPR roundhouse facility at Windsor Station in Montreal and/or the date of the photograph of CP light Pacific 2219 climbing the grade out of the station with what looks to be an odd passenger consist, on Page 6 of the September 2001, issue of **Branchline**. Thanks to some very interested and sharp eyed readers, I came up with answers to a few of the many questions I asked.

Well, what did I learn? First, there seems little doubt the photograph was taken between 1926 and 1950, the latter date being most likely. This was determined from CP records which don't show the 2219 having a stoker applied before that date. (My aging memory seems to tell me that stoker was applied in 1948 or '49, but I could be wrong, and who am I to argue with CP's records).

The first car in the consist has been identified as a "buffer" car behind the engine, separating it from the wooden passenger carrying cars. It is one of the 4900 (later 4400 series) series Box-Baggage cars, originally built in 1926-28 for silk traffic from the Orient. The two wooden passenger cars behind the 4900 box-baggage are either suburban coaches or first class coaches. If first class they would have had 6 wheel trucks, or 4 wheel trucks if suburban cars. The Pintsch Gas lighting system has been identified by the piping running along the roofs of these cars. The following car has not been identified due to the signal gantry obscuring the car. The second to last car is a steel-sheathed coach, the electric conduit line running along the centre of the roof proves that. The last car is, as guessed, probably a business car, but it could be a parlour car, hard to say.

In any event the answer to the question as to who took the photograph remains unanswered, as does the exact date, but we're close. Also, still unanswered, is the request for a photograph of the CPR Windsor Station roundhouse. That facility was built in 1889, had 12 stalls and was torn down in 1900, before the Glen Yard roundhouse was built. The shop at the Glen wasn't in use until 1906.

And, oh yes, I had the street name wrong. The 2219 is crossing over des Seigneurs Street, not Aqueduct - my poor old memory again! The old roundhouse was located between Mountain and Aqueduct Streets. Aqueduct is now renamed "Lucien L'Allier".

Many thanks to all those who responded to my request for information. It's great to know that there is a lot of knowledge within the readers of **Branchline** and, hopefully, some of this knowledge will get on paper before it's lost forever. [Duncan du Fresne, Ottawa, Ontario]

CORRECTIONS RE READING PACIFICS: Regarding the article "A Tale of Two Pacifics" in the September 2001 **Branchline**, on Page 12 it indicated that the [Reading] G3s had Hennessy lubricators, the first on the Reading. The Hennessy lubricators were first applied to the newly-constructed T1s (4-8-4). A wrong decision was made to do this. They all came off of both classes (T1s and G3s) because they never worked due to dirt, grime and mud.

The drifting valves allowed air to automatically exit (not enter) the valve chests when the throttle was closed on the Reading G3s. [Bob wanner, Reading, Pennsylvania]

CORRECTION: Re Page 22, September 2001 **Branchline**, regarding the washout derailment east of Swiftwater, Swiftwater is in British Columbia, not Alberta (although close to the BC/Alberta) [Steve Bayrack]

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PHOTO CORNER



LEFT TOP: On September 9, 2001, the Great Western Railway celebrated its first year of operations in southwestern Saskatchewan with a formal ceremony in Shaunavon. Just three weeks prior to the first anniversary celebration, the GWR's two ex-CN M-420(W) units were repainted into a new livery, colours very reminiscent of the Canadian Football League's Saskatchewan Roughriders. GWR 2000 and 2001 are at Shaunavon on September 12, 2001. Kodachrome slide by Les Kozma.



RIGHT TOP: Canadian National GP9 4506 assists 4-8-4 6189 up the Niagara Escarpment at Dundas, Ontario, in 1958. No. 6189 would soon be withdrawn from service and be retired in October 1961 at age 21. No. 4506 was rebuilt as 7081 in 1993 and is assigned to Toronto for maintenance. Anscochrome slide by Bill Thomson.



LEFT MIDDLE: Cape Breton & Central Nova Scotia Railway Train 306 is just cresting the grade at Marshy Hope, Nova Scotia, with leased HATX SD45-2s 912, 910 and 914 in full voice on October 16, 2001. Just a few years ago, the train would have been powered by former CN C-630M units. The CB&NS took over the CN line between Truro and Sydney (236 miles) on October 1, 1993. Photo by David Othen.

RIGHT BOTTOM: CP AC4400CWs 9563 and 9557 power a loaded eastbound coal train en route to Ontario at Cowley, Alberta, mile 71 Crowsnest Subdivision, on September 25, 2001. Helping in mid train is remotely-operated AC4400CW 9565. Kodachrome slide by David Meridew.

LEFT BOTTOM: CP GP9s 8699, 8521 and 8526 lead CPR's eastbound "The Canadian" at Winnipeg, Manitoba, on July 29, 1975, just three years before CPR's flagship passenger train was taken over by VIA Rail Canada. Both 8521 and 8526 were equipped with a steam generator; 8521 still sports the maroon and grey livery with script lettering that was superseded in 1968 with the CP Rail livery worn by 8699 and 8526. The three "Geeps" were rebuilt as yard engines 1595 in 1985; 1538 in 1982, and 1584 in 1984 respectively. Photo by Dave Franklin.



The Motive Power and Equipment Scene



RETIRED:

- WC GP30 703, 719, 2251, 2252 and 2253 on Nov 1.
- WC SW9 1231 on Nov 1.
- WC SW1200 1234 on Nov 1.
- WC GP9R 1702 and 4508 on Nov 1.
- AC FP9A 1753 and 1754 on Nov 1.
- AC F9B 1761 and 1762 on Nov 1.
- WC GP35m 2059 on Nov 1.
- WC SD24 2401 and 2402 on Nov 1.
- WC GP35 2257 on Nov 1.
- CN GP9RM 4123 on Oct 30.
- WC GP7 4133 and 4151 on Nov 1.
- WC SD45 6609, 6624, 6627, 6629, 6632, 6633, 6639 and 6641 on Nov 1.
- WC SDP45 6634 on Nov 1.
- WC F45 6650 on Nov 1.

TRANSFERRED:

- Illinois Central (Woodcrest) to Wisconsin Central: IC GP40R 3101, 3102, 3106, 3108, 3110, 3115, 3117, 3123, 3129, 3133, 3134, 3138; IC GP40-2 3140.
- Winnipeg to Edmonton: CN GP38-2 4700.
- Edmonton to Vancouver: CN GP38-2 4716.
- Illinois Central (Woodcrest) to Edmonton: CN SD70I 5600-5605, 5607, 5608, 5610-5613.
- Unassigned to Toronto: CN GP9RM 7010.
- Vancouver to Edmonton: CN GP38-2m 7532.

LONG TERM LEASED: LMSX C40-8W 728-739 have returned to the CN family on year-round long-term lease and will be renumbered IC 2455-2466. Some had been renumbered at press time. Previously, LMSX 715-739 were split-leased to Norfolk Southern and CN.

NEW CAR MOVER: Retired CN SW1200RS 1357 has been assigned as a car mover at Edmonton and has been renumbered CS05.

UNITS LEASED OUT:

- To Kelowna Pacific Railway: CN GP40-2L(W) 9416.
- To Mackenzie Northern Railway: CN GP38-2(W) 4780, 4783, 4784; SD40 5013, 5030, 5051, 5055, 5109, 5233.
- To Procor-Railserv at Prentiss, Alberta: CN SW1200RM 7300.
- To Hudson Bay Mining and Smelting, Flin Flon, Manitoba: CN SW1200RS 1375.
- To Ottawa Central Railway: CN GP9RM 4107 and 7015.
- To Chemin de fer de Matapedia et du Golfe: CN GP40-2L(W) 9460.

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

- IC E9Ar 100-103 (all see occasional service).
- CN YBU-4 200-203.
- CN GP9-Slug 219, 238.
- CN HBU-4 513.
- CN YBU-4m 524.
- CN GMD1m 1063, 1078, 1082, 1177.
- CN SW1200RS 1339, 1355, 1363, 1371, 1385.
- IC SW14 1407, 1419, 1438.
- AC FP9A 1750*, 1751*, 1752*, 1755*.
- AC FP7Au 1756*.
- CN GP38-2 4701, 4703, 4704, 4705, 4710, 4712, 4715, 4717.
- CN SD40 5078, 5096, 5215, 5222, 5229, 5232.
- GTW (IC) SD40 5900, 5901, 5913, 5914, 5916, 5921, 5925.
- DW&P (IC) SD40 5907.
- GTW (IC) SD40-2 5934.
- GTW (IC) GP40 6401.
- GTW (IC) GP40-2 6419, 6420.
- CN GP9RM 7064, 7235.
- CN SW1200RM 7301, 7303, 7304, 7309, 7311, 7313, 7314.
- CN GP38-2m 7510.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- IC E9Ar 104.
- CN GP9 Slug 246, 248.
- CN HBU-4 503.
- WC GP30 700*, 713*.
- WC SW1200 1232*, 1233*.
- CN GMD1u 1406, 1414, 1417.
- WC GP35m 2053*, 2060*.
- WC GP35 2551*, 2553*, 2554*, 2555*.
- CN Dash 9-44CWL 2574, 2606.
- WC GP7 4119*.

- WC GP9R 4501*, 4505*.
- GTW GP9R 4623.
- CN GP38-2 4706, 4707, 4714.
- GTW (IC) GP38-2 4917.
- CN SD50F 5455.
- WC SD45 6623*, 6635*, 6642*.
- CN GP9RM 7001, 7003, 7007, 7008, 7011, 7012, 7041, 7042, 7043, 7210, 7240.
- CN SW1200RM 7306, 7316.
- CN GP38-2m 7521.
- CN GP40-2L(W) 9415.
- CN GP40-2(W) 9668, 9674.
- IC (NREX) E9Ar 9922, 9923.

UPGRADED UNITS RELEASED FROM TRANSCONA: LLPX GP38-2 2270 and 2271, upgraded from Illinois Central GP40R 3132 and 3130 respectively, were released from CN's Transcona Shops in Winnipeg on October 19 and October 26.

TO MUSEUM: Wisconsin Central SW1 #1 - "Francis J. Weiner" moved to the National Railway Museum in Green Bay, Wisconsin, in late-October, a transaction that took place before CN's takeover of WC.



**CANADIAN
PACIFIC
RAILWAY**

NEW ARRIVALS: (dd/mm = date added)

- AC4400CW 8627 (04/10 - corrected date); 8628 (11/10 - corrected date); 8636-8638 (17/10); 8639-8642 (27/10); 8643-8645 (31/10). [8646-8655 to follow]

UNITS STORED SERVICEABLE: (* added since last issue)

- SOO SD40 738*, 745*.
- SOO SD40-2 763*.
- CP Control Cab 1116.
- CP SW1200RSu 1241, 1245, 1248*, 1250.
- CP GP9u 1530, 1557, 1593.
- STLH GP9u 1594.
- CP 4-6-4 2816 (steam).
- CP SD40 5404*, 5534*.
- STLH SD40 5542*.
- CP SD40-2 5431, 5485*, 5699*, 5730*, 5835*, 5863*, 6619*, 6621*, 6622*.
- CP SW1200RS 8111, 8114*, 8132, 8133, 8138, 8167, 8171.

UNITS STORED UNSERVICEABLE: (* added since last issue)

- SOO GP9 402, 414.
- CP (SOO) SD40 741, 752.
- SOO SD40 748.
- SOO SD40-2 757, 758, 761, 764, 765.
- CP (SOO) SD40-2 760, 762, 785, 786.
- CP SW1200RSu 1210, 1237, 1240, 1244.
- UP SW10 1212, 1213, 1217, 1220-1222, 1231, 1240 (leased).
- SOO SW1500 1400, 1401.
- CP GP7u 1507.
- CP GP9u 1531, 1535*, 1536, 1539, 1587*.
- SOO GP40 2015, 2036.
- CP GP38-2 3131*.
- SOO Fuel Tender 4000*, 4001, 4002*.
- CP SD40 5410, 5413, 5414, 5536, 5541, 5550.
- CP SD40-2 5388, 5568, 5574, 5580, 5618, 5624, 5635, 5644, 5670*, 5678*, 5680, 5683, 5718, 5726, 5734, 5744, 5805, 5821, 5848, 5853, 5956, 6618, 6623*.
- CP SD40M-2 5495.
- STLH SD40-2 5636.
- SOO SD60 6021.
- CP SD40A (ex-SOO) 6409.
- SOO SD40-2 6611.
- CP SW1200RS 8166.
- STLH GP9u 8205.
- CP GP9u 8251.
- CP (SOO) GP9 8270*.
- CP SD90MAC 9136*.
- CP SD90MAC-H 9302*.
- CP AC4400CW 9523.

UNITS DECLARED SURPLUS:

- SOO SD10 532, 543.
- CP (ex-SOO) SD10 534.

ON THE SHORTLINE / REGIONAL / COMMUTER SCENE

- SOO SD40 739, 746, 747, 755.
- CP SD40 (ex-SOO) 740, 749.
- SOO SD40-2 759, 770, 771, 772.
- CP SD40-2 (ex-SOO) 780, 783, 784.
- CP SD40 5412, 5500, 5507, 5515, 5529, 5538, 5540, 5546, 5547, 5553, 5564.
- CP SD40-2 5416, 5417, 5424, 5425, 5426, 5610, 5689, 5705, 5706, 5921.
- STLH SD40-2 5448.
- STLH SD40 5524.
- CP SD40-3 5685 [accident at Savona, BC, on 20/08/95].
- CP SD40 (ex-SOO) 6404, 6405.
- CP SD40A (ex-SOO) 6406, 6407, 6408, 6410.
- CP SW1200RS 8134, 8139, 8158, 8162.
- CP GP9u 8236.

UNITS LEASED: CEFX SD90MAC 120-139.

DONATED: SOO SD39 6240, built in 1968 as Minneapolis, Northfield and Southern 40, has been donated to the Minnesota Transportation Museum in St. Paul, Minnesota. (off roster on October 5)

ALSTOM (Montreal)

RELEASED:

- Caltrain (California) Bi-Level Coaches 3808 and 3812, and Bi-Level Cab Coaches 4011 and 4016 from overhaul.
- GO Transit Bi-Level Coaches 2050, 2053 and 2250 from painting.
- IC SD40-2 6100 and 6104 from rewiring and repainting into CN livery with IC subletters.
- VIA Sleeper *Chateau Denonville* from wreck repairs from the April 12, 2001, derailment of the "Ocean" at Stewiacke, Nova Scotia.

WORK IN PROGRESS:

- IC SD40-2 6101, 6103 and 6118 for rewiring.
- Massachusetts Bay Transit Authority GP40-2L(W)m 1123 for repairs.
- The following AMT former GO Transit coaches for various repairs and modifications for Montreal-McMasterville service:
 - * ex-GO Cab-Coach 101 (ex-GO 9851, nee GO C751), 7850 (ex-MARC 7850, exx-GO 9828, nee D703); and ex-MARC 7851 (exx-GO 9831, nee D706) - to be numbered AMT 202, 203 and 204 respectively.
 - * ex-GO Coaches 1042 (exx-GO 9942, nee GO 4750), 1044 (exx-GO 9944, nee GO 4752), 1050 (nee GO 9950), 1102, 1104 and 1105 - to be numbered AMT 1249, 1250, 1253, 1207, 1208 and 1209 respectively.
- AMT former GO Transit Cab-Coaches for Montreal-Delson service:
 - * ex-GO Cab-Coach 9827 (nee GO D702) and 9829 (nee GO D704) - to be numbered AMT 105 and 108.
- AMT Gallery Coach (nee CP) 920 for repairs.
- AMT former GO Transit coach 1076, 1079 and 1094 for repairs.
- Caltrain (California) Bi-Level Coaches 3807, 3811, 3815, 3821 and 3822, and Bi-Level Cab Coaches 4010 and 4017 for overhaul.
- GO Transit Bi-Level Coaches 2043, 2319 and 2244 for painting.

LOCOMOTIVES AWAITING REPAIR OR STORED:

- ex-CN GP40-2L(W) 9405, 9407, 9428, 9430, 9509, 9528 and 9628 (all purchased by Alstom).
- ex-HLCX SD40 5035 (CR 0801, CR 6242, PC 6242).
- ex-MKCX SD45 9530 (BN 6516).
- ex-PNC SD40 3011 (UP 3011); 3013 (UP 3013); 3021 (MP 3021, 721); 3026 (MP 3026, 726); 3064 (UP 3064).
- ex-SP SD40E 7343 (SP 8452); 7353 (SP 8449); 7368 (SP 8486).
- ex-SP SD45E 7402 (SP 8803); 7411 (SP 8835); 7417 (SP 8846); 7422 (SP 8856); 7423 (SP 8858); 7425 (SP 8865); 7431 (SP 8804); 7436 (SP 8819); 7438 (SP 8801); 7441 (SP 8873); 7476 (SP 8924); 7512 (SP 8903); 7518 (SP 8916); 7531 (SP 8987); 7534 (SP 9004).
- HATX GP40 403 and 404, HLCX GP38 3616, and BAR (Helm-owned) GP38 303.

BCRAIL

ADDED TO ROSTER: In November, B39-8E 3906, 3908, 3909 and 3910 (nee LMX 8516, 8549, 8556 and 8559) were delivered. To follow are 3907 (nee LMX 8526) and 3911 (nee LMX 8566).

STORED AT NOVEMBER 10:

- M-420(W) 641, 644, 646, 647.
- SD40-2 743, 747, 748, 749, 751, 754, 756, 759, 764, 766.
- B36-7 3603, 3604, 3607, 3608, 3610, 3612, 3613, 3616, 7488, 7498.
- C36-8 3621.
- RDC-1 BC-11, BC-12.

MACKENZIE NORTHERN RAILWAY: Three of the four units involved in a runaway derailment on January 27, 2001, were cut up at McLennan, Alberta, in October. Scrapped were RailAmerica GP38 3810 (nee PC 7776), HLCX SD40 6314 (nee CP 5502), and HLCX SD40 6316 (nee 5551). The fourth unit, RailLink SD18R 1802 (nee SOU SD24 6952) will be dismantled at Roma Jct., Alberta.

LAKELAND & WATERWAYS RAILWAY: GP9 1759 (nee GTW 4135) has been sold to Canadian Railserve at Stettler, Alberta.

HUDSON BAY RAILWAY: OmniTRAX OMLX SD9 1751 (nee DM&IR 138) has been reassigned from the Hudson Bay Railway to Trans Canada Switching Services at Roberts Bank, BC.

OTTAWA CENTRAL RAILWAY: In October, OCRR acquired Quebec-Gatineau Railway (nee CP) C-424 4214 (re-lettered NBEC).

ON THE INDUSTRIAL SCENE

NEW HOME: On-Track Railway Service in Edmonton has purchased Algoma Steel (Sault Ste. Marie, Ontario) GE 80-Ton No. 41 (serial 31187).

BACK HOME: Former CN GMD1 1901, acquired by National Railway Equipment, moved from NRE-Silvis (Illinois) to the NRE-Alco shop in Capreol, Ontario, in October.

ON THE PRESERVED SCENE

ADDED TO RESTAURANT: Three additional pieces of equipment have been added to a restaurant named "Katie's Crossing" in Ardrossan, Alberta. Added are 1) privately-owned coach 5064, formerly CN work car 64034, built as GT Parlor Car 2560 in 1914, last stored at On-Track Railway Service in Edmonton; 2) privately-owned former Alberta Railway Museum flat car 600, built from CN box car 500599; and 3) 30-ton, 42" gauge Plymouth model TWDT, serial 5911, built in August 1956 for Century Coal in East Coulee, Alberta, purchased from On-Track Railway Service.

ON THE EXPORT SCENE

FROM DIESEL DIVISION - GENERAL MOTORS: In early-November, 10 JT42CWR units were moved by rail from London to Halifax. From Halifax, Freightliner 66538 to 66541 were shipped to England, and Porterbrook Leasing (NedTrain) PB03 to PB08 were shipped to Rotterdam, Netherlands.

ON THE TRANSIT SCENE

LAST T-1 SUBWAY CARS DELIVERED TO TTC: The second order for Toronto Transit Commission Class T-1 Subway Cars included 156 cars from Bombardier (Nos. 5216-5371). The last two cars were accepted in a ceremony at the Davisville Car House on November 9. The Class T-1 fleet totals 372 cars built between 1995 and 2001.

SCRAPPED: Of the 76 TTC Class H-2 subway cars, built in 1971, 49 had been removed for scrap as of October 18.

Thanks Bruce Chapman, Ray Corley, John Cowan, Paul Crozier Smith, Roland Legault, Mike Swick, Adrian Telizyn and Drew Toner. ■

Cover Photos Sought

The Publications Committee is looking for suitable photographs for the outside and inside front and back covers of the 2002 edition of the **Canadian Trackside Guide**®. The Committee's preference for the outside front cover is a striking colour slide of a Canadian locomotive in a vertical format, or a horizontal slide that would, with cropping, lend to a vertical format. The preference for the inside covers and the outside back cover is for horizontal slides of Canadian locomotives.

Deadline is the "Informal Slide Night" on December 18, 2001. If you have suitable entries and cannot attend the December 18 meeting, kindly forward your entries to "Cover Contest", Bytown Railway Society, PO Box 141, Station A, Ottawa, Ontario, K1N 8V1. Please ensure that all entries are identified as to location, date, name and address of sender, etc. All entries will be returned.



"In the Setting Sun" - Two VIA Rail F40PH-2 units lead the eastbound "Canadian" across the 2,775-foot long, 195-foot high trestle at Fabyan, Alberta, at 20:45 hours on July 23, 2001. The trestle is located at Mile 148 of CN's Wainwright Subdivision. Photo by Barry Williams.

Return undeliverable address blocks to:

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